

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

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

Jeff Blatt
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Senior Vice President
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On Jan 11, 2016, at 8:53 PM, Mayor <mayor@scarsdale.com> wrote:

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

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

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

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

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

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

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

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

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

Very truly yours, Jon Mark

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

Love it!

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

Dear Mayor Mark:

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

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

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

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

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

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

Regards,

Josh Frankel
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Black Birch Lane

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