

**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 **June 3, 2003**.

Members Present:

Legislator Joseph Caracappa - Chairman
Legislator Brian Foley - Vice-Chair
Legislator Andrew Crecca
Legislator George Guldi
Legislator William Lindsay

Also in Attendance:

Paul Sabatino - Counsel to the Legislature
Phyllis McAlevey - Aide to Legislator Caracappa
Alexandra Sullivan - Chief Deputy Clerk/SC Legislature
Bryan Galgano - Aide to Presiding Officer Postal
John Ortiz - Budget Analyst/Budget Review Office
Nicole DeAngelo - Intergovernmental Relations/County Executive Office
Charles Bartha - Commissioner/SC Department of Public Works
Richard LaValle - Chief Deputy Commissioner/Department of Public Works
Leslie Mitchel - Deputy Commissioner/SC Department of Public Works
Bob Shinnick - Director/Transportation Division/DPW
Ben Wright - Director/Sanitation Division/DPW
Bill Shannon - Director/Highway Division/DPW
Tom LaGuardia - Buildings & Grounds/Department of Public Works
All Other Interested Parties

Minutes Taken By:

Alison Mahoney - Court Stenographer

(*The meeting was called to order at 3:13 P.M.*)

CHAIRMAN CARACAPPA:

Alison, you can take this down for the record, that Legislator Crecca, due to his appearance in court on behalf of the redistricting plan has an excused absence this afternoon.

We'll start the committee meeting today with a salute to the flag led

by Legislator Guldi.

Salutation

Good afternoon, everybody. We have a lengthy agenda but we do have one card. I will bring the speaker up now, Mr. Britta. Lou, just grab a seat at the table and turn the microphone on, there's a button right on top and feel free to proceed.

MR. BRITTA:

Hi. My name is Lou Britta, I live in the Sachem School District and I'm here to talk about a few things. First of all, County Road 16, I know the plan, I've been to the hearings, I will say that about eight out of ten people that those hearings that I went to does not want the road widened. There's definitely a traffic problem there in the afternoon but a lot could be done about removing traffic.

One of the major sources of traffic is the high schools. We have three large high schools, they're all right next to County Road 16 and they're all on the north side. Now, we can't pick one up and move one into Holbrook or something like that, but that was the original plan of the district. Sachem North was supposed to be Holbrook High School and somehow it moved to Lake Ronkonkoma, so now we have two high schools in Lake Ronkonkoma and no high schools in Holbrook. You can see that -- Holbrook, with a town of over 30,000 people perhaps, in the near future anyway, 30,000 people, at least one person a family a day, which might be 5,000 students will go over that line over Portion Road in that direction; if they had their own high school they wouldn't have to make that trip and there won't have to be that many buses. I think going to the high schools in Sachem, we have over 60 buses just for the high schools and Sachem East hasn't opened yet. One good point is that when Sachem East does open all the traffic that's going west will be divided, half will be going east, so that will be resolved, that Portion Road problem a little bit.

There's one thing that I found out. See, my sister wants the road widened and I don't, okay, but she says -- she has a valid point, she says, "I couldn't get to see my niece, I can't get to her house, the traffic is so bad in the afternoon." So I said, "Well, maybe what you really need is an access road to get out of Maple Crest Development," and I said, "What you should be looking for is trying to put an access road in there to the Expressway." So I went over there and I looked for a possible spot that an access road could go to, I found an access road, it's barricaded off. And I have a photograph of it, apparently there was a car accident there several years ago and Islip Town closed off the road. And I talked to nearest family there and they said they wouldn't mind if it was reopened.

CHAIRMAN CARACAPPA:

Lou, it's Brookhaven Town, right?

MR. BRITTA:

Brookhaven Town. Maple Crest is located almost in the center of where the traffic problems are between Nichol's Road and the School Street area, Patchogue-Holbrook Road; there's a 7-Eleven store on the corner. Now, that is not -- I have about seven pictures but I didn't bring them all today, I think I left them at the Windham-Windwatch, I'll get them to you or maybe I'll bring them right to Brookhaven Town myself.

But if that access road was open, let me tell you what it would create. There's about 150 homes, figure two cars per home, that's about 600 cars and most of them will be leaving in the morning and coming back in the afternoon, plus visitors like my sister, for example, trying to visit my niece. You figured that all up and together that combines to be one mile of traffic, 16 foot per car, it would be a mile of traffic. Now, at least three-quarters of that wouldn't have to go out on Portion Road if that access road was open, they could go south to the Expressway, they could even go to Morris Avenue and Morris Avenue leads to Division Street so they could go west up Waverly Avenue if they wanted; they don't even have to go on Portion Road or they could go east on Expressway Service Road.

There's many things that could be done in that area. You know, I suggest -- I know where Brian Foley's office is in Patchogue, if people from the north part of the district, in North Holbrook and Patchogue, if they want to come south they could take Nichol's Road and cross right over Portion Road, but I bet lot of them come up Patchogue-Holbrook Road and that's a problem, okay. Dr. Bernardini's Office I know was already purchased by the County for \$450,000, that's at the end of Patchogue-Holbrook Road and apparently it would help the schools if we go across the street. But I still contend that that is a residential area and if Patchogue-Holbrook Road continues across the street also with the school buses, it's going to wind up in a residential area, namely meander over to Hawkin's Avenue which already has enough traffic on it.

So we're at a stage now, we don't think everything is working. The HOV lanes on the expressway, for example. Heartland community, okay, my secret way home is to find a HOV lane that I can get on, okay, because it's very difficult to get on a HOV lane when you're coming out of Heartland Community. Because you can't get to Sagtikos many days because it's too crowded, so I have to get go west to Commack Road with a HOV partner in the car with me and I have to go north and I have to go through the Pilgrim State Hospital grounds, I have to go back east and I have to go Crooked Hill Road down south again towards the Sagtikos, back to the Sagtikos and get on the Sagtikos. Because Commack Road doesn't lead to a HOV lane, but Sagtikos is so you have

to go down to exits 53 instead of 52 because Commack Road bypasses the HOV lane. So once I'm on the HOV lane, okay, and I want to go to Ronkonkoma, I can pass about 752 cars and I get off and I slow up 752 cars because I have to get over on the HOV lane. The HOV lane does not exit the highway, okay, so you're actually slowing down traffic if you're using the HOV lane.

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It's just everything has -- it seems like we have to do something else. One of the suggestions that came out of our civic meetings was to have maybe a monorail system and I was walking around the County talking to people and driving all around the County, actually, I went out to Riverhead and I went to all the Suffolk Community colleges and all the town halls. I spoke to every place that has over a thousand people of significance, the colleges, I went to New York Institute of Technology, I went to the Citibank Park over there and I asked them, "What do you think about a HOV lane," and they all said -- HOVE lane, excuse me, a monorail and they all said they would love to have it. You know, it's something that maybe this County should look into. There are monorails all over the country now, in airports, in the city of Seattle, the entire city is going to be under monorail. Las Vegas started a monorail that's going to extend all the way to the strip, from the strip all the way to the city.

And believe it or not, there's a man in Sinking Springs, Pennsylvania called Weaver and he's famous because he made the Weaver Chickens. Well, he also makes the best pneumatic brakes for monorail cars and they ship them out all over the world and he gave up the chicken business because he's doing such a success with these brake system that he's working. I found that out from the Tampa Airport where they have that and also, believe it or not, there's a man that works in King Kullen in CI that used to work on the Disney monorail system and he confirmed what he said.

You know, there's a lot of interest in Suffolk County to improve transportation and it seems like a lot of people are trying hard to do it. Just take a look at the Ronkonkoma Railroad Station today, okay. When Nelson Rockefeller said 35 years ago that the Long Island Railroad is going to be the greatest in the world on such a such date, well, my car was stuck at the Ronkonkoma Railroad Station and there was no parking stalls for about a hundred cars so they parked at random and one of them parked right behind my car, I was in a parking stall. And I called up Brookhaven Town, I said, "You've got to do something, you know, you've got to put down a sign that says use parking stalls or something, and sure enough they did, they put a sign up that says, "Use the parking stalls." Well, I think that sign is well known all throughout the country, the world perhaps, because it seemed like everybody in the world is now using parking stalls at

Ronkonkoma Railroad Station and every year those parking stalls have grown and grown and grown, now we have an eight story high parking area. What are we going to do about it? Right now it's all packed. I mean, the train is supposed to help transportation, it's a commuter train; is it helping us or is it hurting us? Are we getting all this traffic on the road to go to one area and wait for a specific train at a specific time when people could actually drive at random at any time they want when it's less traffic? All the schedules have to be looked at. If we leave Heartland by train, going back to Heartland which is one of the most serious areas, I think much more serious than Ronkonkoma right now.

CHAIRMAN CARACAPPA:

That would be Deer Park, correct?

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MR. BRITTA:

Yeah, Heartland and Deer Park. Your railroad station is right there, I could easily take a train to Ronkonkoma and go home except that you have to wait a half hour for a train; I could drive home faster than that. You know, it doesn't make sense. If you had a monorail system you could have the monorails waiting in line for people when they get out of work. They don't have to stop for red lights or crossing guards or anything, you know, there's a direct line and I think Suffolk County should seriously look into this. I mean, I'm not in the monorail business at all, in fact, I was a County employee for 30 years. So I'm retired now and I just got interested in this and I started looking into doing some independent research and I found out that something might be worth while in Suffolk County. Because if we don't do something soon we have to think about banning cars from certain areas or something like that which might not be the answer either. All right? That's about it.

CHAIRMAN CARACAPPA:

Well, Lou, I appreciate it. If you're talking about banning anything, you came to the right place. Lately the Legislature seems to be quite good at banning just about everything it could get their hands on; that's said half-jokingly.

With relation to County Road 16, I just want to put on the record for you -- and I appreciate you coming forward and mentioning what the community is saying. The project, Legislator Foley and I have worked on the preplanning and everything else that has to do with County Road 16 now for almost four years. We opened up the process to the community, we delayed the process in an effort to get input from the community and just for the record, Legislator Foley and I are prepared to continue that course and in an effort to make sure that the road, once it is finally designed, is one that this will make Ronkonkoma

come together as opposed to splitting it in half. And unfortunately road projects, as we see throughout the County of Suffolk and Nassau County and the region, when they're done they tend to separate communities as opposed to pulling them together. They tend to be speedways and they tend to be kind of ugly, just thoroughfares as opposed to community boulevards.

And that's been our approach from day one with the community and we've been very fortunate as Legislators from the area to have people such as yourself and the people from other organizations who were pretty well educated on the process of creating roadways that are safe and but still effective. And we're going to continue that process and we're going to reopen the process and we're going to do whatever it takes to make sure that process and the window to bring new ideas to the County Road 16 plan, we're going to make sure that they're made available and brought forward. So that's at least one bit of good news with relation to County Road 16.

The monorail system, of course, people have been talking about monorails for some time now. When they just started talking about the HOV lanes and putting them on the Expressway, even the first phase ten, 12 years ago, it was originally anticipated that someone put a monorail right down the middle of the LIE and I think they're still talking about that, I think my colleagues would probably agree with me

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that some people are still debating the idea of putting a monorail right down the middle of the Long Island Expressway. So your ideas are forward thinking. We as the Public Works Committee and Transportation Committee appreciate it and we take it seriously. And hopefully the department Commissioners and staff are sitting right behind you , they heard you and hopefully they'll take it seriously as well.

(*Legislator Crecca entered the meeting at 3:27 P.M.*)

MR. BRITTA:

Can I say one thing, Joe, about that?

CHAIRMAN CARACAPPA:

Sure.

MR. BRITTA:

When you put a monorail straight down the LIE, okay, you're competing with the Long Island Railroad, and you still have to put a station somewhere where that monorail would be. Now, if you put a monorail that could like curve around and pick people up before it goes down the LIE or before it goes to -- it would be better that it came in north, west and east or whatever and then just swooped down and took

people wherever they have to go.

CHAIRMAN CARACAPPA:

Right, very similar to a bus system but -- I understand what you're trying to say, something you could walk to from your homing, something you could use if you go shopping, something you don't have to drive to to access.

MR. BRITTA:

The fact of the matter is, I mean, monorails, you could have meadows and monorails and no roads at all and go every place you want to go to. You know, right now we're losing grass at a great number of -- everybody might go up to the new Brookhaven Town Hall just to see some grass grow.

CHAIRMAN CARACAPPA:

Yeah.

MR. BRITTA:

I mean, that's about it because if you keep taking -- widening the roads and taking away lawns and trees and everything, what do we have left? You know, it's -- okay, that's enough.

CHAIRMAN CARACAPPA:

We appreciate you coming down --

MR. BRITTA:

Thank you very myc.

CHAIRMAN CARACAPPA:

-- and sharing your thoughts. Thank you so much.

LEG. FOLEY:

Thanks, Lou.

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CHAIRMAN CARACAPPA:

Any other members of the public who would like to speak before the committee before we go to the agenda? Hearing none, we'll go directly to the agenda.

LEG. CRECCA:

Point of personal privilege, Mr. Chairman?

CHAIRMAN CARACAPPA:

Yes, I'd like to just announce that Legislator Crecca has arrived. We appreciate you making the efforts to get out of court and get to the committee meeting.

LEG. CRECCA:

That's all I wanted to say, is that I was in Federal Court until a few minutes ago and came straight here.

LEG. LINDSAY:

We knew that, we excused you.

CHAIRMAN CARACAPPA:

We did put it on the record that we expected you to be there all afternoon, that's why we appreciate you getting here in a timely fashion. Okay, let's go right to Tabled Resolutions.

Tabled Resolutions

1207-03 - Authorization of rates for Sayville Ferry Service, Inc., for Cross Bay Service between Sayville, New York, and the Fire Island communities of Fire Island Pines, Cherry Grove and Water Island (Presiding Officer Postal). Could we get Counsel, please, before we go any further?

LEG. GULDI:

You don't mean me.

CHAIRMAN CARACAPPA:

No.

LEG. CRECCA:

I would like to sing a ballad.

CHAIRMAN CARACAPPA:

Please, feel free.

LEG. FOLEY:

Of the 18th district.

LEG. LINDSAY:

Can we start on something that we don't need Legal Counsel?

CHAIRMAN CARACAPPA:

Let's go to 1223-03 - Adopting Mass Transportation Public Information Policy for displaying bus route information for Suffolk County (Presiding Officer Postal). Commissioner, come on up.

LEG. LINDSAY:

Why was that tabled last time?

CHAIRMAN CARACAPPA:

I believe we had passed this at the last meeting.

LEG. FOLEY:

I think so. We passed that, I believe we did.

LEG. CRECCA:

Which one we looking at, Mr. Chairman?

CHAIRMAN CARACAPPA:

1223. There was a motion by Legislator Postal to approve. Are you under that understanding, Commissioner?

COMMISSIONER BARTHA:

I'm not sure, but we had worked with Legislator Postal's office and were satisfied with the final version.

LEG. FOLEY:

I think we approved it at the last General Meeting.

CHAIRMAN CARACAPPA:

I believe this was approved. Let's skip over it.

1293-03 - Approving the extension of license for North Ferry Co., Inc. (Presiding Officer Postal). The public hearing I believe was recessed; see, that's why we need Counsel here. I can't be too sure, I'm almost positive the public hearing was recessed.

LEG. LINDSAY:

Here he is.

CHAIRMAN CARACAPPA:

Let's start from the beginning.

1207-03 - Authorization of rates for Sayville Ferry Service, Inc., for Cross Bay Service between Sayville, New York, and the Fire Island communities of Fire Island Pines, Cherry Grove and Water Island (Presiding Officer Postal). What is the status of this application?

MR. SABATINO:

Okay, the public hearing was closed. We had tabled it the last time because we were waiting for the BRO report.

CHAIRMAN CARACAPPA:

Which I haven't seen.

MR. SABATINO:

Which I --

LEG. GULDI:

I just spoke to BRO about this before the Steering Committee meeting and the report is not finished, they're waiting for more information.

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CHAIRMAN CARACAPPA:

Motion to table by myself, second by Legislator Foley. All in favor? Opposed? Abstained?

1223, it's my understanding that this was approved at the last Legislative Meeting, this is Adopting Mass Transportation Public Information Policy for displaying bus route information for Suffolk County (Presiding Officer Postal).

MR. SABATINO:

1223, according to our records, there was a corrected copy filed but it was tabled. I think it was tabled because of the corrected copy.

LEG. FOLEY:

Tabled where, in committee or on the floor?

CHAIRMAN CARACAPPA:

It was on the floor.

LEG. FOLEY:

It was on the floor for quite some time. It wasn't reassigned to committee I don't think.

CHAIRMAN CARACAPPA:

No.

LEG. FOLEY:

But it was definitely out of committee and on the floor for about at least two to three --

LEG. GULDI:

Is this the same resolution?

MR. SABATINO:

Well, my file -- my book shows May 5th we filed a corrected copy which would have made it eligible for May 13th.

LEG. CRECCA:

Can't the Clerk tell us?

MR. SABATINO:

Why don't we just get the Clerk's Office because I -- I mean, my secretary keeps that aspect of it in compliance -- in correspondence with the Clerk.

LEG. FOLEY:
Let's go to 1293.

CHAIRMAN CARACAPPA:
Mr. Schinnick, you have something to lend to that?

MR. SCHINNICK:
I just wanted to show the Commissioner a piece of information.

CHAIRMAN CARACAPPA:
Oh, okay, I thought you had something to tell us.

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1293-03 - Approving the extension of license for North Ferry Co., Inc. (Presiding Officer Postal). I believe this public hearing was recessed.

MR. SABATINO:
Yes, that's my recollection, but I'm just going to double check.

LEG. GULDI:
Motion to table.

CHAIRMAN CARACAPPA:
Motion to table by Legislator Guldi, second by myself. All in favor? Opposed? 1293 is tabled (Vote: 5-0-0-0).

1296-03 - A Local Law to establish policy for connection by premises outside Southwest Sewer District No. 3 (Postal).

LEG. CRECCA:
Motion to table.

CHAIRMAN CARACAPPA:
There's a motion to table by Legislator Crecca. I will second that --

LEG. GULDI:
On the motion.

CHAIRMAN CARACAPPA:
-- for one cycle.

LEG. GULDI:
On the motion. What's the substance of the bill and why are we tabling it?

CHAIRMAN CARACAPPA:

Well, the substance of the bill is it basically puts certain -- what's the proper word?

LEG. CRECCA:
Moratorium?

CHAIRMAN CARACAPPA:
It's not a moratorium, it actually -- it makes those who want to hook-up from outside do additional work. Ben, come on up, or Charlie, you have it?

COMMISSIONER BARTHA:
Well, it's not our resolution, it's Legislator Postal's resolution so I would prefer not to be the one to characterize it.

LEG. GULDI:
Counsel?

LEG. CRECCA:
Mister -- I can answer that question partially from my point of view. One of the reasons that I think it needs to be tabled, and I certainly will talk to the sponsor, but it's basically suggesting that they be

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hooked up to Sewer District 18 which at this point I don't think is ready to take those connections, it may be down the road. But I just don't like this as a policy statement of the Legislature. I want to have the flexibility as we move forward to connect to the right -- if someone is going to connect, then they should connect to the proper sewer district.

CHAIRMAN CARACAPPA:
From what I understand this resolution to be --

MR. SABATINO:
You want me to just jump in?

CHAIRMAN CARACAPPA:
Yes, go ahead, Paul.

MR. SABATINO:
1296, the goal of Presiding Officer Postal on this one was to condition hook-ups to the Southwest Sewer District by outside contractees on a couple of public policy objectives, one of which was that in the case of a residential development the applicant would have to commit to at least 20% affordable housing units with the affordable housing to be in place for at least ten years. Part of that was also to require that the mains that would be installed would be larger than

necessary for just the applicant so that others could then use the out of district hook-up at a later date. And then the last condition was to also require them to have pump station construction that would be larger than they need so that it could accommodate other parties at a later date.

MR. SABATINO:

So a purely Southwest Sewer District --

LEG. GULDI:

Yeah, it would have no impact outside of Sewer District 3 whatsoever, and it would have no impact on anything except applications for residential developments.

LEG. CRECCA:

Is that true, the second part, or does two and three also apply to nonresidential developments? No, it applies to all --

CHAIRMAN CARACAPPA:

That's how I read it.

LEG. CRECCA:

-- business industry.

MR. SABATINO:

It applies to -- it applies to all business industry or residential. But the affordable housing component, which was Item No. 1 that I described, only applies to the residential.

LEG. GULDI:

I see.

MR. SABATINO:

But you're right, the other two categories would apply across the board.

LEG. GULDI:

And --

LEG. CRECCA:

And then not -- I'm sorry, go ahead.

LEG. GULDI:

Yeah, and the other question I have is with respect to the interceptor main sizing and the pump sizing, how much larger than required? It doesn't seem to have any criteria in the bill and who would develop that criteria since it's not in the bill?

MR. SABATINO:

I think that's one of the points that should be fine tuned in the legislation. But that was the direction that I received, was to just provide for the generic language. I mean, you can go a generic language but then you leave yourself open to issues down the road.

LEG. GULDI:

Right, it's 101% of minimum -- it would be technically larger than required but insignificant.

MR. SABATINO:

That's correct.

LEG. CRECCA:

Also, there's no flexibility here, too, if we wanted to do -- if there was an exceptional project, you know, for example, that involved residential housing, it would have to be defined as 20% affordable. And I don't know if it even speaks specifically as to define what affordable housing is; does it, Counsel?

MR. SABATINO:

Well, it does, it ties it into the Chapter 36 of our County Code. So it would be in lock step with the affordable housing program that we've established but, I mean, you are correct, you would be looked into that as opposed to having flexibility. I mean, these are public policy issues that you have to debate.

CHAIRMAN CARACAPPA:

Okay. I think Legislator Crecca makes some valid points with relation to fine tuning the legislation one cycle. I'm meeting with the sponsor directly following this meeting, I'll bring it up to her and ask that she fine tune the areas of concern. So at this point in time I'll make a motion to table by Legislator Crecca, second by myself. All in favor? Opposed? It's tabled (Vote: 5-0-0-0).

Introductory Resolution

1320 -03 - Authorizing connection and discharge to the Suffolk County Sewer District No. 3 - Southwest by 50 Republic Road/HU 1379 (County Executive). This is an outside hook-up, correct, Commissioner?

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COMMISSIONER BARTHA:

That's correct.

CHAIRMAN CARACAPPA:

Is there a motion?

LEG. GULDI:

On the resolution. Who is the occupant of 50 Republic Road, what's the purpose of the building, what's the current use, what will the changes in use be as a result of this application?

COMMISSIONER BARTHA:

It's an office warehouse complex. The connection fee the district will receive would be \$77,000. As far as the occupant --

LEG. GULDI:

I see it in the backup, it says that the proposal is a conversion of existing 40,000 -- 39,900 square foot office warehouse into a 90,290 office warehouse.

LEG. CRECCA:

The other part's already been done?

LEG. GULDI:

No, it indicates it would facilitate an expansion.

CHAIRMAN CARACAPPA:

At 5,186 gallons per day.

LEG. CRECCA:

Is there a recommendation from the Commissioner?

COMMISSIONER BARTHA:

Oh, yes, we've requested this resolution. The sewer agency approved it and we would like to see it happen. We are advocates of using the capacity at Bergen Point and receiving connection fee money which has allowed us to make improvements at Bergen Point at no cost to the homeowners and businesses within the district by using the connection fee money.

LEG. GULDI:

Yeah, but who are the tenants, occupants and owners of this address? We don't know who the economic beneficiary of this intensification and development and business would be from the resolution that's before us.

COMMISSIONER BARTHA:

We can get you a copy of the application. Normally we send it over, apparently it's not attached here.

LEG. FOLEY:

The disclosure statement isn't on there?

COMMISSIONER BARTHA:

I said apparently it's not.

LEG. GULDI:

I don't see a disclosure statement next to my copy either.

LEG. CRECCA:

Charlie, in the future if we could -- it might be beneficial to name in the resolution who the owner is of the property in question.

LEG. FOLEY:

Well, that's a law, before your time I had sponsored something years back to require that financial disclosure statements be -- or financial disclosure be attached to any of these resolutions, both at the sewer agency meetings as well as at the Legislative meetings.

LEG. GULDI:

Yeah, I'd also want to know beyond who --

LEG. FOLEY:

It's in the law.

LEG. GULDI:

-- the fee owner of the property is, if someone is anticipating a 50,000 square feet expansion of a building, I want to know who the tenant, user/occupant is going to be as well before we consider conferring a public benefit of a hook-up outside the sewer district.

COMMISSIONER BARTHA:

We'll get that information for you.

CHAIRMAN CARACAPPA:

Okay. So obviously there's a motion to table by Legislator Guldi, second by Legislator Crecca -- myself rather. And just for the record, all outside connections to Southwest, as a member, a voting member of the sewer agency, I've been voting against. So there's a motion and a second to table. All in favor? Opposed? It's tabled (Vote: 5-0-0-0).

LEG. GULDI:

The next resolution is the same problem.

CHAIRMAN CARACAPPA:

Same problem.

LEG. GULDI:

Another address application.

CHAIRMAN CARACAPPA:

Well, let me just announce it, 1321 -03 - Authorizing connection and discharge to the Suffolk County Sewer District No. 3 - Southwest by 115 Broadhollow Road Plat/HU 1390 (County Executive).

LEG. GULDI:

Same motion, same reasons.

CHAIRMAN CARACAPPA:

There's a motion to table by Legislator Guldi, second by Legislator

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Foley for the reasons stated on Resolution 1320. All in favor?
Opposed? Abstention? It's tabled (Vote: 5-0-0-0).

1324 -03 - Authorizing connection and discharge to the Suffolk County Sewer District No. 3 - Southwest by Belmont Villas (County Executive). This one, you know who it is, or at least a name.

LEG. LINDSAY:

Who's is it?

LEG. GULDI:

No, actually all we have is a trade name, we don't even know if Villa is a coowner.

CHAIRMAN CARACAPPA:

This --

LEG. CRECCA:

Well, if somebody knows they can say it.

CHAIRMAN CARACAPPA:

From what I remember of Belmont Villas, we visited this one in the past and it failed based on the fact that Bellmont Villas is actually located in Nassau County; is this the same one?

COMMISSIONER BARTHA:

No, no.

CHAIRMAN CARACAPPA:

Okay. That was the same name I believe, though.

COMMISSIONER BARTHA:

I don't --

CHAIRMAN CARACAPPA:

And that we were just --

COMMISSIONER BARTHA:

I'm not sure to which you're referring but this is a PRC, 164.

LEG. GULDI:

164 planned retirement community, again, but we don't know who the owners of the parcel are, we don't have any disclosure or information on it. I'm going to make the same motion.

LEG. LINDSAY:

This is a new project.

LEG. GULDI:

It seems to be from the backup.

LEG. CRECCA:

Yeah, but we do have -- and this is a little different because we do actually have the name of the development.

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LEG. GULDI:

We have the name of the development and none of the identities of disclosure or the beneficial owners thereof; I think we need to know that.

LEG. CRECCA:

Well, if it's a corporation, I mean, what are we going to do, ask for all the share holders?

LEG. GULDI:

Yeah, that's actually what the financial disclosure requirement is.

LEG. FOLEY:

It's a law requirement.

LEG. GULDI:

And frankly, we don't have Belmont -- we don't have the name of the corporation because the resolutions are all prepared for Belmont Villas but that doesn't -- it doesn't indicate it's a corporation or LLC, it indicates probably it's a filed DBA of someone or something.

CHAIRMAN CARACAPPA:

Motion to table by Legislator Guldi, second by Legislator Foley.
All in favor? Opposed? Abstentions? Tabled (Vote: 5-0-0-0).

Commissioner, we will have this stuff by next meeting, right?

COMMISSIONER BARTHA:

Absolutely.

CHAIRMAN CARACAPPA:

This way we can avoid -- and clean-up this agenda?

COMMISSIONER BARTHA:

Absolutely.

CHAIRMAN CARACAPPA:

1325-03 - Authorizing the increase in flow to a previously approved agreement to connect and discharge to the Suffolk County Sewer District No. 3 - Southwest by Comtech/HU 1296 (County Executive). They were named also in I believe 1320, Legislator Guldi.

LEG. GULDI:

Yeah, but Comtech is what; owned by whom?

LEG. CRECCA:

A firm in Melville.

LEG. GULDI:

No, is it a firm or is it a DBA?

LEG. CRECCA:

It says a firm.

CHAIRMAN CARACAPPA:

It says, "The owner of Comtech has applied to this agency for

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permission." This is the -- we're reading from the Sewer Agency resolution.

LEG. GULDI:

Right. I don't remember having this problem with these resolutions before.

COMMISSIONER BARTHA:

I apologize. We have -- Bill McBrien retired --

LEG. GULDI:

Ah.

COMMISSIONER BARTHA:

Yeah. We have a new fellow preparing these, we should have the backup here.

LEG. GULDI:

Motion to table. Tell him he gets a do-over.

CHAIRMAN CARACAPPA:

Motion to table by Legislator Guldi, second by myself on 1325.

All in favor? Opposed? It's tabled (Vote: 5-0-0-0).

1359-03 - To amend the 2003 Rules of the County Legislature in connection with ferry operators (Postal). What this does, gentlemen, is in the past we just went through a problem where local Legislators didn't want to be the ones sponsoring ferry resolutions, especially when they included increases in rates. The Legislature then changed the rule to have the Presiding Officer present all pieces of legislation that had to do with ferry applications to avoid the problem that was raised. So what Legislator Postal is looking to do here is to go back to the original rules and have the district Legislator or any other Legislator have the ability to file the resolution with relation to ferry applications, or the County Executive for that matter; right, Paul?

LEG. GULDI:

Well, actually --

LEG. CRECCA:

Yeah, I don't know if -- it doesn't allow that.

MR. SABATINO:

Not the County Exec, just Legislators.

CHAIRMAN CARACAPPA:

Just Legislators.

LEG. GULDI:

Just Legislators or in their absence the Presiding Officer. I'll make a motion to approve.

LEG. CRECCA:

But does this allow like a third party Legislator? You say it doesn't have a point of arrival --

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CHAIRMAN CARACAPPA:

Yep.

LEG. CRECCA:

-- or origin to sponsor the bill also?

CHAIRMAN CARACAPPA:

It sure does.

LEG. CRECCA:

Okay.

MR. SABATINO:

No, this -- okay, this is a little bit narrower. This is -- it will be the Presiding Officer unless the Legislator in whose district there's a point of origin or a point of arrival is chosen to sponsor it. So it's not quite as broad.

CHAIRMAN CARACAPPA:

Okay. My personal opinion is I would think a better solution would be that the Chairman of the Public Works Committee would sponsor all of them regardless.

MR. SABATINO:

Quite frankly, there was never a problem before 1998. It was all caused by a former Presiding Officer who had difficulty --

LEG. GULDI:

Who had ferries in his district and didn't want to sponsor the resolution.

MR. SABATINO:

-- dealing with that issue and now he wears a black robe. But there was never a problem prior to this, so I --

CHAIRMAN CARACAPPA:

You narrowed it down, Paul?

LEG. CRECCA:

I was just going to say, he didn't narrow it down that much.

MR. SABATINO:

We've kind of moved around with changing it back and forth. I mean, there's all kinds of options. This particular one from the Presiding Officer was to make it either the PO or the Legislative District.

LEG. GULDI:

Mr. Chairman?

LEG. CRECCA:

I have a question for Counsel.

MR. SABATINO:

We can go in the other direction if you want.

LEG. CRECCA:

I have an important question for Counsel; please, George, let me. Did

this Legislator, was he in a landlocked district or in a district that touched the water?

MR. SABATINO:

Touched water but had no ferry.

LEG. CRECCA:

Thank you, I needed that clarification. Thank you.

LEG. GULDI:

Mr. Chairman --

CHAIRMAN CARACAPPA:

Now you've really narrowed it down.

LEG. GULDI:

Mr. Chairman, do you seriously want to table this so that you can discuss amendments of it with the Presiding Officer so it doesn't land on your lap?

CHAIRMAN CARACAPPA:

No, I'm satisfied. I just thought that as a recommendation, you guys can take it or leave it.

LEG. GULDI:

I'll make a motion to approve.

LEG. FOLEY:

Second.

CHAIRMAN CARACAPPA:

Second by Legislator Foley. All in favor? Opposed? Abstained?
1359 is approved (Vote: 5-0-0-0).

Moving on to 1370-03 - Appropriating funds in connection with the Riverhead County Center Power Plan Upgrade (CP 1715) (County Executive).

LEG. FOLEY:

How much money?

CHAIRMAN CARACAPPA:

Five hundred and ninety-eight thousand dollars.

LEG. GULDI:

Could I --

CHAIRMAN CARACAPPA:

It's part of the Capital Program.

LEG. LINDSAY:
I'll make the motion.

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CHAIRMAN CARACAPPA:
Motion by Legislator Lindsay.

LEG. GULDI:
Yeah, I'll second the motion, but on the motion --

CHAIRMAN CARACAPPA:
Second by Legislator Guldi.

LEG. GULDI:
-- I have questions.

CHAIRMAN CARACAPPA:
On the motion, Legislator Guldi.

LEG. GULDI:
The version I'm looking at is a million eight for the project, could I get a synopsis of the project; how big is this generator and what are its features?

COMMISSIONER BARTHA:
Well, it's more than just generator, it's some equipment which is as much as 30 years old. It's the absorption chiller, the oldest of the -- I believe we have three emergency generators there. Tom, how old is this generator?

MR. LaGUARDIA:
About 30 years old.

COMMISSIONER BARTHA:
The generator is also almost 30 years old.

MR. LaGUARDIA:
Twelve hundred KW.

COMMISSIONER BARTHA:
It's 1,200 KW. So the energy savings will be tremendous with the more efficient equipment, the chiller obviously in particular.

LEG. GULDI:
And the fuel source on this is proposed to be diesel I presume or are we able to obtain gas at that site?

MR. LaGUARDIA:

We have gas but this will probably be a diesel generator.

LEG. FOLEY:

He's got to come forward.

CHAIRMAN CARACAPPA:

Okay. Just try to refrain from that; if you have something to say, use a microphone.

LEG. FOLEY:

It's going to be natural gas?

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CHAIRMAN CARACAPPA:

No, diesel.

LEG. GULDI:

No, he said it's going to be diesel but my next question -- you may as well come forward, Mr. LaGuardia. My next question is why?

MR. LaGUARDIA:

A diesel generator will provide the safest backup. We do have gas at the site but for any reason that gas is interrupted we have almost 30,000 gallons of diesel available to run the generator.

LEG. GULDI:

Is that an existing tank at the facility or is that part of this project?

MR. LaGUARDIA:

It's three existing tanks.

LEG. GULDI:

And the age on the tanks?

MR. LaGUARDIA:

Approximately six years.

LEG. GULDI:

Oh, okay. Okay, no further questions. Thank you.

CHAIRMAN CARACAPPA:

There's a motion and a second. All in favor? Opposed? Abstentions? It's approved (Vote: 5-0-0-0).

LEG. GULDI:

You got one.

CHAIRMAN CARACAPPA:

1371-03 - Appropriating funds in connection with the installation of the emergency systems for major County owned buildings/NYS Fire Standards (CP 1710) (County Executive).

LEG. FOLEY:

Explanation.

LEG. GULDI:

You going to put smoke detectors in offices?

COMMISSIONER BARTHA:

Yeah, actually in some that's what we have to do. We're going to upgrade a number of systems and install sprinklers systems, security systems, our building in Yaphank being one of them, Probation building, Labor Department, our vehicle garage, Weights and Measures.

CHAIRMAN CARACAPPA:

Six hundred and sixty-five thousand dollars which includes both planning and construction.

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COMMISSIONER BARTHA:

That's correct.

LEG. GULDI:

Is this going to be a requirements project or a bid project?

COMMISSIONER BARTHA:

It would be a bid project.

LEG. GULDI:

Okay. And where are we, is the bid -- are the bid documents prepared or in preparation at this point or this would require the planning first?

COMMISSIONER BARTHA:

Require the planning funds first.

LEG. GULDI:

What kind of time line would you anticipate this project to go forward on?

COMMISSIONER BARTHA:

Tom?

MR. LaGUARDIA:

We have already begun a preliminary look at all the different

buildings to define which ones are in the most critical need. We'll probably start the planning some time in the fall based on what we have on our plate right now.

LEG. GULDI:

Okay. Leading to a bid document anticipated when and commencement of construction when and what period of construction is anticipated?

MR. LaGUARDIA:

Because there are so many different buildings involved and it will be a long construction period, we'll probably have bid documents ready some time next summer and the construction will be a very long period because there's so many different buildings with different issues.

LEG. GULDI:

So why are we appropriating the construction money in this resolution instead of just the planning dollars? Or this is -- yeah, this is the planning and the construction dollars. We wouldn't be bidding this -- we wouldn't be funding this project until at or about its anticipated construction commencement; isn't that correct?

MR. LaGUARDIA:

The bulk of that --

COMMISSIONER BARTHA:

Let me answer that, Tom. The construction would be -- money would be required next year when we bid it; we can't bid it without the construction money. So regardless of how long it takes, which has been one of my issues with this capital so-called backlog, the money has got to be available when we bid it.

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LEG. GULDI:

It's got to be appropriated when you bid but not bonded.

COMMISSIONER BARTHA:

Correct.

LEG. GULDI:

It's not our custom to bond the projects at bid, but to bond them as and when they require funding.

COMMISSIONER BARTHA:

The Treasurer handles that, yes.

LEG. GULDI:

Okay. All right.

LEG. LINDSAY:
Motion.

LEG. FOLEY:
Second.

CHAIRMAN CARACAPPA:
Motion by Legislator Lindsay, second by Legislator Foley. All in favor? Opposed? 1371 is approved (Vote: 5-0-0-0).

1372-03 - Appropriating funds in connection with roof replacement on various County facilities (CP 1623) (County Executive).

LEG. FOLEY:
Which buildings?

COMMISSIONER BARTHA:
County Clerk's Record Storage Building at BOMARC, Board of Elections and other small buildings throughout --

CHAIRMAN CARACAPPA:
BOMARC still has a roof on it?

LEG. GULDI:
BOMARC still has a building?

LEG. FOLEY:
They're still working on BOMARC?

COMMISSIONER BARTHA:
That's actually -- it's a serious problem out there for obvious reasons.

CHAIRMAN CARACAPPA:
It is. And I know that in Space Management we constantly look to BOMARC for additional small spaces to house certain things and the one overriding concern there is the roof, and I think Legislator Guldi would agree with me on that discussion

LEG. LINDSAY:
Motion.

LEG. CRECCA:
Second.

CHAIRMAN CARACAPPA:
Well, wait a second.

LEG. FOLEY:

Okay.

CHAIRMAN CARACAPPA:

Keep in mind this is appropriating, it is in the Capital Program, it's \$310,000.

LEG. GULDI:

Yeah and, you know, frankly, if we ever had a no-brainer, fixing a leaky roof has got to be it.

CHAIRMAN CARACAPPA:

There's a motion by Legislator Guldi then, second by myself. All in favor? Opposed? Abstentions? Approved (Vote: 5-0-0-0).

1373-03 - Appropriating funds in connection with elevator safety upgrading at Various County facilities (CP 1760) (County Executive).

LEG. CRECCA:

Sounds like another no-brainer.

LEG. FOLEY:

This is not Dennison, is it?

COMMISSIONER BARTHA:

It's the loading dock elevator at Dennison.

LEG. FOLEY:

All right. Because the --

COMMISSIONER BARTHA:

The Freight elevator at the Riverhead County Center and the elevator at Police Headquarters. It's for controls and general upgrading to improve the operation and safety of the elevators.

LEG. GULDI:

Did we do anything -- why wasn't the freight elevator needs addressed when we renovated Dennison?

COMMISSIONER BARTHA:

Cost considerations only.

LEG. GULDI:

So we're going to do three of them for \$200,000 but we didn't do it when we spent how many millions of dollars over there?

COMMISSIONER BARTHA:

We had a very tight budget, as you recall, for the work at the Dennison Building.

LEG. GULDI:

Okay.

CHAIRMAN CARACAPPA:

Is there a motion?

LEG. LINDSAY:

I make a motion.

CHAIRMAN CARACAPPA:

Motion by Legislator Lindsay.

LEG. GULDI:

I'll give a second.

CHAIRMAN CARACAPPA:

Second by Legislator Guldi. All in favor? Opposed? Abstentions? Approved (Vote: 5-0-0-0).

Commissioner, we're going to be able to do all this work, right? Because we keep authorizing debt here and you're confident we're going to be able to get all this done?

COMMISSIONER BARTHA:

These are important projects to get done and we are committed to getting them done.

CHAIRMAN CARACAPPA:

Okay. Because as you know, for the last year a big concern of ours, the debt load that we're putting on ourselves. And it's a concern, again, of course we're going through the Capital Program and we're just wrapping it up next week, it doesn't really go hand in hand with what our Budget Review Office says and then we go and we approve 20 resolutions to do capital work. I just want a little reassurance as a committee and as a Legislature that work is going to get done.

COMMISSIONER BARTHA:

It will and we understand your concerns, you've made them very clear and we also appreciate your support for maintaining the infrastructure that we have and that's critical because it's less expensive and less time intensive to take care of this stuff at this stage rather than wait.

CHAIRMAN CARACAPPA:

Okay, 1374-03 - Amending the 2003 Capital Budget & Program, reauthorizing and appropriating funds and approving Federal and State

Aid for participation in engineering in connection with a Closed-Loop Traffic Signal System (County Executive).

LEG. LINDSAY:
Question.

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CHAIRMAN CARACAPPA:
Legislator Lindsay.

LEG. LINDSAY:
Charlie, what is a Closed-Loop Traffic Signal System.

COMMISSIONER BARTHA:
A closed-loop system will allow us to control traffic signals from our office, to make adjustments to the timing, to remedy certain timing problems right from our office and to monitor the performance at the different intersections.

LEG. LINDSAY:
So it will be like the State facility, that computer system they have in the State that regulates the Expressway?

COMMISSIONER BARTHA:
I believe this will be much more sophisticated than that. It's a network of signals, but Bill can explain that.

LEG. LINDSAY:
The system doesn't exist now.

MR. SHANNON:
That's correct.

LEG. LINDSAY:
Okay.

MR. SHANNON:
This is the beginning of an opportunity to control from the Department of Public Works the operation of the signals in the field. Long-term, maybe somewhere down the line, 10 or 15 years from now maybe there will be a Suffolk County Inform System where some of our signals will be merged in with the state signals where those coordinations would make sense.

LEG. LINDSAY:
And how much of this is going to be Federally funded, State funded?

MR. SHANNON:

We have -- it's a one million dollar resolution and it will cost the County 5% of that, \$50,000.

LEG. LINDSAY:
Very good.

LEG. FOLEY:
Wow.

LEG. LINDSAY:
I'll make a motion.

LEG. CRECCA:
Sounds like a good deal.

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CHAIRMAN CARACAPPA:
Motion by Legislator Lindsay, second by Legislator Guldi. All in favor? Opposed? Abstentions? Approved (Vote: 5-0-0-0).

Charlie, how many times have you had to answer the question over the years what's a Closed-Loop Traffic Signal? Because I know I have asked it like four times over the years.

COMMISSIONER BARTHA:
Yes, I have answered it many times. I am anxious to see what it is, I keep telling the highway guys.

LEG. GULDI:
You're beginning to suspect they're like unicorns, hey?

CHAIRMAN CARACAPPA:
Okay. 1375-03 - Amending the 2003 Capital Budget & Program and appropriating funds in connection with strengthening and improving County roads (CP 5014) (County Executive). I believe we did this at the last meeting.

LEG. FOLEY:
Yes, we did.

CHAIRMAN CARACAPPA:
Legislator Foley.

LEG. FOLEY:
Yep.

CHAIRMAN CARACAPPA:
Correct.

LEG. FOLEY:

Different resolution, this was the County Executive.

CHAIRMAN CARACAPPA:

Yeah, we had discharged --

LEG. FOLEY:

We took care of it.

CHAIRMAN CARACAPPA:

We discharged and took care of it.

LEG. GULDI:

So, Counsel, should we table this subject to call or is it -- has this resolution by this number been previously approved?

MR. SABATINO:

Well, I -- my records don't show this one as being adopted.

LEG. FOLEY:

It wasn't.

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MR. SABATINO:

The certifier from the Clerk's Office is here; do you have that list with you that you had a moment ago?

CHAIRMAN CARACAPPA:

1375 was adopted.

LEG. FOLEY:

No, it was a different resolution.

CHAIRMAN CARACAPPA:

Same exact one, almost to --

LEG. FOLEY:

Yeah.

LEG. GULDI:

In substance but yeah, I just wanted to -- 1375 hasn't been discharged so I'll make a motion to it table subject to call.

LEG. FOLEY:

Second.

CHAIRMAN CARACAPPA:

Motion to table subject to call by Legislator Guldi, second by Legislator Foley. All in favor? Opposed? Tabled subject to call (Vote: 5-0-0-0).

And you agree with that, right, Commissioner?

COMMISSIONER BARTHA:

Yes, absolutely.

CHAIRMAN CARACAPPA:

1376-03 - Amending the 2003 Capital Budget & Program, reauthorizing and appropriating funds in connection with the replacement of major buildings operations equipment at various County facilities (CP 1737) (County Executive).

LEG. GULDI:

Could you be a little less specific than the resolution is?

COMMISSIONER BARTHA:

It's actually --

MR. SABATINO:

This bill changes the method of financing, so it's going from pay-as-you-go to bonding.

LEG. FOLEY:

How much money?

CHAIRMAN CARACAPPA:

Which means it would be a 14 voter.

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MR. SABATINO:

It's \$308,214 and as the Chairman stated, it will be a 14 vote resolution. And it identifies where the work is, the Sheriff's Academy, Marine Bureau, south wing of the Criminal Courts in Riverhead.

LEG. CRECCA:

Maybe we should discharge it without recommendation?

CHAIRMAN CARACAPPA:

If that's a motion you're making, I'll recognize it.

LEG. CRECCA:

I'll make that motion, this way it's before the full Legislature to discuss.

CHAIRMAN CARACAPPA:

There's a motion to discharge without recommendation. Is there a second?

LEG. FOLEY:

Second.

CHAIRMAN CARACAPPA:

Second by Legislator Foley.

LEG. FOLEY:

Just on the motion. How old is some of this equipment that needs to be -- that you feel needs to be replaced?

COMMISSIONER BARTHA:

Tom, what are some of the ages of the equipment?

MR. LaGUARDIA:

Can be as old as 40 years, Legislator Foley.

COMMISSIONER BARTHA:

And on that, whether something is 40 years old or 10 years old, when it fails it's critical to replace it. And with the energy-efficient equipment now in the HVAC areas, that some of the equipment that we're replacing operates at 20% or less of the energy of the current equipment.

CHAIRMAN CARACAPPA:

Legislator Lindsay.

LEG. LINDSAY:

Yeah, I disagree with the discharging without recommendation. I would make a motion to approve it. I think it just sends the wrong signal, you know, it's going to have to face the full scrutiny of the body anyway because we need 14 votes. I'll make a motion to approve.

LEG. GULDI:

I will second that motion.

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LEG. FOLEY:

I will withdraw my second.

LEG. CRECCA:

Charlie, is it your testimony -- if I can, on the motion, Mr. Chairman -- that these are necessary repairs that need to be done?

COMMISSIONER BARTHA:

Absolutely.

LEG. CRECCA:

I mean, you know, from a --

CHAIRMAN CARACAPPA:

They're all necessary.

COMMISSIONER BARTHA:

Provided everyone still wants heating and air-conditioning, it's necessary.

CHAIRMAN CARACAPPA:

There's a motion by Legislator Lindsay to approve, second by Legislator Foley. Legislator Crecca has withdrawn his motion to discharge?

LEG. CRECCA:

Yes, I withdraw my motion to discharge.

CHAIRMAN CARACAPPA:

All in favor? Opposed? Abstentions.

LEG. CRECCA:

I'll abstain.

CHAIRMAN CARACAPPA:

There's one abstention, Legislator Crecca. Approved (Vote: 4-0-1-0 Abstention: Legislator Crecca).

1377-03 - Amending the 2003 Capital Budget & Program and appropriating funds in connection with the removal of toxic and hazardous building materials & components at various County facilities (CP 1732) (County Executive). Is there a motion?

LEG. FOLEY:

Which buildings, Commissioner? We approve this every year and it seems to be an annual ritual here. By this time we may have taken -- after all these years, it would seem as though we took care of most of the hazardous building materials, no?

CHAIRMAN CARACAPPA:

Keep in mind this is also a change of the method of finance, it's a 14 voter.

LEG. FOLEY:

Method of finance, right.

COMMISSIONER BARTHA:

The CFC work will be involved at Building 50 at Cohalan Courts, Riverhead Power Plant and in the Dennison Building freight elevator.

LEG. CRECCA:

What type of hazardous --

MR. LaGUARDIA:

No, that must be --

LEG. CRECCA:

It's the brand new building. I mean -- well, brand new but it's --

LEG. FOLEY:

Hazardous material, it's not some of the -- you know, it's not some of the attorneys at the building.

LEG. CRECCA:

Well, if it removes them that's definitely removing hazardous materials.

LEG. FOLEY:

Okay.

LEG. CRECCA:

But I guess my question is --

LEG. FOLEY:

It's a new building.

LEG. CRECCA:

It's a relatively new building, so. I'm not doubting that there are hazardous --

COMMISSIONER BARTHA:

Yeah, but the free-on restrictions have come upon since the construction of Cohalan. We have the Sheriff's Academy down here, the Marine Bureau and Criminal Courts upgraded.

LEG. CRECCA:

Mr. Chairman, if I can be heard? One of my concerns is that we're changing this from pay-as-you-go to bonding which I understand we may have to do, but I don't want to be doing that on things that should be pay-as-you-go or things that should be pay-as-you-go and can wait, too. So I guess my concern is is that -- my initial concern is that we're taking pay-as-you-go monies and converting -- and bonding them. But then on top of it, if it was a necessary thing like a roof repair or something like that I'd feel better about it, but I don't know specifically what we're doing on all these resolutions. And I think

it would be helpful for the Legislature to have a list of what projects are involved or a little more specifics on it other than various County buildings.

CHAIRMAN CARACAPPA:

That's one of the reasons I asked earlier about doing -- getting these

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projects completed because I too feel the same was as you, Legislator Crecca. Unfortunately we have no pay-as-you-go money --

LEG. CRECCA:

Right.

CHAIRMAN CARACAPPA:

-- to do the projects and we are --

LEG. CRECCA:

And I think some --

CHAIRMAN CARACAPPA:

I believe we are backlogged to a certain extent with relation to authorized unissued debt, so. Yeah, but your point is well taken; can this wait till next year? This is an amending resolution, this is a 14 voter and I understand your wanting to prioritize for moving forward.

MR. SABATINO:

One technical point, Mr. Chairman. On this particular one, the listing of the projects required by the County Charter is not provided, so that actually Legislator Crecca's point is more than just an argument, it's also a legal argument --

LEG. GULDI:

Motion to table.

MR. SABATINO:

-- that they should be under Section 43.

CHAIRMAN CARACAPPA:

Motion to table by Legislator Guldi, second by myself. All in favor? Opposed? Tabled (Vote: 5-0-0-0).

LEG. CRECCA:

And did we get specifics on the resolution prior to this? I think we did, though, on the record.

MR. SABATINO:

I have been keeping track, this is the one that triggered.

CHAIRMAN CARACAPPA:

1378-03 - Amending the 2003 Capital Budget & Program and appropriating funds in connection with the purchase of heavy-duty vehicles (CP 3135) (County Executive).

LEG. FOLEY:

How many and what kind; Commissioner?

COMMISSIONER BARTHA:

This is the vehicle for the Police Department.

CHAIRMAN CARACAPPA:

This is a car carrier.

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COMMISSIONER BARTHA:

We have no objection to this.

MR. SABATINO:

This changes the method of finance.

CHAIRMAN CARACAPPA:

It's a 14 voter. Is there a motion?

LEG. GULDI:

I'll make the motion. This is to buy --

LEG. CRECCA:

How much money is in pay-as-you-go?

CHAIRMAN CARACAPPA:

None.

LEG. GULDI:

This is to buy a car carrier and repower patrol boats.

CHAIRMAN CARACAPPA:

Actually, the money in pay-as-you-go I believe just maybe was used this morning as an offset, public safety.

MR. SABATINO:

Yeah, that was 200,000 and a couple of other corrected copies are floating around.

LEG. FOLEY:

We're going to repower police boats, is that what this is for?

LEG. GULDI:

It's going to purchase a car carrier as well as --

CHAIRMAN CARACAPPA:

A sick car carrier.

LEG. GULDI:

Yeah, but there is also in the backup a reference to repowering patrol boats, but obviously you're not going to do both of those with that amount of money, it must be project completion; is that correct? It's a Police Department memo.

LEG. FOLEY:

And where are we -- I would think before now we would have approved a resolution to repower the boats.

LEG. GULDI:

We did.

CHAIRMAN CARACAPPA:

We did last --

LEG. FOLEY:

The last meeting, yeah.

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CHAIRMAN CARACAPPA:

South shore boats, last year we did the north shore.

LEG. FOLEY:

All right.

LEG. LINDSAY:

Motion.

CHAIRMAN CARACAPPA:

There's a motion by Legislator Lindsay.

LEG. GULDI:

Well, there was a pending question, I don't know if you heard it, Charlie, because you were obviously doing six things over there at the moment and that is the patrol boat repowering component of this project that's been referred to in the backup memo, are we doing a full repowering or are we completing an unauthorized project; what's the story with that?

COMMISSIONER BARTHA:

They have their own mechanics, marine mechanics, the Police Department, we don't service their boats.

LEG. GULDI:

Do you know what the purchase price on the proposed purchase of the car carrier vehicle is?

CHAIRMAN CARACAPPA:

Seventy-seven thousand dollars.

LEG. GULDI:

Well, no, I think -- both projects are referred to in the same -- is the price on --

CHAIRMAN CARACAPPA:

It says, "Purchase heavy duty vehicle, amount \$77,000."

LEG. GULDI:

Oh, see, I think the memo refers to two resolutions. Counsel, can we get clarification on that?

CHAIRMAN CARACAPPA:

It's one project number.

MR. SABATINO:

1378 does show it as \$77,000 for the car carrier, heavy duty vehicle. It also shows it as \$77,000 in the generic portion of the Capital Budget which is called the purchase of heavy duty vehicles. So I had originally construed that as being one in the same, 77,000 is for the one vehicle.

LEG. GULDI:

Okay.

MR. SABATINO:

I mean, unless there's something -- unless something different comes out in the testimony, that's the way the resolution was constructed.

LEG. CRECCA:

Maybe it's one of those James Bond car carriers that converts into a boat.

LEG. GULDI:

It's for retrieving cars that are already submerged.

CHAIRMAN CARACAPPA:

I think you're --

LEG. GULDI:

I'm confused by the memo.

CHAIRMAN CARACAPPA:
Yeah. See, the memo --

LEG. CRECCA:
The memo refers to two different resolutions.

CHAIRMAN CARACAPPA:
-- is two separate resolutions, George.

MR. SABATINO:
Right, exactly, they do one memo for a bunch of bills.

CHAIRMAN CARACAPPA:
Two separate Capital Project numbers. So there's a motion by
Legislator Lindsay, I believe.

LEG. LINDSAY:
And a car carrier is for confiscated vehicles, that's why we need it?

LEG. GULDI:
We also -- I know that the department uses them generally also to
retrieve our own vehicles and the like.

LEG. CRECCA:
Exactly.

CHAIRMAN CARACAPPA:
Second by Legislator Foley. All in favor? Opposed? Abstentions?
1378 is approved (Vote: 5-0-0-0).

1405-03 - Amending the 2003 Capital Budget & Program and appropriating
funds in connection with the purchase of heavy-duty vehicles (CP
3135) (County Executive). Legislator Lindsay?

LEG. LINDSAY:
Motion.

CHAIRMAN CARACAPPA:
Motion by Legislator Lindsay.

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LEG. FOLEY:
Second.

CHAIRMAN CARACAPPA:
Second by Legislator Foley. All in favor? Opposed? Abstentions?

Just for the record, let the committee realize that the three projects are noted within the resolution.

LEG. CRECCA:

And please list me as a cosponsor on the resolution.

CHAIRMAN CARACAPPA:

I as well.

LEG. FOLEY:

Alison, put me on.

CHAIRMAN CARACAPPA:

That's Legislator Foley, Caracappa and Crecca as cosponsors.

The motion is approved (Vote: 5-0-0-0).

1427-03 - Amending the 2003 Capital Budget & Program and appropriating funds in connection with Public Works Fleet Maintenance equipment replacement (CP 1769) (County Executive).

MR. SABATINO:

Changes the method of financing again, Mr. Chairman.

CHAIRMAN CARACAPPA:

Yes.

COMMISSIONER BARTHA:

These are utility trucks, two utility trucks we would purchase under this program to replace existing 1988 vehicles that are in the fleet which are used to respond to breakdowns on the road of heavy trucks that the department has on the road.

LEG. GULDI:

Motion.

LEG. CRECCA:

How much is the total?

CHAIRMAN CARACAPPA:

A hundred thousand dollars.

LEG. CRECCA:

Oh, that's for both proposed trucks?

COMMISSIONER BARTHA:

Yes.

CHAIRMAN CARACAPPA:

Motion by Legislator Guldi, second by Legislator Foley. All in favor? Opposed? Abstentions? 1427 is approved (Vote: 5-0-0-0).

1430-03 - Amending the 2003 Capital Budget & Program and appropriating funds in connection with renovations to Building 50, Hauppauge (CP 1765) (County Executive). This is an amending resolution. The offset is just changing the method of financing?

MR. SABATINO:

No, an offset is coming from the planning portion of the same project so it's converting planning into construction money, but the offset makes it a two-thirds vote.

CHAIRMAN CARACAPPA:

Motion by myself.

LEG. FOLEY:

I'll second the motion, but --

CHAIRMAN CARACAPPA:

Second by Legislator Foley. On the motion.

LEG. FOLEY:

Can we just have a description of the project? A description of the project, either Mr. LaGuardia or yourself, and how this --

MR. LaGUARDIA:

It's renovating the existing total facilities.

LEG. FOLEY:

Let me finish the question.

MR. LaGUARDIA:

I'm sorry.

LEG. FOLEY:

And how this fits into the overall space management needs of the North County Complex. It's here in North County; where is it?

COMMISSIONER BARTHA:

It's North County Complex, right. That's the --

LEG. FOLEY:

Okay. So how does it fit into the overall future plans for the space needs of the center?

MR. LaGUARDIA:

It has no effect on the future plans, it's really to take bathrooms that are 30 years old and in terrible condition and make them

handicapped accessible and modernize them.

LEG. FOLEY:
It's all it is.

LEG. GULDI:
How many facilities are there in the building that you're going to convert for this amount of money?

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MR. LaGUARDIA:
I believe there are two.

LEG. GULDI:
So we're going to spend \$120,000 per bathroom?

MR. LaGUARDIA:
One is a much larger bathroom and to make it handicapped accessible, there's quite a lot of work to be done.

LEG. GULDI:
Is this going to be a bid project or a requirements project?

MR. LaGUARDIA:
This will be a bid project.

LEG. GULDI:
And the time line on its bidding and completion?

MR. LaGUARDIA:
It's an in-house design which is under way, it's 80% complete, sometime this summer we expect to be ready to bid.

CHAIRMAN CARACAPPA:
Legislator Crecca.

LEG. CRECCA:
I just want to follow-up on Legislator Guldi's point. How many -- I mean, when you say a larger bathroom, how many stalls or, you know, how many toilets and/or urinals, for lack of a better term; depositories, if I would? And how big is this bathroom?

LEG. GULDI:
Toilets did you say?

LEG. CRECCA:
I could build a house for \$240,000. And I understand that, you know, to make it handicapped accessible they're expensive, I'm just trying

to figure out if we're going the planning in-house, why is it \$240,000 for two bathrooms?

CHAIRMAN CARACAPPA:
Two hundred and sixty-four.

LEG. CRECCA:
Sixty-four, I'm sorry, 264,000.

MR. LaGUARDIA:
Number one, that's an estimate of the cost, we'll have a better idea this summer when we actually finish the planning. There's major walls that have to be cut out, we have to move major plumbing lines to relocate the toilets to make the stalls larger to meet the handicapped codes. We have to gut all the tile. There are men's and women's bathrooms in consideration there.

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LEG. CRECCA:
Which building is Building 50, Tom, do you know?

MR. LaGUARDIA:
It's the data processing building where MIS is housed.

LEG. CRECCA:
Is that the one right next door here, or is that further --

MR. LaGUARDIA:
Yes.

LEG. CRECCA:
To the west of the Legislature?

COMMISSIONER BARTHA:
No, not immediately. It's a newer building up towards the 4th Precinct.

LEG. CRECCA:
Okay.

MR. LaGUARDIA:
If you visit, the toilets are in terrible condition.

LEG. GULDI:
Do you know what the estimated square footage for renovation of the bathrooms is?

MR. LaGUARDIA:

No, I don't.

LEG. FOLEY:

Let's get that and see what the square foot cost is.

COMMISSIONER BARTHA:

We'll get that for you.

LEG. CRECCA:

George and I will do the job for 250.

CHAIRMAN CARACAPPA:

Motion to table for one cycle by Legislator Foley, second by Legislator Crecca. All in favor? Opposed? Tabled (Vote: 5-0-0-0).

1435-03 - Amending the 2003 Capital Budget & Program and appropriating funds in connection with the purchase of highway maintenance equipment (CP 5047) (County Executive). Ah, near and dear to Legislator Foley's heart.

LEG. FOLEY:

What are we doing to improve the roads?

COMMISSIONER BARTHA:

Well, the equipment includes the highway paint striping machine which I mentioned at the Capital Meeting the other day. This is 1987 unit

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which we have only been able to have on the road for about three hours so far this year, but we have -- we actually had to reconstruct, put new regulators on and hopefully we'll get the season out of it. But so that's a \$250,000 item right there, a paint striping machine. We have several trucks, a street sweeper and a payloader; major items.

LEG. FOLEY:

Okay. Motion to approve, Mr. Chairman.

CHAIRMAN CARACAPPA:

Keep in mind, this is another 14 voter on the floor. Charlie, with relation to the striping equipment, this striping equipment doesn't do the thermoplastics, this is just paint?

COMMISSIONER BARTHA:

That's correct.

CHAIRMAN CARACAPPA:

And we're only doing thermoplastic at intersections, stop lines?

COMMISSIONER BARTHA:
And high traffic roads, areas.

CHAIRMAN CARACAPPA:
High traffic areas.

COMMISSIONER BARTHA:
Thermoplastic lasts longer.

CHAIRMAN CARACAPPA:
I know, because I notice you haven't done thermoplastic like on County Road 83 or on Nichol's Road over the last couple of years.

COMMISSIONER BARTHA:
You don't get as much traffic across the line, so we find that it's more cost effective for us to do the striping. You get a road like 83, or 97 for that matter, it's a long, straight road, we can do a nice job with our crews doing that.

CHAIRMAN CARACAPPA:
You save the thermoplastic for like crosswalks and other high traffic areas.

COMMISSIONER BARTHA:
Uh-huh.

CHAIRMAN CARACAPPA:
Okay, very good. There's a motion by Legislator Foley, second by myself. All in favor? Opposed? It's approved (Vote: 5-0-0-0).

1449-03 - Transferring escrow account funds to the Capital Fund, amending the 2003 Capital Budget & Program and appropriating design and construction funds for facilities, improvements to the Suffolk County Sewer District No. 11 - Selden (CP8817) (County Executive).

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LEG. FOLEY:
This is related to which projects?

CHAIRMAN CARACAPPA:
Sewer District 11 and it's -- are we increasing capacity here?

COMMISSIONER BARTHA:
I'm going to let Ben answer the question on this. Sorry.

MR. WRIGHT:
This is for the sludge component of the treatment plant. The estimates are that we will have as many as 35 trucks a week taking

liquid sludge to Bergen Point. By putting a thickening system in in a building with odor control, we can reduce that to about 14 trucks a week, reduce the traffic as well as the expense in hauling the sludge.

CHAIRMAN CARACAPPA:

With the resolution tabled on the floor of the Legislature, how does that coincide with each other?

MR. WRIGHT:

That's a SEQRA resolution. I talked to Legislator Haley, he got back to me and said that --

CHAIRMAN CARACAPPA:

I was the one that tabled it, just so you know. Okay, that's a SEQRA and this is the process.

MR. WRIGHT:

Yes.

CHAIRMAN CARACAPPA:

Through sewer stabilization money.

MR. SABATINO:

No, this is escrow.

MR. WRIGHT:

Escrow funds.

MR. SABATINO:

This is taking escrow money from three different developers who had contributed; Setauket and Rolling Hill at Coram and Fairfield Mills were the parties.

CHAIRMAN CARACAPPA:

Okay. Motion by myself, second by Legislator Lindsay. All in favor? Opposed? Abstained? Approved (Vote: 5-0-0-0).

Did you say how many trucks you think you can reduce, Ben, by putting this system in place?

MR. WRIGHT:

The estimate is 35 trucks in the future, presently we're in like 22, 23 trucks a week down to 14.

CHAIRMAN CARACAPPA:

That's good.

Sense Resolutions

Sense 32-2003 - Memorializing Resolution requesting Metropolitan Transportation Authority (MTA) to rescind Long Island Railroad (LIRR) fare hikes (Cooper).

LEG. LINDSAY:
Motion.

LEG. FOLEY:
Second, cosponsor.

CHAIRMAN CARACAPPA:
Motion by Legislator Lindsay, second by Legislator Foley who has asked to be a cosponsor.

LEG. CRECCA:
I will cosponsor it, too.

CHAIRMAN CARACAPPA:
Along with Legislator Crecca. All in favor? Opposed? Abstained?
It's approved (Vote: 5-0-0-0).

We have to now go back to 1223. We did pass a resolution but it was not this one, it was one component of it, that was the -- help me out here, the maps.

MR. SABATINO:
What happened was the bill you gentlemen remember adopting at the last meeting was to put maps, printed maps at all of the points of departure. This bill puts together at 165 bus stops the map routes on the bus stop signs. So this is the signs versus the actual maps.

CHAIRMAN CARACAPPA:
This is just basically enacting the policy that you're already working on.

COMMISSIONER BARTHA:
Correct.

CHAIRMAN CARACAPPA:
Motion by myself, second by Legislator Crecca. All in favor?
Opposed? Abstained? We're all here, it's approved (Vote: 5-0-0-0).

Any other business to come before the committee? We stand adjourned.

(*The meeting was adjourned at 4:21 P.M.*)

Legislator Joseph Caracappa, Chairman
Public Works & Transportation Committee

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