

LONG ISLAND LOBBY COALITION



Long Island Lobby Day February 15th, 2012

Coalition Members

AARP

American Communities Institute at Dowling College

Citizens Campaign for the Environment

Empire State Future

Huntington Township Chamber of Commerce

Long Island Business Council

Long Island Federation of Labor

Long Island Hispanic Chamber of Commerce

Long Island Software and Technology Network

Nassau Council of Chambers of Commerce

Tri-State Transportation Campaign

Vision Long Island



Participating Organizations

AARP

American Communities Institute at Dowling College

American Planning Association—LI Chapter

Child Care Council of Nassau

Child Care Council of Suffolk

Citizens Campaign for the Environment

Concern for Independent Living

Concerned Citizens of the Plainview-Old Bethpage Community

Congress for the New Urbanism—New York Chapter

Coram Civic Association

Cornerstone Church of God in Christ

Corridor Magazine

Dowling College

Elmont Chamber of Commerce

Empire State Future

EmPower Solar

Friends of the Bay

Glen Cove Downtown Business Improvement District

Good Harvest Financial Group

Greater Smithtown Chamber of Commerce

Greenman-Pedersen, Inc.

HIA-LI

Hicksville Chamber of Commerce

Huntington Township Chamber of Commerce

Laible and Fitzsimmons Inc.

Lake Ronkonkoma Civic Organization

Long Island Business Council

Long Island Hispanic Chamber of Commerce

Long Island Federation of Labor, AFL—CIO

Long Island Housing Partnership

Long Island Minority AIDS Coalition

Long Island Software & Technology Network

Longwood Alliance

Mastic Beach Property Owners Association

Mastics-Moriches-Shirley Community Library

Middle Island Civic Association

Nassau Council of Chambers of Commerce

Neighborhood Network

NY Committee for Occupational Safety and Health

New York League of Conservation Voters

Plainview/Old Bethpage Chamber of Commerce

Renaissance Downtowns

Roel Resources

Save the Forge River

Selden Civic Association

Signature Organization

South Yaphank Civic Association

Sustainability Institute at Molloy College

them TV

Tri-State Transportation Campaign

Uniondale Community Council

US Green Building Council—Long Island Chapter

Verizon

Vision Long Island

Wading River Civic Association

Workforce Development Group

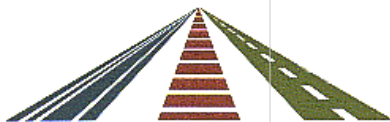
Youth of Ethical Societies, Long Island Chapter



Nassau Council of Chambers of Commerce



TRI-STATE TRANSPORTATION CAMPAIGN



Mobilizing the Region



LONG ISLAND LOBBY COALITION

2012 AGENDA

A diverse coalition of organizations are working together to advance meaningful improvements to Long Island's quality of life and our economy. Our agenda includes five critical issue areas. The mix of regulatory, budget and legislative actions that Albany must take to help Long Island is entirely practical and reasonable to achieve.

1) TRANSPORTATION

- A) Commuter Transit Benefits: S.2728.C /A. 6157
- B) Transportation Financing
- C) Support More Red Light Cameras in Nassau & Suffolk Counties: S. 4197/A.6751 & S.2580/A.4763
- D) Multimodal Transportation and Infrastructure Solutions for Nassau Hub and Pilgrim State

2) ENERGY AND ENVIRONMENT

- A) Offshore Wind
- B) Solar Industry Development & Jobs Act S.4178 /A. 5713
- C) NYISO Reform: S.3307/A.5307 & S.665/A.6035

3) HUMAN SERVICES

- A) Inclusive Design
- B) Child Care
- C) Food Insecurity

4) SMALL BUSINESSES, JOBS, & ECONOMIC DEVELOPMENT

- A) Introduce tax deferred IRA accounts for small businesses
- B) Offer subsidies for the costs of rental space for start-ups
- C) Reduce utility costs for small businesses
- D) Create incentives to emphasize development of downtowns as hubs for small business
- E) Support Mixed-Use Development
- F) SEQRA Reform

5. SEWAGE & INFRASTRUCTURE

- A) Sewage Pollution Right to Know S.6268
- B) Increase Sewer Funding through the EFC and Long Island Sewer Priorities: Mastic/Shirley, Bay Park STP, Northport, Hempstead, Smithtown/Kings Park.

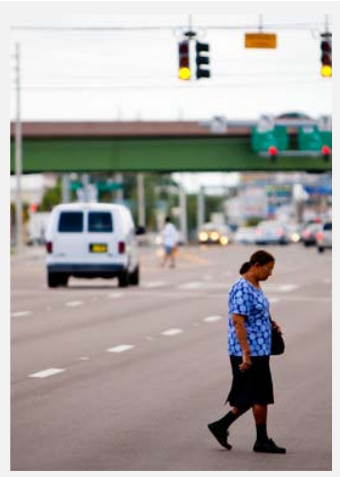
TRANSPORTATION

a) Commuter Transit Benefits: S.2728.C (Fuschillo) A. 6157 (Weisenberg)

On December 31, 2011, as a result of Congress' failure to act, New York's transit commuters got hit with a tax hike. S-2728-C (Fuschillo) will permanently restore the commuter's pretax deduction benefit on their state taxes, whether or not Congress acts in the future. The limit set for the pre-tax transit commuter benefits has historically lagged behind the limit established for a similar benefit that helps those who drive to work pay for their parking. *The current monthly limit for transit benefits is \$125, while the limit for parking benefits was **increased to \$240 per month.*** In this day and age, it makes no sense for government to provide disincentives for using public transportation.



Every LIRR commuter who buys a monthly pass pays more than \$125 and would face a de facto tax increase without action to extend this tax break. Total transit commuting costs of over \$400 per month per person are not uncommon on Long Island, and pre-tax commuter benefits offer a significant financial offset. Long Island employers save as well through the reduction of taxes on their payrolls.



Commuter Transit Benefits:

- Encourage Transit Use
- Support fare revenue streams for LIRR
- Reduce Congestion and Protect the Environment
- Provide Equity between driving and Transit Benefits

b) Transportation Financing

Albany's recent action removing \$310 million in dedicated funds to the MTA as a result of a partial repeal of the Payroll Mobility Tax creates uncertainty for transit users on Long Island. We support Governor Cuomo's 2012 budget which reimburses these funds, and assures that dedicated transit revenues go to transit, without redirecting funding to the General Fund, as Albany has done to the tune of over \$260 million since 2009. These 'sweeps' led directly to the service cuts and fare increases implemented over the past year and a half. We ask

the state to assure Long Island transit riders won't be put at risk in Albany's future budget deals—the full amount of this lost MTA payroll tax must be reimbursed to the system, not only this year, but going forward. Governor Cuomo's proposed 2012 budget also pledges \$770 million to the MTA capital program, and directs an additional \$5.5 million to Nassau and Suffolk Counties.

While the MTA and its capital program is heavily reliant upon the issuance of \$7 billion in new debt, placing the burden of funding the system on transit riders and the next generation of New Yorkers, the Legislature must support its enactment. Without the Capital Plan, Long Island Rail Road will not be able to move forward with much-needed improvements. NYSDOT's capital plan is also set to run out of funding by early 2012. While public-private partnerships and infrastructure banks may be able to help fund some of the state's larger infrastructure projects, they will not fill the yawning gap in these capital plans.

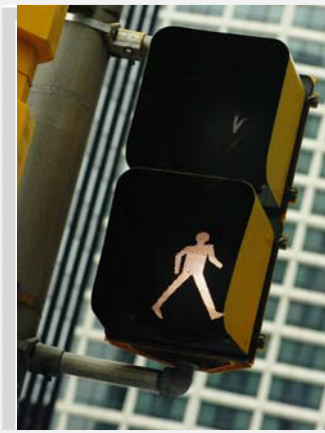
In order to mitigate these future burdens, the state needs to establish secure, substantial and dedicated sources of revenue, and ensure that they are not diverted to other uses. It is only with adequate funding that we'll be able to make the needed investments in our transit and surface transportation systems, without mortgaging our future.

Passing pending 'lockbox legislation' and supporting innovative funding mechanisms to support our transportation system, like conversion of HOV lanes on the Long Island Expressway to High-Occupancy Tolling (HOT) lanes and congestion

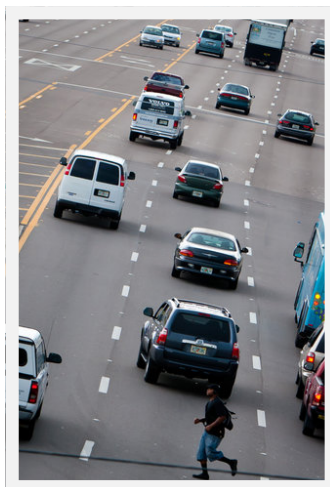
pricing or tolling of the East River Bridges, would bring needed revenue while impacting only 2% of Long Islanders. Increasing the gas tax is another option: The gas tax has not been raised since 2004, and it is not pegged to inflation, but rather a fixed amount that does not go up or down with the price of gas. Consequently, revenues from the tax have stayed relatively flat over the years, while they cover less and less of our transportation needs.

c) Support More Red Light Cameras in Suffolk & Nassau Counties: S.4197/A.6751 & S2580/A4763

Red light running accidents are often the worst type of accident; they tend to involve speed and "right-angle" impacts, which lead to a large number of bodily injuries and death to motorists, passengers, pedestrians and bicyclists. It is estimated that red light running produces more than 100,000 crashes and an estimated 1,000 deaths in the United States each year.



The use of photo violation monitoring devices has been shown to dramatically reduce the number of red light violations at the intersections being monitored, as well as the likelihood of right angle and pedestrian accidents. In 2009, the NYS legislature authorized Suffolk and Nassau Counties to install and operate 50 red light cameras to help improve road safety. This proposed bill would expand this effective program to 100 cameras.



Revenue from existing red light camera tickets currently go to the counties and their general funds. An unintended consequence of this practice is that it creates a reliance on traffic accidents to fund county budgets. The proposed bills do not specify where money would go. **We propose a long-term solution of dedicating these new revenues to support local traffic calming projects. Local municipalities could access the funds through existing safe-streets programs through an application process (i.e. DOT's Local Safe Streets and Traffic Calming program).**

d) Multimodal transportation and infrastructure solutions for Nassau Hub and Pilgrim State

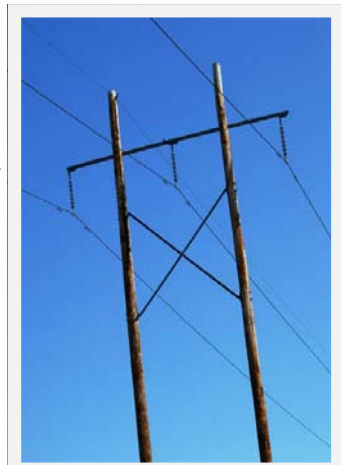
Multimodal improvements are needed for new developments at the Nassau Hub and Heartland Town Square at the former Pilgrim State property. Improved bus service, rail service connections, pedestrian and bicycle access as well as roadway improvements on Sagtikos Parkway and Meadowbrook Parkway should be planned and funded.

ENERGY AND ENVIRONMENT

a) Offshore Wind

There is a tremendous offshore wind resource both in the Great Lakes and in the Atlantic Ocean. New York State has been proactively developing land-based wind energy including the largest wind farm east of the Mississippi River, Maple Ridge Wind Farm in Lewis County, with an installed capacity of 231 MW, or enough to power 68,000 homes each year. Much of this clean, renewable wind energy is located in the upstate regions of New York but is also needed in the downstate region, which means wind development offshore is needed.

The consequences of our nation's shortsighted energy choices are never more visible than a catastrophic environmental disaster such as a massive swath of oil navigating through the Gulf of Mexico. While the Gulf spill may be the poster child for our nation's antiquated energy policies, the consequences are much more extensive, and closer to home. The problems



associated with poor energy choices may be daunting, but opportunity abounds for positive change. Wind is emission free, renewable, domestic, and abundant offshore.

New York has substantial offshore wind resources and there are currently several proposals to develop job-producing clean energy off the coast of Long Island. ***Now is the time to aggressively move forward with siting offshore wind for Long Island.*** LIPA is currently reviewing responses from an RFP for 2,500 MW of power, including two viable offshore wind projects that have been submitted. Renewable energy should be taken seriously as an option for Long Islands future energy generation needs.



We are enthusiastic about the collaboration between the Long Island Power Authority (LIPA), Con Ed and New York Power Authority (NYPA) in a public-private partnership to advance an offshore energy agenda. A joint feasibility study released by the two utilities concluded that an interconnection of up to 700 MW of wind power, located at least 13 miles off the Rockaway Peninsula in the Atlantic Ocean, would be feasible with upgrades to their respective transmission systems. Approximately 30 wind developers and firms responded to the Collaborative's Request for Information (RFI), signaling substantial interest in developing a wind farm in the proposed area. The current expectation is for the wind project to be designed for 350 MW of generation, with the ability to expand up to 700 MW. The Collaborative is moving forward and just recently submitted a lease application for the Long Island – New York City Offshore Wind Project in September of 2011.

The Department of Energy (DOE), BOEMRE, and the Department of Commerce's National Oceanic and Atmospheric Administration (NOAA) are committed to research plans to support the responsible siting and permitting of offshore wind energy facilities and ocean energy generated from waves, tides, currents and thermal gradients. It is important that NYS works with this collaboration to help lay a solid foundation for offshore wind siting.

An aggressive process should be put forth to achieve the goal of releasing a RFP for the offshore wind project by spring 2012. This process should include LI stakeholders to seek the most efficient and effective location for this wind proposal.

As these processes moves forward, the public should be included in a rigorous environmental review and meaningful public participation for specific wind project proposals. This participation will be necessary to ensure that habitat, fish and wildlife, water quality, recreation, and other community assets are protected during construction and for the life of the wind farm. The potential impacts of wind power must also be weighed against the laundry list of devastating impacts that fossil fuels have on our environment, including mercury contamination, acid rain, massive fish kills, and much more.

b) Solar Industry Development and Jobs Act S.4178 /A. 5713

With rising electricity needs, plenty of sunshine, and a local workforce primed for green jobs, New York has what it takes to lead the new solar economy. But the state has a policy structure that's supported less than 25 MW of installed solar to date – that's not even 0.01% of New York's electricity mix. As a result, clean energy jobs and investment have been pouring into neighboring states that have more aggressive policies.

The **Solar Industry Development and Jobs Act of 2012** would establish a baseline market for solar power in New York, and build upon the state's commitment to acquire 100MW of solar power in New York State. The legislation provides a market commitment for solar power in New York, which will translate into green, local NY jobs.



The Solar Industry Development & Jobs Act of 2012 provides that much-needed blueprint for solar leadership:

- A strong 2.5% by 2025 target that amounts to a reasonable, baseline goal of 5,000 MW of solar capacity. This long-term commitment sends a clear signal to the global industry that New York is open for solar business and those businesses should locate in our state.
- A structure for diverse market participation that taps economic opportunities across the commercial, residential and utility sectors alike. Achievable annual requirements that start small and get more aggressive in later years as the local market scales and costs come down. This policy design paves the way for successful, cost-effective solar growth.



c) NYISO Reform: S.3307 (Maziarz) same as A.5307 (Cahill); S.665 (Maziarz) same as A.6035 (Brennan)

The New York Independent System Operator, Inc. (NYISO) oversees the wholesale electricity market in New York State. It is critical NYISO be reformed and be held more accountable to electricity rate payers. Currently, there is no New York State law that created or supervises NYISO. It is governed by a board, which writes its own rules and collects over \$144 million from ratepayers for its current operations. The organization oversees the wholesale electricity prices without any real accountability to the public.

Today, New York households pay among the highest electricity rates in the United States. Older consumers are particularly vulnerable to rapid increases in energy prices. Although they consume approximately the same amount of energy as younger adults, older New Yorkers devote a higher percentage of their total spending to residential energy costs.

Every day, the electric utilities serving New Yorkers buy power from the generators that participate in market-clearing price auctions run by NYISO. Unlike most auctions, in NYISO's auctions, the sellers, the bids, and the calculations are all secret. The auctions are designed so that the price of the highest bid for wholesale electricity is paid to all generators (sellers), even those willing to sell for less. This process is not conducive to ensuring that ratepayers are paying the lowest possible rate.

New state reform policies could help mitigate price increases and have the potential to lower energy costs for New Yorkers. Reforming the way NYISO functions would be a major step in this direction. There are three main components of NYISO that should be addressed; accountability, transparency, and oversight. With these three things in place, ratepayers would be ensured an open process, paving the way for lower utility rates in the future.

Accountability - The Governor, the Senate, and the Assembly would each appoint members to serve on NYISO's board of directors, including representatives of residential and other retail customer groups. With this change, NYISO's board members would be accountable to the public.

Transparency - Require the bids, bidders, and computer computations in NYISO's wholesale electricity market auctions to be public after no longer than two days.

Oversight - Require the New York Public Service Commission to review the NYISO budget and approve the fee charged to consumers for NYISO's operations. The NYISO should also be required to follow New York's open meeting law.

HUMAN SERVICES

a) Inclusive Design

Housing is the single largest expenditure for older adult-run households, and most people prefer to remain in their homes rather than move to other facilities as they age, even if their needs change. However, structural barriers can trap older adults and people with disabilities in their homes, preventing them from participating fully in their communities, as well as depriving them of meaningful economic and social opportunities necessary to support successful aging. Such barriers can also prevent those who may have disabilities from visiting the homes of friends and relatives, thereby barring valuable life enriching interactions. Thus, designing and constructing dwellings to meet accessibility standards would better allow New York residents to age in place. Such standards would also serve as the first stage of efforts to increase the availability of accessible housing in the state of New York. Legislative Requirements:

- The features outlined below shall be designed and constructed in compliance with American National Standards Institute (ANSI) standards, A117.1-2009.
- At least one step-free entrance on a clear exterior circulation path from a public street or sidewalk, a covered dwelling unit driveway, or a garage.
- A clear circulation path between the step-free entrance and the interior spaces on the same level.
- At least one full bathroom on any level containing a habitable space.
- At least one habitable interior space on the step-free level.
- Accessible interior doors and doorways that can be operated with minimum strength or effort.
- Lighting controls and receptacle outlets located at reachable heights.
- Blocking behind the walls in bathrooms for future installation of grab bars.
- This coalition supports legislative proposals that enhance home access for people of all ages and abilities.



b) Child Care



Maintain current funding to the Child Care Resource & Referral (CCR&R) network (Child Care Councils of Nassau and Suffolk):

So that parents can access child care so they may work without concern regarding their children.

So that child care providers can improve their programs through classes and workshops in early childhood development and other related areas.

Maintain funding for child care subsidies that support working families and ensure young children have access to quality early care and education programs.

c) Food Insecurity:

Every day, nearly 800,000 residents around New York State choose between groceries and heat. Without good nutrition, as a form of medicine, and with little or no insurance, older adults are at risk for a range of long-term health issues, which also puts more service and financial pressure on the healthcare system. Ultimately, this chain of circumstances burdens New York State with financial and social obligations that will only grow as the population ages. As a federal entitlement, increased enrollment in the food stamp program can bring hundreds of millions of dollars to New York and ultimately to the economy of New York State as food stamp dollars are spent locally, bringing business to neighborhoods. The current enrollment process requires potential beneficiaries to apply separately and independently for the vast majority of benefits, (e.g., food stamps, SCRIE, health benefits). Enrolling separately for each benefit is particularly hard for low income people and families and seniors.

Solution: Create one application for multiple benefits to streamline the process and minimize difficulties for enrollment. Find commonalities among benefits to ease the application process and provide a wider spectrum of available benefits

based on a single application; there are no tests for SNAP, the Medicare Savings program, EPIC, and LIHEAP. Cut down on waste related to administrative resources, time, and money. We support legislation that will facilitate these improvements.

The coalition supports S.5673 (Valesky)/ A.8005(JRivera) which will establish a name change for food stamps to the Supplemental Nutrition Assistance Program (SNAP).

SNAP - Supplemental Nutrition Assistance Program. SNAP is the new name for the federal Food Stamp Program. The program helps low-income individuals and families buy the food they need for good health.



EPIC – Elderly Pharmaceutical Insurance Program. EPIC is a New York State program that helps seniors pay for their prescription drugs. More than a quarter million EPIC enrollees are saving an average of 90 percent of the cost of their medicines. Most enrollees have Medicare Part D or other drug coverage, and use EPIC to lower their drug costs even more by helping them pay the deductibles and co-payments required by their other drug plan. EPIC also helps members pay for Medicare Part D premiums.

LIHEAP - Low Income Home Energy Assistance Program. The federal LIHEAP aims to assist low income households, particularly those with the lowest incomes that pay a high proportion of household income for home energy, primarily in meeting their immediate home energy needs.

SMALL BUSINESSES, JOBS, & ECONOMIC DEVELOPMENT

Items a-d are selected policy recommendations for improving the small business climate to support the growth and survival of this vital economic sector. These policy recommendations were developed on the basis of the data from the Small Business Study Questionnaire and information collected from business owners and experts who participated in 10 focus groups and two Small Business Symposiums held at Dowling College.

a) Consider introducing tax-deferred IRA accounts for small businesses, where they can deposit a part of their profits and have an opportunity to withdraw from such an account tax-free during the time of an officially defined recession, i.e. help businesses to prepare for the next economic recession by having them draw on their own tax-deferred accounts without tax penalty.

b) Subsidies for the costs of rental space can be offered to start-ups by allowing them to rent a “start-up incubator” space. Such start-up incubators can be located in a subsidized space (on state university campuses or elsewhere). The Small Business Development Centers will be able to recommend offering subsidized spaces to new businesses that have viable business plans. “Start-up incubators” will also serve as meeting spaces for entrepreneurs from different industries and for representatives of the companies that want to offer advice and services to start-ups. “Start-up incubator” space should be made available to small businesses from all industries, not just to businesses from technology and “green” industries.

c) Reduce utility costs for small businesses by continuing to support existing New York State programs and grants aimed at making small businesses more energy-efficient, as well as creating new programs. Such programs should include evaluations for energy efficiency and subsidies for installing new energy-efficient equipment. The Governor’s new Recharge New York program is a good start, but unfortunately retail businesses and Business Improvement Districts do not qualify for this low-cost power.



d) Create legal and monetary incentives to emphasize the development of downtowns as hubs of small businesses. Such incentives may include prioritizing financing for the development of new and/or improvement of an existing downtown infrastructure such as sewers, pedestrian walks, and parking solutions.



e) Support Mixed-Use Development

Provide the ability to offer loans for infill redevelopment of smaller, mixed-use buildings and projects which do not qualify for federal HUD lending. Currently, HUD places limitations on the retail-to-residential ratio of buildings in such a way that does not allow for mixed-use development. Loans could be offered through state government lending programs and/or incentives for financial institutions such as banks or credit unions. Such a program would accelerate investment in our downtowns and transit-oriented mixed-use centers, allowing for additional grassroots development by local individuals and companies within the Long Island region. This would, in turn, provide additional job creation and an expansion of the local tax base while promoting walkable, mixed-use, transit-oriented environments.

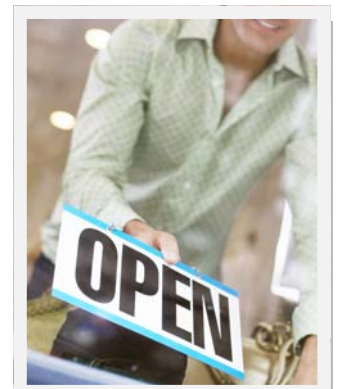
f) SEQRA Reform

In New York State, proposed projects or actions that may impact the environment must undergo an environmental review under the State Environmental Quality Review Act or SEQRA. The SEQRA process serves as a safeguard against improper or ill-conceived development. If the proposed action is determined to have a potential significant adverse environmental impact, then the lead agency, under SEQRA, requires the proposal to undergo a full environmental impact statement (EIS).

In some instances SEQRA's timeframe can be unnecessarily arduous and developers often get stuck and will 'give up' on a potentially beneficial project. The process as it exists is challenging to navigate and can be prohibitive to lead agencies. This has become of a particular concern with projects including Transit Oriented Developments, downtown infill housing, office and retail, and new town centers.

Based on our research and experience, as well as the work of several groups including Patterns for Progress and The Orange County Partnership, we propose the following changes be made to the SEQRA process:

- Simplify the draft environmental impact statement process: provide a clear path to obtain public comment, clarify specifically when an EIS is complete, and develop better guidance for type and extent of mitigation required for specific impacts.
- Improve scoping process and make scoping mandatory, with better description of methods to evaluate impacts and alternatives; include list of potential impacts that are not required in EIS.
- Increase DEC staff, which would allow DEC representatives to help educate local municipalities and agencies on the SEQRA process, perhaps through an online presence or with a best-practices guide. DEC staff should be more available and proactive in coordinating SEQRA implementation advice and help to communities. In addition, identify a SEQRA technical point person. If other agency staff are needed to more quickly advance a project (i.e. DOT) they need to be made available as well.
- Mandate SEQRA education and training for selected municipal officials and state agency personnel, and expand training for private stakeholders. Courses could be offered at colleges, APA, NY Planning Federation, NY Building Association, County Planning Directors Association and others.
- Create a searchable online database of EISs (DEC, State Archives).
- Recognize that SEQRA is not a substitute for good planning, so we must incentivize regional and local planning and make better use of the GEIS.
- Allow for mixed-use development and form-based codes. Mixed-use redevelopment is made more challenging, time consuming, and costly by SEQRA's inherent limitations when



it comes to higher-density urbanized environments. The SEQRA process will find greater impacts on a site-by-site basis for higher density projects. Because SEQRA is project specific, it ignores the more regional benefits of concentrating development in already developed areas in order to preserve open space and single-family neighborhoods that may be in the same municipality. These are the same features that earn points for environmental design in the LEED ND system.

SEQRA also does not allow for the flexibility offered by newer zoning codes and demanded by the market. Form-based codes do not specify uses, which can make impact analysis more complicated, but not impossible. Shifting market preferences and the supply-demands cycle require that projects adjust to changes in rental vs. ownership and unit mix preferences, office vs. retail, etc. in order to stay viable. SEQRA does not allow for flexibility. Instead, it requires alternatives, including the 'no-build' scenario. This frequently leads developers to propose a 'maximum' build out that may be unrealistic, but makes the proposed action more palatable. SEQRA should offer a flexible system wherein a range of buildout options are proposed and the associated impacts and mitigation discussed. Greater flexibility means less risk and more certainty for the developer, which can translate into a project that can afford to offer greater community benefit and compatibility.

SEQRA should be modified to encourage smart growth projects that revitalize downtowns and create more attractive places for people to live and work. Mixed-use, transit-friendly projects in already-developed areas should be environmentally positive when considered regionally. SEQRA can be changed by allowing applicants to: 1) propose flexible development scenarios, and 2) describe environmental impacts for a range of development scenarios. Finally, Conditional Negative Declarations should be possible for downtown revitalization projects that meet a set of well-defined parameters such as:

- Redevelopment of a previously developed site
- Access to existing infrastructure
- Provides connection to public sewerage
- Incorporates substantive green methodologies for stormwater control
- Doesn't increase waste water discharge in ground or provide sanitary sewer treatment
- Proximity to existing or planned transit
- Located in a zone identified for redevelopment in an approved comprehensive plan.
- Consistency or compatibility with local architecture
- Within a range of previously-approved residential density and/or commercial square footage.

These amendments would not diminish the state's authority to analyze any environmental impacts of projects, but would streamline the process for developers and elected officials and hasten the development of important projects for communities throughout the state.

In addition to these recommendations, we have serious concerns about a proposal to allow the state to serve as lead agency on all SEQRA processes. Local control is a critical piece of any development as it warrants a clear understanding of all community issues.

SEWERS & INFRASTRUCTURE: LI SEWERS PRIORITY LIST

a) Sewage Pollution Right to Know (S.6268)

New York State's sewage infrastructure is aging and failing. More than a quarter of the sewage treatment plants in NYS are beyond their life expectancy and many more are using inadequate technology. The NYS Department of Environmental Conservation conservatively estimates that repairing, replacing and updating New York's sewage infrastructure will cost \$36.2 billion over the next twenty years. Outdated and dilapidated sewage infrastructure results in the discharge of billions of gallons of raw or untreated sewage into local waterways throughout the state annually.

When raw sewage enters our waterways, it often contains disease-causing microorganisms, human waste, pesticides, oil, grease, drugs, toxic pollutants, and other contaminants; which negatively impact our waterways and drinking water. According to the US Environmental Protection Agency, between 1.8 and 3.5 million Americans become ill annually from contact with recreational waters contaminated by sewage. Adverse health impacts from parasites, viruses, and bacteria found in raw sewage include short-term gastrointestinal problems, infections and fevers; and long-term chronic conditions such as liver, heart, or kidney failure; as well as arthritis and cancer.



Contaminants from sewage also contribute to red tide and brown tide algal blooms, which result in unhealthy fish populations and can result in serious health risks upon consumption. Sewage pollution contributes to beach closures that are responsible for economic losses of \$1 – 2 billion annually in the US. When our heavily frequented beaches and fisheries are put at risk of contamination, not only does the economy suffer, but members of the public are put at risk.

There is currently no law requiring public notification if a sewage overflow has contaminated a local beach, waterway, or entered a community. Often, immediately after a sewage overflow, people can be seen swimming, fishing, crabbing, or kayaking in the contaminated area. This is unacceptable! The public deserves prompt notification anytime a spill or discharge of partially treated or raw sewage occurs. Prompt and accessible notification about sewage overflows will allow New Yorkers to make safe choices for our families and avoid unnecessary exposure to harmful pollution! **We need New York State to support a Sewage Pollution Right-to-Know law. Sewage overflows put our environment, economy, and health at risk; and we deserve the right to know when they occur.**

b) Increase sewer funding through the Environmental Facilities Corporation fund and LI Sewer Priorities

Federal support for water infrastructure had dropped about 70 percent over the last two decades, delaying critical maintenance and necessary upgrades. Hundreds of sewage and wastewater treatment facilities have deteriorated and needs have been identified for establishing new infrastructure to assist existing communities. The basic federal contribution for wastewater in 2009 was \$74 million — the lowest level since the inception of the program, according to the state Environmental Facilities Corporation. A \$435 million boost in federal stimulus funds was part of a combined \$520 million the federal American Recovery and Reinvestment Act allotted in 2009 for New York's Drinking Water State Revolving Fund and Clean Water State Revolving Fund.

The EFC receives hundreds of applications for wastewater projects around the state for every year. In 2011, Long Island received \$29,030,000. The amount for the whole state in the same timeframe was \$807,600,000. This means that Long Island, with 15% of the State's population, was allocated only 3.6% of total available funding.



Long Islanders agree that a key step in preparing for growth and maintaining our existing population is to ensure that sewer infrastructure is adequately maintained, upgraded and expanded in key communities. In order for downtowns to thrive, population density must increase and new businesses need to open. **Smart Growth cannot occur in communities without sewers.** With inevitable population growth imminent on Long Island—NYMTC predicts 307,000 new residents in Suffolk and 154,000 in Nassau by the year 2035—sewer infrastructure must be in place to ensure that growth is accommodated in an intelligent and protective manner.

LI Lobby Coalition is supporting funding for the following waste water infrastructure priorities on Long Island:



Mastic/Shirley Sewers and Infrastructure – The Forge River has become the poster child for environmental, economic and public health consequences attributed to a lack of sewer infrastructure. The benefits of sewers in this area include restoration of the Forge River, protection of the South Shore Estuary and revitalization of the community.

The need for the creation of a sewer district in the Mastic/Shirley areas dates back to the 1940's. In January 2009 the Suffolk County Department of Public Works completed a sewer study that provided a three phase plan for constructing sewers and provided possible sites for sewer treatment plants. Following that study the SC Legislature directed the Department of Public Works to create Maps and Plans for phase one, creation of a sewer district on Montauk Highway in Shirley/Mastic. The cost of constructing this is astronomical and will need the assistance of state and federal subsidies to become a reality. This is needed not only for economic development along the business corridor, but also to improve the discharge of nitrogen into our groundwater. The Forge River runs through Montauk Highway. Outdated septic systems have been identified as a major problem to the deterioration of the surrounding tributaries in the area.

Bay Park STP in Nassau County – this STP treats approximately 43% of Nassau County's wastewater and discharges 58.5 million gallons per day of treated effluent into the Western Bays, a sub region of the South Shore Estuary Reserve. The plant does not remove nitrogen and chlorine from its effluent and this has taken its toll on the water body. The Western Bays continue to experience degraded water quality, excessive seaweed growth, and increased shellfish closures. Decomposing seaweed emits a sulfurous gas called hydrogen sulfide that has triggered headaches, nausea and respiratory problems in the community. The bays remain on the DEC 303(d) list of impaired water bodies for pathogens since 1998 and were listed again in 2006 for nutrient pollution. The STP needs substantive upgrades to comply with new federal and state water quality standards. In addition, an ocean outfall pipe should be implemented.

Northport– Excessive nitrogen from wastewater in Northport Harbor is contributing to the growth of toxic red tidal blooms which poison shellfish and pose a threat to human health. These red tide blooms have caused shellfishing closures throughout the harbor in recent years. Monitoring shows that Northport Harbor has had the most intense red tides in the northeast US in the past decade. A Northport Harbor Water Quality Protection Committee made up of elected leaders, agencies, non-profit groups, and scientists was formed in 2010 to identify problems, and solutions to mitigate nitrogen pollution in the Harbor. The group is currently working to identify \$185,000 in funding to document the major nitrogen sources as first step towards curbing nitrogen pollution. One known source of nitrogen is the Northport Harbor Sewage Treatment Facility. The facility is currently struggling to meet the 2014 mandated nitrogen reductions as set by the Long Island Sound TMDL. The cost to upgrade the Northport Sewage Treatment Plant is \$9 million.

Hempstead – The Village of Hempstead, NY State's most populous Village, is on the verge of the region's most transformative mixed-use TOD project, providing a national model for suburban downtown redevelopment. A Public-Private Partnership between the Village and Renaissance Downtowns-UrbanAmerica is positioned to break ground on this \$2+ Billion revitalization in mid-2012, representing the creation of over 10,000 construction job years and 3,500 permanent jobs.

To effectuate this change, Hempstead must address its 80+ year old antiquated sewage system which is constantly subject to problems and costly repairs due to clogging, breakage, inflow, infiltration, and insufficient capacity especially during heavy rain events. It is estimated that the necessary improvements will run between \$25M-\$32M, of which \$5 Million has already been earmarked. The project has tremendous local support, as demonstrated by the August 2nd approval of the Master Concept Plan by a 5-0, bi-partisan vote in addition to its designation as a Project of Regional Significance by the Long Island Regional Planning Council.



Smithtown/Kings Park – Suffolk County Sewer District 6 Expansion- Septic systems in this area are being adversely impacted by high groundwater levels and localized flooding. Sewer District 6 currently has a capacity of 625,000 gallons per day and the expansion is scheduled to double the capacity. To date, over \$2 million dollars have been expended on a feasibility study and a report outlining implementation is nearly complete. The Suffolk County capital budget has identified \$40 million dollars for this project for 2012 and additional funding is needed.

LONG ISLAND LOBBY COALITION

