

Village of Scarsdale



Jonathan I. Mark, Mayor

*Stephen M. Pappalardo,
Village Manager*

Office of the Village Manager

Scarsdale, New York 10583

914-722-1110

Fax: 914-722-1119

www.searsdale.com

Matthew J. Callaghan

Carl L. Finger

David S. Lee

Deborah Pekarek

Marc Samwick

William Stern

Village Board Agenda

January 26, 2016

Agenda Committee Meeting - 7:30 PM – Trustees Room

Village Board Meeting - 8:00 PM - Rutherford Hall

Roll Call

Pledge of Allegiance

Minutes

- Village Board Meeting of January 12, 2016

Bills

- Trustee Finger

Mayor's Comments

Manager's Comments

Public Comments

Committee Items

Mayor Mark

- Resolution re: Appointment of Acting Village Justice
-

Finance Committee – Trustee Samwick

- Statements of Expense & Revenue for June 2015 – December 2015
 - Resolution re: Public Hearing on a Local Law Authorizing a Real Property Tax Levy in Excess of the New York State Cap
-
-

Municipal Services Committee – Trustee Stern

- Resolution re: Professional Service Agreement for Cayuga Pond Stormwater and Sediment Reduction Water Quality Improvement Project (WQIP #57157)
 - Resolution re: Awarding VM Contract #1194 Furnish and Deliver Water Meters
-
-

Recreation Committee – Trustee Pekarek

- Resolution re: Acceptance of a Gift- Funding for Irrigation System at Chase Park
 - Resolution re: Authorization to Conduct the Annual 15K/4M Road Race
 - Resolution re: Establishing Fiscal year 2016-17 Recreation Fees And Charges
-
-
-

Other Committee Reports

Liaison Reports

Written Communications (54)

- Library Addition and Renovation Project (45)
- Naomi Haber - Food Waste Compost Pilot Program
- Melisa Attar - Food Waste Compost Pilot Program
- Jeff Blatt and Josh Frankel - Roadways and Traffic (4)
- Susan Levine, Ardmore Road – Leaf Mulching and 2016 Revaluation
- Travis Stratford – Scarsdale Train Station Stairwell
- Victor J. Goldberg - Report of Ad Hoc Committee on LED

Town Board Agenda

Special Town Board Meeting
January 26, 2016
Rutherford Hall, Village Hall

Roll Call

Resolutions

- Resolution re: Scheduling a Public Hearing to Consider a Local Law Adopting the Provisions of Section 1903 of the New York State Real Property Tax Law Commonly Referred to as the "Homestead Tax Option"
-

Future Meeting Schedule

Tuesday, January 26, 2016

- Municipal Services Committee – 6:00 PM – 3rd Floor Meeting Room
 - 1. Fire Station #1 (Popham Road) Addition and Renovation Project – Presentation of Final Design and Cost Estimate by Engineering Consultant
 - Sustainability Committee – Immediately Following the Municipal Services Committee Meeting – 3rd Floor Meeting Room
 - 1. Ad-Hoc LED Committee – Status Report
-

Tuesday, February 9, 2016

- 7:30 PM Agenda Committee Meeting
 - 8:00 PM Village Board Meeting
-

FY 2015/16 Budget Discussions

Finance Committee – Trustees Room

Wednesday, February 3, 2016 10:30 A.M.

Thursday, February 4, 2016 – 6:00 P.M.

Wednesday, February 10, 2016 - 6:00 P.M.

Tuesday, March 8, 2016 – 6:30 P.M.

Public Briefing Sessions – 3rd Floor Meeting Room

Wednesday, February 24, 2016 – 7:00 P.M. – Operating Budget

Wednesday, March 2, 2016 – 7:00 P.M. – Capital Budget

THREE THOUSAND TWO HUNDRED FORTY-SEVENTH

REGULAR MEETING

Rutherford Hall
Village Hall
January 12, 2016

A Regular Meeting of the Board of Trustees of the Village of Scarsdale was held in the Rutherford Hall in Village Hall on Tuesday, January 12, 2016 at 8:00 P.M.

Present were Mayor Mark, Trustees Callaghan, Finger, Lee, Pekarek, Samwick and Stern. Also present were Village Manager Pappalardo, Deputy Village Manager Cole, Assistant Village Manager Richards, Village Attorney Esannason, Village Clerk Conkling, Village Treasurer McClure, and Assistant to the Village Manager Ringel.

The minutes of the Board of Trustees Limited Agenda Meeting of Tuesday, December 22, 2015 were approved on a motion entered by Trustee Finger, seconded by Trustee Lee, and carried unanimously.

Bills & Payroll

Trustee Callaghan reported that he had audited the Abstract of Claims dated January 12, 2016 in the amount of \$1,618,706.73 which includes \$51,085.71 in Library Claims previously audited by a Trustee of the Library Board which were found to be in order and he moved that such payment be ratified.

Upon motion duly made by Trustee Callaghan and seconded by Trustee Samwick, the following resolution was adopted unanimously:

RESOLVED, that the Abstract of Claims dated January 12, 2016 in the amount of \$1,618,706.73 is hereby approved.

Trustee Callaghan further reported that he had examined the payment of bills made in advance of a Board of Trustees audit totaling \$89,219.13 which were found to be in order and he moved that such payments be ratified.

Upon motion duly made by Trustee Callaghan and seconded by Trustee Samwick, the following resolution was adopted unanimously:

RESOLVED, that payment of claims made in advance of a Board of Trustees audit totaling \$89,219.13 is hereby ratified.

Mayors Comments

Mayor Mark stated that he had three issues that he wanted to speak about briefly as follows:

“Metro North Replacement Staircase - At long last, the replacement staircase to the northbound side of the Metro North platform is in place although it is not quite ready for use. Finishing work remains to be done. The concrete slab has been poured but is still curing. The schedule calls for the safety railing on the lower landing pad to be installed over the next week. Also note that once the staircase is open it is intended that the bus stop now near the taxi area, can be moved back to the sidewalk at the top of the stairs. Though the project is not done yet, we thank to the Village staff for their work on this project to date to get this much-needed bit of infrastructure back in place. It is my sincere hope that the next time I am addressing you, the staircase will have been opened.

Cayuga Pond Project - At the end of last year, the Village staff was notified that the Village had been awarded a state assistance grant of \$1,050,000 for further work on the Cayuga Pond project. Initial work on the project, which is principally intended to mitigate storm water flooding from the Sheldrake River in the Cayuga Road area, was designed and constructed in 2014 and 2015 at a cost of \$600,000. With this new grant, significant additional work, designed but excluded from the initial work due to lack of funding, will be possible. It is noted that some of the work will require the consent of private property owners bordering Cayuga Pond and portions of the Sheldrake River to allow Village workers to access their property to do the work. Village staff will be contacting the relevant property owners in the months ahead, and it is hoped that they cooperate by giving their required consents for a project that should be a benefit to them and many other residents living in the Cayuga Road area.

The amount of the state award represents 75% of the \$1,400,000 budgeted for the contemplated work. A condition of the grant is that the Village fund the balance of \$350,000. Some of the Village funding may be provided “in kind.” It is expected that the 2016-2017 Village budget will include the funding required to meet this condition. The Village staff is congratulated on the work it did to obtain this grant money for a much needed infrastructure project.

Food Composting - We have received a number of emails that enthusiastically support the proposal for a pilot project involving food composting. As background, what has been proposed by the Scarsdale Forum Sustainability Committee is a pilot project that would involve 100 households on a voluntary basis. The Committee’s proposal is discussed in some detail in its report dated December 1, 2015. The Committee presented its report to

this Board at a public meeting held on December 8, 2015 and we thank the Committee for the diligent work it did in bringing focus to this issue.

As proposed, the pilot project would involve the Village purchase of plastic receptacles which would be distributed to the volunteers. One receptacle would be used to collect food scraps in the kitchen. The collected scraps would be emptied into a second, larger receptacle that would be locked closed and placed curbside once a week. A private vendor would collect the scraps from the curbside receptacle and haul to a composting facility outside of Scarsdale. The Committee estimates that the annual cost to the Village for the 100-household pilot would be approximately \$44,500. It has been reported to us that a food composting program initiated in the schools has been enthusiastically received by students and the Sustainability Committee has urged us to take advantage of that momentum and investigate a Village-wide program. The pilot program would be a first step in considering whether to do so.

While there appear to be a number of environmental benefits to be gained generally by food composting, none of them would seem to apply to Scarsdale in this instance. As the Forum Sustainability Committee report notes, one benefit from food composting is that it reduces the food waste dumped in landfills where it would otherwise generate methane gas, a pollutant. However, Scarsdale's food waste does not go into landfills. Rather it is burned in a Westchester County owned resource recovery facility in Peekskill as part of the Westchester Solid Waste District of which the Village is a member.

The Forum Sustainability Committee report candidly indicates that there would be virtually no savings to the Village from the program. There is principally cost. While the \$44,500 for the pilot would not seem to be a lot of money to spend on an environmentally beneficial project, it is hoped that there would be at least some benefit, economic or otherwise, to the Village to justify that expense even in part. Apparently, there is almost none. It is understood that the Village already has the benefit of a discounted tipping fee at the Peekskill facility where its waste is ultimately deposited so no additional discount is expected as a result of eliminating food waste from that process. Thus, the Committee estimates savings to Scarsdale from the food composting project at somewhere between \$1,000 and \$3,000.

The Sustainability Committee report notes that no other Westchester municipality has instituted a food composting program, but expresses the view that if Scarsdale and others did so, savings might increase as the costs of the programs would decline. The report also notes that the NY State Department of Conservation may reimburse municipalities for up to 50% of the costs of bins and community education programs. However, these costs are rather minor – on the order of \$3,500 for bins in the pilot project. The report also states that the DEC is about three to four years behind in issuing rebates. In short, little would seem to flow back to the Village economically from these sources.

Further, and somewhat less quantifiable, the food scraps would be picked up by a truck circulating among 100 households participating in the pilot. The truck would then

travel 48 miles to the food composting facility. This compares to the 27 mile trip to the resource recovery facility where food waste is presently burned. Again the Forum Sustainability Committee report notes that use of the truck entails additional fuel and CO₂ emissions and so would seem to be at least a partial trade off of one environmental harm for another.

Lastly, mention was made at the presentation to the Board on December 8th that removing food waste from materials that are burned at the resource recovery facility in Peekskill might reduce the amount of ash produced by that facility. Assuming that is true, that would seem to be a benefit to Peekskill residents, not to Scarsdale residents. A further cost concern is that if the program were more widely instituted and as a hypothetical example was expanded 10 fold, presumably the cost would be ten times as much -- \$445,000 per year. To give some context to that number, that sum would pay for repaving approximately one mile of Village streets. When analyzed in this fashion, it is less than clear that doing the good work of food composting at Village expense is an appropriate allocation of tax dollars. And why should other residents shoulder some of the cost if there is no identifiable benefit to the Village as a whole?

Or looked at another way, would each of the 100 volunteer households be willing to pay \$445 apiece to participate in this program for a year? Perhaps so, but it is likely that those who are composting on their own presently are doing so at far less cost.

In short, we are grappling with this issue -- or more particularly whether or not tax dollars should be allocated to it. Certainly residents are free to compost their food scraps on their own and a number of residents, and one institution, who have written to us in support of the program, say they are already doing so. We applaud their efforts in that regard. In light of the relatively modest cost of the indoor and outdoor containers used in the process, perhaps more residents will take up this practice on their own. The question before us, however, is whether or not to take the cost of such a program on as a Village expense when the direct benefits to the Village are not demonstrable.

Another way of framing the question is whether we are willing to pay for a program that some, including Trustee Stern, will say should be done because it is the right moral choice to make notwithstanding the absence of any significant economic benefit.

The Board will continue to consider this issue as it goes through the budget process and we will see where we come out once that process is complete. Given other Village needs, it is not yet presently clear, at least to me, that adding food composting to Village-provided services is supportable from an economic point of view. However, we will keep an open mind on this topic in the event other persuasive factors are brought to our attention for consideration.”

Trustee Stern stated that he went to the Greenacres School last week and watched three lunch program shifts of approximately 388 students. The students have a choice of either bringing their own food or buying food in the school. The food is catered from various stores in the Village. Two years ago, they decided to institute a more environmentally friendly type of operation. At that time they decided to do food composting. It was done under the leadership of Michelle Sterling and Ron Schulhof. The results have been remarkable. He urged everyone, including the Trustees, before a decision is made on this to observe this process.

Pre-composting of food in Greenacres generated 18 48-gallon bags a day daily of waste. Today, the waste is one bag per day and the food waste is about half a container a day. If the children bring food from their house they are encouraged to bring recyclable containers or items that they would bring back home. The cater supplies everything with compostable materials. Anything that comes from the earth can go back to the earth. The plates are made of corn although they appear to be paper plates. They use wooden utensils. They have teams of monitors and three baskets for recycling. The monitors make sure the waste is placed in the appropriate containers.

The benefits of this is that the children only take what they plan on eating and throw very little away. This has also filtered down into their home life. They have mixed recyclables, pure waste, and the food waste. If you look at what is left at the end of a meal where 388 children are served you will see very little thrown away.

Trustee Stern stated that there are 2, 201 children in the elementary schools in Scarsdale. Quaker Ridge Elementary School, which has its own kitchen, just started food waste recycling. Now all of the elementary schools are doing it. All of their families are being influenced by food composting. He stated that it is an amazing thing to see 99.9% of these children doing this all on their own. He again encouraged everyone to see this with their own eyes.

Trustee Stern also noted that there is an institution in Scarsdale that does food composting also at many of their events. There are 1200 families that go to this institution and are exposed to the food composting. Between the children in the schools and this institution there is a wide acceptance of food composting. According to the Scarsdale Forum, there are hundreds of families that want to be part of the pilot program and they will have to do a lottery for the 100 families that are accepted.

He continued, stating that this is a very modest project for \$44,500 it doesn't have a big impact on any residents' budgets. However, it has a big impact on the environment. Burning food may be a good idea but he felt it was better that it go back to the earth. Anytime you don't deal with waste properly and increase carbon footprint you increase asthma and all kinds of related diseases in the environment. We have an opportunity here to preserve the environment and take a small step for a small amount of money.

Mayor Mark stated that when he heard Trustee Stern describe the program that is going on at the schools, two-thirds of what is included under the title food composting has nothing to do with food at all. It is the recyclables and other trash. It is only the third bin that the food scraps relate to. As to the food, what he heard Trustee Stern say is that the children aren't overfilling their plates so it is not all about food waste and doesn't have to do with food composting.

Trustee Stern stated that it did have to do with food composting because if they didn't have this and threw the excess food in one bin, it would filled up quickly. The children understand that they shouldn't waste food and that is a tremendous lesson in conservation.

Mayor Mark agreed that it is a good lesson.

Trustee Finger stated that he would like to make a couple of observations based on what has been said. He stated that he thought no one was taking issue with the program in the school. His daughter is a recycling ranger in the school and it is a great program. Whatever the Board does in Scarsdale is not reflective of that program. He stated that he wants to keep the door open to this and other projects because it is complicated to say that Scarsdale doesn't receive a direct economic benefit and therefore we should not do something. It is a criteria and may even be the most compelling criteria but there comes a point with all these environmental issues that we are dealing where the cost benefit analysis today doesn't necessarily equate to what is happening overall. Sometimes it has to start somewhere and maybe that is here and maybe not; however, there is a possibility that a lot of the things they are talking about, whether it is the composting, or different aspects of solar, there might not be a dollar for dollar payback.

Trustee Finger stated that he wanted to keep hearing about this and discussing it and looking for ways to do it and do these types of projects that are environmentally conscious and responsible even if there is a cost to them. That should not be the red flag for denial.

Mayor Mark thanked Trustees Stern and Finger for their input.

Manager's Comments

Village Manager Pappalardo stated that the Village is embarking on the Budget process once again for the Fiscal Year 2016/17. The Village Administration has been at work on the budget since December 1st when the Department Heads commenced their work on their operating budgets which were submitted at the end of the calendar year as well as their Capital requests and any suggestions or recommendations that they have on some fees and charges that they manage within their departments.

The Budget Officer and the Village Treasurer met individually with all the Department Heads over the past two weeks to review and discuss their operating budgets and are currently preparing the 'first pass' of the General Fund Budget document.

The Village's New York State tax levy cap allowance for Fiscal Year 2016/17 as provided by our State Comptroller is .45% or less than one-half of one percent this year. Based on our current year tax levy of roughly \$37 million, the Village could not increase our levy for 2016/17 more than \$166,000. Between the myriad of State unfunded mandates relative to pension contributions, health insurance, contractual union collective bargaining agreements, sanitary and stormwater regulations and other existing debt service payments, general liability, workmen's compensation insurance premiums and a host of necessary and worthy capital improvement projects, it is very unlikely that this 2016/17 Budget will stay within the Cap, but of course this decision will be up to the Board.

This first draft of this budget will be presented in some reformat to the Village Board's Finance Committee this week on Thursday evening, January 14th at 6:30 P.M. in the Trustees' Room in Village Hall. As is customary, the participation of the Scarsdale Forum and the Scarsdale League of Women Voters and any interested residents is welcome. The balance of the budget calendar is available on the Village's website, www.scarsdale.com. It is on the front page under "Hot Topics" and it is laid out for anyone who is interested in reviewing it and attending the meetings. It is a very quick process once started; there are a number of meetings in January and February with the Finance Committee. There are some general public organizations discussions mixed in there as well. The Tentative Budget, statutorily under New York State Law has to be filed with the Village Clerk by March 20th. At that point the Village Board will hold a public hearing in April and a final, balanced Budget is adopted by the Village Board no later than May 1st.

Public Comment

Ron Schulhof, Springdale Road, member of the Scarsdale Forum Sustainability Committee stated that he was one of the members that worked on the Composting report. He stated that he wanted to correct a factual error from the Mayor's comments related to on-site composting. If you compost in your house, in your backyard, you can compost anything and that is an alternative to commercial composting – that is not true. Composting in your backyard you can compost fruits, vegetables, coffee grounds – no meat, dairy, no processed foods, and no cooked foods. There are many things that you cannot compost in your backyard. He stated that he has two bins at home; one for his backyard and one for a facility which he brings to Whole Foods.

Mr. Schulhof stated that he would also like to talk about the true benefits of the program. The first is that we will have a conservation of resources. Food is a resource and a higher order use of that is to conserve that and use that to make compost. In the Northeast we are actually losing topsoil, which is made up of things like compost. The second piece is

reducing our trash and reducing what is burned. The third and most important piece is education and about teaching our children, our parents, and ourselves that food is not a waste and that there is a better way than plastic plates. We can use re-usables.

In regard to the schools, in addition to less waste, there aren't as many children with water bottles. They bring in reusable mugs. That happened because of the composting program and is an additional benefit. The education that there is a better way is what the program is about. He stated that he hoped that decisions in Scarsdale do not come down to dollars and cents. If he were willing to say to his children that they weren't even willing to try for \$45,000 in a \$50 million budget, he didn't know how he could look them in the face and say that. To not try for \$45,000 would be a travesty.

Mr. Schulhof stated that the ash from burning the waste is not Peekskill's problem and the trash we send here is not the County's problem, it is all of our problem. Something that is beneficial to the environment is beneficial to all of us. Scarsdale Schools were the second School District to this this; they have had at least 15 School Districts visit Scarsdale to see the program. This is being done at a House of Worship and now have twenty Houses of Worship that wants to see what's going on. Sometimes we have to take the lead on something – it might be hard and it might cost some money but he needs to be able to look at his kids and that for \$45K he is going to at least try and see what happens.

Mayor Mark asked Mr. Schulhof to stay at the podium, noting that he was one of the harder working volunteers in the Village and thanked him very much for that. He stated that it sounds to him that the benefits that are being seen are really the ancillary benefits that are being put under the rubric of food composting and they are not so much about food but are about the utensils and the containers and the things that are associated with preparing or eating the food. Food is part of it but the larger part of it seems to be these other benefits. The food composting program for the homes that is being targeted is just about food.

Mr. Schulhof asked of all the Trustees to come to the school because they will see what he is talking about. Some of the things he mentioned are ancillary, but they went from 18 bags of trash at one school to one bag. We are reducing that amount of trash. When you food compost, you get the benefit of all the other aspects by becoming more cognizant about it.

Mayor Mark thanked Mr. Schulhof for his thoughts and hard work.

There being no further public comment, Mayor Mark closed the public comments portion of the meeting.

Law Committee

Upon motion entered by Trustee Lee, and seconded by Trustee Finger, the following resolution regarding the 2016 Village Election was approved by the vote indicated below:

RESOLVED, that pursuant to Section 15-104 of the Election Law, the Village election shall be held on Tuesday, March 15, 2016. between the hours of 6:00 a.m. and 9:00 a.m. and 12 Noon and 9:00 p.m.; and be it further

RESOLVED, that the polling place for all Election Districts, Numbers 1-19 shall be at Village Hall; and be it further

RESOLVED, that qualified registered voters who reside within Westchester County may be inspectors of election for Village elections held in Scarsdale.

<u>AYES</u>	<u>NAYS</u>	<u>ABSENT</u>
Trustee Callaghan	None	None
Trustee Finger		
Trustee Lee		
Trustee Pekarek		
Trustee Samwick		
Trustee Stern		
Mayor Mark		

Finance Committee

Upon motion entered by Trustee Samwick, and seconded by Trustee Pekarek, the following resolution regarding Acceptance of a Gift for the Scarsdale Public Library Addition and Renovation Project was approved by a unanimous vote:

WHEREAS, the Scarsdale Library Board completed a Master Plan dated June 10, 2013, which identifies a number of building renovations and additions that will increase the capacity of the Library to provide a broader range of rapidly evolving library services while maintaining popular traditional collections and programs by offering a more balanced utilization of the building space within a safe, attractive and inviting comfortable environment, said Master Plan supported by the Scarsdale Village Board of Trustees via resolution dated April 8, 2014 (attached); and

WHEREAS, the improvements identified in the Master Plan will transform the Library into a multi-purpose community asset for future generations, maintain its preeminent status among free public libraries in the County and State, enhance its technological capacity to further library services and create a physical

environment that will be a welcoming and versatile learning center; and

WHEREAS, the Scarsdale Public Library Board, at their October 21, 2013 meeting, authorized the retention of the fund raising consulting firm of Plan A Advisors, P.O. Box 165, Thornwood, NY 10594, to design and conduct a capital campaign to implement such a project, subsequently identified in the July 20, 2015, Schematic Design Report prepared by Dattner Architects, at an estimated construction cost of \$16,500,000 and total project cost of approximately \$19,500,000; and

WHEREAS, the Friends of the Scarsdale Library has offered to donate the gift of \$79,600 to the Scarsdale Public Library Addition and Renovation Capital Improvement Project; and

WHEREAS, pursuant to Policy #106: "*Gifts to the Village of Scarsdale*" of the Village of Scarsdale Administrative Policies & Procedures Manual, acceptance of all gifts valued at \$500 or greater must be approved by the Village Board of Trustees; now therefore be it

RESOLVED, that the Village Board hereby accepts the gift of \$79,600 from the Friends of the Scarsdale Library toward the Scarsdale Public Library Addition and Renovation Project; and be it further

RESOLVED, that the Village Treasurer take the necessary steps to complete the transaction and accept this financial gift of \$79,600 and deposit it in the Library Capital Campaign Account; and be it further

RESOLVED, that the Board of Trustees hereby extends their heartfelt thanks and great appreciation to the Friends of the Scarsdale Library, for their generosity and commitment to the Scarsdale Public Library and Community.

Municipal Services Committee

Upon motion entered by Trustee Stern, and seconded by Trustee Samwick, the following resolution regarding Authorization to Execute the Westchester County Snow and Ice Removal Agreement was approved by the vote indicated below:

WHEREAS, The County of Westchester owns 3.22 lane miles of road within the Village of Scarsdale which require snow and ice removal services in order to provide reasonable passage and movement of vehicles; and

WHEREAS, in the interest of public safety the Village of Scarsdale has historically provided this service to Westchester County through various inter-municipal agreements (IMAs); and

WHEREAS, the latest Westchester County IMA had a five (5) year term which expired on September 30, 2015, and the County has subsequently proffered another five (5) year IMA for the identical services to be provided through September 30, 2020, with said IMA attached hereto and made a part hereof; and

WHEREAS, the reimbursement rate received from the County for services rendered by the Village shall be in accordance with Schedule "B" of the attached agreement; and

WHEREAS, any annual increase in reimbursement payments to the Village during this agreement shall be based on a percentage increase in the Consumer Price Index (C.P.I.) for all Urban Consumers all items, Selected Large Cities for New York, Northeastern New Jersey Area, as published by the United States Department of Labor, Bureau of Labor Statics from the previous twelve months, but not to exceed 3 ½ % from the preceding year's amount; now, therefore, be it

RESOLVED, that the Village Manager is hereby authorized to sign and execute an agreement, in substantially the same form as attached hereto, between the Village of Scarsdale and Westchester County for snow and ice removal services on County-owned roads located in the Village of Scarsdale; and be it further

RESOLVED, that the Village Manager is herein authorized to complete all other administrative acts necessary pursuant to this agreement.

<u>AYES</u>	<u>NAYS</u>	<u>ABSENT</u>
Trustee Callaghan	None	None
Trustee Finger		
Trustee Lee		
Trustee Pekarek		
Trustee Samwick		
Trustee Stern		
Mayor Mark		

Upon motion entered by Trustee Stern, and seconded by Trustee Lee, the following resolution to award VM #1184 – Furnish and Deliver Meter Interface Units was approved by the vote indicated below:

- WHEREAS,** The Village of Scarsdale Water Department receives, pumps, treats, and distributes potable water to approximately 5,800 accounts, consisting of both Village Residents and residents of Eastchester Water District #1; and
- WHEREAS,** in order to read water meters, the Village's current infrastructure requires that Village Personnel enter a residence or physically touch a meter on the side of a home; and
- WHEREAS,** in an effort save on operational costs and increase efficiencies, the Village of Scarsdale has embarked on a program to install Meter Interface Units (MIUs), a device installed on each water meter that transmits meter reading data through a single radio frequency that can be easily retrieved by walking by or driving by an MIU-installed residence; and
- WHEREAS,** there are currently 400 Village Water accounts with MIUs, however, once all customers are so equipped, water meter reads can be conducted at Village Hall via a single radio tower to be located in the Village; and
- WHEREAS,** the current Water Enterprise Capital Budget includes \$100,000 for the purchase of additional MIUs; and
- WHEREAS,** on Friday, December 11, 2015, the Village advertised in the Scarsdale Inquirer for the receipt of bids under VM Contract #1184 - Furnish and Deliver Eleven Hundred MIUs through the Scarsdale Inquirer, and sent bid notifications to two MIU vendors; and
- WHEREAS,** on the bid opening date of December 28, 2015, one sealed bid was received from Rio Supply Inc. of New York, 100 Allied Parkway, Sicklerville, NJ 08081, at a unit bid price of \$106.00, for a maximum of 1,100 units totaling \$116,600; and
- WHEREAS,** the contract allows the Village of Scarsdale to purchase up to 1,100 MIU units at the unit bid price of \$106.00 for up to six months after the award of the contract; and

WHEREAS, Rio Supply, Inc., an authorized reseller of compatible MIU's in the Northeast, has satisfactorily supplied water meters and remote reading devices to the Village of Scarsdale in the past; now therefore be it

RESOLVED, that VM Contract #1184 - Furnish and Deliver 1,100 Meter Interface Units be awarded to the lowest responsible bidder, Rio Supply Inc. of New York, 100 Allied Parkway, Sicklerville, NJ 08081, at the unit bid price of \$106.00, not to exceed budgeted appropriations; and be it further

RESOLVED, the cost of the units be charged to the Water Department Capital Projects, Account EWS-8310-DSTRB-CAPTL-500-50; and be it further

RESOLVED, that the Village Manager is hereby authorized to execute VM Contract #1184 on behalf of the Village of Scarsdale with Rio Supply Inc. of New York, 100 Allied Parkway, Sicklerville, NJ 08081, and to undertake administrative acts as may be required pursuant to the terms of the Agreement

<u>AYES</u>	<u>NAYS</u>	<u>ABSENT</u>
Trustee Callaghan	None	None
Trustee Finger		
Trustee Lee		
Trustee Pekarek		
Trustee Samwick		
Trustee Stern		
Mayor Mark		

Liaison Reports

Trustee Stern stated that he is the Liaison to the Library Board and the Library Board had a meeting that he attended. The Library Board is advancing their program and results in raising money for the renovations. They are now looking to move this ahead with the cooperation of the Village. The Library Board thanks the Village Board for all their efforts in this regard.

Other Committee Reports

Trustee Finger noted that the Personnel Committee will be seeking volunteers for all the Village Boards and Councils. Anyone who is interested is advised to go to the Village

website at www.scarsdale.com and submit their application so they may be considered in the upcoming months as the Committee reviews the Boards and Councils roster.

Written Communications

Village Clerk Conkling reported that sixty-six (66) communications have been received since the last meeting.

She noted that the full content of all communications that have been received can be viewed on the Village's website at www.scarsdale.com under the Board of Trustees or Village Clerk section.

Thirty-three (33) communications were received concerning the proposed Library renovations; 25 wrote in support of this project and 8 wrote in opposition to it.

Twenty-six (26) communications were received in support of the Food Waste Compost Pilot Program.

Additional correspondence was received as follows:

- Emails from Christine Bessin, 20 Old Lyme Road, and Anne King, 88 Greenacres Road regarding the Scarsdale School Busing Policy.
- An email from Sal Gulla, 1 Ferncliff Road regarding the bagging of parking meters during the holidays.
- An email from Jerry and Joyce Hirsch regarding leaf collection.
- An email from James Shenwick suggesting sidewalks for Drake Road; a response from Village Manager Pappalardo is attached.
- Another email from James Shenwick regarding the 2011 Heathcoat Five Corners Roundabout study; a response from Mayor Mark is attached.

Village Clerk Conkling reiterated that all communications are available for public viewing on the Village's website, www.scarsdale.com.

There being no further business to come before the Board, Trustee Pekarek moved to adjourn the meeting at 9:00 P.M. seconded by Trustee Lee and carried by a unanimous vote.

Donna M. Conkling
Village Clerk

RESOLUTION RE: APPOINTMENT OF ACTING VILLAGE JUSTICE

WHEREAS, pursuant to the provisions of Section 3-301 and 4-400 of the New York State Village Law, the Mayor appointed Joaquin Alemany as Acting Village Justice on April 6, 2015, with a term expiring on April 4, 2016; and

WHEREAS, on October 27, 2015, Joaquin Alemany was appointed Interim Village Justice by Resolution of the Village Board for the unexpired term of retiring Village Justice John Galloway, effective October 31, 2015, and expiring at the end of the official year on April 4, 2016; and

WHEREAS, a press release was published in the November 6, 2015, edition of the Scarsdale Inquirer announcing the appointment of Joaquin Alemany as Interim Village Justice and the application process for potential candidates for the vacated position of Acting Village Justice; and

WHEREAS, the Judicial Qualifications Committee is created pursuant to Article VI of the Town Village Civic Club's Non-Partisan Resolution, with the Committee's function including recommending qualified residents to the Mayor for the position of Acting Village Justice; and

WHEREAS, the Judicial Qualifications Advisory Committee convened on December 1, 2015, and December 8, 2015, to evaluate the candidates and conduct interviews; and

WHEREAS, the Judicial Qualifications Advisory Committee submitted the names of its recommended candidates to Mayor Jonathan I. Mark for his consideration by letter dated December 14, 2015, attached hereto and made part hereof; and

WHEREAS, on January 12, 2016 Mayor Mark interviewed candidates for the position of Acting Village Justice, which included Cynthia K. Dunne of 14 Edgewood Road, Scarsdale, New York; now, therefore, be it

RESOLVED, that pursuant to the provisions of Section 3-301 and 4-400 of the New York State Village Law, the Mayor hereby appoints Cynthia K. Dunne as Acting Village Justice to fill the unexpired term of Joaquin Alemany, expiring on April 4, 2016; and be it further

RESOLVED, that the Village Board of Trustees herein approves the appointment of Cynthia K. Dunne as Acting Village Justice for the unexpired term of Joaquin Alemany, expiring on April 4, 2016.

Submitted by: Mayor Jonathan I. Mark
Date: January 22, 2016
For: January 26, 2016

**RESOLUTION RE: PUBLIC HEARING ON LOCAL LAW
AUTHORIZING A REAL PROPERTY TAX
LEVY IN EXCESS OF THE NEW YORK
STATE CAP**

RESOLVED, that a Public Hearing is hereby scheduled by the Board of Trustees of the Village of Scarsdale to be held in Rutherford Hall in Village Hall on Tuesday, February 9, 2016, at 8:00 p.m. to review a local law authorizing the Board of Trustees to adopt a budget for the 2016-2017 Fiscal Year that requires a real property tax levy in excess of the amount otherwise prescribed in General Municipal Law §3-c, as attached hereto and made a part hereof; and be it further

RESOLVED, that the Village Clerk is directed to advertise said Public Hearing.

Submitted by: Village Manager
Date: January 15, 2016
For: January 26, 2016

INTRODUCTORY LOCAL LAW # ___ of 2016

AN INTRODUCTORY LOCAL LAW CREATING A NEW ARTICLE TO CHAPTER 269.
ARTICLE XII "TAX CAP OVERRIDE"

BE IT ENACTED by the Board of Trustees of the Village of Scarsdale as follows:

A local law to override the tax levy limit established in General Municipal Law §3-c.

Section 1. Legislative Intent

It is the intent of this local law to allow the Village of Scarsdale to adopt a budget for the fiscal year commencing June 1, 2016 –May 31, 2017 that requires a real property tax levy in excess of the "tax levy limit" as defined by General Municipal Law §3-c.

Section 2. Authority

This local law is adopted pursuant to subdivision 5 of General Municipal Law §3-c, which expressly authorizes a local government's governing body to override the property tax cap for the coming fiscal year by the adoption of a local law approved by a vote of sixty percent (60%) of said governing body.

Section 3. Tax Limit Override

The Board of Trustees of the Village of Scarsdale, County of Westchester, is hereby authorized to adopt a budget for the fiscal year commencing June 1, 2016 through May 31, 2017 that requires a real property tax levy in excess of the amount otherwise prescribed in General Municipal Law §3-c.

Section 4. Severability

If a court of law determines that any clause, sentence, paragraph, subdivision, or part of this local law or the application thereof to any person, firm or corporation, or circumstance is invalid or unconstitutional, the court's order or judgment shall not affect, impair, or invalidate the remainder of this local law, but shall be confined in its operation to the clause, sentence, paragraph, subdivision; or part of this local law in its application to the person, individual, firm or corporation or circumstance, directly involved in the controversy in which such judgment or order shall be rendered.

Section 5. Effective date

This local law shall take effect immediately upon filing with the Secretary of State.

**RESOLUTION RE: PROFESSIONAL SERVICE AGREEMENT FOR
CAYUGA POND STORMWATER AND SEDIMENT
REDUCTION WATER QUALITY IMPROVEMENT
PROJECT (WQIP #57157)**

WHEREAS, the 2009 Village Wide Comprehensive Stormwater Management Plan (SWMP) found that the Sheldrake River Drainage Basin includes one of the most complicated flood prone sub-drainage basin areas in the Village, including the sub drainage basin area identified as SR3, located within the FEMA designated 100-year flood plain.; and

WHEREAS, the Village has aggressively pursued grant funding to support both water quality and flood mitigation projects in the Sheldrake River Drainage Basin, including several projects completed in 2015 within SR3 targeting accumulated silt removal from the open water course between Seneca and Cayuga Roads and infrastructure improvements to enhance both capacity and flow rates; and

WHEREAS, the Village is desirous of continuing its efforts to improve the Sheldrake River Drainage Basin within critical sub-drainage basin SR3, and having recognized the importance of the proposed project in maintaining and improving the effectiveness of our projects completed in 2015, applied for a NYSDEC Water Quality Improvement (WQIP) Grant to construct a sediment forebay and spillway detention at Cayuga Pond ("Pond") to reduce sediment deposition downstream, thereby improving water quality and providing flood mitigation benefits; and

WHEREAS, the Village was awarded a \$1.4 million WQIP grant requiring a 25% (\$350,000) local match, a portion of which can be met through in-kind services; and

WHEREAS, professional engineering consultant support is necessary to successfully implement the Cayuga Pond project, and the engineering consulting firm of D & B Engineers and Architects, P.C., has provided exemplary contractual engineering support to the Village for many years in its efforts to understand and remedy stormwater management concerns, including extensive work in the Sheldrake Basin; and

WHEREAS, in recognition of both D & B's prior extensive work for the Village involving stormwater project development, management, and implementation, as well as the depth of their local experience and knowledge derived from successful project completion, a professional service agreement for a fee not to exceed \$179,450 has been negotiated with D & B Engineers and Architects, P.C., to provide professional engineering services related to the Cayuga Pond Stormwater and Sediment Reduction Water Quality Improvement Project (WQIP #57157), as further described in the Agreement attached herewith; now, therefore, be it

RESOLVED, that the Village Manager is, herein, authorized to execute the professional services agreement dated January 21, 2016, in substantially the same form as attached hereto, in the amount of \$179,450 between the Village of Scarsdale and D & B Engineers and Architects, P.C., 330 Crossways Park Drive, Woodbury, New York 11797, for engineering services associated with the Cayuga Pond Stormwater and Sediment Reduction Water Quality Improvement Project, WQIP Project #57157; and be it further

RESOLVED, that funds made available from the Sheldrake River Drainage Project Village Board Bond Resolution dated March 23, 2010 (attached hereto and made a part hereof), will be used to fund the Village's share in an amount estimated to be \$350,000; and be it further

RESOLVED, that the Village Manager shall take all appropriate administrative acts required for the successful completion of the terms of the professional services agreement.

Submitted by: Village Manager
Date: January 22, 2016
For: January 26, 2016

**RESOLUTION RE: AWARDING VM CONTRACT # 1194 – FURNISH
AND DELIVER WATER METERS**

WHEREAS, the Village of Scarsdale Water Department receives, pumps, treats, and distributes potable water to approximately 5,800 accounts, consisting of both village residents and residents of Eastchester Water District #1; and

WHEREAS, there are older water meters located throughout the service area that either do not have remote reading capability, under-report water usage, or have otherwise failed with age, therefore necessitating replacement; and

WHEREAS, it is critical that all meters are functioning properly to account for all water usage in the Scarsdale Water System; and

WHEREAS, the Village sent bid notifications directly to four meter vendors and on Friday, December 18, 2015, advertised in the Scarsdale Inquirer for the receipt of bids under VM Contract #1194 - Furnish and Deliver Water Meters; and

WHEREAS, on the bid opening date, January 12, 2016, one sealed bid was received from Rio Supply, Inc., 100 Allied Parkway, Sicklerville, NJ 08081, at a unit bid price for the following items: Bid Item 1- 5/8 x 3/4 inch meters \$109.00 each; Bid Item 2 – 3/4 inch meters \$156.00 each; Bid Item 3 – 1 inch meters \$206.00 each; Bid Item 4 – 1 inch meters with register for meter pit installation \$211.00 each; and

WHEREAS, Rio Supply, Inc., an authorized regional Neptune meter reseller, has satisfactorily supplied water meters and compatible remote reading devices to the Village of Scarsdale in the past; now, therefore, be it

RESOLVED, that VM Contract # 1194 – Furnish and Deliver Water Meters, be awarded to the lowest responsible bidder, Rio Supply, Inc., 100 Allied Parkway, Sicklerville, NJ 08081 for the unit bid prices as follows: Item 1 (5/8 x 3/4 inch meters) at \$109.00 each; Item 2 (3/4 inch meters) at \$156.00 each; Item 3 (1 inch meters) at \$206.00 each; Item 4 (1 inch meters w/register for meter pit installation) at \$211.00 each; for quantities not to exceed budgeted appropriations; and be it further

RESOLVED, that the cost of same be charged to the Water Enterprise Budget, Account No. EWS-8310-DSTRB-OP/MT- 400-424; and be it further

RESOLVED, that the Village Manager is hereby authorized to execute VM Contract #1184 on behalf of the Village of Scarsdale with Rio Supply, Inc., of New York, 100 Allied Parkway, Sicklerville, NJ 08081, and to undertake administrative acts as may be required pursuant to the terms of the Agreement.

Submitted by: Village Manager
Date: January 19, 2016
For: January 26, 2016

RESOLUTION RE: ACCEPTANCE OF A GIFT – FUNDING FOR IRRIGATION SYSTEM AT CHASE PARK

WHEREAS, pursuant to Policy #106: "*Gifts to the Village of Scarsdale*" of the Village of Scarsdale Administrative Policies & Procedures Manual, acceptance of all gifts valued at \$500 or greater must be approved by the Village Board of Trustees; and

WHEREAS, the Village of Scarsdale and the Friends of the Scarsdale Parks, Inc. ("FOSP") have been working cooperatively on landscaping beautification improvements to Chase Park for many years; and

WHEREAS, installation of an irrigation system in Chase Park will ensure proper watering, thereby preserving the improvements completed over the past years; and

WHEREAS, a Request for Proposal was sent to potential contractors seeking bids to install a Chase Park irrigation system in three project phases, with three bids having been received; and

WHEREAS, the lowest responsible bids for all three phases were as follows: Phase #1 (\$9,350), Phase #2 (\$3,300), and Phase #3 (\$7,150); and

WHEREAS, Phases #1 and #2 are the most critical and there exists adequate funding to complete both at a total cost of \$12,650, while Phase #3 can be deferred until additional funding is secured; and

WHEREAS, the FOSP agrees to share project costs with the Village through a gift donation of \$3,500, and further agrees to apply the \$2,788 balance from the FY 2008/09 gift for de Lima Park to this project, resulting in a total FOSP gift of \$6,288; and

WHEREAS, the Village will fund \$6,362 in project costs, comprised of \$4,689 from the remaining balance in the FY 2014/15 Chase Park Improvement/Beautification Project and \$1,673 from the Parks and Recreation Department's 2015/16 Playground Maintenance Operating account, #A-7020-PLGRD-MAINT-400-483; now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts the gift of \$3,500 from the FOSP for Phases #1 and #2 of the Chase Park Irrigation System Project; and be it further

RESOLVED, that the Board of Trustees hereby extends their thanks and appreciation to the FOSP for this generous gift to the community.

Submitted by: Village Manager

Date: January 22, 2016

For: January 26, 2016

**RESOLUTION RE: AUTHORIZATION TO CONDUCT THE
ANNUAL 15K/4M ROAD RACE**

WHEREAS, for the past 46 years the Village of Scarsdale Recreation Department has sponsored an Annual 15K/4 Mile Run in the Fox Meadow and Greenacres neighborhoods which for many years was co-sponsored by the Scarsdale Antiques Running Club and

WHEREAS, the race is planned again for this year, scheduled for Sunday, April 3, 2016 from approximately 9:00 AM to 12:30 PM; and

WHEREAS, the Village of Scarsdale Parks, Recreation, and Conservation Department has submitted an application to the Scarsdale Police Department and Village Manager for use of the public roadways to conduct a road race; and

WHEREAS, the Scarsdale Police Department and Village Manager have recently reviewed the road race application and approve the event pending intra-departmental coordination of traffic control and notification to all affected residents of the race day detours and Village Board approval; now therefore be it

RESOLVED, that the Board of Trustees of the Village of Scarsdale herein grants permission for the Village of Scarsdale Recreation Department to conduct a road race on Sunday, April 3, 2016 in the Fox Meadow and Greenacres neighborhoods in accordance with the Race Routes Map attached hereto, pursuant to the institution of appropriate traffic control measures on the applicable public roadways and notification to all affected residents.

Submitted by: Village Manager

Date: January 22, 2016

For: January 26, 2016

**RESOLUTION RE: ESTABLISHING FISCAL YEAR 2016-17
RECREATION FEES AND CHARGES**

WHEREAS, the Village annually reviews its Recreation Fees and Charges with input from the Advisory Council on Parks and Recreation and the Board of Trustees' Finance Committee; and

WHEREAS, the Finance Committee reviewed the proposed Fiscal Year 2016-17 Recreation Fees and Charges Schedule at their January 14, 2016 meeting and approved the proposed fee changes as presented; and

WHEREAS, the Fiscal Year 2016-17 increases are proposed for the following new and existing programs, as detailed in the January 20, 2016 memorandum attached hereto;

- Tennis Permits
- Youth Tennis League
- Halloween Window Painting
- Youth Football Teams
- Youth Football Teams- Scarsdale
- Independent Sports Organization Tournament Play Non Resident
- Road Race
- Pool Birthday Party

now, therefore, be it

RESOLVED, that the fees and charges for recreation programs identified in the Recreation Fees and Charges Schedule, dated January 20, 2016, attached hereto and made a part hereof, are herein adopted and shall remain in effect unless amended by resolution of the Village Board of Trustees.

Submitted by: Village Manager

Date: January 22, 2016

For: January 26, 2016

Donna Conkling

From: Mayor
Sent: Wednesday, January 13, 2016 9:47 AM
To: Donna Conkling
Cc: Steve Pappalardo; Robert Cole; David Lee (dlee.trustee@gmail.com); Bill Stern; dpekarek@verizon.net; Marc Samwick (marc.samwick@verizon.net); Carl Finger; Matt Callaghan
Subject: Fw: Food Scrap Recycling Pilot Program

FYI. JM

From: Mayor
Sent: Wednesday, January 13, 2016 9:46 AM
To: naomi_haber@verizon.net
Subject: Re: Food Scrap Recycling Pilot Program

Dear Ms. Haber -- Thank you for your email. The Village Board is considering the proposal. You may be interested in listening to the discussion the Board had on this topic at our meeting last night. The video will be posted with a searchable index in the next week or so on the Village web site at <http://www.scarsdale.com/>. You will be able to access the video by clicking on the "Board of Trustees" heading and then clicking on the video for the January 12, 2016 meeting.

Very truly yours, Jon Mark

From: naomi_haber@verizon.net <naomi_haber@verizon.net>
Sent: Wednesday, January 13, 2016 12:06 AM
To: Mayor
Subject: Food Scrap Recycling Pilot Program

Dear Mr. Mayor,

I am writing to you as a senior at Scarsdale High School and a strong supporter of the municipal curbside food scrap pickup pilot program lead by Michelle Sterling and Ron Schulhof.

As an active member of our environmental community and the president of the Scarsdale High School's Sustainable Gardening Club I can see this program benefiting many aspects of our community. This program will impact sustainability and conservation, foster activism in local environmental movements and within the student community and lead change for other towns across Westchester and the greater New York State.

Thank you for your consideration and please feel free to contact me with any questions.

Sincerely,

Naomi Haber
917.526.0110

Donna Conkling

From: Mayor
Sent: Monday, January 18, 2016 7:46 PM
To: Donna Conkling
Cc: Steve Pappalardo; Robert Cole; David Lee (dlee.trustee@gmail.com); Bill Stern; dpekarek@verizon.net; Marc Samwick (marc.samwick@verizon.net); Carl Finger; Matt Callaghan
Subject: Fw: In support of the "Food Scrap Recycling Pilot Program"

FYI. JM

From: Mayor
Sent: Monday, January 18, 2016 7:42 PM
To: Melissa Attar
Subject: Re: In support of the "Food Scrap Recycling Pilot Program"

Dear Ms. Attar -- Thank you for your email.

Very truly yours, Jon Mark

From: Melissa Attar <melissaattar@yahoo.com>
Sent: Monday, January 18, 2016 6:22 PM
To: Mayor
Subject: In support of the "Food Scrap Recycling Pilot Program"

Dear Mr. Mayor,

I am writing this letter in support of Scarsdale's proposed composting initiative, the "Food Scrap Recycling Pilot Program." Composting helps address two major problems we face: excessive trash creation and the growth of produce for an increasingly large population without the overuse of potentially harmful pesticides. Composting requires a changing of habits, that, after an initial period, should not be so difficult. Additionally, the current and growing popularity of ideas such as this make it an excellent time to show the community how composting can simply integrate into our lives. Scarsdale is in an excellent position to be at the forefront of this movement. I have read the proposal, and I believe Scarsdale should move forward with the pilot program.

Respectfully submitted,
Melissa Attar

From: Blatt, Jeff - Consumer Marketing + Revenue <jeff_blat@timeinc.com>
Sent: Monday, January 11, 2016 10:19 PM
To: Mayor
Cc: Josh Frankel
Subject: Re: Roadways and Traffic

I am just going to write one last thing on this. If each year the roads get worse than the previous year, as they have every year I have lived here, is there not a day of reckoning at some point? Is it not a long term problem? Might it not be solved by fixing the problem and then not allowing it to develop again via proper maintenance budgeting?

It is elementary and if you don't fix it you are simply part of a long line of buck passers.

Tell me this - will all my correspondence and yours on this issue be shared with the other trustees or do I need to take this to 10583 or The Inquirer to ensure that the trustees see all of this? Thank you

Jeff Blatt
Time Inc.
Senior Vice President
Consumer Marketing and Revenue
212-522-4628

On Jan 11, 2016, at 8:53 PM, Mayor <mayor@scarsdale.com> wrote:

Messrs. Frankel and Blatt – Thank you for your email. On the subject of road repaving, for your reference, the current estimated cost of repaving a mile of road is closer to \$475,000, not \$250,000, though this can vary depending on the particular portion of road being addressed and the scope of work required in any particular case (for example, whether the foundation for the roadbed must be re-done, whether curbing is required, etc.).

On the subject of funding for road repaving, the argument you make with respect to borrowing during this period of low interest rates is one this Board and prior Boards have heard before and considered. In my view, it misses the point which is as follows:

The focus on low interest rates ignores the fact that the principal of the borrowed funds must be repaid. Prevailing low interest rates are not the principal issue (no pun intended). In fact, they are something of a red herring.

The practice in the municipal bond market is to amortize repayment of borrowings on a straight line basis. So to use your example, if \$2,500,000 was borrowed for ten years and assuming for the sake of argument the interest rate was zero, \$250,000 per year would have to be budgeted in each of ten years to retire the debt. That amount, which by the way is not excluded from the so called and mislabeled “2%” cap calculation, is about two-thirds of a percentage point of tax

rate. This is a heavy burden to place on future budgets for a problem that is not susceptible to a long-term solution. Pot holes and general road deterioration are an annual issue. In some years, such as this one, general deterioration due to winter weather is less severe (so far) than others, but road repair is a hardy perennial. It is bound to reoccur. For those who remind us of the importance of long-term financial planning, it is noted that it is generally not considered good financial planning to borrow long to solve a short-term problem. In short, bonding for roads is a financial pot hole -- even a sink hole -- since it would burden future budgets to pay for a problem that refuses to stay fixed.

It is noted that during 2015, the Village did repave the following:

- Larch: Fox Meadow to terminus
- Heathcote: Sherbrook to #18 (almost Morris)
- Catherine: Kelwyn to Quaker
- Mamaroneck: Mohican Trail to the middle school entrance
- Fox Meadow: #18 to a little past Ogden
- Colonial, Continental, Blackhawk and Mayflower Roads (Colonial Acres)
- Crossway: Heathcote to Weaver
- Sprague: Village line to Nelson
- Hathaway: Church south to Lockwood
- Bell: Sprague to Village line
- Church Lane: Wayside to Ogden
- Brewster: Olmstead to Butler

There are budgeted funds for additional repaving work this year and the Board is always open to budgeting additional funds for road repaving in any year if lower spending for other budgeted items in such year affords that sort of flexibility.

With respect to Route 22, staff advises that they have conducted preliminary outreach and investigation to determine whether NYSDOT intends to repave the portion through Scarsdale as part of this year's paving plan. According to NYSDOT, their pavement assessment indicated

that the Eastchester portion of the road exhibited greater need than did the Scarsdale section. Although the Scarsdale section was therefore pushed off to another year to accommodate other more pressing paving needs, state officials have indicated that their paving budget may allow additional presently unfunded segments to be completed this year. I understand that NYSDOT is continuing to monitor the paving budget for additional paving opportunities and that the Scarsdale section of Route 22 ranks highly in the list of extra projects that may be completed on a funds available basis this year. I further understand that Assemblywoman Amy Paulin has been pressing the NYSDOT on this issue on behalf of the Village.

As to your traffic issues, please note that the Village is presently having a consultant undertake a traffic study examining, in part, how to increase safety for pedestrian movements along Popham, specifically in the area of Popham and Chase, while at the same time maximizing vehicle throughput. A number of residents have expressed concern about pedestrian safety along the high volume corridor, and the incidence of pedestrian-involved accidents supports the need for improvement. Staff anticipates the report being completed within the next four to six weeks. Regarding the intersection of Post Road and Popham, please forward your suggestions to us and they will be shared with the consultant, and will be submitted to the Village Traffic Safety Committee for consideration. The Traffic Safety Committee includes representatives from the Village Manager's Office, Police Department and Department of Public Works.

Very truly yours, Jon Mark

From: Blatt, Jeff - Consumer Marketing + Revenue <jeff_blatt@timeinc.com>
<jeff_blatt@timeinc.com>
Sent: Sunday, January 10, 2016 6:50 PM
To: Josh Frankel
Cc: Mayor
Subject: Re: Roadways and Traffic

Love it!

Jeff Blatt
Time Inc.
Senior Vice President
Consumer Marketing and Revenue
212-522-4628<<tel:212-522-4628>>

On Jan 10, 2016, at 6:46 PM, Josh Frankel <j_frinkel@me.com<mailto:j_frinkel@me.com>>
wrote:

Dear Mayor Mark:

As the Monte Nido situation has come to a very, very disappointing conclusion, it's time to turn our attention to other matters. (Linda Leavitt's piece in this week's Inquirer on the opening of the WARC facility, circa 1978, was excellent.)

As both Jeff Blatt and Bob Harrison commented at the December 8 meeting, the condition of our roadways is abysmal and getting worse. Whatever budget is allocated to road repair and/or resurfacing is simply insufficient. Full stop. There is no budget allocation that will suffice to remedy the problem, and postponing the inevitable will only make matters increasingly worse. The village must float a bond for road repair. I've heard that resurfacing roadway costs approximately \$250,000/mile (please correct me if I'm wrong). With interest rates still near record lows, how can we pass up the opportunity to float, say, \$2.5MM in bonds and resurface 10 miles of roadway? How could this even be controversial? Even if our rating went from AAA to AA+, which I think unlikely, our roads are only going to continue to deteriorate if we continue using solely what's allocated for roads in the annual budget.

Relatedly, I know that Route 22 is a state road over which Scarsdale has little, if any, control. That said, I see that the Eastchester stretch of 22 was recently redone, which begs the question as to when we might expect our segment done? Did Eastchester ask? Is there a schedule under which the state is operating? Do they even know the state of disrepair of that road through our village?

Lastly, the PM rush hour traffic traveling east on Popham and turning north onto Post (Rte. 22, behind Village Hall), is as bad as I've seen it during my 17 years here and getting worse by the week. There are some possible solutions to ease that problem, which I would be delighted to discuss with whomever would here me out. It has, at times, taken me up to four cycles of green to get up Popham to Post, to then also be only slightly less delayed making the soft right up Heathcote.

Wishing everyone a happy and healthy new year, and all the best for 2016.

Regards,

Josh Frankel

j_frinkel@me.com<mailto:j_frinkel@me.com>

Black Birch Lane

Please be alert for any emails that may ask you for login information or directs you to login via a link. If you believe this message is a phish or aren't sure whether this message is trustworthy, please send the original message as an attachment to phishing@timeinc.com<<mailto:phishing@timeinc.com>>.

From: Blatt, Jeff - Consumer Marketing + Revenue <jeff_blatt@timeinc.com>
Sent: Monday, January 11, 2016 9:23 PM
To: Mayor
Cc: Josh Frankel
Subject: Re: Roadways and Traffic

Also, you say the board is always open to more spending on roads if other spending on other items allows it. This positions the budget as a zero sum game. As I have stated I am quite certain that you could INCREASE total taxation if only you would consider it. One item does not have to go down for another to go up. Why do you approach the budget this way? Why is the budget an exercise to minimize taxation as opposed to an effort to create the proper budget? Because Bob Harrison and Scarsdale Forum have conditioned you to think this way?

Again, open your mind.

Jeff Blatt
Time Inc.
Senior Vice President
Consumer Marketing and Revenue
[212-522-4628](tel:212-522-4628)

On Jan 11, 2016, at 9:03 PM, Blatt, Jeff - Consumer Marketing + Revenue <jeff_blatt@timeinc.com> <jeff_blatt@timeinc.com> wrote:

Oh my god, you miss the point entirely. It is an annual issue to the degree we have today precisely because trustees like you never deal with the issue properly. Had past boards budgeted enough to begin with every year, josh and I would not be wasting our time trying to explain this to you. So we are where we are and yes, future tax payers have to deal with the problem because people like you never budget properly to begin with.

The point is to swoop in and fix the problem entirely and then, and always, budget enough every year so that we never have to borrow again.

If you refuse to do it and keep doing what you are doing, some future board will simply have to do it at some point and the costs will likely be much higher. And that board will curse the name of the past boards who failed to do what needs to be done.

Good god. You actually intend to keep up the annual tradition of allowing Scarsdale's roads to deteriorate further? What do you suppose the solution will be ten years from now, magic?

Jeff Blatt
Time Inc.
Senior Vice President
Consumer Marketing and Revenue
[212-522-4628](tel:212-522-4628)

On Jan 11, 2016, at 8:53 PM, Mayor <mayor@scarsdale.com> wrote:

Messrs. Frankel and Blatt – Thank you for your email. On the subject of road repaving, for your reference, the current estimated cost of repaving a mile of road is closer to \$475,000, not \$250,000, though this can vary depending on the particular portion of road being addressed and the scope of work required in any particular case (for example, whether the foundation for the roadbed must be re-done, whether curbing is required, etc.).

On the subject of funding for road repaving, the argument you make with respect to borrowing during this period of low interest rates is one this Board and prior Boards have heard before and considered. In my view, it misses the point which is as follows:

The focus on low interest rates ignores the fact that the principal of the borrowed funds must be repaid. Prevailing low interest rates are not the principal issue (no pun intended). In fact, they are something of a red herring.

The practice in the municipal bond market is to amortize repayment of borrowings on a straight line basis. So to use your example, if \$2,500,000 was borrowed for ten years and assuming for the sake of argument the interest rate was zero, \$250,000 per year would have to be budgeted in each of ten years to retire the debt. That amount, which by the way is not excluded from the so called and mislabeled “2%” cap calculation, is about two-thirds of a percentage point of tax rate. This is a heavy burden to place on future budgets for a problem that is not susceptible to a long-term solution. Pot holes and general road deterioration are an annual issue. In some years, such as this one, general deterioration due to winter weather is less severe (so far) than others, but road repair is a hardy perennial. It is bound to reoccur. For those who remind us of the importance of long-term financial planning, it is noted that it is generally not considered good financial planning to borrow long to solve a short-term problem. In short, bonding for roads is a financial pot hole -- even a sink hole -- since it would burden future budgets to pay for a problem that refuses to stay fixed.

It is noted that during 2015, the Village did repave the following:

- Larch: Fox Meadow to terminus
- Heathcote: Sherbrook to #18 (almost Morris)
- Catherine: Kelwyn to Quaker
- Mamaroneck: Mohican Trail to the middle school entrance.
- Fox Meadow: #18 to a little past Ogden
- Colonial, Continental, Blackhawk and Mayflower Roads (Colonial Acres)

- Crossway: Heathcote to Weaver
- Sprague: Village line to Nelson
- Hathaway: Church south to Lockwood
- Bell: Sprague to Village line
- Church Lane: Wayside to Ogden
- Brewster: Olmstead to Butler

There are budgeted funds for additional repaving work this year and the Board is always open to budgeting additional funds for road repaving in any year if lower spending for other budgeted items in such year affords that sort of flexibility.

With respect to Route 22, staff advises that they have conducted preliminary outreach and investigation to determine whether NYSDOT intends to repave the portion through Scarsdale as part of this year's paving plan. According to NYSDOT, their pavement assessment indicated that the Eastchester portion of the road exhibited greater need than did the Scarsdale section. Although the Scarsdale section was therefore pushed off to another year to accommodate other more pressing paving needs, state officials have indicated that their paving budget may allow additional presently unfunded segments to be completed this year. I understand that NYSDOT is continuing to monitor the paving budget for additional paving opportunities and that the Scarsdale section of Route 22 ranks highly in the list of extra projects that may be completed on a funds available basis this year. I further understand that Assemblywoman Amy Paulin has been pressing the NYSDOT on this issue on behalf of the Village.

As to your traffic issues, please note that the Village is presently having a consultant undertake a traffic study examining, in part, how to increase safety for pedestrian movements along Popham, specifically in the area of Popham and Chase, while at the same time maximizing vehicle throughput. A number of residents have expressed concern about pedestrian safety along the high volume corridor, and the incidence of pedestrian-involved accidents supports the need for improvement. Staff anticipates the report being completed within the next four to six weeks. Regarding the intersection of Post Road and Popham, please forward your suggestions to us and they will be shared with the consultant, and will be submitted to the Village Traffic Safety Committee for consideration. The Traffic Safety Committee includes representatives from the Village Manager's Office, Police Department and Department of Public Works.

Very truly yours, Jon Mark

From: Blatt, Jeff - Consumer Marketing + Revenue <jeff_blatt@timeinc.com>
<jeff_blatt@timeinc.com>
Sent: Sunday, January 10, 2016 6:50 PM
To: Josh Frankel
Cc: Mayor
Subject: Re: Roadways and Traffic

Love it!

Jeff Blatt
Time Inc.
Senior Vice President
Consumer Marketing and Revenue
212-522-4628<<tel:212-522-4628>>

On Jan 10, 2016, at 6:46 PM, Josh Frankel <j_frinkel@me.com<mailto:j_frinkel@me.com>>
wrote:

Dear Mayor Mark:

As the Monte Nido situation has come to a very, very disappointing conclusion, it's time to turn our attention to other matters. (Linda Leavitt's piece in this week's Inquirer on the opening of the WARC facility, circa 1978, was excellent.)

As both Jeff Blatt and Bob Harrison commented at the December 8 meeting, the condition of our roadways is abysmal and getting worse. Whatever budget is allocated to road repair and/or resurfacing is simply insufficient. Full stop. There is no budget allocation that will suffice to remedy the problem, and postponing the inevitable will only make matters increasingly worse. The village must float a bond for road repair. I've heard that resurfacing roadway costs approximately \$250,000/mile (please correct me if I'm wrong). With interest rates still near record lows, how can we pass up the opportunity to float, say, \$2.5MM in bonds and resurface 10 miles of roadway? How could this even be controversial? Even if our rating went from AAA to AA+, which I think unlikely, our roads are only going to continue to deteriorate if we continue using solely what's allocated for roads in the annual budget.

Relatedly, I know that Route 22 is a state road over which Scarsdale has little, if any, control. That said, I see that the Eastchester stretch of 22 was recently redone, which begs the question as to when we might expect our segment done? Did Eastchester ask? Is there a schedule under which the state is operating? Do they even know the state of disrepair of that road through our village?

Lastly, the PM rush hour traffic traveling east on Popham and turning north onto Post (Rte. 22, behind Village Hall), is as bad as I've seen it during my 17 years here and getting worse by the

week. There are some possible solutions to ease that problem, which I would be delighted to discuss with whomever would here me out. It has, at times, taken me up to four cycles of green to get up Popham to Post, to then also be only slightly less delayed making the soft right up Heathcote.

Wishing everyone a happy and healthy new year, and all the best for 2016.

Regards,

Josh Frankel

j_frankel@me.com<mailto:j_frankel@me.com>

Black Birch Lane

From: Blatt, Jeff - Consumer Marketing + Revenue <jeff_blatt@timeinc.com>
Sent: Monday, January 11, 2016 10:05 PM
To: Mayor
Cc: Josh Frankel
Subject: Re: Roadways and Traffic

And finally, who cares about the tax cap. You can override it by a simple 4-3 vote.

Jeff Blatt
Time Inc.
Senior Vice President
Consumer Marketing and Revenue
212-522-4628

On Jan 11, 2016, at 8:53 PM, Mayor <mayor@scarsdale.com> wrote:

Messrs. Frankel and Blatt – Thank you for your email. On the subject of road repaving, for your reference, the current estimated cost of repaving a mile of road is closer to \$475,000, not \$250,000, though this can vary depending on the particular portion of road being addressed and the scope of work required in any particular case (for example, whether the foundation for the roadbed must be re-done, whether curbing is required, etc.).

On the subject of funding for road repaving, the argument you make with respect to borrowing during this period of low interest rates is one this Board and prior Boards have heard before and considered. In my view, it misses the point which is as follows:

The focus on low interest rates ignores the fact that the principal of the borrowed funds must be repaid. Prevailing low interest rates are not the principal issue (no pun intended). In fact, they are something of a red herring.

The practice in the municipal bond market is to amortize repayment of borrowings on a straight line basis. So to use your example, if \$2,500,000 was borrowed for ten years and assuming for the sake of argument the interest rate was zero, \$250,000 per year would have to be budgeted in each of ten years to retire the debt. That amount, which by the way is not excluded from the so called and mislabeled “2%” cap calculation, is about two-thirds of a percentage point of tax rate. This is a heavy burden to place on future budgets for a problem that is not susceptible to a long-term solution. Pot holes and general road deterioration are an annual issue. In some years, such as this one, general deterioration due to winter weather is less severe (so far) than others, but road repair is a hardy perennial. It is bound to reoccur. For those who remind us of the importance of long-term financial planning, it is noted that it is generally not considered good financial planning to borrow long to solve a short-term problem. In short, bonding for roads is a financial pot hole -- even a sink hole -- since it would burden future budgets to pay for a problem that refuses to stay fixed.

It is noted that during 2015, the Village did repave the following:

- Larch: Fox Meadow to terminus
- Heathcote: Sherbrook to #18 (almost Morris)
- Catherine: Kelwyn to Quaker
- Mamaroneck: Mohican Trail to the middle school entrance
- Fox Meadow: #18 to a little past Ogden
- Colonial, Continental, Blackhawk and Mayflower Roads (Colonial Acres)
- Crossway: Heathcote to Weaver
- Sprague: Village line to Nelson
- Hathaway: Church south to Lockwood
- Bell: Sprague to Village line
- Church Lane: Wayside to Ogden
- Brewster: Olmstead to Butler

There are budgeted funds for additional repaving work this year and the Board is always open to budgeting additional funds for road repaving in any year if lower spending for other budgeted items in such year affords that sort of flexibility.

With respect to Route 22, staff advises that they have conducted preliminary outreach and investigation to determine whether NYSDOT intends to repave the portion through Scarsdale as part of this year's paving plan. According to NYSDOT, their pavement assessment indicated that the Eastchester portion of the road exhibited greater need than did the Scarsdale section. Although the Scarsdale section was therefore pushed off to another year to accommodate other more pressing paving needs, state officials have indicated that their paving budget may allow additional presently unfunded segments to be completed this year. I understand that NYSDOT is continuing to monitor the paving budget for additional paving opportunities and that the Scarsdale section of Route 22 ranks highly in the list of extra projects that may be completed on a funds available basis this year. I further understand that Assemblywoman Amy Paulin has been pressing the NYSDOT on this issue on behalf of the Village.

As to your traffic issues, please note that the Village is presently having a consultant undertake a traffic study examining, in part, how to increase safety for pedestrian movements along Popham, specifically in the area of Popham and Chase, while at the same time maximizing vehicle throughput. A number of residents have expressed concern about pedestrian safety along the high volume corridor, and the incidence of pedestrian-involved accidents supports the need for improvement. Staff anticipates the report being completed within the next four to six weeks. Regarding the intersection of Post Road and Popham, please forward your suggestions to us and they will be shared with the consultant, and will be submitted to the Village Traffic Safety Committee for consideration. The Traffic Safety Committee includes representatives from the Village Manager's Office, Police Department and Department of Public Works.

Very truly yours, Jon Mark

From: Blatt, Jeff - Consumer Marketing + Revenue <jeff_blatt@timeinc.com>
<jeff_blatt@timeinc.com>
Sent: Sunday, January 10, 2016 6:50 PM
To: Josh Frankel
Cc: Mayor
Subject: Re: Roadways and Traffic

Love it!

Jeff Blatt
Time Inc.
Senior Vice President
Consumer Marketing and Revenue
212-522-4628<<tel:212-522-4628>>

On Jan 10, 2016, at 6:46 PM, Josh Frankel <j_frinkel@me.com<mailto:j_frinkel@me.com>>>
wrote:

Dear Mayor Mark:

As the Monte Nido situation has come to a very, very disappointing conclusion, it's time to turn our attention to other matters. (Linda Leavitt's piece in this week's Inquirer on the opening of the WARC facility, circa 1978, was excellent.)

As both Jeff Blatt and Bob Harrison commented at the December 8 meeting, the condition of our roadways is abysmal and getting worse. Whatever budget is allocated to road repair and/or resurfacing is simply insufficient. Full stop. There is no budget allocation that will suffice to remedy the problem, and postponing the inevitable will only make matters increasingly worse.

The village must float a bond for road repair. I've heard that resurfacing roadway costs approximately \$250,000/mile (please correct me if I'm wrong). With interest rates still near record lows, how can we pass up the opportunity to float, say, \$2.5MM in bonds and resurface 10 miles of roadway? How could this even be controversial? Even if our rating went from AAA to AA+, which I think unlikely, our roads are only going to continue to deteriorate if we continue using solely what's allocated for roads in the annual budget.

Relatedly, I know that Route 22 is a state road over which Scarsdale has little, if any, control. That said, I see that the Eastchester stretch of 22 was recently redone, which begs the question as to when we might expect our segment done? Did Eastchester ask? Is there a schedule under which the state is operating? Do they even know the state of disrepair of that road through our village?

Lastly, the PM rush hour traffic traveling east on Popham and turning north onto Post (Rte. 22, behind Village Hall), is as bad as I've seen it during my 17 years here and getting worse by the week. There are some possible solutions to ease that problem, which I would be delighted to discuss with whomever would here me out. It has, at times, taken me up to four cycles of green to get up Popham to Post, to then also be only slightly less delayed making the soft right up Heathcote.

Wishing everyone a happy and healthy new year, and all the best for 2016.

Regards,

Josh Frankel
j_frankel@me.com<mailto:j_frankel@me.com>
Black Birch Lane

Please be alert for any emails that may ask you for login information or directs you to login via a link. If you believe this message is a phish or aren't sure whether this message is trustworthy, please send the original message as an attachment to phishing@timeinc.com<<mailto:phishing@timeinc.com>>.

From: Blatt, Jeff - Consumer Marketing + Revenue <jeff_blatt@timeinc.com> <jeff_blatt@timeinc.com>
Sent: Monday, January 11, 2016 10:28 PM
To: Mayor
Cc: Josh Frankel
Subject: Re: Roadways and Traffic

It's ok, you can take a direct swipe at me as opposed to a side swipe. I don't care.

Your responses are absolutely incredible. Again, the point is that SOME BOARD will actually have to borrow because of your neglect. The bill will have to be paid. It is inevitable. And meantime, we will have x years of driving on horrid roads and likely, higher interest expense at a future date. You cannot put off the date with destiny. You can only prolong the pain and make the operation worse.

When we hire people at work we look for those who are brave enough and have enough self confidence to change their mind when confronted with views they had not previously considered or additional facts. Honestly, you are not someone we would hire.

Jeff Blatt
Time Inc.
Senior Vice President
Consumer Marketing and Revenue
212-522-4628

On Jan 11, 2016, at 10:17 PM, Mayor <mayor@scarsdale.com> wrote:

Dear Mr. Frankel - -Thank you for your feedback and caring enough to write back in a thoughtful fashion. As long as we have roads, we will have roads in need of repair regardless of how many miles we repave at once. A large borrowing to address ten miles of roads means that in future years, Boards will have less flexibility to address whatever capital issues then confront them. In my view, they are just as likely to be relieved that they are not burdened by such a borrowing.

To give you one current example, we are now learning that the buttresses on which the bridge on Heathcote Road at Five Corners rests needs significant remediation. Those buttresses date from 1910, are the responsibility of the Village (not the County) and are presently being re-enforced by metal supports which you might take a look at sometime when you drive along the bypass. In November, we visited the site with Assemblyman Carl Heastie -- the speaker of the NY State Assembly as part of an effort to get State funds to finance some portion of the

work. We await a response on that initiative. The engineers are currently working through the estimate of what that may cost, but it will most certainly be north of \$1 million. This is one example of the sort of capital projects that can and do arise. The sewer system, the storm water system and the water system are other areas which clearly will require significant attention, and funding decisions, from future Boards.

Thanks again taking the time to write.

Very truly yours, Jon Mark

From: Josh Frankel <j_frankel@me.com>
Sent: Monday, January 11, 2016 9:32 PM
To: Mayor
Cc: Jeff Blatt
Subject: Re: Roadways and Traffic

Mayor Mark:

I thank you for and appreciate your response.

I must, however, push back a bit. You write that "it is noted that it is generally not considered good financial planning to borrow long to solve a short-term problem," and that much is certainly true. However - and this is the key - this is no longer a short term problem. It has been left to fester far too long and has become a long-term, ongoing problem. A problem that is going to plague us for years to come, and a problem we are simply not going to get ahead of absent a meaningful infusion of cash. We are playing catch-up here. It's like we're playing a game of roadway whack-a-mole - for every mile we repair in a given year, a mile and a half goes bad. We have fallen woefully behind where adequate funding for the roadways would have us. So I simply do not agree that there is a mismatch in proposed funding to its proposed purpose. I have now been here for 17 years, and have personally watched the roadways deteriorate due to our inability to adequately keep up with the work necessary to maintain them. I'm happy to cruise around town with you one day and show you some of my favorite stretches of road. It would be my pleasure.

As Jeff indicated, and I agree, some successor board is going to borrow more money at higher rates and curse the boards that went before them, as will the residents. This much is certain. Sometimes leadership demands making what might

be unpopular calls. I'd posit this might be one of those times.

Happy to hear something might happen with regard to 22. That would be lovely.

As to my traffic suggestions, I'd be happy to forward those to the appropriate party, if you'd tell me who that might be.

Best,

Josh

Josh Frankel
j_frankel@me.com

On Jan 11, 2016, at 8:53 PM, Mayor <mayor@scarsdale.com> wrote:

Messrs. Frankel and Blatt -- Thank you for your email. On the subject of road repaving, for your reference, the current estimated cost of repaving a mile of road is closer to \$475,000, not \$250,000, though this can vary depending on the particular portion of road being addressed and the scope of work required in any particular case (for example, whether the foundation for the roadbed must be re-done, whether curbing is required, etc.).

On the subject of funding for road repaving, the argument you make with respect to borrowing during this period of low interest rates is one this Board and prior Boards have heard before and considered. In my view, it misses the point which is as follows:

The focus on low interest rates ignores the fact that the principal of the borrowed funds must be repaid. Prevailing low interest rates are not the principal issue (no pun intended). In fact, they are something of a red herring.

The practice in the municipal bond market is to amortize repayment of borrowings on a straight line basis. So to use your example, if \$2,500,000 was borrowed for

ten years and assuming for the sake of argument the interest rate was zero, \$250,000 per year would have to be budgeted in each of ten years to retire the debt. That amount, which by the way is not excluded from the so called and mislabeled "2%" cap calculation, is about two-thirds of a percentage point of tax rate. This is a heavy burden to place on future budgets for a problem that is not susceptible to a long-term solution. Pot holes and general road deterioration are an annual issue. In some years, such as this one, general deterioration due to winter weather is less severe (so far) than others, but road repair is a hardy perennial. It is bound to reoccur. For those who remind us of the importance of long-term financial planning, it is noted that it is generally not considered good financial planning to borrow long to solve a short-term problem. In short, bonding for roads is a financial pot hole -- even a sink hole -- since it would burden future budgets to pay for a problem that refuses to stay fixed.

It is noted that during 2015, the Village did repave the following:

- Larch: Fox Meadow to terminus
- Heathcote: Sherbrook to #18 (almost Morris)
- Catherine: Kelwyn to Quaker
- Mamaroneck: Mohican Trail to the middle school entrance
- Fox Meadow: #18 to a little past Ogden
- Colonial, Continental, Blackhawk and Mayflower Roads (Colonial Acres)
- Crossway: Heathcote to Weaver
- Sprague: Village line to Nelson
- Hathaway: Church south to Lockwood
- Bell: Sprague to Village line
- Church Lane: Wayside to Ogden

Brewster: Olmstead to Butler

There are budgeted funds for additional repaving work this year and the Board is always open to budgeting additional funds for road repaving in any year if lower spending for other budgeted items in such year affords that sort of flexibility.

With respect to Route 22, staff advises that they have conducted preliminary outreach and investigation to determine whether NYSDOT intends to repave the portion through Scarsdale as part of this year's paving plan. According to NYSDOT, their pavement assessment indicated that the Eastchester portion of the road exhibited greater need than did the Scarsdale section. Although the Scarsdale section was therefore pushed off to another year to accommodate other more pressing paving needs, state officials have indicated that their paving budget may allow additional presently unfunded segments to be completed this year. I understand that NYSDOT is continuing to monitor the paving budget for additional paving opportunities and that the Scarsdale section of Route 22 ranks highly in the list of extra projects that may be completed on a funds available basis this year. I further understand that Assemblywoman Amy Paulin has been pressing the NYSDOT on this issue on behalf of the Village.

As to your traffic issues, please note that the Village is presently having a consultant undertake a traffic study examining, in part, how to increase safety for pedestrian movements along Popham, specifically in the area of Popham and Chase, while at the same time maximizing vehicle throughput. A number of residents have expressed concern about pedestrian safety along the high volume corridor, and the incidence of pedestrian-involved accidents supports the need for improvement. Staff anticipates the report being completed within the next four to six weeks. Regarding the intersection of Post Road and Popham, please forward your suggestions to us and they will be shared with the consultant, and will be submitted to the Village Traffic Safety Committee for consideration. The Traffic Safety Committee includes representatives from the Village Manager's Office, Police Department and Department of Public Works.

Very truly yours, Jon Mark

From: Blatt, Jeff - Consumer Marketing + Revenue <jeff_blatt@timeinc.com>
<jeff_blatt@timeinc.com>
Sent: Sunday, January 10, 2016 6:50 PM
To: Josh Frankel
Cc: Mayor
Subject: Re: Roadways and Traffic

Love it!

Jeff Blatt
Time Inc.
Senior Vice President
Consumer Marketing and Revenue
212-522-4628<<tel:212-522-4628>>

On Jan 10, 2016, at 6:46 PM, Josh Frankel
<j_frinkel@me.com<mailto:j_frinkel@me.com>> wrote:

Dear Mayor Mark:

As the Monte Nido situation has come to a very, very disappointing conclusion, it's time to turn our attention to other matters. (Linda Leavitt's piece in this week's Inquirer on the opening of the WARC facility, circa 1978, was excellent.)

As both Jeff Blatt and Bob Harrison commented at the December 8 meeting, the condition of our roadways is abysmal and getting worse. Whatever budget is allocated to road repair and/or resurfacing is simply insufficient. Full stop. There is no budget allocation that will suffice to remedy the problem, and postponing the inevitable will only make matters increasingly worse. The village must float a bond for road repair. I've heard that resurfacing roadway costs approximately \$250,000/mile (please correct me if I'm wrong). With interest rates still near record lows, how can we pass up the opportunity to float, say, \$2.5MM in bonds and resurface 10 miles of roadway? How could this even be controversial? Even if our rating went from AAA to AA+, which I think unlikely, our roads are only going to continue to deteriorate if we continue using solely what's allocated for roads in the annual budget.

Relatedly, I know that Route 22 is a state road over which Scarsdale has little, if any, control. That said, I see that the Eastchester stretch of 22 was recently redone,

which begs the question as to when we might expect our segment done? Did Eastchester ask? Is there a schedule under which the state is operating? Do they even know the state of disrepair of that road through our village?

Lastly, the PM rush hour traffic traveling east on Popham and turning north onto Post (Rte. 22, behind Village Hall), is as bad as I've seen it during my 17 years here and getting worse by the week. There are some possible solutions to ease that problem, which I would be delighted to discuss with whomever would here me out. It has, at times, taken me up to four cycles of green to get up Popham to Post, to then also be only slightly less delayed making the soft right up Heathcote.

Wishing everyone a happy and healthy new year, and all the best for 2016.

Regards,

Josh Frankel

j_frinkel@me.com<mailto:j_frinkel@me.com>

Black Birch Lane

Please be alert for any emails that may ask you for login information or directs you to login via a link. If you believe this message is a phish or aren't sure whether this message is trustworthy, please send the original message as an attachment to phishing@timeinc.com<<mailto:phishing@timeinc.com>>.

Donna Conkling

From: Mayor
Sent: Wednesday, January 13, 2016 8:00 PM
To: Donna Conkling
Cc: Steve Pappalardo; Robert Cole; David Lee (dlee.trustee@gmail.com); Bill Stern; dpekarek@verizon.net; Marc Samwick (marc.samwick@verizon.net); Carl Finger; Matt Callaghan
Subject: Fw: From Resident Susan Levine...

FYI. JM

From: Mayor
Sent: Wednesday, January 13, 2016 7:59 PM
To: Bal1998
Subject: Re: From Resident Susan Levine...

Dear Ms. Levine -- Thank you for your thoughtful email.

Very truly yours, Jon Mark

From: Bal1998 <bal1998@aol.com>
Sent: Wednesday, January 13, 2016 5:30 PM
To: Mayor
Subject: From Resident Susan Levine...

Dear Mayor Mark...

A few things...

First to thank you for being so "hands on" in your office..
like being there for the installation of the Stairs at the Train Station..despite the freezing temps...or being there to
chat with Benny Salinitro about the newly paved roads in town.,.

You are really working hard for our Village.

Next...I would like to urge the Board to go to the next
step and implement the new Leaf Collection Method..
with Mulching or Bagging as the methods we must use.

I am convinced that most people in town do not know about Mulching..or they would ask
their gardeners to do it...

I hired a new gardener for 2016..since my old gardener refused to mulch..
The new gardener agreed to Mulch for me in
November and It was truly a miracle.

My huge amount of Maple leaves turned to dust..and my lawn was saved from ruin..from piles of leaves that remain uncollected for weeks.

With Mulching..seeing is believing. We need our residents to see their gardeners Mulch their leaves. They just need to ask them to do it. Bagging is much harder and requires more time.

Last...

I do hope that the new Reval will be worth what we are paying for it..

I am not sure we should have begun it so soon...with 4-5 years the recommended interval for Revals..

I know Mayor Steves thought it was a good idea..and I have great regard for him..so I reserve judgment.

But I have my fingers crossed that it will not open a new can of worms for the Village and for the Residents.

I thought we should live with the first Reval for a few years.

Despite the lobbying from Real Estate agents(smile).

The words spoken by the Reval company president at the Village Trustee Meeting did Not inspire confidence.

I smiled at the comments from a local builder complaining at the Meeting that his last 3 houses are not yet sold..blaming Village Taxes for that. Such a shame.

Somehow he failed to note that the Huge Prices on his new homes might be part of the problem.

With my thanks to you again for "being there" for all of us.

Susan Levine...
Ardmore Road

-----Original Message-----

From: Mayor <mayor@scarsdale.com>

To: Bal1998 <bal1998@aol.com>

Cc: Donna Conkling <dconkling@scarsdale.com>

Sent: Sun, Oct 18, 2015 12:43 pm

Subject: Re: From Resident Susan Levine...

Ms. Levine-- Thank you for your thoughtful email. The Board is interested in continuing to consider ways to address the sort of concerns you expressed.

Very truly yours, Jon Mark

Jon Mark,
Mayor

From: Bal1998 <bal1998@aol.com>
Sent: Sunday, October 18, 2015 11:41:26 AM
To: Mayor
Subject: From Resident Susan Levine...

Dear Mayor Mark...

I find it hard to understand why Scarsdale does not wish to consider Gravel impervious..going forward.. as most states do...

The Board's Vote against the change was for me very disappointing.
I think the builders and real estate voices were much louder than any others.
But making Gravel Impervious just seemed sensible as a policy.

If there are other ways to deal with the size of new construction in the Village I would be all for it.

Increasing the distance from the Property Line to the New House might help.

I have a New House going up right next to mine(a 1700 feet small Tudor cottage on a 60 by 110 piece of land)

The New House replaces a 1929 Tudor that was torn down to make room for the new construction...on a 130 foot by 110 foot piece of land.

The New House is being built Right Up to the Permitted Property Line on both sides...10 feet from each house...and covers about 4786 feet of its allowed 4800 feet of coverage.

It will be as High as is legally Possible..and has a Basement and a Third Floor...so I will no longer have Any Light on my entire North Side..something I have enjoyed for 46 years in my Scarsdale home..

I will probably be able to hear the new owners if they snore.

**Requiring the Side Setbacks to be Greater would have been helpful in this case...allowing for a little Less House and more space between our homes.

So that would be one way to mitigate the problem of these Very Large Homes that are being built in neighborhoods where Much Smaller homes once happily stood...
There is now almost no space to walk by on the sides

of these giants. And they loom over their neighbors
with impunity.

They make the Builders and the Real Estate Agents very happy.

The nearby Residents..not so much.

Thanks for listening.

Susan Levine
Ardmore Road

Donna Conkling

From: Mayor
Sent: Wednesday, January 13, 2016 3:55 PM
To: Donna Conkling
Cc: Steve Pappalardo; Robert Cole; David Lee (dlee.trustee@gmail.com); Bill Stern; dpekarek@verizon.net; Marc Samwick (marc.samwick@verizon.net); Carl Finger; Matt Callaghan
Subject: Fw: Scarsdale Train Station Stairwell

FYI. JM

From: Travis Stratford <tstratford@case-agency.com>
Sent: Wednesday, January 13, 2016 1:37 PM
To: Mayor
Subject: Re: Scarsdale Train Station Stairwell

Thanks Mark!

—
CASE
Travis Stratford
390 Broadway, 3rd Floor NYC 10013
tstratford@case-agency.com
+1 212 699 1842 x7002
case-agency.com

On Jan 13, 2016, at 12:13 PM, Mayor <mayor@scarsdale.com> wrote:

Dear Mr. Stratford – Thank you for your email. I too am a commuter and would very much like the center staircase to be in operation.

The center staircase awaits the installation of a safety railing around the lower landing pad -- the portion that connects to the train platform. Staff advises that that should be done over the next week--provided weather and Metro North do not present obstacles to doing so. I am hopeful that we will be able to open the center staircase mid-week next week, but it ain't over 'til it's over.

Very truly yours, Jon Mark

From: Travis Stratford <tstratford@case-agency.com>
Sent: Wednesday, January 13, 2016 10:33 AM
To: Mayor
Subject: Scarsdale Train Station Stairwell

Dear Mayor Mark:

Congratulations on completing the Crane Road Bridge project. You guys did an amazing job. It looks great!

I'm a long-time weekday commuter between Scarsdale and Grand Central Terminal. I've noticed that over the past

several months, there is extreme congestion when arriving back in Scarsdale on peak trains as the "center" stairwell leading to Scarsdale Village is inoperative. Last night, I timed my wait to see how long it would take for me to get off the platform and up to the "overpass" that leads to the opposite side of the tracks. I waited three minutes and 45 seconds in line. That might not seem like much. But when aggregated over one month's time, that amounts to be one hour and 15 minutes that I (and many other commuters) are standing idle.

Can you kindly inform me of the plan and timetable to fix the center stairwell?

Best regards,

Travis

CASE
Travis Stratford
390 Broadway, 3rd Floor NYC 10013
tstratford@case-agency.com<<mailto:tstratford@case-agency.com>>
+1 212 699 1842 x7002
case-agency.com<<http://case-agency.com>>

Christine Sciandra

From: Victor J Goldberg <vjgoldberg1@gmail.com>
Sent: Thursday, January 21, 2016 12:01 PM
To: Clerk's Department
Cc: David Raizen; Benedict Salanitro; rkschulhof@gmail.com; dfenigstein@yahoo.com; Tyler Seifert; Mayor; Manager's Department
Subject: Report of Ad Hoc Committee on LED Streetlights
Attachments: Ad Hoc Committee on LED Streetlights - Update to Board - January 26 2016.pdf

Dear Ms. Conkling,

Attached is a PDF file for distribution to the Village Trustees prior to the report being presented on Tuesday, January 26th at 6:00 PM in the 3rd Floor Conference Room. My understanding is that they will receive this report both electronically and in printed form in their packet tomorrow night, and will have had the chance to review it before our meeting with them.

Many thanks.

Vic Goldberg

Findings and Recommendations of the Ad-Hoc Committee on LED Streetlights January 26, 2016

Summary of Actions Recommended

- Initiate a 3-month Pilot to install LED streetlights on selected high traffic streets and "Town & Country" style¹ post-top streetlight locations.
- Seek resident feedback on the Pilot.
- Pending the results of the Pilot, complete LED streetlight installations on the selected high traffic streets and Town & Country streetlight locations by year-end 2016.

History and Charge of the Committee

Following a report from the Scarsdale Forum suggesting that the Village study LED streetlights and initiate a pilot study, the Village Board of Trustees established the Ad-Hoc Committee on LED Streetlights in April 2015. The Committee was to research LED streetlights to determine the appropriate light(s) for the pilot, as well as to identify locations for the pilot. The budget allocated for the pilot was \$25,000. Once installed, the Committee would study the lights and seek resident feedback. At the conclusion of the pilot the Committee would provide a written report to the Board on the pilot, and recommend how to move forward.

Update on the Committee's work

The Committee has engaged in numerous activities to research LED streetlights, identify potential pilot locations and appropriate LED fixtures, and seek feedback from the community regarding the fixtures.

Researching LED Streetlights: The first phase of the Committee's work was to research LED streetlights in order to determine the most appropriate types of fixtures to pilot in our community. Our research involved meeting with LED streetlight manufacturers, visiting installations in nearby communities, speaking with communities outside of Westchester with relevant experience, and engaging third party organizations involved in the streetlight industry. We met with representatives from five major LED streetlight manufacturers to review their technologies and experience with municipal streetlight projects. In order to review the lights in residential settings, the Committee made nighttime visits to neighboring communities around Southern Westchester that have installed LED streetlights. In addition to these site visits, we also reached out to communities in other parts of the country with experience installing LED streetlights relevant to our work. Lastly we reviewed independent research regarding various aspects of LED streetlights such as health concerns, light pollution and other relevant issues.

¹ Pictures of the three main types of streetlights (Cobra Head, Town and Country and Decorative) can be found in appendix B.

Testing Sample Lights: Based on our research, the Committee determined that we needed to sample LED streetlights of varying color and brightness prior to rolling out a larger scale pilot program in Scarsdale. We called this the "Mini-Test." A key factor in this decision was that all of the installations in neighboring communities had similar specifications. The most significant similarity was that all of their LED streetlights are primarily bright white in color (4000 and 5000 Kelvin) and have a high light output. Thus in order to compare lights of varying color and brightness, we needed to install sample lights ourselves. Twenty-six lights of varying color and brightness were installed on Fox Meadow Road (12), Madison Road (8) and Heathcote Road (6) in Fall of 2015. We systematically installed fixtures with varying brightness and color. The fixtures we chose ranged from warmer in color (more orange: 3000 and 2700 Kelvin) to cooler in color (more white: 4000 Kelvin).²

Community Feedback: Community input is an important part of this program. It is needed to ensure that residents are aware of the project and how it may change the aesthetic characteristics of our Village, as well as to gauge their attitudes towards the new lights. During the Mini-Test the Committee communicated with residents through multiple channels including pole signs, the press, the Village website and electronic boards at Village Hall and our library to let them know about the project and seek their questions and comments.

The dedicated email address of LED@Scarsdale.com was created and distributed to residents via the aforementioned communication channels. A yellow pole sign was affixed to each pole on which an LED streetlight was installed, indicating the pole number and the email address to which comments could be sent.

In the four months since the Mini-Test lights have been installed, the Committee received 11 emails from residents. One dealt only with the lack of any light near his home. The other ten were split in their view of the lights: about half preferred the new LEDs and the other half found the sample lights too bright and/or harsh in color. Most of the responses, regardless of their view on the brightness and color, were in favor of the LED project as a direction for the Village. For the next phase of the LED pilot program recommended herein, additional measures will need to be considered on how to receive feedback from a larger percentage of residents.

Key Findings

There are a number of key findings from our research and from the Mini-Test related to (1) the light quality of current LED streetlights available on the market, (2) the LED fixtures themselves, (3) the installation process, (4) the experience of other communities that converted to LED streetlights and (5) the financial benefits of changing to LED streetlights.

Light Quality: There are three key concerns with the quality of light produced by the current generation of LED streetlights. They are color, light distribution and glare.

² Note: We have spent less than \$1,000 of our \$25,000 budget as we negotiated mostly free samples.

Color: Historically LED streetlights have utilized a cooler color light (white or bluish) akin to a fluorescent bulb. This has partially been due to the technical limitations of creating a softer color light for use in streetlights, as well as a loss of efficiency with softer colors. While the technology is improving and the efficiency gap is closing, a full range of color options is not readily available on the market at this time. For example, some of the sample lights installed in the Mini-Test had to be custom made for us.

Distribution: Distribution refers to the direction the light travels when leaving the fixture. A benefit of LEDs is the ability to control light distribution.³ However the lights we tested sometimes resulted in light on lawns and homes behind and across the street from the fixtures. To a certain extent the distribution of light can be controlled with the use of light shields that can be purchased as an add-on to a fixture, however, such a shield may not solve all such distribution issues. Further, there were often very bright spots directly under the lights which exacerbated the appearance of striping⁴ on the streets. It should be noted however that since our current lights are typically only on every other pole, there would be a dark spot between fixtures no matter what improvements in technology occur.

Glare: Glare from LED streetlights may cause a level of discomfort to drivers and pedestrians. Glare may be exacerbated on hilly streets as the lights are viewed from high or low angles. Currently available LEDs are designed to emit the same amount of light as conventional bulbs from a smaller area, which is the reason for this type of uncomfortable glare. In addition, white LEDs typically have more energy in the blue part of spectrum, which can also cause more glare because blue light is perceived brighter by the human eye.

The problem of glare is one of design, however, and not the result of an inherent weakness in LEDs themselves. Properly designed LED bulbs and fixtures can produce a uniformly bright and pleasing light that is all but indistinguishable from less efficient halogen and fluorescent bulbs, as is seen in LEDs available for indoor use. Moreover, manufacturers can control glare by using appropriate optics. The Committee believes that as LED technology develops, manufacturers will develop and make these optics standard for all LED streetlights.

Regarding health issues, the main concerns seem to stem from the brightness and color of LED lights impacting sleep cycles. This Committee has addressed this concern by

³ Our current sodium vapor lights are omnidirectional meaning light travels equally in all directions except where blocked by the fixture itself. This results in wasted light when the light travels upwards or in directions not wanted.

⁴ Striping occurs when the distance between two fixtures doesn't allow the light from the fixtures to completely fill the area between the fixtures. This occurrence of light underneath each fixture, followed by a patch of darkness in between, results in a striped appearance of light and dark called "striping."

recommending warmer light colors rather than the cooler (bluer) light colors (5000K and higher) which have the most reported impact in this area.

Fixtures: Aside from the issue of light quality, the fixtures available are impressive in many facets. Construction varies between manufacturers but overall a high quality product is available. Installation has become somewhat streamlined and should not be a problem. Although each manufacturer uses varying manufacturing techniques, it appears the current physical fixtures would be able to meet the specifications required by the Village.

It should be noted that there are many add-on options available, such as smart sensors⁵, if the Committee determines that such add-on technologies would be useful. There are also options available to address unique location issues, such as shields to block light in certain directions. Various manufacturers also presented us with certain custom options that the Committee would consider. Any customization however has the downside of adding to the cost of the fixture. In addition, certain options are first generation items which we would effectively be testing on a broad scale for the manufacturer.

Installation Process: There are two main options for installing a Village-wide upgrade to LED streetlights: (1) installing in-house with either current staff or current staff augmented by an additional installation crew(s) or (2) contracting the service to an outside vendor. When contracting with an outside vendor there is the option to have them install only, furnish the fixtures and install, or provide a complete turn-key solution. The turn-key solution would involve furnishing and installing the fixtures as well as financing the purchase, updating our database of streetlights and providing future maintenance of the fixtures.

Experience of other Communities: Most of the communities we have spoken with in Westchester have chosen the complete turn-key solution with financing where there is no upfront payment from the municipality. Annual payments are made through the municipality's yearly electricity savings. While this can be an attractive option, it is worth noting that they are paying a much higher price for these services and forgoing some of the financial benefit for the time period of contract with their installer.

Financial Benefits: Based on preliminary estimates, a full conversion to LED streetlights for Scarsdale would cost \$550,000 – \$650,000 in equipment, plus the cost for installation. Assuming installation was to be done in-house, these installation expenses are estimated at approximately \$100,000. Anticipated electricity savings are approximately \$105,000 per year, resulting in an investment payback of approximately 6 - 7 years. It should be noted that the payback period varies significantly by the type of fixture due to the wattage of each fixture type and pricing for an LED upgrade. On average Cobra Head Fixtures have an approximate payback time of 6.5 years, Town and Country Post-Top Fixtures approximately 4 years and Decorative Post-Top Fixtures approximately 10 years.

⁵ Examples include smart dimming (e.g. during the middle of the night) and GPS-based technology that gives notification of when a light goes out.

A conversion to LED streetlights on high traffic streets and Town & Country post-top locations only would cost approximately \$70,000 - \$100,000 for the LED fixtures⁶ and \$15,000 for installation expenses if done in-house. These two light types represent 287 of the total 1,996 streetlights in Scarsdale.⁷ For these 287 lights, anticipated electricity costs savings are approximately \$19,000 per year resulting in a payback of about 4.5 years.

The above estimates are based on initial indicative pricing from vendors at current costs, as well as conservative assumptions from the Committee. Maintenance savings, which are an important benefit of LEDs, were not included in the analysis. Fixture prices were also assumed to be on the higher end in order to account for any possible add-ons that the Village may wish to include.

A detailed financial analysis can be found in Appendix A.

Recommendations

Based on the above findings, the Committee recommends that the Village:

1. **Move forward promptly with a pilot study (the "Pilot") of LED streetlights in the following two areas: (1) on high traffic streets and (2) in locations with Town & Country post-top fixtures. A total of approximately 25 LED streetlight fixtures would be installed for the Pilot. The length of the Pilot would be 3 months.**

The Committee is proposing that high traffic streets include: Post Road, Mamaroneck Road, Heathcote Road (from Post Road to Five Corners) and Weaver Street. These total 214 streetlights. Scarsdale has Town & Country post-tops in various areas of the Village where no poles exist to support overhead wires. These total 73 streetlights. The Committee is proposing that 25 LED streetlights be installed on a portion of these high traffic streets and locations with Town & Country fixtures as part of the Pilot.

We believe that the LED fixtures currently available are well-suited for these two types of installation areas. They are well-suited for high traffic roads because these roads tend to need more light and have greater set-backs for homes. They are well-suited for Town & Country post-top locations because the LED Town & Country fixtures come with exterior lenses that block glare and excessive light distribution.

The Pilot would allow the Committee to finalize specifications for the LED fixtures, confirm assumptions about installation time, and obtain additional resident feedback.

⁶ The lower end of the equipment cost range represents a lower cost retrofit kit for the Town & Country post-top lights that will be tested in the Pilot.

⁷ There are 214 streetlights on high traffic streets and 73 Town & Country streetlights.

Upon completion of the Pilot, the Committee would report back to the Board to get specific authorization to proceed with full implementation of the balance of the LED lights on the Village's high traffic streets and Town & Country post-top fixtures.

2. Based on the results of the Pilot, install all lights on the Village's high traffic streets and in Town & Country post-top locations⁸ by year-end 2016.

Given the concerns previously noted about LED fixtures, we think additional installations on smaller residential streets should not be part of this initial effort. However, we encourage the Village staff to use LED's as appropriate to solve existing situations of inadequate lighting.

3. Plan for a staged approach, mostly likely over five years, for a complete rollout of LED streetlights.

A staged approach would allow the Village to:

- a. Start getting financial, as well as environmental, benefits as soon as possible.
- b. Spread the installation workload to allow for the option of the work to be done in-house.
- c. Allow for financing within the Village's operating budget.
- d. Avoid having to replace the entire inventory at one time as the products reach the end of their useful life⁹
- e. Introduce more appropriate LED fixtures, as they become available, on quieter residential roads. To this end the Committee should continue to research and monitor the LED industry to determine when each installation stage should begin.

The Committee strongly believes that the future of Scarsdale's streetlights lies with LED fixtures. The financial and environmental benefits are compelling and the lowered maintenance requirements are expected to be impressive.

Requested Board Action:

- a. Approve the proposed Pilot on high traffic streets and in Town & Country post-top locations.
- b. Charge the Committee with determining the appropriate Pilot fixtures, installation locations, and method of installation, as well as obtaining resident feedback.

⁸ 287 out of the 1996 streetlights in the entire Village.

⁹ Unlike the current High Pressure Sodium bulbs, LED fixtures are not expected to burn out completely at the end of their life. For most LED streetlights, the end of useful life is defined when the light output reached 70% of the initial light output. Therefore it is not expected that large numbers of lights will completely turn off at the end of the expected life of the fixture.

- c. Budget \$100,000 in the FY16-17 budget cycle to complete LED streetlight installation on selected high traffic streets and Town & Country post-top locations by year-end 2016, pending completion and results of the Pilot.

Ad-Hoc Committee on LED Streetlights

Victor J. Goldberg (Chair)

David Raizen

Benedict Salanitro

Ronald Schulhof

Michelle Sterling

January 26, 2016

Appendix A: Financial Analysis and Assumptions

Assumptions

Fixture Costs	
Cobra Heads	\$250
Decorative Post-Top	\$1,200
Town & Country Post-Top	\$250

Energy and Labor Rates	
Energy Rate (\$ per kWh - FY14/FY15)	\$0.23
In-house Labor Rate (\$ per Hr)	\$48

Other	
Streetlight Burn Hours per year	4,270
Projected Maintenance Savings	0%

* Realized maintenance savings will shorten the payback period*

Executive Summary

	Fixture	Upfront Costs		Total Cost	Utility Costs	Annual Savings		Payback (Years)
		Installation	Total Cost			Maintenance	Electricity only Inc. Maintenance	
Return Analysis (Full Rollout)								
Cobra Heads	1,791	\$447,750	\$86,106	\$533,856	\$83,431	\$0	\$83,431	6.4
Decorative	130	\$156,000	\$6,250	\$162,250	\$16,033	\$0	\$16,033	10.1
Town & Country	73	\$18,250	\$3,510	\$21,760	\$5,785	\$0	\$5,785	3.8
All Lights	1,994	\$622,000	\$95,865	\$717,865	\$105,249	\$0	\$105,249	6.8
Note: 2 fixtures on inventory were already switched to LEDs (Total Fixtures 1,996)								
Return Analysis (Year 1 Proposal)								
High Traffic Locations	214	\$33,500	\$10,288	\$63,788	\$13,511	\$0	\$13,511	4.7
Town & Country	73	\$18,250	\$3,510	\$21,760	\$5,785	\$0	\$5,785	3.8
Total - Year 1 Proposal	287	\$71,750	\$13,798	\$85,548	\$19,296	\$0	\$19,296	4.4

Return Analysis Details - High Traffic Streets and Town & Country Style Post-Top Locations

High Traffic Locations Specific Assumptions

Installation Time per Fixture (Hrs) Hours per crew
 Staff per Installation crew

Return Analysis

	Number	Fixture	Upfront Costs	Total Cost	Utility Costs	Annual Savings	Total	Electricity only Inc.	Payback (Years)
			Installation		Costs	Maintenance			
High Traffic Locations	214	\$53,500	\$10,288	\$63,788	\$13,511	\$0	\$13,511	4.7	4.7
Town & Country	73	\$18,250	\$3,510	\$21,760	\$5,785	\$0	\$5,785	3.8	3.8
Total	287	\$71,750	\$13,798	\$85,548	\$19,296	\$0	\$19,296	4.4	4.4

Details

Street	Fixture Type	Number	Current Setup (Annual)		LEDs (Annual)		Savings (Annual)		
			Wattage	KWh	Wattage	KWh	Utility Costs	KWh	Utility Costs
WHITE PLAINS PO (Post Road) (117W)	Cobra Head	72	117	35,970	53	16,294	\$3,761	\$4,542	\$18,000
WHITE PLAINS PO (Post Road) (193W)	Cobra Head	4	193	3,296	80	1,366	\$761	\$446	\$1,000
HEATHCOTE RD (83W)	Cobra Head	29	83	10,278	25	3,056	\$715	\$1,658	\$7,250
HEATHCOTE RD (101W)	Cobra Head	3	101	1,294	53	679	\$157	\$142	\$750
HEATHCOTE RD (193W)	Cobra Head	1	193	824	80	342	\$79	\$111	\$250
MAMARONECK RD (83W)	Cobra Head	66	83	23,391	25	7,046	\$1,626	\$3,773	\$16,500
MAMARONECK RD (188W)	Cobra Head	2	188	1,606	80	683	\$158	\$213	\$500
WEAVER ST (117W)	Cobra Head	26	117	12,989	53	5,884	\$1,358	\$1,640	\$6,500
WEAVER ST (171W)	Cobra Head	11	171	8,032	80	3,758	\$867	\$987	\$2,750
Town and Country (SV 141W)	Town & Country	49	141	29,501	80	16,738	\$3,864	\$2,946	\$12,250
Town and Country (MV 200W)	Town & Country	24	200	20,496	80	8,198	\$1,892	\$2,839	\$6,000
Total	Town & Country	287	120.51	147,678	52.75	64,084	\$14,793	\$19,296	\$71,750

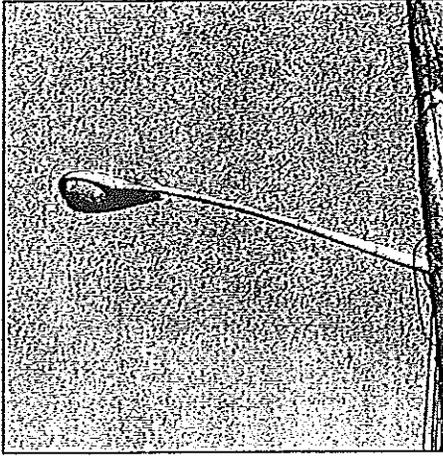
Street Light Inventory Overview / LED Wattage Conversion Assumptions

Street Lights	Type	Number	%	Inventory Watt	kWh	Total Cost	% of Cost	LED Wattage
Sodium Vapor (58w)	Cobra Head	843	42%	58	208,777	\$48,193	28%	25
Sodium Vapor (64w)	Cobra Head	1	0%	64	273	\$63	0%	25
Sodium Vapor (83w)	Cobra Head	749	38%	83	265,453	\$61,275	36%	25
Sodium Vapor (88w)	Cobra Head	8	0%	88	3,006	\$694	0%	25
Sodium Vapor (100w)	Cobra Head	14	1%	100	5,978	\$1,380	1%	53
Sodium Vapor (101w)	Cobra Head	7	0%	101	3,019	\$697	0%	53
Sodium Vapor (117w)	Cobra Head	125	6%	117	62,449	\$14,415	8%	53
Sodium Vapor (119w)	Cobra Head	9	0%	119	4,573	\$1,056	1%	53
Sodium Vapor (141w)	Town & Country	49	2%	141	29,501	\$6,810	4%	80
Sodium Vapor (171w)	Cobra Head	11	1%	171	8,032	\$1,854	1%	80
Sodium Vapor (188w)	Cobra Head	2	0%	188	1,606	\$371	0%	80
Sodium Vapor (193w)	Cobra Head	7	0%	193	5,769	\$1,332	1%	80
Sodium Vapor (215w)	Cobra Head	5	0%	215	4,590	\$1,060	1%	80
Sodium Vapor (286w)	Cobra Head	1	0%	286	1,221	\$282	0%	100
High Pressure Sodium	Cobra Head	2	0%	250	2,135	\$493	0%	100
Metal Halide	Decorative	3	0%	92	1,179	\$272	0%	80
Metal Halide	Decorative	8	0%	95	3,245	\$749	0%	80
Metal Halide	Decorative	95	5%	215	87,215	\$20,132	12%	80
Metal Halide	Decorative	3	0%	325	4,163	\$961	1%	80
Mercury Vapor	Decorative	20	1%	200	17,080	\$3,943	2%	80
Mercury Vapor	Decorative	1	0%	290	1,238	\$286	0%	80
Mercury Vapor	Town & Country	24	1%	200	20,496	\$4,731	3%	80
Incandescent	Cobra Head	7	0%	92	2,750	\$635	0%	25
LED	Cobra Head	2	0%	36	307	\$71	0%	36
Total		1,996	100%	87.3	744,056	\$171,753	100%	33.6

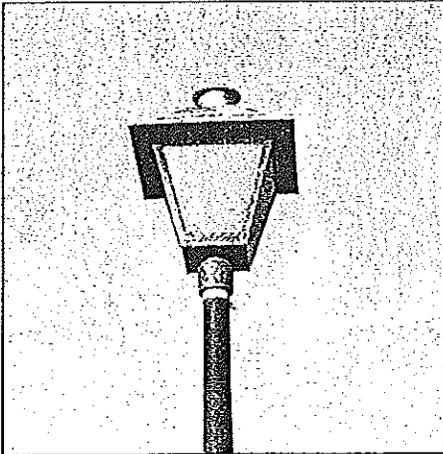
Legend:
 Blue Sections: Model Calculations and Assumptions
 Green Sections: Input Data

Yellow Boxes: User Inputs
Blue Text: Hard coded numbers
Black Text: Formulas

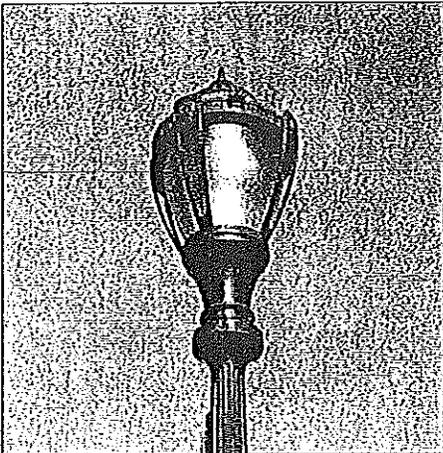
Appendix B: Main Types of Streetlights in Scarsdale



Cobra Head
(Count: 1,791)



Town and Country Post-Top
(Count: 73)



Decorative Post-Top
(Count: 130)

**RESOLUTION RE: PUBLIC HEARING ON INTRODUCTORY
LOCAL LAW “_” OF 2016, ADOPTING
THE PROVISIONS OF SECTION 1903 OF
THE REAL PROPERTY TAX LAW,
COMMONLY REFERRED TO AS THE
“HOMESTEAD TAX OPTION”**

RESOLVED, that a Public Hearing is hereby scheduled by the Town Board of the Town of Scarsdale to be held in Rutherford Hall in Village Hall on Tuesday, February 9, 2016, immediately following the Village Board Meeting which is scheduled for 8:00PM, on a proposed local law adopting the provisions of Section 1903 of the Real Property Tax Law, Commonly Referred to as the “Homestead Tax Option”, and be it further

RESOLVED, that the Village Clerk is hereby directed to advertise said Public Hearing.

Submitted by: Village Manager
Date: January 21, 2016
For: January 26, 2016

INTRODUCTORY LOCAL LAW # ___ OF 2016
A Local Law Adopting The Provisions of Section 1903 of
the Real Property Tax Law, Commonly Referred to as the
"Homestead Tax Option"

BE IT ENACTED by the Scarsdale Town Board of Trustees as follows:

Section 1. Legislative Intent.

In 1981 the State of New York enacted Section 1903 of the Real Property Tax Law ("RPTL") known as the "Homestead Tax Option", to provide local governments with a tool to help mitigate a potential shift of the property tax burden onto residential property owners, as a result of townwide revaluation update. The Homestead Tax Option, which contains two main provisions, grants authority to a tax levying body to: 1) value and assess certain qualifying condominiums in the same manner as single-family residences and 2) establishes separate tax rates for two designated classes of property, namely Homestead-classified and Non-Homestead-classified property. The overall purpose of the Town's enactment of the Homestead Tax Option is to value condominiums similar to that of residential properties in the Town and to ensure that the tax rate for Homestead and Non-Homestead properties be the same.

Section 2. Title

This local law shall be known as "A Local Law Adopting the Provisions of Section 1903 of the Real Property Tax Law commonly referred to as the "Homestead Tax Option".

Section 3. Adoption of Homestead Tax Option

The provisions of Section 1903 of the Real Property Tax Law are hereby adopted. The Homestead Base Proportion and Non-Homestead Base Proportion shall be established by resolution of the Town Board of Scarsdale in accordance with the rules of the Office of Real Property Tax Services and shall apply to taxes levied on the 2016 final assessment roll and to taxes levied on subsequent rolls, until this Local Law is repealed.

Section 4. Enforceability

Should any section, paragraph, sentence, clause, word or provision of this chapter be declared void, invalid or unenforceable, for any reason, such decision shall not affect the remaining provisions of this local law. Any other local law, ordinance or resolution inconsistent with this Local Law is hereby repealed.

Section 5. Effective Date

This local law shall take effect immediately upon filing with the New York Secretary of State.