

**PUBLIC WORKS & TRANSPORTATION COMMITTEE
of the
Suffolk County Legislature**

Minutes

A regular meeting of the Public Works & Transportation Committee of the Suffolk County Legislature was held in the Rose Y. Caracappa Legislative Auditorium of the William H. Rogers Legislature Building, Veterans Memorial Highway, Smithtown, New York, on **August 21, 2002**.

Members Present:

Legislator Joseph Caracappa - Chairman
Legislator Brian Foley - Vice-Chair
Legislator Angie Carpenter
Legislator David Bishop
Legislator Andrew Crecca

Also in Attendance:

Paul Sabatino - Counsel to the Legislature
KelliAnne Sacchitello - Aide to Legislator Caracappa
BJ McCartan - Aide to Presiding Officer Tonna
John Ortiz - Budget Analyst/Budget Review Office
Nicole DeAngelo - Intergovernmental Relations/County Executive Office
Charles Bartha - Commissioner/Suffolk County Public Works Department
Richard LaValle - Chief Deputy Commissioner/SC Public Works Department
Leslie Mitchell - Deputy Commissioner/SC Public Works Department
Ben Wright - Director of Sanitation/SC Department of Public Works
Bill Shannon - Director of Highways/SC Department of Public Works
Bob Shinnick - Director of Transportation/SC Dept of Public Works
Cliff Hymowitz - Resident of Selden
Martin Richman - Resident of West Babylon
Joan DuBois - East Neck Nursing & Rehab Center
Elisa-Beth Gardner - Clubhouse of Suffolk
Jonathan E. Rogers - Clubhouse of Suffolk
Steven Milligan - Clubhouse of Suffolk
Lisa Koop-Yilmaz - Clubhouse of Suffolk
Karen Gentile - Clubhouse of Suffolk
Arthur Mohrmann - Clubhouse of Suffolk
Vince Taldone - Resident of Riverhead
Lucy M. Paruso - ACES Coordinator/Federation of Organizations
Ed Christian - Federation of Organizations
Van Giacola - Peconic Connections
Mardy DiPirro - Peconic Community Council
Judith Pannullo - Suffolk Community Council
Nancy Ferrick - Resident of Sound Beach
Moria M. Christina - Federation of Organizations
Myrna Cruz - Federation of Organizations
Donald Sumpter - Federation of Organizations
Phyllis Pecorelli - Federation of Organizations

Stephanie Siepinski - Federation of Organizations
Daniel Yeomans - Federation of Organizations
David Ruymen - Federation of Organizations

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Barbara Weisberg - Federation of Organizations
David Israel - Federation of Organizations
Maria Szczygiel - Pilgrim Psychiatric Center
All Other Interested Parties

Minutes Taken By:
Alison Mahoney - Court Stenographer

(*THE MEETING WAS CALLED TO ORDER AT 11:47 A.M.*)

CHAIRMAN CARACAPPA:

Good afternoon. We're going to start the Public Works & Transportation meeting with a salute to the flag led by Legislator Carpenter.

Salutation

Okay. We have a short agenda today but we do have a presentation that will follow the public portion, we have a number of cards so let's get right to it. The first speaker is Martin Richman.

MR. RICHMAN:

Good afternoon. My name is Martin Richman, I'm from the Eastneck Nursing Center. What my address is about is paratransit, the SCAT System in particular. I feel that the hours are too short and they also don't run on Sundays which is a very big inconvenience for people like myself in wheelchairs who don't have any other transportation. If you have an event to go to, it's very hard to go to because there's very few scheduled during the day or, you know, there's a lot scheduled on Sundays and I feel that the hours should be expanded. Thank you.

CHAIRMAN CARACAPPA:

Thank you. Next speaker is Joan DuBois.

MS. DuBOIS:

Hello. I also live at the Eastneck Nursing Rehab Center in West Babylon and I speak for the under 65 support group that we have there. I also am advocating for extended hours into the evening, say 11 P.M. or so, 12 o'clock, so that we can get transportation to different events that we would like to attend. I cannot sit in a regular car so I'm unable to have any of my friends transport me in their car. I have to sit in a bus or a van that is equipped to transport wheelchairs, I'm unable to get out of the wheelchair. So I would greatly

appreciate extended hours and also Sunday transportation. We're trying to live our lives as normally as possible, but that does -- the present situation with SCAT does not permit us to do so. Thank you also for pronouncing my last name correctly.

CHAIRMAN CARACAPPA:

It's rare that I do, but I got that one. Thank you. Next speaker is Cliff Hymowitz. Just come right up to the table, Cliff.

MR. HYMOWITZ:

First of all, I would like to thank the committee for having us here today and I want to thank everybody here to participate. I hope that

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by people showing up it shows the Legislature, which I know you already know, about there are people out there that are concerned about public transportation. And I will be submitting to you, I have some people that weren't able to attend, I have 81 signatures from seven different organizations and I have six letters of support from other organizations. So I will make a copy and I'll submit it to your office for the record to let you know.

And just for informational purposes, I want to thank Joe for giving me, you know, a heads up about the meeting so I was able to contact people. But even with the effort that I put in, the breakdown of the signatures were 58 had to work, which would never change, 13 said that they didn't know in time which means I didn't get to them fast enough meaning that my process that I obviously was using was not, you know, the most effective, and then eleven had no transportation to get here and six felt that the building was just not accessible for them to be able to get to. So just for the record, you have that information.

A couple of other things that I wanted to bring up is the resolution that's brought to the table by Legislator Foley about having the Transportation Advisory Board which I think is a great thing. I know, Joe, you and I have had conversations about this for quite a long time.

CHAIRMAN CARACAPPA:

I'm a cosponsor.

MR. HYMOWITZ:

Right, and I really appreciate that. But I just wanted to add one thing to it, is that this is going to be a great committee to address the overall transit system. However, as you can see by the people that are here, health and human services is a specific issue in itself and I think that there's a need to have another separate kind of a committee or board just dealing with the health and human service transportation. And the issues I'm talking about is one, that the

money that the County has from different agencies could be better coordinated, so like Medicaid, Department of Labor, DSS, all different types of transportation money that's coming into the County. The other thing is is to coordinate the non-profits themselves instead of duplicating services and providing access to organizations who don't have the money to run their own fleet, maybe who contract out with other agencies. So I really think that this is a great thing, but I just wanted to make a note that I feel that's another point that should be looked at also.

LEG. FOLEY:

On that point, Mr. Chairman, if I may?

CHAIRMAN CARACAPPA:

Absolutely.

LEG. FOLEY:

Yeah, thank you. Thank you, Cliff, your points are well taken. And over a period of time, let the record reflect that both the Chair of the committee and I have been meeting with Cliff and others about the

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issue of transportation and the creation of a board and I welcome the Chair as a leading sponsor as well for the legislation.

The purpose of the TAB is to look at some of the macro issues, if you will, the at-large issues of public transit in the County. But Cliff's point is well taken, that we should also look very closely at a -- some would say a subset, but at a specific issue in addition to TAB which is the coordination of human services, transportation human services within the County. And I think Cliff's point is whether it's an amendment to this resolution or a stand-alone resolution which is to create a coordinating committee which would principally be of folks within the County government so that -- with some advocates, so that the Department of Labor, Department of Health, Social Services, Probation, other areas of County government would develop a system where they would be speaking to each other on a more frequent basis. It may happen now on a {passadic} basis, but it doesn't happen as frequently or as consistently as it otherwise should.

And I believe Cliff's point, which is to create a human services coordinating -- transportation coordinating committee, whether as a subset of the TAB or as a stand-alone, is well founded. So in the near future we will be looking at doing something in that particular area, either with this resolution or with a succeeding legislation. Thank you.

MR. HYMOWITZ:

And my last point is to address on the agenda is a resolution brought

by Legislator Postal which I think is a fantastic thing. I really believe we need a policy on what kind of maps we provide about the service. And one thing that I did mention to her as an add-on was that I felt that the maps should reflect key destinations in Suffolk County, the health centers, you know, DSS locations, I mean, places that are major destinations so people could see where they are to know which route is closest to it. So that was just, you know, an add-on suggestion. And I want to thank you and I want to thank everybody here that came today and that's all. Thanks a lot.

CHAIRMAN CARACAPPA:

Thank you, Cliff. And I, too, would like to thank you for your continued vigilance on behalf of the people who survive on public transportation throughout the County of Suffolk. Thank you for your efforts.

MR. HYMOWITZ:

Thank you.

CHAIRMAN CARACAPPA:

The next speaker is Jean Wishod.

MR. WISHOD:

Thank you, Mr. Chairman. I'm here on Introductory resolution IR 1851-02 - Authorizing execution of an agreement by the Administrative Head of Suffolk County Sewer District No. 14 - Parkland, with the Burger King Corporation for a proposed Burger King facility at the southwest corner of Waverly Avenue and Gateway Boulevard in Patchogue.

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The proposed connection is to the sanitary sewer system of Suffolk County Sewer District No. 14 - Parkland.

I had written to the Chairman with copies to all Legislators by letter dated July 17th. The proposed resolution had come before the Legislature at its June 11th session and had been defeated by a vote of 9-8 and one abstention. My letter explained certain facts that may not have been before the committee and the Legislature when it recommended the denial and I would just like to briefly summarize what they were as set forth in my letter.

The amount of gallonage to be connected to the sewer district which was not included in the proposed resolution presented by the County Executive to the Legislature is rather deminimus, it's 2,340 gallons per day. There is no environmental danger that we're aware of with the proposed connection and I believe the negative SEQRA declaration adopted by the Brookhaven Planning Board underlies that. To our knowledge, there are no other proposed connections within the boundaries of the district that would be jeopardized in any way by the

Burger King connection. Constructing a sewer line along Gateway Boulevard would not, based on our investigation, open the treatment plant to any additional connections as there are no other conceivable connectees. This gallonage that we have is all that is left in the district because as I indicated, it's an insignificant amount. We failed to see any zoning or planning implications as the zoning of the site permits the proposed burger facility -- Burger King facility as a matter of right and the sites surrounded by business uses.

That pretty well summarizes my letter. I appreciate the opportunity to talk and I would hope that the committee would favorably recommend consideration of the resolution on the proposed connection to the Legislature. Thank you, Mr. Chairman.

LEG. FOLEY:
Thank you.

CHAIRMAN CARACAPPA:
Any questions? Thank you.

MR. WISHOD:
Thank you.

CHAIRMAN CARACAPPA:
Next speaker is Louise Stalzer. I hope I got that one right.

MS. STALZER:
Thank you for the opportunity to speak today. I'm the Director of Peconic Community Council. And I would like to especially thank Brian Foley and the Chair, Joseph Caracappa, and those other Legislators who have put forward this Transportation Advisory Board and I thank you for the opportunity to speak to all of you today.

I believe that this Transportation Advisory Board shows great leadership on the part of the Legislature to put this forward. We have been working for the last four years, came from this, we are a coalition of 250 health and human service agencies, so we came to this

issue looking at mobility for people without vehicles. Since that time we have worked and sat on the Federal Job Access and Reverse Commute Planning Committee, the East End Study Seeds, Southampton Town Transportation Task Force and the Suffolk County Executive Legislative Task Force. And we realized certainly this whole issue of transportation, as all of you know, is an economic one, an environmental one and quality of life and certainly for those without transportation. So we saw -- we see the Transportation Advisory Board as a comprehensive approach to bring those people to the table that are impacted by transportation decisions, to bring them to the table

that aren't normally there on an ongoing basis to really be able to input.

We see those people, the businesses, local government, transit providers, the riders of the transportation impacted and some of them also as the ones that are possible to bring resources to the table in addition to Suffolk County resources. So I think the beauty of this Transportation Advisory Board, if you would, is to bring the expertise and involvement of citizens of the County to work in a comprehensive matter to look at what's going on not only just within Suffolk County and what its actual provisions are but to go beyond that so we can support what's being done right now and look at other resources and opportunities and also bring to the table those other needs.

We have -- Peconic Connection is a transportation company that we started. An example of an approach we have taken to try to involve employers in transportation is an employee shuttle that we have gotten a grant through the LIRA money to manage congestion. Now we have a car pool from the west end of Southampton that takes people to Town Hall, the hospital and the college. We hope next year when that grant runs out that we will have convinced these employers the necessity of contributing to that kind of a service. There's just one example, it's already being applauded by the hospital because there's a great problem with parking.

The other important part of this is the public input process. When we have done any kind of public meetings, we recognize there are issues for all of Suffolk County that all of you have heard many, many times, but there are also individual issues and there are issues particular to communities and you as individual Legislators hear some of those but I think we can do more of a job to hear what else is going on there. So we want to be responsive to that.

Cost savings look at coordination of services that Cliff has talked about, and also to look at coordination in other areas as well. Medicaid certainly as the County's responsible for 25% of Medicaid costs, it's a responsible thing to go in there and look at how we can reduce those transportation costs and one way certainly is looking at ways we can do some ride sharing, get more people on the same vehicle.

We see this opportunity to keep the Legislature informed, to keep all of you informed on an ongoing basis. It's a comprehensive integrated approach. We have been involved in many different things, many different planning down to the comprehensive plans of local towns where our focus is on the east end but we certainly see this as a Suffolk County wide issue. And there's a lot going on, it's so

important that it all be integrated. And we see this TBA as support

for a ready Suffolk County Transit and what they're doing further to look at how we can integrate all of this.

And then just as a -- the east end is -- obviously for a cost, for economies we have to look at density, it's a density-driven service, we understand that, but on the east end it just doesn't work. And one of our connector buses is expensive as \$11.40 a rider, perhaps there's another way we can do that so we can look at creative solutions as well. So I thank you very much and look forward to moving forward on this. Thank you.

CHAIRMAN CARACAPPA:

Any questions? Legislator Foley.

LEG. FOLEY:

Yeah, thank you, Mr. Chairman. I just want to thank Ms. Stalzer for her comments and also she was very -- as was the Peconic Community Council, very much involved in helping to create the legislation as well. And while we won't be moving it out today, there are some modifications that would be made to the legislation, but I just wanted it known for the record that Louise and her organization were most helpful in helping to create this legislation.

MS. STALZER:

Thank you, Brian. And I will submit those additions I suggested for the --

LEG. FOLEY:

Right, I have those already.

MS. STALZER:

Okay, thank you.

CHAIRMAN CARACAPPA:

Thank you. Fortunately for me the next speaker has a fairly unique first name because I'm not even going to try the second name, so Van, why don't you come right on up and tell us how to pronounce it.

MR. GIACOIA:

Good afternoon. My name is Van Giacoia and I'm --

CHAIRMAN CARACAPPA:

Giacoia; I was going to say it that way, too, I was.

MR. GIACOIA:

Yeah, it's a tough name. And I'm the new Director of Peconic Connections and I work for Ms. Stalzer. I want to thank you all for having this meeting today and I'm just here to spread some news about some of the people I've contacted since I've been the Director of Peconic Connections.

We do service transportation out on the east end and talking to service groups and to individuals, I found that one of the needs out there that's not totally being addressed and that we're trying to help too is that the people can get to the public transportation but the

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problem is getting from their homes to the public transportation, and of course getting from the public transportation bus stops to where they have to go, either it be work or whatever. And that's the concerns that they have, especially the senior citizens which we're heavily involved with on the east end. I feel that this Transportation Advisory Board would actually address some of these issues and see what we can do to implement things and make it more convenient for the people of the east end. Thank you.

LEG. FOLEY:
Thank you.

CHAIRMAN CARACAPPA:
Thank you very much. Next speaker is Vincent Taldone.

MR. TALDONE:
Good afternoon. My name is Vincent Taldone, I am a Public Transit Advocate presently working on several public transportation related projects in the Town of Riverhead, including the installation of bus passenger waiting shelters. I also serve as a member of the Board of Peconic Connections, a not-for-profit transportation broker and am a frequent passenger on the S-92, 66, 58 and 8A. As a person with impaired vision who cannot drive a car, I depend on the public system to maintain an independent lifestyle.

I am here today to speak in favor of Intro 1859, the proposed County Transportation Advisory Board. As a city planner and resident of the County, I support the Legislature's effort to assemble an advisory panel that includes transportation professionals, local government, advocates for transit dependent populations, actual public transit passengers and the business community. As you know, tourism, agriculture and many service-based businesses on the east end of the Island rely heavily on the work force that travels by public bus. Many entry-level jobs go unfilled at large area employers such as the Tanger Outlet Center because potential employees cannot access a private vehicle or afford a taxi to work for evening and Sunday shifts when the public bus system isn't running. The lack of mobility is a huge problem for many east end communities and it's just plain bad for business.

A Transportation Advisory Board can well serve its Legislature by working to gather and distill information about public needs and

alternatives for meeting those needs. There is so much that can be done in the next few years to meet the demands of a growing economy and population in a physical environment of limited potential for roadway expansions. I believe that the primary role of an advisory board is to develop strategies to promote ridership. For the many reasons discussed here today, the County needs to encourage better utilization of the existing transit system. However, no one should expect ordinary working families to abandon the convenience of their automobiles for the County's bare bone system. For Suffolk County Transit to be truly successful in attracting fare paying customers, it will have to provide a service that is integrated, reliable, comfortable and one that respects the dignity of its passengers.

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A Transportation Advisory Board can serve the information needs of a busy Legislature and provide supplementary planning services to the Department of Public Works. Thank you.

CHAIRMAN CARACAPPA:

Any questions. Thank you very much. I appreciate your testimony. Next speaker, Maddy Di Pirro.

MS. DI PIRRO:

We're giving you all the hard names today, aren't we, Joe?

CHAIRMAN CARACAPPA:

I cut it short, thanks to the help of Legislator Carpenter. The first names, the last names, and there's one more that's a tricky one, too.

MS. DI PIRRO:

It's difficult, I'm sure. Thank you for being here to listen to us today. My name is Mardith DiPirro and I am here to speak for Introductory Resolution 1859.

Four or five years ago we came before you and asked for your support in the Legislature which you gave us, also County Executive Bob Gaffney did as well, and we set to work as Peconic Community Council to answer the major needs of the east end. And when we asked the membership to tell us what was the major stumbling block that people had in getting to services the answer was unanimous; over 250 health and human service organizations said transportation. So we went to work on providing medical transportation and that was the Peconic Connections that you just heard about from Van, but as well we still need the public transportation to be able to mesh together in this coordinated system to make it possible for people to get to places that they need to go.

When I looked at the resolution and the wording, I was reminded of an article that came out about the same time that we were starting to

work on the transportation issue. It was written by David { Boushiay{ , a Wading River resident, and it appeared on the op-ed page of the New York Times. And in it he told of calling the number for information on the bus schedule that he saw going by his home near Route 25 A and he called and called and the phone was never answered, so he went down to stand on the highway to see when a bus would come. And his neighbors would pull up and say, "David, what are you doing? Do you need a ride?", he said, "No, I'm going to catch a bus," and they said to him, all of them, "Why would you do that?" So he stood there until a bus did come, he got on it and found that he road to the Smithhaven Mall, then he rode back home and found his surprise that while it goes in one Route 25A it comes back on Route 25 and he had a long walk home. Well, I just thought of that article because it did make me laugh at the time, but the best humor is always based on truth.

The point is we need to do things that this Transit Advisory Board can certainly help to do, to get the word out, let people know what the schedules are, where the buses stop, when they can be picked up, when they could come home, by what routes. Ways to coordinate services so that people can get from where they're starting to if they have to take a child to child care and then get on to go on to their

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employment. There are ways that we can coordinate a system, especially if we hear from the people who ride that system. And so I think an Advisory Board is just obviously the answer to our being able to build up the ridership, make this a paying system, something that is successful and in fact making it a model that other areas will copy because we have done our homework and it made public transportation work. So I strongly urge you to support this Introductory Resolution and thank you for bringing it into being.

LEG. FOLEY:
Thank you.

CHAIRMAN CARACAPPA:
Thank you very much. Okay, one more tester here for me and it's a first name again, I don't know if it's Elizabeth or Eliza-Beth Gardner.

MS. GARDNER:
It's Elisa-Beth Gardner.

CHAIRMAN CARACAPPA:
I got it wrong both times. Elisa-Beth Gardner, welcome.

MS. GALLAGHER:
I want to thank you for letting me speak. I speak for both the public transportation as well as the SCAT ride, I take both. Public

transportation, they both need Sunday hours. You cannot get anywhere so I am locked in my house on Sunday because to get any place is too far for me to walk. So my social life and my religious life basically is nil due to the fact that I can't get anywhere on Sundays.

As far as paratransit goes, there needs to be more hours. You cannot get anywhere past eight o'clock and that causes a problem when you want to go to a friend's house or whatnot. We also need earlier service. I do work for the Board of Elections during the primary and also the regular election, I have to be at work at 6 A.M, there's no public transportation, there's no SCAT to get me there, therefore I have to take part of the salary that I'm going to make for working to pay for a cab. There really needs to be more service. I just moved from Nassau County to Suffolk County about three months ago and there there's 24 hour service. I understand here it's more of a space between locations and whatnot, but I think there can be something to be done with making the windows a little bit larger.

Also, another thing with paratransit, they take you to your appointment. Let's say you finish your appointment early and you want to be picked up sooner, they claim they can't make same-day changes; that's unheard of. Why should you have to wait an extra three hours or so at a doctor or whatnot because your transportation isn't available to a further time. In Nassau County there are some same-day reservations, they do make allowances, I don't see why it can't be done here. It's a simple thing, and I'm not saying it can be done all the time but at least if there's availability with drivers or whatnot to make an effort. I'm told all the time when I call, if I'm at my doctor's office and I'm called, I call to change the time because I'm done early I'm told there's nothing that can be done, I have to wait;

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I don't think that's right. That's really all I have to say and I want to thank you again for letting me speak.

LEG. FOLEY:
Thank you.

CHAIRMAN CARACAPPA:
Thank you very much. That's the last of the signed cards. Are there any other people in attendance who would like to address the committee at this point in time? Gentlemen, why don't you -- Sir, the first ones in the back, come on up, state your name. Take a seat. Hold the microphone close to you and go ahead.

MR. ISRAEL:
My name is David Israel. I'm a consumer and a retired social security. I live at the Brookhaven Town House and for most of the years since I retired in 19 -- hold it just a second. Basically I had a job after

recovery from an illness and I had to leave the job, not because of my performance on the job but because of transportation. I liked the job so much, I was a security guard, I liked the job so much that I would spend half of my salary for a one-way cab fare to get home on a Sunday or get there on a late Saturday night. And I'm a pretty good performer at my job and when I turn 65 a little more than a year from now I will be eligible for as much earnings as I can pay taxes on if public transportation is available. It doesn't have to be luxury, but the Detroit diesel buses are kind of fun to ride on so it's not a total loss as far as the money spent on transportation.

And I hope you'll consider the working elderly as potential customers of the public transportation system and a source of revenue because the taxes they will pay on their earnings, even though they're not County taxes, they will be at other levels of government, the taxes will be available and that may filter down to Suffolk County. And I just hope that it works out. Thank you. My name is David Israel, I don't remember whether I got it straight in the first place, but I think I have now. Thank you very much for listening to me.

LEG. FOLEY:

Thank you, David.

CHAIRMAN CARACAPPA:

Thank you. Okay, I saw another hand go up. Come on up, Sir, and then another hand in the back. Just state your name for the record.

MR. MILLIGAN:

Steve Milligan. Hello, everybody.

CHAIRMAN CARACAPPA:

Hi.

MR. MILLIGAN:

Well, I myself, I had a great deal -- years, years and years of my -- every time I go to make a speech I get so nervous, you know. But I guess I can say some things, I like the way things are going but they should be better for people because people have mental illness, you know, I was hospital for ten years and it's hard for me to keep up.

The joy, I go to church, I pray to God, I have nice sisters. One of my relatives got killed a year ago, it still bothers me because they had cerebal palsy. But anyway, and if I tell you I'm doing okay but I hope that transportation comes together because it's gotten much better. In the years, I think it's about ten, even 12, 13 years, I first got on the bus I didn't know where I was going, it's not that bad no more, you know? And right now I can't focus, if I say in front of people I get nervous, I never used to be that way. I used to come

and talk, you know, I like the way things are going but it should be more transportation for people because years ago there was hardly anything and I would get stuck in the hospital, couldn't go nowhere, had nowhere to go. But I made out for myself, I had a lot of training, you know, I never had a job but because of my -- you know, what I was lacking, you know, and I came a long ways and people say, if I have never talk to him I never know it's him, it's amazing. I'm a Born Again Christian, I've been a Christian for many years, I pray to God, God helps a lot of people. If you are breaking down you come late because every day you learn something, it's not a setback. And things have gotten better, you know, with the job things for people. And one of the things I'm trying to do for myself is a big thing for a car. I have hearing very good vision, my hearing is very good, I have very good hearing, but my concentration is even better than it used to be. It's a big thing to do but if I have the money for it, I get the money I could drive a car.

LEG. FOLEY:

Thank you, Steve.

MR. MILLIGAN:

Thank you, everybody. It's hard to talk.

CHAIRMAN CARACAPPA:

Thank you.

LEG. CRECCA:

You did a good job.

CHAIRMAN CARACAPPA:

You did a great job, I can relate. I think you made a very good point, though, you said things are good and I think our transportation system has gotten better over the years but as the Island has grown, as the County has grown, it's been very difficult for the needs of the people of Suffolk County to meet what we have as a transportation system in the County of Suffolk. So that's what Legislator Foley and myself and this committee are trying to do is meet the needs of the people who need public transportation. So you made a very good point. Ma'am, just state your name for the record and go right ahead.

MS. COHEN:

Good morning. My name is Ann Cohen, I live in Bellport. I'm one of the senior citizens that come out to express our opinion. In Bellport there is no posters for the buses, we never know what time they are running. Right now I'm in destitute, I have to depend on the generosity of other people to take me to the store to get bread, milk and accessories. It is very difficult to get around, although I'm a transparent from Brooklyn out here for 16 and a half years after the

death of my husband. It is very critical on the senior citizens in order to get to and from the stores. What we need is time limit of the buses coming through Bellport, so we don't have to beg, either pay a cab; when you are on a fixed income, you just don't have that money. Is there anything that can be done about it? On the bus routes in Bellport, there are no posters nowhere. We don't know what time the bus is, where they are going and what time they are coming through; I wish someone could do something about that.

LEG. FOLEY:
Thank you.

MS. COHEN:
Thank you.

LEG. FOLEY:
Ma'am, just -- Ma'am? Hi, over here. You can take a seat for a second, I just --

LEG. CRECCA:
Ma'am, stay there.

LEG. FOLEY:
I just want to try to answer your question, if you will, okay?

MS. COHEN:
Yes, by all means.

LEG. FOLEY:
At least give you part of an answer today. And again, this is one of the reasons why we need to create this transportation board, so that issues like you have can be discussed and reviewed on a monthly basis by the advisory board so they can bring that back to the department.

The way it's supposed to work, and I know that there are transportation bus routes in Bellport, particularly they're supposed to be some enhanced bus routes in Bellport compared to most other areas of the County, 7A and 7B and some other bus routes that

Mr. Shinnick can talk about when he speaks in a few minutes. But you are absolutely right about the need for better signage.

MS. COHEN:
Yes.

LEG. FOLEY:
And that's one of the key issues that I want -- that we want the advisory board to look into and that advocates of public transit have spoken about for the longest time, as have some of the transportation

providers.

MS. COHEN:
Uh-huh.

LEG. FOLEY:
That we need to have better signs and a heck of a lot more signs than

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we currently have in order to inform people about the routes, the times of the routes and whether they can wait for the buses. So that's something that we're going to work on from this point forward. But I will specifically to your question of Bellport speak to the department as to how they can more immediately place signs in the Bellport community to inform the folks of what times the buses go through the area.

MS. COHEN:
It would be very appreciated.

LEG. FOLEY:
If you could leave your address, too, for -- If you don't mind leaving your address, because what we could also --

MS. COHEN:
I don't mind at all.

LEG. FOLEY:
Because what we can also do is the issue with maps and with bus schedules, we could mail to your house the bus schedules in that particular area as well.

MS. COHEN:
Oh, thank you.

MR. HYMOWITZ:
You're going to get a list of everybody who is here.

LEG. FOLEY:
Okay, but just give your name again for the record.

MS. COHEN:
I don't mind it at all; 836 Walker Avenue in Bellport.

LEG. FOLEY:
836 in Walker, right?

MS. COHEN:
Yes.

LEG. FOLEY:

Okay.

MS. COHEN:

11713.

LEG. FOLEY:

Thanks very much.

LEG. CRECCA:

Thank you, Ma'am.

MS. COHEN:

And the name is Ann Cohen. Thank you.

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CHAIRMAN CARACAPPA:

Thank you, Ann.

LEG. CRECCA:

Legislator Caracappa, I just want to say what I just said to you, also just for the public out there. That we did recently pass a bill that will put more of the routes and the times at the bus stops but I think there's more work to be done there, I think everybody on the committee agrees. But we will see some improvement, immediate improvement in the next twelve months or so and know beyond that we'll see -- we'll do more to make that happen.

CHAIRMAN CARACAPPA:

I think I see a shy hand up here. No, the one behind you is a little shyer but I saw her first, so why don't you come on up. Once again, state your name for the record and proceed.

MS. BOON:

My name is {Clarine Boon} and I work for the Bellport Hagerman East Patchogue Alliance. And I brought the group, one of the ladies who just spoke, Ann Cohen, and there are about seven others back there. They do -- Bellport -- I have to say, the bus route has improved. We was here three or four years ago when they had a big rally and we was involved and there has been a big improvement. The seniors do depend a lot on the public transportation and sometimes when they can't, when they have to go to the hospital, to the doctors, they have Medicaid and Medicare but there's a limit to that and there's certain groups that they can't take to go to these doctors because it's a mile, how many miles you have to go and there's a limit to that. They depend on agencies like mine and the Boys & Girls Club to get around, but a lot of times we're not available for them.

Also, besides the seniors, we get a lot of complaints and concerns about college students that's don't have transportation, especially the ones going out to Suffolk County College out in Riverhead, they don't have the transportation. It is better than it was but they still need more because some of the hours in the late afternoon. And they call us again but we can't do it all. But I want to thank you for having this opportunity for us to come and speak. And also, in the Bellport area, maybe there's some way we can get some of the information out about the schedule, getting information to agencies like mine and the Boys and Girls Club and the FECS, because those are community agencies that everybody seems to have to have them in their life some time or another, and they come to ask us questions and sometimes we can't give it. And by calling the telephone, the number in the telephone book, you can't get through to somebody sometimes. So it is urgent for the information to get out there. And I thank you again.

LEG. FOLEY:

Ms. Boon, Claire, just take a seat. I want to thank you for being here today and knowing you and your fine family, the great work you've been doing in Bellport. Just to answer some questions specifically, you're absolutely right about the need for the department to relate directly with community agencies so the consumers of public transit will have

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that information readily at hand and the community agencies can be the conduit for that.

MS. BOON:

Yes.

LEG. FOLEY:

And that needs to be improved and that's one of the things the board can talk about. More to the point and it's something that Legislator Carpenter and I had worked on earlier this year, in fact just a few months ago, where we had successfully approved legislation that reduces the fares for students; the discount is down to a dollar I think, you can correct me if I'm wrong. So number one, it's a discount and, number two, the students from the Bellport area who attend Suffolk Community College in Riverhead, they should know that thanks to the efforts of the Legislature a few years ago we extended a bus route direct from Patchogue to downtown Riverhead, or to Riverhead Center and it goes to the Community College, the S66 bus which is the first time that there's been a direct linkage between those two great downtowns. And I know that goes through Montauk Highway in East Patchogue and into Bellport, but again, if there's a need for better -- evidently there's a need for better signage and communication so that those men and women who from your community who attend the Riverhead Campus, they should know that there is a bus

route.

MS. BOON:
Uh-huh.

LEG. FOLEY:
And the hours, you know, should be to the early evening. So the hours should reflect the times that they would be accessing the classrooms.

MS. BOON:
Right, uh-huh.

LEG. FOLEY:
So those two things are things that we can work on. But again, we'll get you copies of the routes as well.

MS. BOON:
Can I ask a question of this committee --

LEG. FOLEY:
Yes, Ma'am.

MS. BOON:
-- that you're getting together; how would you go about being involved with that? Is it going to be open to the different agencies in the community, different communities?

LEG. FOLEY:
Yeah, the way that this -- through the Chair, the way that this is envisioned, even though it's a 12 member transportation board, you know, part of philosophy, if you will, of this Legislature, I think on a local government level we are the most open and accessible level of

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government. We've all had experience with town governments and village governments where things can be rather a closed shop. So the spirit of the creation of this board, it's a 12 member board but I fully expect and it's embedded in the language of the legislation that they will be open to public input as well, so it just won't be those 12 members speaking to each other.

MS. BOON:
Okay.

LEG. FOLEY:
But that if not every meeting, but at least more often than not they will also be set aside time for the public, for other advocates, community agencies and other experts, if you will, in public transit to come to those board meetings which should be on a monthly basis,

and that way it will give plenty of folks throughout a given year the opportunity to speak to this group as opposed to once or twice a year. So it's going to be a very open process, it's going to -- part of the charge and responsibility of the board members will be to reach out to the communities and community membership will be represented there, but you should also be available to speak at those meetings as well.

MS. BOON:

Okay. Thank you.

CHAIRMAN CARACAPPA:

Is that all, Legislator Foley; that's all?

LEG. FOLEY:

I think we all can speak a lot more about it, but that's enough for now.

CHAIRMAN CARACAPPA:

Oh yeah, we know you can.

MS. GENTILE:

Can I speak?

CHAIRMAN CARACAPPA:

Absolutely, you're next.

MS. GENTILE:

My name is Karen Gentile and I've had some trouble with public transportation. They've said to me -- they blame Clubhouse, they can't stop at a certain corner because Clubhouse said no, it's against Clubhouse's rules; I don't believe that because Clubhouse is very nice to people and they wouldn't do that to us.

And as far as SCAT transportation goes and public transportation, I've had people be mean to me and not talk nice to me and tell me, "You're not waiting at a bus stop," and all this other garbage that goes on. And I'm fed up to here with it, you know, because I've had enough of it. I'm old enough and I do have a disability and I am eligible for Medicaid and Medicare and I do have it, but I'm just saying these

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people don't want to take you anywhere anymore because of it. You know, they they're so ashamed to pick you up from even a mental health clinic; why is that?

CHAIRMAN CARACAPPA:

It shouldn't be and that's one of the reasons we're trying correct the problems, identify the problems through the public and then get to work on them as a working committee. And we appreciate your input.

MS. GENTILE:

Thank you.

CHAIRMAN CARACAPPA:

Thank you.

MS. GENTILE:

Again, I'm Karen Gentile. Thank you.

CHAIRMAN CARACAPPA:

This will be the last speaker before we go to the presentation on transportation.

MR. CELLS:

Good morning. I'm Bill Cells and I'm not going to take up too much of your time. I do have a couple of questions and they're probably, I don't know whether they're redundant or how it would be viewed. But a number of years ago, and I think when your Dad was around, EOC had a Transportation Coordination Program and I did work in that. As a matter of fact, we had worked on establishing routes throughout Suffolk County; I don't know whether that was ever addressed or whether it ever came to the board or to the County. It was around -- it was back in 1969 so that's how long ago I know it's been. But we did do a transportation survey and we surveyed the whole County and it was supposed to be turned into the town and to the County; I don't know whether that ever happened.

LEG. FOLEY:

We're not aware of it, but certainly part of the charge of this board would be to look at not just future recommendations but also look at past recommendations made to the County and whether or not those recommendations have been implemented.

MR. CELLS:

Yeah, but I notice that some of the routes that you now have established are somewhat like what we proposed.

LEG. FOLEY:

Right.

MR. CELLS:

But there was so much more to it and --

LEG. FOLEY:

Well, that can certainly be looked into and we can speak with EOC, maybe they can dust that off.

MR. CELLS:

Right. And with the growth of the new communities and new senior citizen groups coming in, they're probably going to have to embellish on that.

LEG. FOLEY:

Absolutely.

MR. CELLS:

But I do want to congratulate you on what you have done. I realize it's not an easy job and people will come and they'll argue and they'll fight with you, but I know that it's a very difficult job. So I just wanted to find out what that information was.

LEG. FOLEY:

Thank you for that understanding. And certainly the Transportation Division Director, Mr. Shinnick, can also look in his files to see whether or not there was an EOC presentation or proposal all those years back and see where and if and how it was implemented. And as you said, it has to be embellished on, amended, changed to reflect, you know, the incredible growth that's occurred over the last 30 years.

MR. CELLS:

Thank you.

CHAIRMAN CARACAPPA:

Thank you very much. At this point in time, we are going to have the presentation by Bob Shinnick, Director for Transportation for the County of Suffolk. I ask Mr. Shinnick to come on up and do his thing.

First let me start by saying thank you for coming forward today and accepting my letter that I sent to you a month ago with the outlined questions, and we'll address those in any way you have prepared and probably take questions from the committee afterwards.

MR. SHINNICK:

Thank you very much, Mr. Chairman, for inviting me here. I'd like first to say I was very interested in hearing everything that the attendees had to offer earlier in the public comment, it's all relevant remarks but there's nothing like hearing from the people who use the service, attempt to use the service, need to use the service, have things to say based on their experience. We have always believed that that's where you start to learn about what you're doing. When you develop programs, as many of you know, if you don't hear from people, maybe what you're doing isn't so important to them. We try to get it right, if we don't get it right the first time, you know, we keep working on it. So I do appreciate the remarks that were made. I have some answers for some of the people, but because that's left to a better time when there's more time to discuss the particular issues.

By way of an overview, Suffolk County Transit Bus Services did continue to experience strong ridership levels through the past year. We actually had a record ridership of four million passengers on our fixed route bus system, that represents a full 5% or 200,000 rider increase over the previous year and a lot of it is attributable to the

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services that we were able to enhance over the last few years. With the support of the Legislature and certainly the County Executive, we were able to make a number of bus lines more frequent, run them later in the evening, we extended some services. We monitor the productivity of those services, we do all the bus lines, and they have all been giving back for the pay out that was made on these services. People are indeed using the bus services, and in particular on the more frequent bus schedules as well as the later evening services which is a pleasure for us to have learned.

The first six months of this year, as many in the room know, we had increased fares. And normally a fare increase would drive away some level of the ridership, but our growth has been so strong that through the first half of this year ridership is at par with the same level last yesterday and the fares were subsequently dropped in July and we saw an uptake in ridership. So this at this point, it looks like ridership should remain strong through the rest of this year; I'm hesitant to predict another record but we're doing well right now.

In terms of the SCAT Program, we have seen strong ridership growth every year since the program started in 1994. And in 1996 in particular, since then every year we have increased at least 15,000 additional riders a year. Last year our record ridership on that line was 115,000 passengers using the SCAT services throughout the entire year, this year we think we'll reach 130,000, perhaps even more than that. So we're doing very well. And in response to that rider growth, in July we were able to expand the in-service daily fleet from 32 to 34 vehicles. As many of you know, the SCAT Program is demand driven, we're required by Federal regulation and our own instincts to meet the demand, if more people need to use the service we will increase the service within allowable funding to accommodate those requests; we did so in July and we've done so every year since the program has been in place.

Earlier this year we were able to acquire 20 new paratransit vehicles for that SCAT service, so that currently our oldest vehicles are only four and five years old and next year we plan to replace them. Part of our plan is to keep new equipment on the road, replace the older vans that we have so that we have minimal problems with any kind of maintenance issues and the riders get the most comfort that we can provide. We are in the process now of finishing our specification

work for detailing the buses that we want to buy for the full transit system, we'll be hopefully going out to bid soon later this year for the acquisition of up to 30 additional transit buses to replace those oldest buses in our transit fleet.

The other current projects which we feel will enhance the delivery of Suffolk County Transit Service and are about to be undertaken is a County Wide Bus Stop Replacement Program; yes, we're finally getting this thing off the ground. Within the next month we anticipate bidding to contractors for this work. What it will do is place new, correct information bus stop signs at 3,100 locations throughout the County, and that's from Amityville to Orient Point and Halesite to Montauk Point. The information on the bus stop signs will be of larger print, the sign itself will be more attractive so that as a visual item it will be a form of marketing for the program, the signs

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will sport the same logo as the County logo that's on the buses to get a little bit improved system image. And at least 150 of the more major bus stops will have information displays and those displays will contain route and schedule information for that particular location so that people will be able to go right to the bus stop in those cases and look up the times for the next bus and see where the bus goes according to its normal bus route.

We're currently reviewing proposals from engineering firms to help with the installation and purchase of the bus shelters. Once that contract is awarded with, those consulting -- a consulting firm, that project will be ready to proceed for the purchase of additional shelters. In September we're going to hold a public hearing on the matter of the student fare. That's required by our legislation and it will be held on September 4 between 3 and 6 PM in the Media Room of the H. Lee Dennison Building. The intent is to solicit public input on the reducing of the regular fare for college and high school students to a dollar from the regular fare of \$1.50. The only requirement we'll have of the passengers to obtain that fare is to display a current valid identification card, either from their college university or the high school that they attend. Barring any unforeseen circumstances, we anticipate implementing that program early October.

In September we also expect to receive proposals from marketing firms to undertake a marketing plan for the Suffolk County Transit System to promote our services and get improved visibility; I'll speak of that program a little bit more as I continue to discuss some of these issues.

Mr. Chairman, in your letter you had asked that I specifically address issues related to the SCAT Telephone Reservation System, the

aforementioned marketing program you'd like some detail on, and Legislator Foley had asked for a little bit of information on the current STOAP which is the State Transit Operating Assistance Program allocation to Suffolk County and how that money will be addressed.

With regard to the SCAT Telephone System, that office uses a computer programming telephone system consisting of six lines, each of those telephone lines is associated with a work station that's wired into a computer dispatch program, reservation dispatch program; the name of that program is Trapeze and that's the name of the company that manufactures the program. During maximum call periods, all six stations are manned. And typically during the day when the phones aren't ringing heavily we have four people at a time answering the phones with two phones left not unanswered but unmanned. And what will happen is when a call comes in to the reservation system it first goes to telephone line one, and if that's busy to two and so on until it reaches six. At the point where we have four people on telephones, when a call goes over to five and six the people are put on hold, and after two minutes of being on hold the phone, that particular phone will begin to beep to remind the other telephone operators that there's a call waiting for them. In the event that all six lines are busy, the caller will get a busy signal.

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The system itself only records a minimal amount of information regarding the call such as the number received, time of day, etcetera. The answers to your specific questions in your letter, therefore, in some cases are going to be based upon SCAT staff observations rather than empirical data drawn from the computer program. As I continue, though, please keep in mind that we're currently servicing 11,000 rides a month on this system, and that represents over 99% of the requested trips that are coming in from the SCAT passengers. So they have a very effective rate of not only providing the trips but talking to the people who are seeking to use the service.

In terms of your questions, you asked the reservation program's projected and actual trip duration, a comparison. Well, in answer to that question, it's depending on the length of time -- length of the trip, the day, the time of day, weather, road conditions and other rider activity which includes other people who are getting on and off the same vehicle, this is a shared ride situation. Over 90% of the trips are provided on time or within 10 or 15 minutes of the projected trip time, and that's been fairly constant for some time.

The question, average length of time to process a reservation? Well, it's approximately three minutes. The average time a rider is on hold is up to three minutes. Rarely do people wait on hold more than three minutes, I'm sure it does happen but typically people who are on hold will be answered with -- in less than three minutes I should say. The

average number of clients on hold at any given time; well, because of the way the system is structured, normally between none and two people.

The average number of daily no-shows; now, a no-show is classified as a trip for which an individual has made a reservation, but when the vehicle came to pick them up they were not there or unwilling to make the trip or they contacted the system to cancel the trip less than two hours prior to the designated pick up time. We try to accommodate the people who need changes as best we can and certainly when people need to cancel that day, so that we can restructure some of the work we ask that people call before two hours ahead of the trip. If there's an emergency, something came up, that's understandable, people do call any time to cancel their trip. But the answer to the question in terms of number of no-shows, it's on average between 20 and 30 times a day. This is out of a schedule that generally ranges between 500 and 550 a day. Of the 20 to 30 trips a day that might be no shows, approximately ten are people who genuinely are not available to make the trip, the other 20 or so people, 10 to 20 people are people who call in late within the two hour window. And as an example, yesterday there was a surge in cancellations when the rain storms came through. Weather has a very strong effect on some of the riders who use the SCAT Program and they naturally called up and asked that their service be canceled. That's classified in our program as a no-show, it is not held against in any way the individual who made the phone call. Our concern is only with people who as a habit routinely may become no-shows, people who are making many, many changes, are not waiting for the vehicle at all. And our concern there is that we've dedicated resources to picking up somebody who could have -- those resources

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could have been used for someone else's trip, or at least made somebody else's trip a little quicker rather than having to go out of the way for these particular people.

And finally, you ask about the amount of downtime between the drop-off and the next pick up time. That, again, is a day-to-day issue, day of week, and it's very much weather related, but normally it's 15 minutes. But if we have a situation where it's a day long rain situation or a snow event or ice or some kind of circumstance that people are generally not going out, it usually has to do with bad weather affecting how people can move around, it also results in a lot of cancellations from other riders. So there is a considerable amount of downtime, there's no way that we can predict those things other than that they will happen generally in those kinds of circumstances.

With regard -- I will move on to the marketing, unless someone -- with regard to marketing, let me just get my questions so I have the right answer for you. You asked for an overview of what the division's goals

are in terms of advertising. What we want to do first and foremost is promote the system, raise its visibility so that more generally the population is aware that there's a viable alternative to automobiles, the service is there for all kinds of trip making and we want targeted markets, people who may need the bus services more than others to become aware that it's for them, how to learn about the system and hopefully -- you know, bottom line is to increase ridership and that's basically the goal.

You ask about promoting student ride for free on Saturdays as well as the use for full wraps, partial wraps as part of the marketing enhancement. In terms of the student ride for free, what I would like to do in answering that question is wait a bit. We have the RFP, we will have a marketing firm come on board, and now with the student fare we have a market that we can target. And what I would like to do is incorporate into the marketing plan what we can do about addressing students and getting them on to the bus as college students and the like.

One thing that we will likely do is do a direct mail to all the schools in Suffolk County. We have a listing of school superintendents, their addresses, and as an initial role out provide those entities with a statement that this exists in terms of the high schools, and we can do the same for our colleges. And then follow-up as part of the marketing program with something that would more properly address the students, whether they ride for free or not, I'm not qualifying that I'm just saying that we will address those issues as the marketing program becomes developed.

We also have a contractor who places advertising on our buses. And what we will do with the marketing program is get those people together with us to discuss the business of using wraps and how best the buses themselves we can promote the service to the outside. There are a number of general issues that would have to be addressed, advertisers pay for these things, they are expensive if you're going to pay for them yourselves. And all of those issues I think can be properly addressed and considered into what to do to use the buses

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themselves to help promote the bus system. So that answer will be coming from that effort as well if you don't mind.

CHAIRMAN CARACAPPA:

Just to interject for a second, the reason I put the wrap question in, it brought to me not only by my own vision and seeing other buses with wraps, that do catch your eye, but some advocates had brought up the use of wraps to promote our bus services among other things on our buses. It will be up I guess to each and every individual Legislator, and the department of course, if buses that run through neighborhoods

should have these very, you know, multicovered wraps that we see like on a Horan bus, for instance, or should they just be limited to buses that run on major corridors such as Route 25 or along the south shore, Montauk Highway. So that's something I'm sure that the marketing firm will discuss and you should at least keep the committee in the loop with relation to what direction you're going.

MR. SHINNICK:

We'd be happy to.

LEG. FOLEY:

Just as a follow-up to that, and certainly there will need to be follow-up meetings here and elsewhere on the marketing plan. But following along with what the Chairman had mentioned, part of the marketing audience we heard earlier that there are community agencies that work with neighbors in their communities who want to use the buses. So part of the targeting group, if you will, is also to reach out not just to the school districts and the private schools, the private schools where you have a number of students traveling the County, but also to reach out to different community agencies throughout the County to see what their needs are for those that they work with.

And as we heard from Bellport earlier and other communities, the more they know about the more they can get the word out to those who need public transit. The same would hold true with centers of employment whether it's chambers of commerce, industrial park agencies such as HIA and the like. So we have to think somewhat out of the box as to what our usual targeting group is and to include I think a very broad application of who we want to target and what agencies we can work with in order to target the audience of folks who would want to use our transportation.

MR. SHINNICK:

And I'm familiar with --

LEG. FOLEY:

Just before -- I know you're going to get to star in a moment, but I just want to say this last point about the bus purchases. One of the issues about trying -- some folks said there's an issue of getting the distance between where they live and where the bus stop is. If we tried to have smaller buses going through town roads, we might be able, then be a able to have buses go into communities. Because I know the large buses that are on the highways and the like, one of the objections that some have raised is to have those very large buses go down town roads or off the main routes in order to have better access for the public.

It's quite intimidating a site to see a bus of that size going down,

you know, a small town road, whereas if you have a small town, smaller buses they use to use years ago, I think they'd be a little bit more acceptable to a whole group of communities, small buses going down the smaller roadways so to speak. I know there are issues of flexibility, sometimes you need to take a bus from one place to another. But if you are ever going to address, as you should, how to get the buses off the main routes and into some of the town or village roads, I think you're going to have a better time of doing that if we use smaller busses as opposed to what we would call large highway buses.

MR. SHINNICK:

Acknowledged. In terms of the marketing program itself, it's going to consist of an overall media campaign using radio, possibly cable TV and news. The consultant will spend a lot of the work which some creatives coming up with ads that may be appropriate or should be appropriate and doing the placement of the ads, that sort of thing. As a supplement to that effort, we will be reprinting the Suffolk County Transit System Map, that will be done as one of the first efforts that the consultant will undertake. That map, when it was printed last time in 1998, was generally well received. We realize there's nothing perfect that we've ever done and there's always some room for improvement, we will look to improve the current format of the map but it was very well received and did generate a lot of interest in the system and I believe use of the ridership. So that will be there in the first instance.

We also will have the consultant focus on the SCAT Program and creating materials in accessible formats for people with disabilities, primarily visual and hearing disabilities so that we can get system information more properly out to the disabled population. And with regard to the SCAT program itself, to better convey the measure of that program so people understand what it can do for them, what it might not be able to do for them, and are more prepared to use the service. It's a very good service, people are using it very productively and would like to bring the proper informational aspects to new riders so that understand right from the get-go how the program works, and also attract new riders to that particular program.

Finally, we will be undertaking a system wide passenger survey which will be structured to understand why people are using the service, when they use it, something about the people themselves in terms of demographics, their ages, sex -- although I don't know what we would do with that but everybody seems to ask that question -- as well as attitudes about the system; how long have they been using it, do they like it, what can we do to improve the service. We have done this sort of thing in the past and we'll enhance our existing information I think with some very, very usable information. They'll help us going forward, know more about our riders.

You also asked, Mr. Chairman, in your letter about the demographics

that we use to determine who might be using the buses for the student fare. Our information is based on a 1996 passenger survey that has supporting information from 1982 as well '88 survey that we did. But in 1996 we found from a sample of 1553 passengers surveyed, 149 of them said they were going to school; now, this was a system wide

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survey, every bus line had forms handed out. That 149 people represented 9.6% of our ridership. And the highest routes, the routes with the highest incidence of people going to school was the S-1 which is on Route 110, S-33 which primarily operates along Straight Path, the S-23 which is between Babylon, Wyandanch and the Walt Whitman Mall. The S-40 along Montauk Highway, Babylon to Patchogue, and the S-92 which is out east along both forks to Riverhead. All of these bus lines are well traveled, all of these bus lines serve colleges and in the case of the S-40 and 23 we have parochial high schools where students have a tendency to go to and from school by public transportation as well as the transportation provided by the school.

We also found in that same survey a sample of 1,496 passengers, 139 of them or 8.9% said they were between 16 and 20 years old, and that's your high school population and some of your college population generally; not exactly but close to it. The bus routes are the same bus routes that I just mentioned with the exception of adding the S-58 which operates along Middle Country Road between Riverhead and East Northport; that's where we found the highest number of youths in that population, that age population.

Finally, with regard to the State Operating Assistance --

LEG. CARPENTER:

Excuse me. Did you say Riverhead and East Northport?

MR. SHINNICK:

Yeah. The Sears Shopping Center on Jericho Turnpike, yeah, that's actually East Northport, so that's where it goes, yeah. It's a one trip ride, you can get hit from here on on that particular bus line. This year with to State Operating Assistance, we believe we'll be receiving \$11,992,000 to help offset the operating costs of the transit program which is the exact purpose of the STOAP Program, State Operating Assistance Program, STOAP. As a matter of fact, the original name of the program was Maintenance of Fair Program, the idea was to support public transit with operating assistance from the State so that the transit operators would not have to raise their fares or cut service in the alternative.

You should know, and this is of serious concern, of this almost \$12 million, \$3.9 million are one-shots, it's money that the State assembled for the purpose of distributing a higher level of operating

assistance this year, it's not likely to recur at all next year in these kinds of numbers. We anticipate of the full amount we may receive between 11,300,000 and 11,600,000 this year in our calendar in our fiscal year depending on how it's distributed, which would mean that next year we would have, based on our estimates, between 8 million and 8.3 million. Normally we would ask for about 8.4, that's what we've asked for in the current year. So there's a lot of money coming in this year but it will not necessarily be there, not likely to be there next year.

Also, as part of the restructuring of the fares, there's a -- the revenues that we anticipated receiving for this year will drop by about \$423,000, next year about \$837,000 I believe. And we had a shortfall, as you may recall last year, in State Operating Assistance

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which their fiscal year extends into our calendar year of about 431,000. And I don't want to throw out too many numbers to make it confusing, but all together with the anticipated drop in revenue from the student fare as well, approximately \$2 million dollars has already been accounted for in terms of changes in the revenues we would have otherwise anticipated between this year and next year.

LEG. FOLEY:

Thank you, Mr. Chairman. And we'll hear from John Ortiz from the Budget Review Office in a moment, but let me just, Mr. Shinnick, ask you, this 11.9, you said one -- you said 3.9 is a one-shot; how do we know that it's a one-shot, is that what the State has told us or is it your presumption that the additional 3.9 will not be recurring revenue, how do you know that it's a one-shot?

MR. SHINNICK:

The tables we've seen from the State identify those funds as nonrecurring.

LEG. FOLEY:

Say that one more time, please. The tables --

MR. SHINNICK:

The table that we have seen from the State that displays the distribution of the money identifies that amount of money as being nonrecurring.

LEG. FOLEY:

Well, then how do they expect the locality to use those monies in one year if they're not going to be there in future years?

MR. SHINNICK:

I don't know. It's probably -- I couldn't speculate but it's quite

possible other systems are going to use it to offset their local costs in operating the services.

LEG. FOLEY:

When you spoke with your State counterparts, do they say to you specifically -- you said you looked at their table, but do they say to you specifically that these monies, additional monies will not be available next year or is this --

MR. SHINNICK:

No, this table says non recurring revenue --

LEG. FOLEY:

It says non recurring.

MR. SHINNICK:

-- for this State fiscal year. The New York Public Transit Association advises generally on this issue, because many other properties are also receiving enhanced money --

LEG. FOLEY:

Yes.

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MR. SHINNICK:

-- to be prudent with the expenditure of the money because it's not likely to be there next year.

LEG. FOLEY:

All right. If I just may go to John for a moment and we'll get back to you in a second, Bob. Can you lend anything else to that, John, is that your understanding, does any other info or prospective you'd like to add to the STOAP funding issue?

MR. ORTIZ:

The only thing that I'd like to add is really that the program costs are going up about a million dollars a year. So even though we're receiving extra revenue, it will be offset by increased costs, labor agreements with the bus companies. And that the program runs in a deficit about \$8 million a year, it's about \$25 million to run, we receive about 17 to \$18 million in revenue.

LEG. FOLEY:

Twenty-five million to run, 17 we receive in revenue and that 17 is broken down how, by fare box and --

MR. ORTIZ:

Right, fare box.

LEG. FOLEY:

What's the statistics on that?

MR. ORTIZ:

Fare box about 19% of the revenue, State Operating Assistance about 35%, Federal Aid is about 12%, and the County is about a third.

LEG. FOLEY:

Now, is that the general percentage breakdown or has there been great swings in the funding sources for revenues for buses?

MR. SHINNICK:

As you recall, last year the State Operating Assistance Program dropped substantially from what we had anticipated, so the State's roll last year as a percentage dropped as well. So, you know, you have --

LEG. FOLEY:

What was the high point of the State?

MR. SHINNICK:

Other than this year, we've received \$8.1 million.

LEG. FOLEY:

I'm talking about as a percentage of the pie, John says about 19%; has it been higher --

MR. SHINNICK:

That's for the fare box.

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LEG. FOLEY:

Pardon?

MR. SHINNICK:

That's probably the fare box, right?

MR. ORTIZ:

The fare box was 19, STOA was about 35% last year.

LEG. FOLEY:

Excuse me, okay.

MR. ORTIZ:

In 2000 we received 8.1 million in State Operating, last year it was 6.8.

LEG. FOLEY:

Okay. There have been years where the State has had a higher

percentage of the pie?

MR. SHINNICK:

Yeah. Some of their monies, and I don't understand the particulars, are revenue driven and they come from various accounts where the State collects taxes and fees. And if the money is there they'll distribute it, if not it doesn't get distributed.

LEG. FOLEY:

How do we intend to use -- this one-shot of 3.9, how do we intend to use those dollars? Have you put together -- have you put together a plan of spending this for -- even though it's one-shots, could they be used in certain ways to improve the bus service?

MR. SHINNICK:

The roughly \$2 million of funds that came out of the fare rollback and the drop in the previous year's State Operating Assistance account for at least half of that money. And I would strongly recommend that the money be used to maintain the County's share in the transit program, just, you know, adding it to the State's normal share.

It's difficult to anticipate operating a service for a part of a year that will not be funded in the following year, you know, that's part of the problem that we're facing here. We have equipment limitations as well.

LEG. FOLEY:

How do you mean -- why is it difficult, why do you say it's difficult?

MR. SHINNICK:

Well, we have no promise of the funding to be there next year, not even a hint of the funding to be there next year. If you start a service this year, whatever it might be, it's going to have a cost that carries through the following year; the intent I would assume is to not just operate it in calendar year 2002.

LEG. FOLEY:

So if we wanted to use those monies for enhanced services, what you're

telling us is that because they're one-shots, the money, the additional money would not be available next year through STOA, through the State?

MR. SHINNICK:

That's correct.

LEG. FOLEY:

Have they given any indication of what level of funding they would

have for next year?

MR. SHINNICK:

Based on what we can tell, we should receive, as I mentioned before, eight million and 8.3, depending on how much is distributed this year.

LEG. FOLEY:

I know we're waiting for the Chair to come back to the horseshoe, till he comes back to some other questions that were -- well, we're waiting for the Chair to come back to the horseshoe. Let me ask you this question then. The Executive and Legislative Task Force that was created some time ago spoke about the STOA funding and the problems with the STOA funding. Even though we have the increase of 3.9 for this year, wasn't there monies in prior years that were supposed to be coming to the County that didn't come and that it's actually not a 3.9, these are also monies that --

MR. SHINNICK:

Those are part of the one-shots. Several years there was money that was to be distributed -- this is Statewide, this is not just Suffolk County.

LEG. FOLEY:

Right.

MR. SHINNICK:

-- that they were not able to distribute and I forget what year it was, about four years or so, that didn't get distributed then. Subsequently, some of the money was distributed, but the rest of the money my understanding is is part of this package now.

LEG. FOLEY:

I will just ask a couple of more questions, Mr. Chairman. You say these monies, how does the State treat these monies, what are they called, these additional dollars?

MR. SHINNICK:

I'd have to get that for you.

LEG. FOLEY:

And the only question -- the reason I'm asking that question is if they have a pot of money that they give the different municipalities to add to their regular budget, are you telling us that next year that line won't be available for any municipality, these additional dollars, or is it just that this particular area of the State won't be receiving those dollars?

MR. SHINNICK:

The table I'm referring to displays Downstate and Upstate transit systems.

LEG. FOLEY:

Okay. So again, if this table that you're looking at, if these are dollars above and beyond what is usually given to a municipality and you're telling us that it's a one-shot for this year, is that pot of money then being utilized by the State in some other region of the State?

MR. SHINNICK:

I don't know the answer to that.

LEG. FOLEY:

Well, it will be very important, through the Chair and through the patience of the committee, that we have that information because if this table shows that those dollars are still available and it's just that the State isn't applying it to this area but it's some other area, well then we have an issue that we have to take up with the State. So what I would like through the Chair is that these tables that you're referring to as a follow-up committee meeting and prior to the committee meeting is to give us not only a copy of those tables but if you could find out whatever this extra funding source is, and I'm sure these tables have a programmatic description of these additional dollars, I find it difficult to believe that that money is just going to be zeroed out by the State. My suspicion is that the pot of money is still going to be available, but there must be some arbitrary decisions being made at the State level not to give additional monies to this area where it would go to another area. And I would like for you, Sir, to search that out.

MR. SHINNICK:

Fine.

LEG. FOLEY:

And I think, Mr. Chairman, I know some want to get to the agenda but perhaps Mr. Hymowitz wants to add to this particular point? Could we just have a quick one minute clarification, no?

CHAIRMAN CARACAPPA:

When it comes to budget issues, Legislator Foley, we won't take input from the public.

LEG. FOLEY:

Okay.

CHAIRMAN CARACAPPA:

Mr. Hymowitz has brought it to my attention and you've made it very clear on the record the concern that you and I have and we're going to

be working with Budget Review as well taking the information given to us by the Director in the upcoming weeks.

LEG. FOLEY:
Thank you.

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CHAIRMAN CARACAPPA:

And we'll hopefully you know disseminate through all the information and see where we're headed with relation to expenses and expenditures.

LEG. FOLEY:

So basically the 3.9 million, you just intend to have as part of offsetting the loss of revenues, it's not being earmarked for any enhancement or any improvement in transportation services.

MR. SHINNICK:

Well, as I mentioned, approximately two million has already been accounted for in the revenue declines that we can identify in the budget.

LEG. FOLEY:

There's not a \$2 million revenue decline since we passed the drop in fares, it's impossible. You said ridership is up and we didn't cut the fares until June of this year, so we're talking about the second half of the fiscal year of reducing it from 1.75 to 1.50, the student fare is not going to be reduced until October of this. So quite frankly, other than telling us verbally, perhaps we can see it on paper as to how we arrive at this \$2 million shortfall --

MR. SHINNICK:

I can do that.

LEG. FOLEY:

-- when there's been over a four million plus ridership in the system.

CHAIRMAN CARACAPPA:

We have a fairly aggressive calendar ahead of us, Legislator Foley, with relation to meetings, so we'll give Mr. Shinnick time to digest those numbers and get them back to us. Okay?

LEG. FOLEY:

Thanks.

CHAIRMAN CARACAPPA:

Any other questions with relation to the area of transportation?
Legislator Carpenter.

LEG. CARPENTER:

I just wanted to make one quick comment, really to Bob and the department in being so willing to embrace and being a little bit more forward thinking about helping to market the transportation system. I know that way back, it's got to be in 94-95, when I first mentioned getting the phone number out, it took a Legislative resolution to get the phone numbers put on the buses and I get the sense that that wouldn't be the case in today's environment. So I thank you for being so responsive.

MR. SHINNICK:

Thank you.

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CHAIRMAN CARACAPPA:

I have one last question, it's with relation to correspondence that both you and I received from the group SILO, they do a pretty good job in going out and doing a self-review of bus services and each and every route and how they're handled. Their comments are actually favorable, they say some very good things about each and every route that they observe, but they do continually say that one of the major problems is that majority of the routes, the stops on the routes are not announced; this I know you are aware of, how are you handling it?

MR. SHINNICK:

Well, first off, the work of the volunteers who work for SILO is very much appreciated because they have a schedule of attendance on buses that can be eyes and ears for us and they report back and what we do is contact the bus carrier directly with the information. The bus carriers themselves are monitoring their drivers, they do sensitivity training, they've been instructed on how and what to say in terms of the bus stop announcements. But directly related to the findings of the SILO people, the drivers are brought in for various forms of disciplining, it can go anywhere from a mild reminder or reminder to a full hearing into whatever the their union contract allows them to do, they're very serious about following up on it. You know, that's what we can do.

The drivers, most of the drivers are doing the announcements the way they should but, you know, periodically -- and I read those letters and there are specific drivers who at least not doing it when these people are on the buses and perhaps not even at all.

CHAIRMAN CARACAPPA:

In some instances not at all. And you know going back with the correspondence that I have back to April and continue right up until the present day, still the number one problem is the non addressing of stops. So whatever they're doing to remedy the situation I think they need to step it up a bit.

MR. SHINNICK:

And I absolutely agree with you. This is something that shouldn't be happening, the announcements are absolutely essential to many people and it's really not that difficult for somebody to do.

CHAIRMAN CARACAPPA:

Okay. My final comment to you is something I mentioned earlier. Public transportation I think as a government service, especially in a County the size of Suffolk County, is probably one of the biggest problems or biggest issues that we're going to face or we are facing now and it's going to just become more difficult in all aspects, whether it be logistically or financially, more so financially. And we know that you're doing everything that you can. Is there more to be done? Without question and I hope that you work in a very close way with what we're proposing in a Transportation Advisory Board as a committee and with the not-for-profits and the advocates that are on the buses. And I know that you're listening and you're doing the best that we can and we as a committee and the Legislature appreciate it. But please know that public transportation and the advancement of public transportation is at the top of our agenda as a Public Works

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Committee and we have a very close eye on improving it. We thank you for your time.

MR. SHINNICK:

Thank you.

CHAIRMAN CARACAPPA:

All right, I'd ask members of the committee to come back in so that we can get right back to the agenda. Commissioner, why don't you come on up, Commissioner Bartha.

TABLED RESOLUTIONS

1029-02 has expired under the six month rule, so please strike that from your agenda.

1504-02 (P) - A Local Law to reform process for Public Works change-orders (Towle).

LEG. FOLEY:

Motion to table.

CHAIRMAN CARACAPPA:

Motion to table by Legislator Foley, second by myself. All in favor? Opposed? Tabled 4-0-0-1 (Not Present: Legislator Bishop).

1700-02 (P) - Revising and clarifying use of Capital Project priority ranking system for implementation of Capital Budget & Program projects (Caracappa). Before I make a motion to table again, Commissioner, how are we coming along with the work that the department is doing with relation to this?

COMMISSIONER BARTHA:

We're coming along well. The data input is proceeding and we hope in September to be able to provide you with a full report. We have the sheets now, the format for the summary sheets that we can share with you, so I think we're making good progress.

CHAIRMAN CARACAPPA:

Excellent. I will make an appointment to come and see you and do I guess a quick run-through as Chair and then we'll set up a report for the entire committee and we can run through it as a committee on the record during one of our September meetings. Legislator Crecca.

LEG. CRECCA:

Yeah, I just have a question. As Chairman of the Finance Committee we have the Bishop bill before us; is that a companion bill to this or is that a conflicting bill?

CHAIRMAN CARACAPPA:

No, it's completely separate.

LEG. CRECCA:

Okay. I just wanted to know because we've been tabling it there awaiting some of this information too and I don't know if we should, you know, table it subject to call or what the situation is.

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CHAIRMAN CARACAPPA:

No, I certainly think you should hold off and wait till you see what the department has to offer because many things that this committee and prior Chairman and prior committees and prior Legislatures in the County of Suffolk have asked for are now being put together as it relates to the Capital Program and Capital Budgeting and the way we deal with projects. So I think it's quite innovative and something that's been a long time coming and so I'd ask you as Chair of Finance to hold off until you see a presentation yourself.

LEG. CRECCA:

That's fine. Thank you.

CHAIRMAN CARACAPPA:

So motion to table by myself, second by Legislator Foley. All in favor? Opposed? Tabled (VOTE: 4-0-0-1 Not Present: Legislator Bishop).

1764-02 (P) - Authorizing execution of an agreement by the administrative head of Suffolk County Sewer District No. 11 - Selden with the developer of Land Division Map of Marie Gagnon (County Executive). I will make a motion to approve. Legislator Foley?

LEG. FOLEY:
Second.

CHAIRMAN CARACAPPA:
Okay, second by Legislator Foley. All in favor? Opposed? Abstained? 1764 is approved (VOTE: 4-0-0-1 Not Present: Legislator Bishop).

1765-02 (P) - Transferring escrow account revenues and transferring assessment stabilization reserve funds to the Capital Fund, amending the 2002 Operating Budget, amending the 2002 Capital Budget & Program and appropriating funds for improvements to the facilities in Suffolk County Sewer District No. 18 - Hauppauge Industrial (CP 8126) (County Executive). Legislator Crecca, what's your preference?

LEG. CRECCA:
I'm going to make a motion to table at this time.

CHAIRMAN CARACAPPA:
Motion to table by Legislator Crecca, second by Legislator Carpenter. All in favor? Opposed? 1765 is tabled (VOTE: 4-0-0-1 Not Present: Legislator Bishop).

INTRODUCTORY RESOLUTIONS

1804-02 (P) - Directing Suffolk County Department of Public Works to proceed with County Construction Project Relocation (Towle).

LEG. FOLEY:
Explanation.

CHAIRMAN CARACAPPA:
This is -- well, Paul, if you want to but this pertains to the LIPA relocation of utility poles and roadwork. So why don't you give us a brief rundown, Paul.

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MR. SABATINO:

This is -- there's a dispute with regard to a relocation of LIPA facilities and there's going to be litigation and this particular bill is linked to that litigation which is to go forward with the projects but reserve the County's right to back-charge LIPA and keep track of all of the expenses and account for them so that the litigation can recover 100% of the actual costs that are occurred.

CHAIRMAN CARACAPPA:

I'm going to make a motion to approve.

LEG. FOLEY:

I will second the motion, but can we have some comments from the Commissioner's Office?

CHAIRMAN CARACAPPA:

Sure. Commissioner?

COMMISSIONER BARTHA:

We certainly support this resolution. I do point out that there's what I would consider a companion resolution because this one does not provide funding and not all of our projects have sufficient funding to reimburse LIPA 100% of their costs. The companion resolution was tabled at the Economic Development Committee meeting on Monday.

LEG. FOLEY:

I would still like to see us as the Public Works Committee approve the resolution because of the need to get these projects moving. I know the engineer is in-house and others also would like to see these projects move and I think we all have projects in our districts that have been delayed by some time because of this issue of relocating utility poles. So we shouldn't stop the people's business because of a distance of five feet in some cases.

CHAIRMAN CARACAPPA:

Motion by myself, second by Legislator Foley. All in favor? Opposed? It's approved (VOTE: 4-0-0-1 Not Present: Legislator Bishop).

1851-02 (P) - Authorizing execution of an agreement by the Administrative Head of Suffolk County Sewer District No. 14 - Parkland with the Developer of Burger King at Waverly Avenue (Foley).

LEG. FOLEY:

Motion to approve.

CHAIRMAN CARACAPPA:

Legislator Foley, second by myself. All in favor? Opposed?

Abstained. It's approved (VOTE: 4-0-0-1 Not Present: Legislator Bishop).

1856-02 (P) - Adopting mass transportation system map policy for Suffolk County (Postal). Motion by Legislator Foley, second by myself. All in favor? Opposed? Abstained? Approved (VOTE: 4-0-0-1 Not Present: Legislator Bishop).

these resolutions, even though we're on the last one already.

1859-02 (P) - Creating Suffolk County Transportation Advisory Board (Foley). There's a -- we have to table pending a public hearing according to Counsel.

MR. SABATINO:

I take it back, I apologize.

CHAIRMAN CARACAPPA:

I was going to say, it's not a Local law. So there's a motion by Legislator Foley, second by myself.

COMMISSIONER BARTHA:

I would like to make one point.

LEG. FOLEY:

Yes, given the importance of the resolution, please, Commissioner.

CHAIRMAN CARACAPPA:

Absolutely.

COMMISSIONER BARTHA:

Obviously a lot of very good things can come out of this board. Our only problem with it is I believe it's the tenth RESOLVED clause provides for Public Works to provide the clerical support, postage and all that; we just are not set up to be able to do that. We have one clerical, one secretary in the Transportation Division who's retiring under the retirement incentive, thus we will not be able to replace her until next year.

LEG. FOLEY:

Motion to approve.

LEG. CARPENTER:

I thought you were making other changes, I thought you were tabling it.

CHAIRMAN CARACAPPA:

I'm going to make a motion to --

LEG. FOLEY:

Well, I still would like to make a motion to approve to get it on the floor. Even though we're not going to make the changes in time for next Tuesday, because it's a night meeting a number of residents, particularly from Eastern Suffolk, do intend to speak. So I would like at least to have it on the floor so their points would be well taken and then some of the minor changes that will be made to the bill will enable us to vote on September 17. But I would as a committee would like to see it reported from the committee and then we can amend it

for the following meeting.

CHAIRMAN CARACAPPA:

Following meeting, but for those who are still here that plan on attending and bringing other people with them to Tuesday night's

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meeting, just know that we won't be voting on it Tuesday night and you may want to attend the following General Session of the Legislature when we most certainly will be voting on it at that point in time due to the needed corrected copy.

LEG. FOLEY:

The reason why is some may only be able to make it --

CHAIRMAN CARACAPPA:

Right, it's the east, it's the Riverhead meeting.

LEG. FOLEY:

And it's a night meeting, that's the other part, too.

CHAIRMAN CARACAPPA:

Yes. But I just wanted to make it clear to them that they didn't show up thinking that we were voting on it next Tuesday night when we have to make some changes, but be rest assured, we will be voting on this in the very near future and approving it. So there's a motion to discharge without recommendation by Legislator Foley, second by myself. All in favor? Opposed?

LEG. CARPENTER:

On the motion, I just had a comment I wanted to make.

LEG. FOLEY:

Sure.

LEG. CARPENTER:

Having sponsored the resolution to form the Transportation Advisory Board or a task force way back in the early 90's and it was very, very effective, and one of the components that I don't see here -- and I apologize for not calling you sooner about it --

LEG. FOLEY:

It's okay.

LEG. CARPENTER:

-- is to include representation from the Health Department. When we have that advisory task force, or it wasn't an advisory board it was actually a transportation task force, we had representatives from the Health Department and Human Services. And your point before about

departments interacting, at that time there was a health center that was going to be relocated and a Social Services Department and neither of the two knew that, you know.

LEG. FOLEY:

Right. We can make --

LEG. CARPENTER:

And because health services very often are something that people need that public transportation for, I think their participation and input would be very --

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LEG. FOLEY:

The point is well taken and that's why in addition to this board which is important on its own to be --

LEG. CARPENTER:

I know what you said already.

LEG. FOLEY:

We're going to be doing the Human Service Coordinating Committee also as well. Mr. Chairman, if I may ask.

LEG. CARPENTER:

I also would like to just ask the Clerk to add me as a cosponsor.

LEG. FOLEY:

Thank you.

LEG. CRECCA:

You can add me as a cosponsor also.

LEG. FOLEY:

Thank you. Mr. Chair, just as a -- I know normally we discharge without recommendation if we know we're going to at least table it one round, but given the importance of the issue and the feelings of all of the committee members, can we make the -- change the motion to approve with the understanding that we won't be voting -- we'll be tabling it out on the floor in order to make some minor changes to the bill? Because I know some in the Legislature when they hear that a committee discharges a bill without recommendation, for some it raises a yellow flag and I just don't want that impression to be given to our colleagues.

LEG. CARPENTER:

Somehow I think you will make sure that they hear from you on Tuesday that that is not the case.

LEG. FOLEY:

Well, I'm taking out a little added insurance.

LEG. CRECCA:

If you promise not to say anything on the bill on Tuesday.

LEG. FOLEY:

Well, no, we still have -- no, there's things that people have been waiting a long time for something like this to happen.

CHAIRMAN CARACAPPA:

I'll play Monty Hall right now and I will make you a deal. I will approve this with you as long as you keep your comments Tuesday night to under 30 seconds.

LEG. FOLEY:

I'll keep them appropriate to the questions that are raised.

CHAIRMAN CARACAPPA:

A politician if I ever heard one.

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LEG. FOLEY:

So motion to approve, Mr. Chairman.

CHAIRMAN CARACAPPA:

Second by myself. All in favor? Opposed? It's approved (VOTE: 4-0-0-1 Not Present: Legislator Bishop). One

LEG. FOLEY:

Thank you.

CHAIRMAN CARACAPPA:

Any other business to come before this committee? Hearing none, we're adjourned.

(*THE MEETING WAS ADJOURNED AT 1:36 P.M.*)

Legislator Joseph Caracappa, Chairman
Public Works & Transportation Committee

{ } - Denotes spelled phonetically

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