

Long Island Regional Planning Council
Summary Minutes

LIRPC Meeting - February 27, 2020

LIA

300 Broadhollow Road

Melville, NY

LIRPC Members Present

John D. Cameron, Jr., Chair

Michael White, Vice Co-Chair

Jeffrey Kraut, Treasurer

Theresa Sanders, Secretary

Don Clavin

Elizabeth Custodio

Barbara Donno

Nancy Engelhardt

Jeff Guillot

Ralph Scordino

Edward Wehrheim

Staff and Guests Present

Elizabeth Cole

Missy Leder

Kyle Rabin

Kevin Johnston - Town of Brookhaven

Matt Miner - Town of Brookhaven

Carrie Meek Gallagher - Regional Director, Region 1, NYSDEC

Will Flower - Winter Bros. Recycling

Richard Sandner - Covanta Energy

Steve Changaris - National Waste and Recycling Association

Frank Roethel – Stony Brook University

Mike Cahill

Maureen Early – Covanta

Dawn Harmon – Covanta

John Conroy – Town of Hempstead

Michael Woods – Town of Hempstead

Melissa Young – Syracuse University

Lawrence Donohue – West Islip

Skip Wade – Amityville

Scott Cushing – Town of Hempstead

Maureen Murphy – CCE

Michael Engelmann – Town of Smithtown

Gary Rozmus – GEI Consulting

Sherry Southe – NYMTC
Mary Anne Taylor – CDM Smith
Brad Slover – Omni Westbury
William Fox – Town of Oyster Bay Sanitation
Kendra Armstead – Nassau County CE
Greg Hancock – Town of Islip
Jodi Giglio – Town of Riverhead
Matthew Egan – NYSDEC
Stanley Lomangino – Paumonok Environmental
Richard Kitt
George Smilow – PQ Recycling
Nicole Gargiulo – Smithtown
Tom Lohmann – Town of Smithtown
Jim Green – Epoch 5
Steve Changaris – NWRA
Robbie Donno – Lemcon, Inc.
Drew Dillingham – Town of Riverhead
Frank Melillo – Town of Oyster Bay
Marty Bellew – Town of Islip
Lija Jacob – NYSDEC
Keith Higgins – WM
Rebecca Sinclair – Suffolk County EDP
Douglas Jacob – Babylon
Rich Humann
David Gibb – NYSDEC
Jim Wade – NYSDEC
Jie Zhao – NYSDEC
Lauren Schaefer – NC Legislation
Michael Kelly – Town of North Hempstead
Kevin Gershow
Adam Moss – Nassau County Attorney
Matt Laux – Town of Huntington
Olivia Winslow – Newsday
Syed Rahman – NYSDEC
Benazir Khan – NYSDEC
Brian Aerne – Covanta
John Clark – Town of Huntington
Matthew Donno – Manhasset Chamber of Commerce
Mark Wagner – Cameron Engineering
Shannon Clifford – Town of Riverhead
Michael Durso – Town of Oyster Bay
Bill Leone – National Waste
Charles Samul – New York Atlantic Railway
Victoria Russel – Town of Babylon
Christine Fetten – Town of Southampton
Armand D'Amab – Park Strategies

Gil Anderson – L.K. McLean
Richard Leone – National Waste Service LLC
S. Terracciano – USGS
Katherine Heaviside – Epoch 5

Meeting Commenced:

- John D. Cameron, Jr., opened the meeting at approximately 10:15AM
- Pledge of Allegiance

John Cameron: Thank you. First off, I'd like to thank Kevin Law and Matt Cohen and the LIA for hosting our Meeting of the Long Island Regional Planning Council. Rich Guardino, our Executive Director, will not be with us today because he is under the weather so our Deputy Executive Director, Liz Cole, will be chairing our meeting today.

Roll Call

John D. Cameron, Jr., Chair
Jeffrey Kraut, Treasurer
Michael White, Vice Co-Chair
Elizabeth Custodio
Don Clavin
Barbara Donno
Nancy Engelhardt
Jeff Guillot
Ralph Scordino
Edward Wehrheim

Theresa Sanders, Secretary – will be joining the meeting a little later.
We have a quorum.

Adoption of the December 6, 2019 minutes. All in favor.

Motion to Accept: Nancy Engelhardt

Seconded: Jeff Kraut

All in Favor: So moved.

Election of Officers for the 2020 LIRPC

Motion to Accept John Cameron as Chair of the Long Island Regional Planning Council:

Michael White

Seconded: Don Clavin

John Cameron abstained

All in Favor: So moved.

Motion to Accept Michael White as Vice Co-Chair of the Long Island Regional Planning Council: Nancy Engelhardt
Seconded: Jeff Kraut
Michael White abstained
All in Favor: So moved.

Motion to Accept Jeff Kraut as Treasurer of the Long Island Regional Planning Council: Nancy Engelhardt
Seconded: John Cameron
Jeff Kraut abstained
All in Favor: So moved.

Motion to Accept Theresa Sanders as Secretary of the Long Island Regional Planning Council: Nancy Engelhardt
Seconded: John Cameron
Theresa Sanders abstained
All in Favor: So moved.

John Cameron: We have a couple of agenda items today here, but importantly, we are going to have a presentation and panel discussion on the solid waste challenges that Long Island faces. It's an issue that's near and dear to my heart as I have spent many years in my profession dealing with issues on solid waste, not only just permitting, but also in design facilities, recycling facilities, composting facilities, operations, resource recovery.

Back in the 1980s, the state passed the Long Island Landfill Law, which outlawed the burial of raw Municipal Solid Waste (MSW), and so as a result, we wound up with only a few landfills on Long Island that could accept a non-putrescible material. The LI-2035 discussed the issue of how solid waste on Long Island is principally handled. It really is handled by the towns. Managed by two cities, but they do it in conjunction with the private sector, as well as the townships here on the Island. The towns have principal responsibility for solid waste collection, transfer and disposal. On Long Island, we are aware of the resource recovery plans, which handle most of municipal solid waste on the Island here and most of the commercial waste is hauled off Long Island. We are highly dependent upon off-Island transfer and transport for disposal of our solid waste. We are not self-autonomous and we could not handle this for the long-term.

The Brookhaven landfill is scheduled to close in 2024. Right now, they accept the ash from major resource recovery plants and also C&D material. Its closure poses a major threat to the operation of the resource recovery plants, as well as the cost of solid waste disposal here on Long Island. In addition, I'm sure most of you know that Brookhaven is highly dependent upon revenue from the landfill. So, this is a looming issue for Long Island and the Town of Brookhaven. This was even before the coronavirus hit China. Now China, as the largest purchaser of post-recycle materials, has cut back on pricing or stopped taking a lot of recycled materials which has caused a major economic problem to the town's solid waste budget.

What we're attempting to do today is provide some leadership, on a regional basis, since it is difficult for any one town to solve this issue. It's almost impossible to solve it themselves, or for the private sector to solve it. We're looking to establish some guidance and ideas working with Carrie Meek-Gallagher and the DEC to provide leadership and work to establish a Solid Waste Leadership Committee. With this Committee, we hope to advance this issue and develop solutions for the future of solid waste disposal here on Long Island.

Today we are pleased to have a panel discussion as well as a presentation by Michael White, our Vice Chair of the Council. Michael and I actually go way back in the solid waste industry. Before he became a lawyer, we ran a solid waste transfer operation with the Town of Oyster Bay. It was the first long-haul operation, the largest ton -- mile transfer operation in the country. I think it was doing 300,000 tons a year back in the late '80s and it was to distant points west. Probably nine or ten different states accepted waste from the Town of Oyster Bay. As the landfill law has mandated the closure of the landfills which were accepting municipal solid waste and putrescible waste, more waste has gone off the Island.

Michael will present to us in order to stimulate the discussion and then, I'll moderate a panel of experts. Hopefully, what will evolve from this discussion today would be a plan of action to go forward.

Before Michael speaks, I would like to ask Carrie Meek-Gallagher to give us some introductory remarks.

Carrie Meek-Gallagher: Thank you all for coming out. One of our favorite topics, right? I see a lot of folks in the room who participated in the Solid Waste Leadership Council. Hopefully, that participation will continue as it transitions to the leadership of the Long Island Regional Planning Council.

I wanted to just give you a couple updates on what's going on with solid waste around the state, and I think that will help you understand why it's really critical that this transition to an entity that has the experience, the expertise, and most importantly, some distance from our regulator, which you know is the DEC, in order to make recommendations and move forward.

Of course, the big exciting news is that the plastic bag ban goes into effect on Sunday, March 1st. New York State has been working to distribute these reusable bags. We have a BYO Bag campaign going on at food banks, and focusing, also, on lower and moderate-income communities to make sure that they're not going to be impacted because they can't get bags when they go to the stores anymore. We're very excited about the plastic bag ban. This is something that the Leadership Council had worked on and recommended and came to fruition before this transition.

I would like to provide some key tips. I don't know if people realize, but in New York State, we use about 23 billion single-use plastic bags. That's billion, with a B, every year for about 12 minutes each. And then, what happens to those plastic bags? They go away, but they don't just go away. They end up clogging up machinery in recycling facilities. They end up in our waterways. They end up entangled in trees and they harm fish and wildlife. They take up valuable

landfill space. They can take up to 500 plus years to break down. All of those are big reasons why it was important that the plastic bag ban finally went into effect in New York State.

Some things to look for this summer: Part 360, which are the main solid waste regulations for the state. We promulgated new regulations in November of 2017. And you know, obviously, whenever you do an overhaul of such a large set of regulations, you realize some things still need to get fixed. So we should have those new changes or modifications to the Part 360 out this summer for public comment. Summer 2020, actually, is going to be a very busy summer for solid waste around the state.

We also have Part 350 going into effect. Part 350 implements food scraps donation and food scraps recycling; another topic that the Council tackled. Those regs should be out for public comment in Summer 2020 as well. That focuses, primarily, on large generators of food scraps, so over two tons or more of food, which requires them to first try to donate that food, and if it can't be donated, if it's not edible, then to find an organics recycling facility. Hopefully, there's one within 25 miles. We are waiting and hoping that there will be one very shortly on Long Island.

Also, in Summer of 2020, you should be seeing the draft of the next state Solid Waste Management Plan. Every 10 years, the State updates its statewide Solid Waste Management Plan. Again, another thing that the Solid Waste Leadership Council has been working on and thinking about, and why it's helpful that from the Regional Planning Council, they could then submit those recommendations to us at DEC. It's challenging to be at the table and to also be receiving recommendations. Certainly, it would be hard for them to request funding. We can't request funding from ourselves, but the good news is, we had entered into a number of partnerships recently, with SUNYs, to look at recycling. SUNY Stony Brook has a five-year, \$4.25 million contract from the State to look specifically at waste composition, all recyclables and waste, and try to work on easily implementable economic analysis tools for municipalities, so that they can figure out the economics and better analyze single-strain recycling.

SUNY ESF in Syracuse has a five-year, \$5.75 million contract with the State for research on the uses and markets for lower-grade paper. This has become a challenge and a topic that is near and dear and looked at by the Solid Waste Leadership Council as well. Can you compost paper? Are there other means for the reuse of paper? So there would be establishment of the center for sustainable materials management, targeted educational technical assistance for businesses and municipalities for all recyclables and recycling, including different markets. But again, that first focus will be on the paper. So with each of these, we're trying to target one of the recycling categories that has become problematic for the state.

SUNY Buffalo has a \$2 million contract for research on plastics markets, with a special focus on Numbers 1 through 7 plastics, as well as research into behavioral science on how best to educate consumers about recycling. The goal is to encourage more recycling, and proper recycling so instead of wish cycling, actual recycling.

SUNY Alfred State has a three-year, \$1.75 million contract with the State to establish a center for glass innovation, targeting glass research recycling. Research on how we can more effectively and efficiently recycle glass. I could not believe how many complaints we received at the

DEC regional office when glass was no longer being picked up at the curbside. I mean, you would've thought something really horrible happened.

The other thing that I'll just mention quickly is in the Governor's budget proposal. There are products stewardship recommendations for carpets and mattresses. What do we do with it in our waste stream? There's also the proposed ban on expanded polystyrene food containers and loose fill packaging, which would go into effect in January of 2022.

There is a lot going on in the world of solid waste. DEC, of course, is in the mix of all of this and very importantly, hopefully, with that information. Building upon the work that's already been done, the Solid Waste Leadership Council, under the umbrella of the Regional Planning Council, can dive deeper into what this all means for Long Island, help us come up with solutions, get funding, propose any changes that are necessary with the regulations and legislation and help with additional policy guides needed. I'm looking forward to participating in the panel discussion and continuing to be a technical resource.

Lastly, I did want to acknowledge my DEC staff here today. They all worked very hard with the Council. They continue to work hard every day on addressing our solid waste issues and it is nice for them to be able to get out to a nice, civilized meeting like this, instead of, inspecting a landfill or an illegal dump site! Thank you.

PRESENTATION - "Long Island Solid Waste Management Challenges"

Michael White, Vice Chairman, Long Island Regional Planning Council

I want to thank John for the introduction of the topic, and certainly thank Carrie for her leadership on the Long Island Solid Waste Leadership Council and all the work that staff has been involved with and has brought us to this point. I also want to recognize all of the elected officials that we have on our Regional Planning Council, and specifically want to recognize Supervisor Romaine in the audience. I really thank you, Supervisor, for coming today and looking forward to your input.

What I'm looking to do with this PowerPoint is to present to you a little primer on our solid waste challenges on Long Island, in preparation for the Council. We are talking trash, as Carrie pointed out. We are going to take a look at management of solid waste on Long Island, some of the current infrastructure that manages that waste and some specific waste streams that need to be managed, as well as the closure of the Brookhaven Landfill--the looming crisis. And we're not exaggerating. It is a looming crisis.

As was mentioned, we did establish the Long Island Solid Waste Leadership Council, under the leadership of DEC. Many members of the industry, as well as municipalities worked with us, and that is really the mission that we're going to take forward here with the Long Island Regional Planning Council.

On today's panel, we will have Carrie, Region 1 Director, myself, as Vice Chair and also the Chair of the Transportation Committee on the Leadership Council, Matt Miner, from the Town of Brookhaven, as well as Kevin Johnston, from the Town of Brookhaven, Rick Sandner, from Covanta Energy (a very important asset for Long Island) and Steve Changaris, National Waste

and Recycling Association. Steve is very helpful to connect with in offering more of the national perspective on recycling and solid waste management issues.

Long Island has significant and unique challenges in managing solid waste. As John mentioned, the Long Island Landfill Law, adopted in 1983, prohibits the landfilling of putrescible municipal solid waste. That's basically the stuff that's coming out of your kitchen or restaurants. MSW generated on Long Island is disposed of at the four energy waste facilities that are on the Island, but the remainder of that waste is trucked off Long Island to disposal facilities upstate and in other states.

On Long Island, solid waste management is achieved through a public-private partnership, and I think this is an important aspect to consider in order to really understand or hear more about this issue. This is the way we proceeded with the Leadership Council. Working with industry, which I've been a part of for a number of years, can provide solutions. But we need to work with municipalities also in order to make those solutions actionable.

So a little bit about the current infrastructure for solid waste management: As I pointed out, municipal solid waste, that's the trash, is either burned or exported. There are four energy from waste facilities on the Island: Hempstead Covanta, Huntington-Smithtown-Covanta, Babylon-Covanta and Islip-Covanta. Thank you, Covanta. Each facility primarily manages the MSW from the towns in which that facility is located, with the exception of Hempstead Covanta, which also handles MSW from the Town of Brookhaven, and the Babylon-Covanta plant handles residential MSW from the Town of Southold. These four energy from waste facilities also handle a limited amount of commercial waste. The commercial waste would be waste from restaurants and from retail establishments and that's pretty much on a spot market when there's available capacity.

Let me tell you a little bit more on the current infrastructure. The remainder of that residential MSW, the trash, is shipped off Long Island, on trucks, and that is MSW from the Town of Oyster Bay. That was a project that John mentioned that we started in the 1980s and it is still happening. Trash from Oyster Bay is getting shipped off Long Island to an upstate landfill. The Town of North Hempstead, Riverhead, Southampton, East Hampton, plus the remainder of the MSW that the commercial holders cannot get into the energy from waste facilities also gets shipped off, by truck, from Long Island. So, we have thousands of tons of waste shipped off of Long Island every day, really resulting in further stress on our aging and congested highway and bridge infrastructure. This approach is bringing us ever-increasing costs, and of course, as you could see, a very heavy carbon footprint.

Managing other wastes: As Carrie mentioned, the Leadership Council worked on committees, which you'll hear more about on a number of other waste streams. In addition to MSW, we have talked about and you'll hear more about the ash from the energy from waste facilities, construction and demolition debris, yard waste, organic vegetation, dredge points, storm debris and recyclables. Today we will focus mostly on MSW, the ash and the C&D, as well as on the recyclables, in terms of how to fix recycling, hopefully.

So this is an important feature, not only to the scheme of solid waste management, but also

keeping in mind what is important about the Brookhaven Landfill. As was pointed out, the landfill law only allows construction and demolition debris to be buried in landfills on Long Island, but the Brookhaven landfill also handles the majority of ash from these energy from waste facilities.

When the MSW is burned, yes, it generates energy, and that's really positive, but you wind up with an ash. Just think of it like your wood stove or your fireplace. That ash has to go somewhere. Some recyclables can be extracted from that ash. There are certainly some further ideas on reusing that ash in a number of different ways, but let's take a look at the numbers. 350,000 tons of ash from Hempstead, Islip, Huntington, Smithtown is landfill in the Town of Brookhaven landfill.

Construction and demolition debris: C&D is generated from construction, demolition, renovation activities, which are important part of our economy, and we like to see, but that waste has to go somewhere. C&D is usually processed to recover some of the recycled materials that can be in it. On-Island disposal of C&D is, indeed, extremely limited in the first place. We have the Brookhaven landfill. We have the 110 Sand Company landfill and the Islip landfill, which I think, quite frankly may be extremely limited. Fifty hundred tons, something like this on a potential daily basis.

The looming crisis: So this sets the stage for our panel and this really comes forward from the mission that we talked about for the Long Island Solid Waste Leadership Council. The amount of waste generated on Long Island is increasing. The Brookhaven landfill will close by 2024. With the current volume of the Brookhaven landfill that will be displaced, 720,000 tons a year of waste has to find a home somewhere and another 350,000 tons of ash from the energy from waste facilities will have to also find a home.

After the Brookhaven landfill closes, there will be really only one C&D landfill on Long Island, and that's the privately managed and owned landfill, the 110 Sand Company. There will be no landfills for the management of ash, but for Babylon's own monofill for its ash from its energy from waste facility.

Further on the looming crisis: The additional demand for trucks to handle C&D disposal will further stress the current infrastructure, and indeed, disrupt market economics. That means, it's going to cost more. Costs are going to increase for all generators of waste, including municipalities, residential, commercial and institutional generators. Institutional generators like colleges and universities on Long Island also face the same challenge. To successfully address the Brookhaven closure, the market needs more recycling or at least to fix the recycling that we have now. We need greater and improved transportation infrastructure for off-Island disposal. We talked a lot about more rail. Consideration for feasibility of additional on-Island disposal capacity means the potential that there could be reason to look at expanding the capacity of some of the energy from waste facilities or, to the extent there might be an opportunity, to continue a location for the disposal of ash from the energy from waste facilities.

To sum it up here, on the management of waste, it is a work in progress, and it's been in progress for some time. But again, we're focusing, based on this looming crisis. The closure of the

Brookhaven landfill will create a disruption in the marketplace, as I mentioned earlier. Planning is needed to address the management of solid waste. The Department of Environmental Conservation is really a regulator, but they're also a planning entity, and that's how we got this far in the Leadership Council. That's the piece that we really want to bring forward so we can be informing the State on some of the issues that we're facing as challenges on Long Island.

We are going to look to the advancement of the recommendations already developed by the Long Island Solid Waste Leadership Council. We have a draft work product that, again, presents some draft recommendations, immediate, mid-term and long-term items, similar to the way we put together the Long Island 2035 strategies. Each one of those action items that we have so far, again, still in draft form, talks about implementation approach and identifies the entities that need to take action to implement those actions. Again, moving this initiative to the Long Island Regional Planning Council will hopefully finalize that work product and bring the forces and the connections of the Council to move forward.

I will just spend a minute or two on a few items.

Waste transportation: A coordinated effort to increase off-Island rail transport to include C&D, which is already going off by rail, but potentially MSW as well.

Recycling: Promote development of markets for recycled materials and foster development of secondary processing facilities, which could be anywhere in New York State, including Long Island.

Dredge Management: We haven't talked a lot about this in the presentation, but that was one of the items. We talked about creating a reuse database to facilitate stakeholders coordination and efforts to beneficially use dredge material.

Construction and Demolition Debris: Increase monitoring and enforcement to prevent illegal dumping. That's not exactly a management feature. It's an enforcement feature, but that is going to be extremely key, because we already see this on Long Island, and when that Brookhaven landfill closes, we are going to have to take a really close look at every empty lot on Nassau and Suffolk County.

Organic/Vegetative Waste: Implement an organics recycling outreach and education initiative. Carrie mentioned that the State is already looking into this and the City of New York is really taking a leading role on this.

Ash Management: Baseline testing, replicating beneficial use options. You are going to hear more about this. We have a terrific representative from Covanta on our panel, Rick Sandner, and I'm going to leave this to him to really fill in during the panel discussion.

Storm Debris: You know, when Superstorm Sandy happened, what happened? A lot of waste was stored in parks and parking lots. It finally did get off Long Island. Interestingly, mostly by barge. We need to really make sure that municipalities have a debris management plan in place, and hopefully a coordinated plan in all municipalities in Nassau and Suffolk County. If

anything happens like that again, we'll have a plan, on the shelf, ready to implement.

I'd like to have our panel members come up to the table. John Cameron will be moderating our discussion. Before concluding, we will open up to some questions from the audience as well.

PANEL DISCUSSION

John Cameron, Jr. - LIRPC Chair, Moderator

Michael White - LIRPC Vice Chair

Kevin Johnston - Town of Brookhaven

Matt Miner - Town of Brookhaven

Carrie Meek Gallagher - Regional Director, Region 1, NYSDEC

Will Flower - Winter Bros. Recycling

Richard Sandner - Covanta Energy

Steve Changaris - National Waste and Recycling Association

John Cameron: I would like to ask the members of the panel to come up here. I appreciate it.

John Cameron: I'd like to apologize. When we had a roll call, I failed to welcome our newest member of the Council. We have Don Clavin, the Supervisor for the Town of Hempstead, as our newest appointee. He was appointed Monday night to the Council. Welcome.

Don Clavin: Thank you.

John Cameron: So if I could ask each of the panelists to introduce themselves and just give a couple minutes as to their affiliation, their background and their interest in this panel discussion.

Kevin Johnston: I'm Kevin Johnston. I'm Deputy Commissioner of the Department of Recycling and Sustainable Materials Management out of Brookhaven. I was Co-Chair of the C&D Committee for the stakeholders' meetings, where we tried to provide some insight and some future projections to the Solid Waste Management Plan.

John Cameron: Thank you. Matt.

Matt Miner: Matt Miner, Town of Brookhaven. I have been dealing with solid waste for over 30 years with New York State DEC, Town of North Hempstead and now Town of Brookhaven and been involved in the Leadership Council as well and look forward to this discussion. I think the timing of this is critical.

John Cameron: Thank you. Michael.

Michael White: Michael White. You've heard from me already. I'm the Vice Chair of the Regional Planning Council. I am also the Chair of the Transportation Committee for our Long Island Solid Waste Leadership Council. I have my own consulting business and I have been work-

ing in the solid waste industry since the middle '80s. Prior to that, I was at the Huntington Commission. I'm working on some special projects right now with the Winters Brothers Waste Systems.

John Cameron: Thank you, Michael.

Carrie Meek-Gallagher: Good morning. I am Carrie Meek-Gallagher. My group is in charge of regulating solid waste in the State of New York, so that is my primary involvement to be here. I believe, and certainly Governor Cuomo acknowledges this now, when you get government and industry together and you have public/private partnerships and you get the community engaged and working in the same direction is when we actually make positive change for the region. So, that's what I'm hoping will continue to happen here.

John Cameron: Thank you, Carrie. Will.

Will Flower: My name is Will Flower. Good morning. This year, we are celebrating the 50th anniversary of Earth Day. So when you think about that, think about the strides that we've made so far, but there's still a tremendous amount of work to do.

I started my career working for the Environmental Protection Agency, went to work for a company called Waste Management, which is a national company in the environmental field. I worked on solid waste projects throughout the United States, then went to a company called Public Services. I then came back home to Long Island. I am happy to be back home, working for Winters Brothers, a family-owned company right here on Long Island, one of the largest recyclers on the Island.

It's interesting that when I worked for Waste Management back in the 1990s, one of the first projects I worked on was a program called Recycling in the '90s. We put this together, because we were facing problems as we were launching curb-side recycling programs throughout the United States, and it was tremendous undertaking. Truly, I tell you, we could just take the cover and change it to recycling in the '20s and the realities are still the same, and that's what we're going to talk a little bit about today.

John Cameron: Thank you, Will.

Rick Sandner: Rick Sandner from Covanta Energy. I've been with Covanta for about 20 years, and before that, I was with Veolia, in various waste-related roles. I'm VP and General Manager for Covanta, responsible for New York, New Jersey and south, down to Virginia, and very connected to the Long Island markets.

I was with Veolia before Covanta, for 10 years, so I've been working on solid waste for 30 years. Something that's very near and dear to my heart is serving our municipalities. This looming crisis with the Brookhaven landfill potentially running out of capacity and Babylon, of course, is going to need a future as well for its landfill. We need a regional solution, and we also believe that additional waste managing could be very helpful, from an environmental perspective and otherwise.

John Cameron: Thank you, Rick. Steve.

Steve Changaris: My name is Steve Changaris from National Waste and Recycling Association. I'm not so much the national person, I'm the northeast guy. I was in New Jersey, in Trenton, on an environmental justice issue on Monday. I was in Maine yesterday on an EPR bill and I'm on Long Island on regional planning issues. We've coined a phrase around the association, often placed in recycling. We are econemesis. We will recycle it. We will divert it. We will process it. We will burn it. We will bury it. We will barge it. We will truck it. We will train it. Our job is to make sure that we deliver the top-notch environmental service at a good price to our customers. That's what the private sector does.

I'll just echo a little bit of what Carrie said. We are just one part of an intergovernmental policy process. The government sets the policy and the laws. The municipalities are implementing agencies and we're partners in that process. We are grateful to be partners and we try to work every day to prove that. I'd like to think most of the times when we come to the table we're viewed as not adversaries, but as people who are professionals, who are contributing to the solutions of the vexing problems that face us in waste and recycling every day. It's my pleasure to be with you folks today. Looking forward to a great meeting.

John Cameron: Thank you, Steve. So, we have a number of topics we want to cover here today, and since it was alluded to earlier that Long Island is highly dependent upon transportation, off-Island transportation for a significant portion of its waste material. Probably somebody who is dealing with a lot of the off-Island transportation, Will Flower, at Winters Brothers. How has off-island waste transport been affected say, over the last 10 years, and where do you see it going with regard to the viability of it as a long-term solution or partial solution for Long Island? It's also the economics of waste hauling off Long Island.

Will Flower: John, it's a great question. When you look at the transportation of solid waste, it obviously has to go someplace. Right? There's a tremendous amount of waste that's generated every single day here on the Island. It starts off real small. We only talk about each person generating about four and a half pounds of trash in a day. But then, you do the math on that and you start to multiply that by all the people that live here, population of about 2.8 million people, and it's a tremendous amount of waste that has to go away every single day.

As Michael pointed out, there are local places that could handle it on Long Island, but they can't handle everything. When it comes to transporting solid waste, you really have to focus on using all the tools that are in the toolbox.

We and the transportation of solid waste has evolved over time. We now see, and this is no surprise to anyone, when you're driving down the Long Island Expressway, there's about 200 trucks a day that are leaving Long Island that have municipal solid waste that they're carrying. You did not see these because they used to be in enclosed trailers or open-top trailers. Now, you see them wrapped up, because here in New York, we're a tremendously large consumer of materials. A lot of that material is brought onto the Island, on flatbed trailers, every day, coming across the

George Washington Bridge. There are hundreds of trailers that are delivering steel, that are delivering lumber, that are delivering trusses, all onto Long Island. So those trucks then leave Long Island. Instead of those trucks leaving empty, a lot of transfer stations bale material. They'll put it into these large one-ton bales of materials and then they'll put those back on the flatbed trucks and as that truck is going back to Pennsylvania or Ohio or Virginia, to get enough load to bring back to New York. They're actually hauling or backhauling municipal solid waste. So, it is a very sustainable way, because that truck has to leave New York anyway.

That's evolved over time. Another thing that has evolved is rail transportation. Not nearly enough, and I think it's going to evolve more, but we are now seeing rail moving municipal solid waste. It's a great way to move large volumes of material and I think you'll see that more. Michael's been involved in that, so maybe you want to comment a little bit about that.

John Cameron: Michael.

Michael White: From the Long Island standpoint, we are railing off construction and demolition debris, not MSW at this point yet. In terms of amounts of material, in 2019, it was well over 6,000 rail cars. Over 600,000 tons of C&D were transported off the Island, with great partnership with New York & Atlantic, in terms of the freight carrier for the Long Island Railroad. So, as Will pointed out, this is something we're focused on to be able to look at the possibilities of moving MSW, as well as understanding that we probably need some more capacity generated in that area.

John Cameron: Steve, and then Matt.

Steve Changaris: I think a real good, larger regional context as a general rule, is that the capacity in the northeast is getting more limited as we go forward. We have existing waste energy infrastructure in the region, which is really vital to municipal waste stream. But it seems as though the preferred option is to bring the material west and south to landfills in other parts of the country where there is more space and the ability to have those facilities exist. So, what we're seeing is that you not only have the interest to do more rail hauling in Long Island, but you have more interest in doing rail hauling from Connecticut. You have more interest in doing rail hauling from Massachusetts. As that becomes more firmly planted on the horizon, you're going to see companies gearing up to finance and undertake operations. They'll be piggybacking and shoe horning, whatever the right word is, more industry interest in this area. I believe the rail haul out of the region is a real growth area and it's coming. That's my experience. That's what I see coming. Understanding that each rail car is carrying 100 to 105 tons. Each truck is maybe 20, maximum 25 tons. So, the extent you're putting this on a rail car, that's four to five trucks you're taking off the road.

John Cameron: Right. Matt.

Matt Miner: I just wanted to quickly add that just to give a sense of what goes into the Brookhaven landfill, it's 50,000-52,000 tractor trailers last year alone. So, when we close, whether it's rail or other means. Most of that material can't go on flatbeds. It's ash or it's processed construction, demolition.

John Cameron: Absolutely. We're looking to get rid of the material here off the Island. Not only do we have the environmental impacts of the emissions of all those trucks heading down local roads to get to the LIE, then hauling off the Island, but what doesn't really get talked about is the economic loss of the tipping fees that are paid for out-of-state landfills that are taking the revenue from Long Island. If we had on-Island disposal, such as the Brookhaven landfill; if we're able to accept more of the material here, not only does it reduce the cost in hauling, but also, not taking hard tax dollars and depositing them in Ohio or Michigan or just out of state. That is another economic impact. As Steve alluded to, it's supply and demand. As the supply landfill space is dwindling, the demand is continuing to increase. The cost is going to continue to increase. So, for Long Islanders and the taxpayers here, the costs are going to continue to go up.

There is another option, which we actually talked about when we did LI-2035. We live on an island. We tend to forget that. It's really a geographic cul-de-sac, if you will. Everything that comes onto the Island or goes off the Island, goes through at least two boroughs in New York City. And what about marine transport? Unfortunately, you know, back late '80s, the Islip barge got a lot of notoriety. But we do live on an island, and marine transport, whether it's barge or a deep porter port, which we talked about 10 years ago, it's still viable. There is a need for moving material off Long Island, but also, for commerce coming to Long Island. It could be an economic benefit for Long Island. The Council strongly supported, at that time, exploring the feasibility of a deep porter port here on Long Island. Even in Southwest Nassau County, there's a potential for it. That's where a lot of the storm debris from Sandy went out, through Southwest Nassau County, on barges. We should be looking at this in a comprehensive perspective.

The next topic we'd like to talk about is resource recovery. Michael had stated there's four resource recovery plants that happen to be owned and operated by Covanta. We know there's a lot of threats to waste energy. Up for discussion is environmental legislation proposals which talk about greenhouse gas emissions and taxing fossil fuels or greenhouse gas emission. That could potentially increase the cost. Now we're looking at an uncertainty with regard to ash disposal. So, I'd like to hear from Rick Sandner, from Covanta. How do you see the future of waste energy and what do we need to do as an Island, to ensure that you're here for the long-term for the residents of Long Island?

Rick Sandner: Certainly the legislation you mentioned, John, paramount right now for us to address in a positive way, as it relates to the energy from waste facilities. But just to give a summary, we process about 1.9 million tons of MSW each year on the Island. After recycling, I think that's 65 percent of the waste. So, if, in fact, it became, overly burdensome from a cost perspective, the ramifications of going off-Island would be tremendous.

We also believe that there's a potential for expansion of energy from waste on the Island. I think everybody sees the flatbeds going off the Island with garbage every day. Just think about a potential 350,000 ton-a-year plan or 1100 ton-a-day plan expansion at one of our facilities, and the impact of that from an emissions perspective. Not to get into the details of the emissions, but there are emissions benefits from it; taking those trucks off the road. The cost is beneficial as well.

I would love to explore that option on the Island. We think it's a long-term solution for solid waste to keep those tons, you know, going off the Island, because let's face it, transportation industry's getting tighter and tighter and more expensive with DOT regulations. The different bridges have different requirements and there is some benefit to keeping the waste on the Island.

The real hit is the constituents, right? It's going to hit the constituents, the taxpayers and they're going to have to pay a lot more, we believe. We're out there trying to canvas a solution in this regard. I wanted to go back to the transportation issue, you mentioned before, as it relates to our ash, which sometimes goes a little bit unnoticed. As Will said before, and Mike, we take about 350,000 tons of our ash from Hempstead, Huntington and Islip into the Brookhaven landfill. We take 55,000 tons into the Babylon landfill for ash. The looming closure of Brookhaven in 2024 and the implications of that potentially going off-Island could create truck traffic issues, emissions issues and financial issues. This could be the trifecta that we would get, if in fact, it becomes a reality. It would add costs to the taxpayers, emissions would increase, and the roads would be miserable.

We should know just a little bit about the ash and that our ash is subject to very rigorous testing, as established by the EPA. We test monthly, but under our solid waste permit, we're required to test twice a year, and these tests results are sent up to Albany. I think we can reasonably say that the ash is not hazardous. It sits in the landfill like cement.

John Cameron: This is an issue which really affects Long Island. When you ask residents, what are their pet peeves about Long Island. The top two you always get it: Taxes and traffic.

Carrie Meek Gallagher: Right.

John Cameron: This issue affects both those issues. When Brookhaven is slated to close, not only is it going to increase traffic, etcetera, it's now going to take the money, which Brookhaven is receiving as revenue to help support the local tax base and export it out of state. We're exporting our economy, while we're adversely affecting the environment.

Carrie, if I may ask you: Has DEC or NYSERDA or any of them done the analysis comparing waste hauling, vis-a-vis, resource recovery? I know we know a lot of environmentalists are not happy with resource recovery, but if we optimize our recycling programs and we start to take care of our problems here at home and we are burning at a cleaner waste stream, maximizing recycling and burning the remaining material, has DEC looked at that with regard to the environmental and economic effects?

Carrie Meek Gallagher: I'm not aware of anything recently.

John Cameron: Maybe that's something this Leadership Council can look at, because there's a real need here on the Island. What this is pointing to is disposal capacity on the Island and it is dwindling. Maybe there is an opportunity for a waste recovery. Optimizing and enhancing recycling, but also another waste recovery facility on Long Island. We know it's not going to be easy to permit, but on the other hand, what are we doing? Well, we complain about the traffic, the condition of the roads. We're yelling at the stars here. What are we doing?

Nancy Englehardt: It certainly seems like that type of analysis would be appropriate now, more so than before, because we also have the Climate Leadership and Community Protection Act that'll be going into effect, and I know there's a lot of work around that.

Matt Miner: There is one other issue and it involves the ash and waste energy plants make ash and we're required to dispose of it in special landfills. But there is research and there is the possibility that you could attenuate some of the issues with ash, if you were to develop a Beneficial Use Determination (BUD). You could take a commodity or a product, a byproduct that is being handled as a waste, but could be reused. It's not an unknown. It's just that we have very high regulatory standards and a lot of political interest to try to keep that genie in the bottle. It's not about the ash itself, it's more about what can we do with this commodity. That's another way to avoid the transport of that material off-Island.

One last other small point about the barge facility and stealing a little bit of a line from New York. New York City has gone forward with their NTSs and that fits very much what you said. The concept of using a transfer station to pack out lowboy or a highboy (I think that's the terminology in the rail business) where you pack out the waste and send it to a barge, float it across the bay for a rail port. You're taking that traffic off the roads. That's another way to manage, but that's going to require putting a facility down somewhere. That's going to require a lot of DEC permitting and transfer stations to bring in the retrofits for the highboys. But it is another one of those possible situations where you could get the cumulative benefits of what's going to be going on as a bigger regional transition in terms of where and how wastes are moved.

John Cameron: If I could just add to that, you mention about BUDs and ash recycling. Frank has provided leadership for many, many years, out of Stony Brook, on ash recycling and that's something which, I think, has to be further advanced if we're going to be able to still minimize the cost here.

Will Flower: John, I just wanted to, again, scale the issue for everybody. We're talking about 12.6 million pounds every single day that's generated on Long Island. 12.6 million pounds every day. 6300 tons a day that have to go out of here. 2.3 million tons a year coming off of Long Island. There is not one silver bullet that you can look at to solve this problem. Yes, we need waste to energy. Yes, we need long-haul trucking. We also need recycling as a big component. We need yard waste or organic waste management.

There's a holistic solution here. One of the things that really has to be looked at is-- what are we doing holistically? When I look around the room, I see the talent that's assembled just in a room. There is not a problem that we can't solve if we all start pulling together. That's why when Carrie put together a group of private sector and public sector folks to work together, we came up with a lot of solutions really, quick, and it's time to start moving that together. I want to make sure everybody understands, there's not one silver bullet here. It's not incineration. You can't burn your way out of this problem.

John Cameron: No, no. It's a multi-layer solution. I'd like to ask Matt to reflect upon the elephant in the room which is the Brookhaven landfill. You mentioned earlier that you may stop accepting C&D material in 2024. I would assume that's to prolong the life of the landfill. I'm just curious as to your perspective and how you see this problem could be ameliorated.

Matt Miner: Well, we have approximately 5 million cubic yards of airspace left. We have contractual obligations from our MSW with Covanta that we have to honor through 2024. So, we have to provide a home for the ash through the end of 2024. Based on the volumes that are coming now (and thankfully the economy is strong and process C&D is strong) which is probably close to 750,000 - 760,000 tons a year of C&D. We may need to start to limit that C&D volume in the 2023, early 2024 period right now. We model that each quarter with a survey from vendors we serve all over the Island. So, there needs to be a solution for the C&D.

John Cameron: I Agree. Kevin.

Kevin Johnston: Illegal dumping is another issue which needs to be addressed. Annually, non-commercial vehicles come across the landfill scale. 40,000 non-commercial vehicles come into the landfill to dispose of household waste, home improvement projects, e-waste, household hazardous waste. On a weekly basis, the town gets calls to come clean up illegal disposal sites, our parks, our vacant lots, our secluded roadways will just be inundated even more so going forward. 40,000 vehicles coming in, with a private residence, where's that material going to go?

John Cameron: We didn't talk about e-waste and household hazardous waste, which is an environmental concern also. How do you guys see that being managed if Brookhaven cuts back on its C&D disposal capacity? Does that leave just 110 Sand and Gravel or where do we see this material going?

Kevin Johnston: For Long Island, yes, 110 Sand and Gravel, however, that's not a solution for ash. When you're the only entity on the Island, tipping fees are what they are.

John Cameron: Right. Exactly. Will, what do you see with regard to C&D? You handle a lot of material also? What do you see as available alternatives?

Will Flower: I think Kevin hit it right on the head. The first thing we should be doing now is toughening our laws on illegal dumping. We all followed the Clemente Park fiasco. I think those people got a slap on the wrist. It was disgraceful the fact that they were let off. Those people should've been prosecuted to the fullest extent of the law. They should've been put in jail. They should've paid hefty fines. None of that happened. Yes, they were prosecuted, but at the end of the day, John, they got off really, light.

There's a lot of other illegal dumping that goes on that is occurring, and when there's no place for it to go, there'll be a lot more of that. We really have to work now to tighten up those laws, tighten up the prosecution and make sure that those folks that are caught. DEC needs to get a bigger budget for investigations. In terms of the material that comes in to transfer stations, it's

important to understand that you just can't show up at Brookhaven and bring in your C&D materials. The material has to be processed first and has to be processed to recover the recyclables. The material will come in to one of our transfer stations, we will process and sort that material.

We make investments every single year to upgrade the quality of those recyclables. We use everything from magnets to currents to pull aluminum, to manual sort. There are optical sorters there that we also use. The technology is evolving. It's not cheap. It's expensive to process.

When we talk about recyclables, we've had to slow the process down, because we've had to really focus on quality and materials, which really does nothing more than drive the cost of processing out.

It's always the consumers that pay for this; it's not government, it's not the private sector. It's the consumer who pays. Consumers are going to be paying a lot more for the management of waste, and that includes construction and demolition debris, as well as municipal solid waste.

John Cameron: Sure. I'd like Kevin to speak to this. I know you are probably all aware, there's a lot of press with regard to single stream and how that was going to save a lot of money with regard to collection. Those who have been working the solid waste industry knows typically, the highest cost of in the process of a solid waste stream is collection. But I'm curious, Kevin, what have you seen as one of the largest generators and processes of post-consumer materials for recycling? What have you seen with regards to the markets, with regard to tightening of quality specs, as well as the economics?

Kevin Johnston: Well, one of the benefits of sitting on such an esteemed panel is everyone, in their own right, has certain expertise. I'm going to defer some of that question to Will. As far as the Town of Brookhaven goes, yes, we had to revert to dual stream. The markets, unfortunately, through no local entity's fault, have gone from the town receiving a minor revenue stream to now it costing that town money. There is a financial impact that is going to have to be addressed going forward. The town is committed to pursuing and amplifying its recycling efforts. There's a very limited market for any recycled glass. But I think Will, just on a daily basis, is certainly much more in tune to the market conditions and where, hopefully, it's headed.

John Cameron: Okay. Will.

Matt Miner: Before I pass it to Will, I have a comment.

John Cameron: Yes, Matt.

Matt Miner: The physical input from Brookhaven, from going from single stream to dual stream, is one and a half million a year in expense more that we had to account for. We have budgeted that. We have a two percent cap that the town has to stay under. Our ability to continue to provide services in our parks, to our seniors are all stretched when the economic solid waste costs change.

John Cameron: I think there is a dirty secret in the room that a lot of people in the recycling industry don't want to talk about. As Carrie said, when they stopped picking up glass in some of the communities, people were all up in arms. We're not recycling glass anymore. Well, the dirty secret is it may have been collected to go to recycling facility, but a lot of the glass just goes out the backdoor as residue and winds up going to the landfill. We all know we need a solution for glass recycling. If your material is going into a waste to energy facility, where do you think that's going? That's coming out the backdoor's ash. If you're not recycling glass on the front door, you're paying for it to get accepted at the resource recovery plant and somebody, and a lot of times it's municipalities, is paying for the ash disposal, too. So, you're paying on both ends. That's a tremendous number to be paying for glass.

We need a viable alternative here for converting processing the ash. It exists, but it takes the willpower and it takes the financial backing, to get it done. If Long Island had a glass recycling plant, I believe we could help our economics and we could help our environment significantly. Will.

Will Flower: John, you're right on track there. First, let's all agree on two things: glass is an excellent packaging material and glass can be, and should be, recycled. The way that it's recycled has changed. There are also some things that we can do to enhance the recycling of glass. But let's talk for a minute about recycling overall.

In 2017 China announced that they were going to stop taking 23 different recyclable commodities and/or materials that they were going to accept. They were much more stringent with materials of contamination rates. They used to allow a five percent contamination rate. That rate, overnight, was dropped to 0.5 percent. Overnight, it caused a tremendous reduction, about a 60 percent reduction in the value of the commodities. Somebody still has to pay for the recycling and if you're not getting the value from the commodities that you're selling across Long Island, people and municipalities were going back and looking at their recycling programs to say, how can we pay for this? How can we make changes to it to make it better and to keep providing those services?

In Smithtown, Brookhaven, Oyster Bay, and across Long Island, municipalities make hard decisions to dig deep and to provide those services. Recycling is still the right thing to do. It's a huge part of our business. It's a huge expense for municipalities, but it is the right thing to do. It's part of the solution to manage solid waste, but we have to do it a little bit different. We can't have glass in curbside collection programs anymore. We could, when China had this incredible appetite and was just sucking in, not just the United States recyclables, but the world's recyclables. When they stopped taking it, it really changed everything, and it caused us to really take a look at what the value of each commodity was and if we were collecting it the right way.

Glass does tremendous damage at recycling facilities. It's very heavy. It's incredibly abrasive. This is a star screen from a recycling plant. We have thousands of these inside of a plant that are spinning every day. This is a brand new one, you know. Carrie, just hold that up for a second.

Carrie Meek Gallagher: Yeah, yeah, see the difference.

Will Flower: The abrasion on these is incredible. Essentially, we take this glass material and we turn it into this granular-type product. This is a brand new one and this one here is that same hammermill after about a month's worth of wear. Glass just is incredibly abrasive. Glass is also a contaminant. So, it was contaminating all the other recyclables. When that standard got lower, from five percent contamination to 0.5, any of that glass that was mixed in with paper became a problem for us moving paper.

But glass is a great product. It can be and should be recycled, and the better way to do it is either through the drop-off programs, or what I would advocate for is a revamp of the Bottle Bill. I think that the Planning Council is the perfect advocate to make changes. Keep in mind, the Bottle Bill was passed before there were any curbside recycling programs. You have this nickel deposit. Great. Let's increase that nickel deposit, right? Let's take it up to 10 cents, or dare I say 25 cents, so that if you make the decision not to recycle, you're going to feel that as a punitive cost on you. That's a decision you can make as a consumer.

We've seen other states, like Minnesota who have done that. We've seen their recycling rate for glass actually go up and that's something that they just figured out. There's a better way to recycle glass. And again, I'll go back, and I want to stress, because if there's any brand owner in the room, I truly believe glass is an excellent packaging product. It can be, and it should be, recycled. There's just a different way to do it.

John Cameron: If I could just add a little more, historical perspective. Many of you who have been around the solid waste industry, for maybe decades, might remember a process called RDF, Refuse-Derived Fuel. It was a Parsons & Whittemore facility in Hempstead, but it was a wet process. There were a lot of dry and wet processes that depended upon, basically, a shredding of the material, a breakdown of the material, before being incinerated.

What you see around the country now, and really around the world, is mass burn facilities, because the problem of garbage is about as heterogeneous as you can get. In garbage, you have everything including the kitchen sink. But it's the glass that's there which destroys hammermills. It wears them down. Not only does it wear the hammermill down and has to be replaced, but the metals that are imparted in the material there wind up becoming part of the ash. If you get the glass out of the facilities, it will not only improve our economics, but also improve the environment, too.

Another big portion of the waste stream, which is not talked about here really is on the organics. We know on Long Island here, typically, what's been recycled, primarily, has been yard waste, leaf and yard waste. I would like to hear, maybe from Brookhaven, how you're managing it and how you see the future with regard to leafing yard waste, then we could talk about other organics that are in the waste stream.

Kevin Johnston: Brookhaven has a contractual relationship with Long Island Compost which we've had for many years. They're across the street from the landfill and we work very well together. They accept over 30,000 tons of our material. On top of that, we have the brush that's brought in by our five-way tree trimming crews and construction crews, as well as residents. We

process that internally and use the mulch, you know, within the town's infrastructure. One of the challenges with organics is when you have to take on storm debris.

When Hurricane Sandy hit, we worked closely with Suffolk County and many other towns setting up air curtain burners, but the County has changed legislation. That will no longer be permitted. In the event of a storm, I'm not exactly sure what the municipalities will do with all that material.

John Cameron: We'll talk about that in a couple minutes too. Most of the towns are composting or shipping off Long Island, except for Islip which I believe is still operating its own facility. Does Long Island Compost have the majority of towns on the Island?

Kevin Johnston: I believe they have the majority. There are maybe a few towns that handle it internally, all with some other private operators.

John Cameron: And some of the yard waste is being hauled off the Island? Carrie, what are you seeing, with regard to yard waste on the Island?

Carrie Meek Gallagher: Well, we have definitely seen increased volumes at facilities. We're working with those facilities to make sure that they are in compliance with what they're allowed to handle. Certainly, one of the things that changed with the Part 360 regs is that everyone has to get new permits. Some facilities that had registrations, now have to get permits. One of the pieces of that is of particular concern on Long Island, being a sole source aquifer, is ensuring that the processing and the handling of organics material, in large quantities, is not negatively impacting our ground water.

So, there are going to be new requirements for having kind of run-on and run-off controls in place, to ensure that any rainwater that hits those large piles is being properly controlled. Think of it as storm water control plan. In this instance, it's not just because we're concerned about run-off into service waters. We're concerned about what happens, the geochemical reaction that occurs when water hits those large piles of organic material and then reaches into ground water. This is something that you should look for this summer, summer 2020, the summer of many solid waste regulations coming out.

Something that the Leadership Council talked about is having more of a regional approach or making sure that each entity that had responsibility for dealing with storm debris. Having a plan in place, have locations identified that then allows us at the department level to have something called enforcement discretion. So, if there's an emergency situation, we know there's already a plan in place and people are collaborating and working together which gives us the ability to more easily use that enforcement discretion.

John Cameron: Carrie, you had mentioned earlier that there's a State law for food waste diversion, which I believe will be in effect in January 2022.

Carrie Meek Gallagher: Yes, January of 2022.

John Cameron: In 2022, large generators and food waste need to have it recycled when there's a facility within 25 miles. Matt, can you speak to this proposed project.

Matt Miner: The Town of Brookhaven had worked closely with American Organic Energy in two respects. Our Planning Department has given them the planning approvals and we're also working with them to see if there's a possibility of them taking some of our methane gas from the landfill and incorporating that into the organic, the biodigestive process and the generation of electricity. My understanding, and Kevin may have a little bit further information, is that the technology and American Organic is ready to go, absent the approvals that are necessary for the Power Purchase Agreement.

John Cameron: Is your understanding that they're looking to do generation, as opposed to renewable natural gas going into the natural grid pipeline?

Matt Miner: I don't want to speak for Charles, but I believe it is generation and that's what the need for the Power Purchase Agreement is.

John Cameron: Okay. It was brought up earlier about dredging materials. Excuse me, not dredging. I want to get to dredging in closing, but on storm debris. Carrie, you talk about an Island-wide management plan. The problem is, we all know when Sandy hits, that's an anomaly. Storm is very difficult for municipalities to budget for. It's episodic. It can wreak some havoc on some town-wide budgets. So, Michael, what have you seen with regard to that?

Michael White: Well, first, I want to say, this has taken us back a little bit, John. If you remember, when we put together our 2035 plan, we had this as one of the issues unfortunately, at the time, 2010, we were working on that. Not to disparage anybody, but it was basically, no, you guys don't have to deal with that. We got that covered and what we saw in 2012 was that wasn't the case.

John Cameron: Right.

Michael White: I think the main thing, and I brought it up a little bit on panel, we want to really further with the Leadership Council is that, not only do there need to be plans in place for hauling material. The best thing is a regional cooperation, in terms of who can get it, where it can be brought and how it can disappear. I understand since Sandy, some of that is put together, but I think the most important thing is to have the municipalities working together and literally, the next step is to have contractors ready, willing and able, with contracts and numbers on the shelf, for trucking and disposal.

John Cameron: I would think that the Leadership Council would want to start dealing with this trying to propose a regional solution or regional management solution for this because we know it's going to happen. It's inevitable, and it's not if, but when.

Lastly, if we can, I would just like to have some comments on dredging materials. It's another issue here. A lot of times it's difficult to get the permits to dredge the inlets, yet it's necessary for

navigation, etcetera. We all know, too, we have a constant challenge here with regard to protection against storm surge, navigation, etcetera. What are you people seeing, with regard to dredge spoil management, etcetera? Is it a challenge for you Matt? Are you accepting that at your landfill?

Matt Miner: Yes, we do, on a limited basis, certainly for projects within Brookhaven and some of the adjoining municipalities. Certainly, some dredge spoils can be used beneficially, reused, and perhaps that needs to be explored further. There are occasions where the spoils themselves appropriately should be disposed of in a landfill. We can do that for a few more years, but without a regional solution, that is going to be a significant challenge for all of Long Island.

John Cameron: Michael, aren't a number of the spoils still being deposited or dumped in the Long Island Sound?

Michael White: I am not sure exactly, but I believe not from New York, but from Connecticut rivers.

SPEAKER: Yes, 80 percent of the dredge materials dumped in Long Island Sound come from Connecticut.

Michael White: Right.

SPEAKER: Twenty percent come from New York because we have a very strong reuse policy here.

John Cameron: Before I open up to the general public, there are a couple of things we're really focusing on. When you talk about the complete waste stream here, one thing we didn't talk about is biosolids. With regard to biosolids, it's usually the treatment plants that are either owned and operated by the counties or the special districts or could be the cities or villages and not the towns. Biosolids is another issue here that is going to become more and more difficult. It's presently being recycled by Clean & Green, Steve Macchio. There are a number of alternatives here. A lot of biosolids material is being hauled off Island.

I'd like to open up to questions and comments.

Matt Miner: I would like to mention one more thing relating to ash. We've been working on a pilot program for years and we finally invested in our first total ash processing system, in Pennsylvania, under General Permit PA-61. This is something we've talked to the folks at DEC about and something we really feel is appropriate for Long Island. We're basically extracting metals, down to the micron level, from the ash. This is enabling us to use the aggregate, the concrete, the stone, the asphalt, etcetera, for reusable products. Now, ultimately, you are producing some ash, which needs to be landfilled, but we really feel good about this process and, you know, I think it's going to be implemented throughout the country. We did a lot of R&D on it. Now it's in construction. Start-up should be operational, 60 days. It's clean and efficient.

John Cameron: Thank you. Question, Council Member, Jeff Kraut.

Jeff Kraut: For somebody who is considered well-informed of a lot of our issues, this is still something that's not on everyone's radar screens. Probably other than the people that are in this room and are drawn by it and live it, the challenge to make the public aware that this is an urgent problem and needs a solution. It's a lot of education. Most people take their garbage out and don't really wonder where it goes. But, for those of us who are also regulatory in government, this is, big issue.

We keep talking about the cost consequences, has anybody done an analysis to see if some of the worst cases come true, or when they come true, what the economic cost to the towns and our tax space will be? That always gets people's attention.

Secondly, necessity is often the mother of invention and we talk about doing research. We're the ones that probably should figure out how to give out funding to support the use of these materials that we're creating. Long Island should be the innovator, incubator, for how to solve some of these problems. We should consider, regulatory, land use, financing and tax advantages on how to change policy to encourage that kind of future. Maybe the Council should sponsor the recycling prize. I think this is absolutely consistent with the Economic Council.

John Cameron: I'd like to ask somebody who lives this every day, who has been a leader on trying to get this out. Supervisor Romaine, if you would share some thoughts with the audience here.

Supervisor Romaine: The crisis is here. It's now. It's not coming, it's now and either we get together as a region or resolve this and have a path forward, or this is going to be, yet, another thing that makes Long Island less desirable to live, work, play, etcetera. Either we start addressing this or we're going to suffer as a result of this. As elected Supervisor, a week after the special election and in the aftermath of Superstorm Sandy, I watched huge amounts of debris, with nowhere to go. It was disastrous. It was absolutely disastrous. I came home one night and I passed the landfill and I said, "What's all that smoke?" The county had authorized the burning of debris. I stopped that effective January 15th because that's not the way you should deal with debris, not in a populated area. I remember going to the landfill and giving away free firewood; myself and the Deputy Supervisor cutting up firewood. That's not a solution. If we don't have better solutions, we're going to be sunk.

I can tell you now, we have to get out of the regulatory mode and get into the innovative mode because if we don't, all regulations, all the laws, all the enforcement won't mean squat. We are facing a very serious problem.

John Cameron: Jeff also brought up the economics. If you could maybe just reflect upon how important revenue is for the Town of Brookhaven, if that landfill closes.

Supervisor Romaine: I'm not concerned about that. Revenue is an important thing, but as a government leader, the first thing you have to determine is what's a useful life.

John Cameron: Sure.

Supervisor Romaine: My predecessor, although he never submitted it, wanted to raise the height of the landfill. Brookhaven landfill is 270 feet. I believe he wanted to take it to 325. The first decision I made, as Supervisor, was not to raise the landfill. There has to be better ways for disposing of our garbage. Right now, there's only two ways of disposing; bury it or burn it. Whether you bury it here or upstate at Seneca Falls, out in Pennsylvania, there have to be better ways for us to handle municipal solid waste. I cannot believe that in 2020, those are the only two ways that we could deal with waste.

So, I do also believe that landfills, if not properly regulated, pose hazards to the communities that they're located in and I want to make sure that doesn't happen. We've been pretty good about that in Brookhaven, at the Brookhaven landfill. We've had other landfills. We have the Holtsville landfill. It's not called the Holtsville Ecology Site. That was closed many years ago. We're doing the right thing with this Brookhaven landfill. It's reached the end of its useful life. Whether landfills can exist or not is a debate, but the state has said no, so now we have to look at other options. I don't know what we're going to do with ash. I believe the closest ash disposal and please correct me, is probably somewhere in South Jersey.

John Cameron: Very South Jersey.

Supervisor Romaine: So what do you think is going to happen to the price for waste energy?

John Cameron: It's not going down.

Supervisor Romaine: I used to represent three of the eastern towns and I know they ship municipal waste upstate. My understanding is the federal government just ruled that you cannot drive more than eight hours in a given day. Well, you can't make it upstate or Pennsylvania and come back from Long Island the same day. What do you think that's going to do to the price of shipping?

Additionally, I remember when talk about building a Brookhaven Rail Transit and State Senator from Queens came out to strongly oppose it because of the odor from the garbage in Queens.

Clearly, there are a lot of issues here that go beyond my little town of 500,000. There are regional, metropolitan, and statewide issues, that if we seriously don't focus attention on, will overwhelm us. There is not enough attention focused on this problem.

John Cameron: Question. Mr. Donno, somebody who has a long history in the solid waste industry.

Robbie Donno: I'm Robbie Donno. Question for you: What's the next step here? Are we forming a committee that is going to address this and is it open to our people who have institutional knowledge? I'd like to be a part of that. The second thing: In terms of the way we look at our solid waste, and this is directed more towards you, we may have to take a different look at it and look at this as a problem, before it becomes a problem. I don't know whether there's research and development on engineering packaging that is either, A, more disposal friendly, and B, recycling

friendly. I hear lots of talk about bottles as a good packaging. Maybe it's not the best choice, in terms of disposal and recycling options. Is there research and development being done on construction materials and materials that might be more friendly for disposal? Those items might reduce the waste stream prior to it becoming a problem. Once it gets to us, it's already a problem, so maybe we short circuit that? I would like to help.

John Cameron: Thank you, Rob. Frank?

Frank O'Dell: For those that don't know me, I'm Frank O'Dell, Stony Brook University, and I suspect I'm the only Chemical Oceanographer in this room today. We spoke a lot about glass, and you just heard these gentlemen talk about R&D. As an oceanographer, one of the problems I've been looking at, amongst my other research, is the fact that the water surrounding Long Island becoming more acidic. Ocean acidification is becoming a real problem. When you ask yourself, what's causing this? We find out, well, the number one culprit is carbon dioxide. So, then you look at, where does CO₂ come from? It comes from numerous sources. But if you wanted to make a dent in something, we should address Portland cement. For every ton of Portland cement we manufacture, we emit one ton of CO₂ in the atmosphere.

So, Will has some glass there. If I could take that a bit further and pulverize it to a flour consistency, glass has cementitious properties. Right now, I've got a study going on at the World Center for Concrete Technology in Michigan looking at that as a substitute, partial substitute for Portland cement and concrete, if we could benefit from that research, and not only reduce the amount of Portland cement we use, we find an outlet for our glass, which is a critical problem here on Long Island. The research is happening. Being an oceanographer, you look at things a little bit differently than probably many people in this room.

Steve Changaris: Is this Urban Mining?

Frank O'Dell: Excuse me?

Steve Changaris: Is this Urban Mining?

Frank O'Dell: Yes. Urban Mining, yes.

Steve Changaris: I just wanted to put out a point, and it really fits what the Supervisor said about disposal or waste, where you do have the recycling component. With the sustainable material management, there's a lot of work that we can do to reduce and eliminate waste. There are changes that are going on in packaging and consumer behavior, but the recycling loop is really important, and I like that idea about challenging the industry in Long Island to try to use materials. We've been very actively engaged lately and there have been a bunch of legislative and regulatory debates about how and what's going on in the world of recycling. We have a great system to collect recyclables. We have routes. We have material recovery facilities. We're experts at managing and collecting that material. People sure are great at making it, too. We need some help in cleaning up what's in the bin, as Will demonstrated with the glass and just general contamination.

We've done the assessment that we're really good on the supply side. We need help on the demand side. Whatever economic development assistance you can do to help companies site and operate and use product that we recycle and recover is huge. Whatever we can do, in terms of minimum content, you can challenge, inside your own companies about how we can use more friendly material. The third leg for us is the procurement. The state, the municipalities, everybody has to be working to use recycled content material. I take my lesson from the Wall Street Journal, it's really hard when you try to go in and create a market with supply but no demand. That's where we need to help. We need demand for the materials. The demand will generate value, as the value's created, the sustainability of the recycling systems will continue and will be less stressful on the town. So that's a solution.

John Cameron: Thank you. I'd like to ask Marty Bellew, the Commissioner of Waste Management for the Town of Islip for any thoughts you may have.

Marty Bellew: Thanks, John. It's very interesting listening to all the individuals. I did experience some of the issues that came up today, but Long Island itself, to me, is extremely unique, and it's unique in a way, because 30 years ago, they stopped the MSW landfills. That generated the need to build all the incinerators that would handle the waste of the Island. One of the things I'm sure the individuals here might not be aware of in terms of rail is that when you leave the Island here, you have to go north right next to Albany, before you cross the Hudson, to go back down south where a lot of the landfills would be in South Carolina. You see the low bed trucks now from Long Island, because you can actually get more weight on them. When you have a tractor trailer, you're limited to approximately 20 tons or less. So now you do the numbers of what was mentioned today, you could understand how many trucks are going in and out. It's a double. It's going in and it's coming out. One of the things that everybody's been mentioning is there have to be a multitude of solutions and we're not ruling out the water solution, be honest with you. But one of the things that I guess, collectively, the Island has to do is, is more shared services. New York City experienced it. If you have a small facility, which typically, on the Island is small, you need to get unit trains, it's called, to get control of the rail. If you don't have a unit train, it could take you 20 or 30 days to make a round-trip. That's one of the determining factors. So, it's nice to say, oh, it's moving up by rail, but there's a little more thought that has to go into it and the rail solution will have to be collective between the various towns so that you can generate enough waste to secure a unit train, with 60 cars on it.

The city took the idea that everything would leave the city either by rail or barge. That was kind of the premise that they actually used. For the most part, it did work. On Long Island, we're very active over there in Islip on recycling. We're very proud of what we're doing. We're trying to recycle a lot of material. We had a few bumps last year with moving material, but we solved all that, so we're in good spot, thanks to Will. Will was a big help for our materials 1 through 7 and with compost plan. I think one of the issues to deal with this year would be the paper. I know Stony Brook's doing a study. We're going to try to look and maybe zoom in on areas where maybe paper is not recycled that much. We do a lot of education because that's good material and try to convince the people that it is relatively inert. Food waste is another challenge, which is coming up.

SPEAKER: This is very quick. Number one is an easy one and that is for towns and municipalities to stop collecting grass clippings. The vast majority have on Long Island, but not all of them. So that would be very easy. Along with that this year, in the state legislature, they will be introducing some very, very forward-thinking and groundbreaking producer responsibility legislation. The rumors are that we expect municipalities to support that, but the concern is that some of the folks from the waste industry may not support it. I hope that the rumor is unfounded and I really hope that those in the waste industry will support producer responsibility legislation. Because as Will said several times, the financial burden will fall on the public. Producer responsibility not only takes that financial burden off of the public, but it also incentivizes reduction of waste, so that none of us have to haul it or burn it or dispose of it in a landfill or whatever. I'm hopeful that producer responsibility would play, or could play, a significant role in managing that waste. Thank you.

Carrie Meek Gallagher: One of the key concepts in the very front of the Leadership Council's Draft Report was that we need to embrace the goal, and we know it will be hard, but the goal of zero waste. So, if we're thinking that Long Island wants to get to a zero-waste future, what do we need to be doing now to try to get there?

Kip Wade: My name is Kip Wade. I'm a resident of Amityville and I'm here trying to work with the town and come up with a zero-waste management process also. I am also working to eliminate nitrogen on Long Island. I'm a golf course superintendent for 35 years and I'm working with the town, trying to do a project called Changing Tides and I'm here to see how I can get support and some funding to start that project. Thank you.

Jodi Giglio: Hi, good morning. First, I want to thank everybody for coming together and for the Long Island Regional Planning Council for putting this together, because I've attended meetings with Suffolk County, when it comes to garbage, and with New York State, separately, when it comes to garbage, so I'm glad that the Regional Council is taking it on and putting it all together.

I've heard from the State. They want to reduce waste to four and a half pounds per person. That might fix the problem or put a dent in the problem. I don't know where we are with that. I've been to the Covanta plant and I've watched the energy to waste. I've been to Winters Brothers. I've been to all of Maggio Environmental plants and I think that everybody is doing our job, but it's just becoming more and more difficult with the regulatory processes, and not finding new markets.

We talked about going to the single-stream recycling years ago. I've been dealing with sanitation for 10 years, since I've been elected, and we decided not to, because we felt it was important to educate the people the importance of recycling. But to hear that those recyclables are now being taken just somewhere else and buried, is very discouraging. We really have to come up with new markets. So, I like what's being said today.

I love what Ed said, get out of regulatory mode and into innovator mode, because if ash is not hazardous, glass is not hazardous, and recyclables are being buried, we really need to fix it. Our farmers are really struggling with new regulations that are taking place, where they're limited to

3,000 yards on their properties, no matter how big their property is, and even if they own a property across the street, they're still not allowed to increase that capacity.

Our highway Superintendent said, "We don't want to do leaf pickup anymore." Have them bag it and put it at the curb so that the courier could pick it up. But where's the courier going to take it? Our highway department is getting violation notices for storing leaves. You know, our yard waste facility is filling up. We have to deal with Crown Sanitation to start processing our yard waste and it's just costing more and more money, with prevailing wage, the increases in minimum wage, with the eight hours a day for the drivers, it seems like the regulations just keep coming down, but the goal of trying to get rid of the garbage is becoming greater.

So, I appreciate you taking it on, and I hope that I can be a part of the solution.

Kevin Gershowitz: Well, there is one thing that I haven't heard today. I've heard a lot about options, how do we reduce waste, how do we help out with glass, and with all of those I agree, but the issue is lack of disposal. We talked about illegal dumping. We have illegal dumping because of greed. But in the future, we're going to have illegal dumping because of necessity. All that we've been talking about, municipal-sponsored programs, comes right down to the taxpayer, and it's the scam of government. It gets hidden in the property taxes. So, things have to go up, you raise the property tax, the homeowner doesn't see it, it's a pass-through. The lack of disposal for C&D is going to be faced by industry, which then goes directly to the employees.

This room needs to be remodeled, it needs a place for disposal, and when Brookhaven closes, we're going to have a lack of disposal options. Long Island is going to need more transfer stations. It's going to need the bravery of Council, leadership and the towns, all of them. It's going to take the leadership of DEC to help the public understand why it's important, because every civic group is going to be opposed to it. That's the one thing I haven't heard today is we need more disposal options. Everything else is a great idea, but without a place for it to go, it's going to end up in the woods.

John Cameron: Michael, closing remark?

Michael White: Next steps. Just very briefly, we're hoping to form, basically, a subcommittee of the Long Island Regional Planning Council, which I will Chair and will take the Leadership Council initiative forward. We're going to bring that Leadership Council back together again, and its subcommittees, and clearly, membership or participation is open. Anyone here that really wants to be part of that is welcome and we would hope to take the work product that's out there already, as a draft, and bring that forward within six months or so, so it can be informative on many of the issues that we're talking about.

I think that's our next steps for the Council. This topic will be also addressed at the Evan Liblit Scholarship Fund 2020 Symposium, which will be at the Stony Brook School of Marine and Atmospheric Sciences on Thursday, March 19th, 8:30 to 4 o'clock. So many of the people who are here and speaking will also be presenting further information at that point, so we invite everybody to participate.

John Cameron: Thank you, Michael.

Jeff Kraut: Thank you, everybody. I just want to acknowledge that we still have a quorum. I'd like to call, now, the following resolutions for a vote of the Council.

Jeff Kraut: Resolution No. 2020-101 authorizes an agreement with Suffolk County to transfer Long Island Nitrogen Action Plan (LINAP) funds to Suffolk County for additional study and analysis of the Subwatersheds Wastewater Plan (SWP).

Suffolk County's SWP has evaluated parcel-specific nitrogen loads from wastewater, fertilizer, stormwater and atmospheric deposition to the groundwater and receiving waters of nearly 200 watersheds identified by Suffolk County and stakeholders. The SWP has been developed by the Suffolk County Department of Health Services working with the consultant CDM Smith. Funding for the plan was provided by the New York State Department of Environmental Conservation (NYSDEC) under the Long Island Nitrogen Action Plan (LINAP). The NYSDEC, Suffolk County and LIRPC staff requested that CDM Smith use existing estimates of nitrogen loading to groundwater and GIS coverages of Suffolk County Town and Village boundaries to estimate the components of nitrogen loading to groundwater within each Town and Village boundary. The NYSDEC, Suffolk County and LIRPC staff have also requested that CDM Smith evaluate the changes in nitrogen loading that would result from NYSDEC proposed modifications to fertilizer formulations and application rates. Both of these tasks are modifications to the original CDM Smith SWP proposal. The NYSDEC has requested that the modifications be funded from LIRPC LINAP grant funds. This resolution authorizes an agreement with Suffolk County to transfer \$47,182 of LIRPC LINAP funds to Suffolk County for additional study and analysis of the SWP.

Motion to Accept Resolution 2020-101: Jeff Kraut

Seconded: Jeff Guillot

All in Favor: So moved.

Opposed:

So Moved.

Jeff Kraut: Resolution 2020-102 authorizes an agreement with Long Island Financial Management Services (LIFMS) to perform an audit of the LIRPC for the year 2019.

On December 6, 2018, the LIRPC passed Resolution 2018-109 authorizing an agreement with LIFMS, an AICPA Peer Reviewed Certified Accounting Firm and a Certified Woman Owned Business, to perform audits of the LIRPC for years 2016, 2017 and 2018. Resolution 2018-109 provided that the LIRPC has an option to renew the engagement with the LIFMS for two additional one-year periods at the sole discretion of the LIRPC. The audits were performed by LIFMS, submitted to the Council and approved by the Council at the November 13, 2019 meeting. The Executive Committee of the Council (consisting of the Officers of the Council) and the staff of the LIRPC recommend that the Council exercise the option for an audit of the LIRPC by LIFMS for the year 2019 for a fee not to exceed \$13,000.

Motion to Accept Resolution 2020-102: Jeff Kraut

Seconded: John Cameron

All in Favor: So moved.

Opposed: Theresa Sanders
So Moved.

Jeff Kraut: Resolution 2019-103 approves the Financial Summary of 2019 and the 2020 Projected Budget.

This resolution includes the Financial Summary for 2019 and the Projected Budget for 2020. The Executive Committee and the Executive Director recommend the approval of these documents. The 2019 LIRPC Summary of Work is included in the attached documents. The 2020 Projected budget includes revenue from two New York State Grants for management and personnel services and includes funds from Nassau County and Suffolk County. The expenses include funds for potential projects being discussed and reviewed with both Counties. The 2019 LIRPC Summary of Work is included in the attached documents.

Motion to Accept Resolution 2020-103: Jeff Kraut
Seconded: John Cameron
All in Favor: So moved.
Opposed: Jeff Guillot
So Moved.

Jeff Kraut: Resolution 2020-104 increases the hourly rate of Long Island Nitrogen Plan (LINAP) consultants.

The \$65 per hour rate for LINAP consultants was established in June 2016. The rate has not been increased since then and has remained the same for 3 1/2 years. The Executive Committee is recommending that the rate be increased to \$70 per hour beginning January 1, 2020.

Motion to Accept Resolution 2020-104: Jeff Kraut
Seconded: John Cameron
All in Favor: So moved.
Opposed: Michael White
So Moved.

Jeff Kraut: Resolution 2020-105 renews the contracts and extends the terms of the Personnel Services contract for Richard Guardino, Executive Director, Elizabeth Cole, Deputy Executive Director, and Missy Leder, part-time Executive Assistant.

This resolution is recommended by the Executive Committee of the Council. The Personnel Services contracts and extensions for Richard Guardino, Elizabeth Cole, and Missy Leder expired on December 31, 2019. The recommendation of the Executive Committee is to extend the contracts for Richard Guardino, Elizabeth Cole and Missy Leder to December 31, 2020 with a 3% cost of living increase in salary for the calendar year 2020. The salaries for the calendar year 2020 with a 3% cost of living increase would be:

Richard Guardino - \$189,371
Elizabeth Cole - \$87, 524

Missy Leder \$33,763

No health insurance is provided to the staff nor is there a pension program for the staff. The Executive Committee recommends a \$1,000 stipend for each employee toward health care costs for 2020.

Motion to Accept Resolution 2020-105: Jeff Kraut

Seconded: Theresa Sanders

All in Favor: So moved.

Opposed:

So Moved.

Chairman's Report

John Cameron

In the interest of time, I will forgo the report and present at next month's meeting. Liz.

Executive Director's Report

***(Because Rich Guardino was ill and not present, Elizabeth Cole presented the Deputy Executive Report)**

Elizabeth Cole: The next meeting of the Council will be on Wednesday, April 8th. At this meeting we will have a presentation on the planning and development of a Workforce Training Center by James Lima Planning and Development and Rosalie Drago, the newly appointed Suffolk County Commissioner of Labor, Licensing and Consumer Affairs. The development of a Workforce Training Center (WTC) would strengthen the region's employment pipeline, foster the cluster of key competitive industries, and promote multi-sector collaborations.

The LIRPC's *Long Island Water Quality STEM Challenge* helps students develop a greater understanding of how their classroom curriculum can be applied to protecting Long Island's crucial water resources – with a specific focus on reducing or eliminating nitrogen pollution. This competition also connects students, teachers and their communities to the overall LINAP initiative. In this inaugural year, we received five project proposals from three schools. A selection committee consisting of representatives from the NYSDEC, LIRPC and Nassau County and Suffolk County's Soil and Water Conservation District will review the proposals over the next few weeks. The competition will conclude in the spring of 2020. We will distribute recognition awards in the May timeframe. In most cases, we will help schools find the funding to implement their projects. The proposals focus on two key areas: (1) stormwater treatment and (2) low input landscaping. We plan to expand the competition in the next school year.

The LIRPC in coordination with the NYSDEC, will also be issuing a Request for Proposals within the next two weeks from consultants to provide direct assistance, coordination, and administration for the Long Island Quality of Water Integrated Data System-or LIQWIDS. Access to Long Island-related water-quality data is vital to local and state officials for making important resource management and regulatory decisions. At present, this data exists in various forms and

with different degrees of accessibility. Data collected by Federal, State, and local government agencies are not readily accessible via an electronic database or repository. LIQWIDS will do just that. It will be a multifaceted system that provides a centralized water quality data portal to allow stakeholders to share ambient water quality monitoring data.

Lastly, the Nassau County Economic Development Department and the Nassau County Planning Department requested an economic impact analysis of the revitalization and renaissance of the Incorporated Village of Farmingdale. Farmingdale has been recognized as a model for transit-oriented development and as a model for revitalization. The LIRPC entered into a consulting agreement with 4Ward Planning Inc. to do the economic impact analysis and will prepare a final report later this year and will give a presentation of the findings at a future LIRPC meeting.

Adjournment