

## **PUBLIC WORKS & TRANSPORTATION COMMITTEE**

**Of the**

### **Suffolk County Legislature**

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, 725 Veterans Memorial Highway, Smithtown, New York, on February 24, 2009.

#### **Members Present:**

Legislator Brian Beedenbender - Chairman  
Legislator Steven Stern - Vice-Chairman  
Legislator Wayne Horsley  
Legislator Edward Romaine

#### **Members Not Present:**

Legislator Daniel Losquadro

#### **Also in Attendance:**

Legislator Lou D'Amaro - District #17  
George Nolan - Counsel to the Legislature  
Sarah Sampson - Assistant Counsel to the Legislature  
Renee Ortiz - Chief Deputy Clerk/SC Legislature  
Kaitlyn Boyd - Aide to Legislator Beedenbender  
Justin Littell - Aide to Legislator D'Amaro  
Kara Hahn - Director of Communicatins/PO Lindsay's Office  
Michael Pitcher- Aide to Presiding Officer Lindsay  
Michael Cavanagh - Aide to Presiding Officer Lindsay  
Debbie Harris - Aide to Legislator Stern  
Marcus Povinelli - Aide to Legislator Losquadro  
Paul Perillie - Aide to Majority Leader  
Rosalind Gazes - Budget Review Office  
Robert Doering - Budget Review Office  
Ben Zwirn - Deputy County Executive  
Ed Hennessy - County Executive Assistant  
Gil Anderson - Commissioner/Department of Public Works  
Tom LaGuardia - Chief Deputy Commissioner/Dept of Public Works  
Bob Shinnick - Director/Transportation Division/Dept of Public Works  
Basia Braddish - County Attorney's Office  
Tim Mooney - President/Fire Island Ferries  
Jeanne Anzalone - Resident of Oakdale  
Debbie Coleman - Resident of Rocky Point  
Kieran McGovern - SILO  
All Other Interested Parties

#### **Minutes Taken By:**

Alison Mahoney - Court Stenographer

*(\*The meeting was called to order at 2:05 PM\*)*

**CHAIRMAN BEEDENBENDER:**

Would everyone please rise for the pledge of Allegiance led by Legislator Horsley.

***Salutation***

If we could just remain standing for a moment, have a moment of silence for Officer Glen Ciano who died in the line of duty on Sunday for what appears to be -- appeared apparently at the hands of a drunk driver while he was serving this County. So if we could just have a moment of silence for him and his family.

***Moment of silence observed***

Okay, I have two cards. And if anybody is outside filling a card out, I think I saw a couple of people walk out, don't rush, we will get to you, we will not miss you.

First up, we have Kieran McGovern, I think. Mr. McGovern? We could set you up at the table here, sir, move a chair out of the way for you.

**MR. McGOVERN:**

How you doing?

**CHAIRMAN BEEDENBENDER:**

All right, sir, go ahead.

**MR. McGOVERN:**

I'm Kieran, I'm from SILO. Well, first of all, I just wanted to kind of applaud Legislator Romaine and the rest of the Legislature on, you know, getting this bill through. I mean, it's great for all of us that use a bus. Does everyone know what SILO is, for the most part? I know, Legislator Beedenbender, you know.

All right, I just wanted to say, first of all, I mean, we're -- we've expanded SCAT, Suffolk County Accessible Transit, now we're expanding Suffolk Transit itself, the fixed route system. But I think honestly we need to focus more of the investment in Suffolk Transit as opposed to SCAT, you know, just for purposes of integration. I just think it would be a lot wiser to invest transportation money in one system rather than both. I might be in the minority mostly with disabilities, but I don't mind being a minority.

The other thing is -- another thing that I think would be cost-efficient would be to have SILO, Suffolk Independent Living Organization, provide disability sensitivity training for Suffolk County drivers. Because the way it is right now, if Suffolk Transit has to contract out to get training, sensitivity training, I mean, that's just more money spent. Where you have organizations like SILO, United Way, UCP, things like that, that we could really -- we'd like to do something like that, a program to really train our drivers. Not only SCAT, but Suffolk Transit as a whole because, like I said, I really think we need to kind of -- I mean, I know so much has been done to really expand SCAT, but I think the primary function should be on Suffolk Transit and just, you know, encouraging more people with disabilities to get out and use it. A lot of people with disabilities are just kind of afraid, you know, to be out there in the community and do the mainstream things that everyone else does. But if we can encourage them and show them that there's no reason to be afraid to use the big bus, then I just think it would be really good.

And also, the other thing is the Suffolk Transit bus stops all around the County, we need to really -- maybe you guys could help us with that -- really focus on the project, that's the ongoing project of identifying the bus stops that need to be made more accessible by ADA's standards which is -- there is stuff going on, but we need to help with that, definitely, so.

**CHAIRMAN BEEDENBENDER:**

Okay.

**MR. McGOVERN:**

Thank you.

**CHAIRMAN BEEDENBENDER:**

Thank you, Mr. McGovern. All right, next up is Tim Mooney.

**MR. MOONEY:**

Good afternoon, everyone. My name's Tim Mooney, I'm President of Fire Island Ferries. And before you today you have Resolution 1116 and 1117, and those are license renewals for the ferry service. One is a cross-bay service that takes us from Bay Shore to the eight communities that we service over on Fire Island, and the other one is a lateral service that allows us to go along the beach and provide lateral ferry service along the beach as well.

I've spoken with Legislator Beedenbender about a Certificate of Necessity with regard to -- this license expires March 15th and we're hoping that on the 3rd we can have a public hearing and a vote on the license renewal on the same day. So I've made that request of Mr. Beedenbender.

**CHAIRMAN BEEDENBENDER:**

And I made the request of the County Executive as well.

**MR. MOONEY:**

Okay, great. Thank you very much for doing that. And that's really what we have. If there's any questions that anybody has with regard to the license agreement. As you know, we were in here a couple of months ago with regard to the fair increase and every five years a license renewal -- there's a license renewal with the County for the ferry service and the lateral service, so that's just procedure at this point that we're back here in our fifth year to do this.

**CHAIRMAN BEEDENBENDER:**

Okay.

**MR. MOONEY:**

Thank you very much.

**CHAIRMAN BEEDENBENDER:**

Thank you, Tim.

All right, next up is Jeanne Anzalone.

**MS. ANZALONE:**

Good afternoon. My name is Jeanne Anzalone and I come from Oakdale. And I saw the announcement of this maybe in the paper. I'm really a novice to this, but -- and very close to the situation of transportation, the County transportation.

My husband has had a stroke and he's in Affinity Nursing Home and I just want to commend, as a user, the Suffolk County people for the SCAT transportation. But in accordance to all my friends, I would like to plead for Sunday transportation; this is very important to our young people, to our older people and to the community. I plead for this for the simple reason it will improve the shopping areas, the cultural affairs that occur on Sunday. And again, I commend all of you for your good work. I thank you.

**CHAIRMAN BEEDENBENDER:**

Thank you, ma'am. Okay. I have no other cards. Is there anybody else in the crowd that wishes to

address us? Okay, seeing none, we will move to the agenda.

And as you can see, we have a couple of presentations. We're going to start with a discussion on the fleet. Tom, I think this is your go-to area. So Tom, if you have just a brief presentation, and I have a few questions and I'm sure my colleagues might have a few questions about the fleet operation systems in Suffolk, so fire away.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Sure. Let me give you a brief overview of the fleet as it exists today. We presently have twenty-six hundred thirty-eight vehicles in the fleet; 65% of them are public safety vehicles, that's the Police, Parks Police.

**CHAIRMAN BEEDENBENDER:**

How much?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Sixty-five percent.

**CHAIRMAN BEEDENBENDER:**

Thank you.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

That's seventeen hundred vehicles; that's Parks Police, Police, Sheriff, DA, Probation and FRES. That leaves 35%, which is about 929 vehicles, for non-public safety uses, and that's divided up mostly between DPW, Health, Social Services, etcetera.

Our current fleet, the approximate age of our vehicles in the fleet, 10% of them are less than two years old, 50% are less than four years old, 30% are in the five to nine year range, and 10% are above nine years old. For the Police vehicle side of it, the ages -- approximately 65% of the vehicles are less than five years old and the remaining vehicles are over five years old.

The fleet distribution is approximately 45% Police, 19% DPW, 10% Sheriff, DSS and Probation each have 2% of the fleet, Parks has five, Health has six, DA five; and the rest of the fleet, approximately 6% is divided in the other departments.

We purchase our vehicles based on legislation. There's a mileage standard for the non-public safety vehicles, all our vehicles have to have 20 miles city, 30 miles highway. We have a -- we run a standard every year to look at all the vehicles that are available and we buy the vehicles either off State contract that meet that goal or we individually bid them locally.

Vehicle decommissioning is another topic we've been asked to talk about. In the past we used to look at vehicles that reached 110,000 miles and take a close look at them and see if they were worth repairing or decommissioning. We've moved that standard to 110,000 miles now where we take a closer look at vehicles. It's not a hard and fast number. If we have a vehicle that has 90,000 miles on it and that is in terrible shape and needs major work, we will decom that vehicle. On the other hand, if it has more than 110,000 miles, only needs minor repairs and the rest of the vehicle is in good shape, we will keep that vehicle in the fleet. The only caveat to that, which we've just started to do is for some of the Police vehicles, we will move them, if it's over 110,000 miles and there's any question, we will move them into the pool vehicle fleet and give the Police a new vehicle, but there is no hard and fast number when we decommission vehicles.

The other point I want to make on decommissioning is for Police vehicles, the 110,000 miles, that's not real-time for Police vehicles. They have a lot of time at idle, so generally when they've reached a 110,000 miles, they've been in service longer because they're waiting. And then, of course, if they're waiting someplace, they have to have their heat or their air-conditioning on, it's not like a regular vehicle where they can just shut it off and go do their job. So those vehicles do get hard

service.

Budgets for 2009. In 2009, Public Works, working with the other department, asked for 353 vehicles. The budget, the approved budget by the County Exec and the Legislature authorizes approximately 212 vehicles; that's about 60% of the requested allocation. We have already started to order to public safety vehicles. We are working with all the departments, public safety departments. We've explained to them they're not going to get all the vehicles they asked for and we're prioritizing in order the vehicles that they need to keep the fleet going.

The Police vehicles. Back in about 2007, we over ordered Police vehicles, Crown Vics. We have approximately 141 vehicles from the 2007 vintage yet to build for the Police. That helps us, it gives us a little bit of a cushion, so we can live with the reduction in the Police vehicles. At the end of this year, though, we'll have used that 141 vehicle older fleet up and next year we'll really need your help to order exactly what we ask for.

Just to mention one other thing. When we put those vehicles, the 2007 vehicles in service, the date they go into service is the date their warranty starts. So there's no loss on warranty.

The next item I'd like to talk about a little bit is grant funding/alternative vehicles, alternative-fuel vehicles. In 2007 we applied for CMAQ, Congestion Mitigation Air Quality Grant through the Federal Highway Administration and we received \$750,000 to buy hybrid vehicles. We have purchased all those vehicles, we received most of them in 2008. We now have 70 hybrid vehicles in the fleet. The last 30 or so were 100% funded by Federal -- excuse me, 80%, it's an /0 share, so 80% funded by the Federal Government.

We have applied and received, we believe we're going to receive in 2009, an additional \$2 million from CMAQ money, we have tentative approval on it. You will be seeing a resolution being laid on the table very shortly which will ask you to authorize us to finalize that grant with the Federal Government. We plan to purchase over the next two to three years an additional approximately 70 hybrid vehicles.

One of the issues we're having with hybrid vehicles is the availability. This year, by the time the legislation is approved, we'll be lucky if we can order a handful of hybrid vehicles; they're just not available because of what's happened with the economy. But next year, if we order early, if we order October, November this year, we should be able to get a significant amount of vehicles next year, and that's what our plan is. So you'll see that legislation laid on the table very shortly.

The next area we're looking at is compressed natural gas vehicles.

We have -- we're in the process of working with additional CMAQ money on the order of \$4.5 million to convert a large portion of our fleet, and that's both cars and heavy-duty vehicles, to compressed natural gas. The problem with compressed natural gas has always been the infrastructure hasn't been there, but it's starting to build. You see right outside the Dennison Building, Clean Energy has a fueling station, they have just opened another one up at the Brookhaven Landfill, LIPA has a couple, so -- and a couple of other municipalities have them out there. So the infrastructure is starting to get there. We're hoping with this \$4.5 million grant, we're going to convert some of our vehicles, heavy-duty vehicles, we're going to buy some new ones and we're going to start some of our car fleet as CNG.

In addition to the vehicles, we're planning to put in fueling systems. We're hoping to put some possibly over here by the Leg, some over by the Dennison Building. Theirs would be slow-fuel systems which would take over night to fuel, so when you brought your pool car back, you just plug it in and it would fuel over night.

In addition, under the stimulus bill, there's some money for all electric vehicles. We're starting to look at that, none of those rules are out yet so we're not quite sure what we're going to be able to do. But we're looking to buy some all-electric vehicles for especially the parks system and for some of our maintenance people who don't really leave the complex with their vehicles, so we'll get rid of

their gas-powered vehicles and go to all electric. That's really still under discussion, we'll see where that stimulus money goes and what we can do with that. Presently we have Ford Escapes, Toyota Preas' and Honda Accords in our hybrid fleet and as I said, we have 70 vehicles.

The next fleet subject is GPS. Several years ago we started a pilot program with Sprint and TeleNav, we installed 240 GPS units in our pool fleet. It is a pilot program, we had significant issues with it; we had both issues on the Sprint/TeleNav side and on the County side. County side was employees shutting the units off, unplugging them because they didn't want them to be active in their cars, and we had hardware problems. Based on that, in 2008 we got Sprint/TeleNav to give us a \$75,000 rebate on the program. We're reinstalling newer units, we've got 120 installed so far, by the end of next month we should have all 240 back in their vehicles. These are operating much better. We've told our employees and now we're keeping better track of who's using the car when and when the GPS unit is out. We've established somebody in DPW who it's their -- a good part of their main job is to monitor the fleet. They're working with all the fleet liaisons in all the different departments now better. So we expect this to be a very good program, having the GPS in the cars now that it's being, number one, better monitored by us and, number two, we've got better hardware and better support from our vendor.

The next subject is the pool vehicle program. We've run a couple of reports based -- looking at the mileage in certain vehicles we use and it's obvious to us that some of the older vehicles are under utilized; those are vehicles that are sitting in the pools of various departments. So what we've done, we did it first in Yaphank and that didn't work out too successfully, but based on our experience there, we've modified the pool program and we've just opened a new pool program in Hauppauge, at the Hauppauge garage; there's 16 vehicles in it right now, we'll expand them as the program grows. You can go on the Internet under County resources and reserve a vehicle right on the Internet and it will be available for you at the garage, it will be fueled up, the battery will be working, we expect that to work very good. And you won't have a choice of the car you'll get; you'll get a car that meets your needs. For instance, what's happening is, we have some '99 Escorts that people just don't want to drive, they have 30,000 miles on them, so these will be forced back in to be used properly. And we think eventually that will allow us to reduce the fleet, by using a pool vehicle. And once we get all the bugs worked out in Hauppauge, we'll move to Yaphank and then from Yaphank to Riverhead.

Okay, that's kind of an overview of the whole fleet.

**CHAIRMAN BEEDENBENDER:**

Okay, I think that's good. I have a couple of questions, I don't know if my colleagues will have any. You were talking about the ordering of vehicles, and I want to talk for a moment about the 141 vehicles at Westhampton. I guess that's where they are, the Police vehicles?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Uh --

**CHAIRMAN BEEDENBENDER:**

That were over ordered from the '07 --

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Some were in Westhampton, some were in Yaphank; I don't know where they currently are, Brian.

**CHAIRMAN BEEDENBENDER:**

Okay. And the reason they weren't employed earlier was because we had enough, or --

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

That's correct, we had more than enough vehicles in the fleet.

**CHAIRMAN BEEDENBENDER:**

And the reason I ask is because there's been a story floating around the halls of this building that perhaps we didn't have somebody on staff to outfit the vehicles, and if that's not true that's good.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

That's not correct.

**CHAIRMAN BEEDENBENDER:**

Okay.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

For instance, right now we're about 14 ahead of what the Police have requested. What happens with the vehicle decommissioning is it's based on an approximate number. We estimate based on the current uses of the vehicle, when it's going to reach 110,000, and then there's an assumption that that vehicle may need to be decommissioned. Well, when it comes in it may be perfectly good and we keep it in the fleet, and therefore the car that we bought for it isn't ready to go into the fleet yet. So it's not an exact science, it's an educated guess.

**CHAIRMAN BEEDENBENDER:**

Now -- okay. Now, when you -- in the budget, I don't know if this is broken up in the budget, maybe BRO could help me there. But the vehicle request is a total number, it's not broken up public safety fleet?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

No, it is broken up. We attach a sheet to our request that details all of the vehicles we think we might need to buy based on the mileages.

**CHAIRMAN BEEDENBENDER:**

Well, because it seems to me, you know, in the coming year where everything is going to be tight, it's good information that you shared with us that, you know, at the end of this year, if we don't meet the public safety vehicle request that you put in, you believe we might be behind because there won't be a cushion anymore because we'll have used those. I think it's -- you know, I just wanted to make sure there will be an opportunity for the Legislature to look and say, "Well, DPW may have requested 500 cars, 300 of them are public safety, so we're going to start with that number and then see what we can do with the rest." Because I think there's probably a willingness on the Legislature, if we have to sacrifice it would probably be the non-public safety, if we had to.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

That's what we're doing on our own. We're working with the Police, FRES, all of the other public safety people to find out what they can really live with, what -- you know, we're taking a better look at their vehicles and the public safety vehicles will be ordered on the first priority.

**CHAIRMAN BEEDENBENDER:**

Now, the other thing I wanted to ask about is the maintenance program --

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Yes.

**CHAIRMAN BEEDENBENDER:**

-- in terms of the shop, not staffing and such. But I know that several years ago the garage for the public safety vehicles, they had their own repair shop for a while, the Police Department, at least some point, they did their own fleet services.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

That's correct.

**CHAIRMAN BEEDENBENDER:**

How -- and I don't know how many years it's been now that Public Works has been doing it, but

could you give me a sense of do we find that more effective, more cost efficient, or are there problems with that, or do you have any --

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

No, I wasn't prepared to answer that question.

**CHAIRMAN BEEDENBENDER:**

Okay, that's okay.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

My belief is that it's working just fine. You know, most of the vehicles we buy, especially the Police vehicles, they all have five year warranties. The majority of the major repairs are all done at the shop that sold them to us, so that takes care of that portion of it. But I'll get you a better answer on that.

**CHAIRMAN BEEDENBENDER:**

Okay. Because it was just one of the things that -- it happened to come up at a meeting that I had, the Police Department does their rounds and visits all our offices and we happened to start talking about cars a couple of weeks ago. They weren't critical at all, it was just a curiosity on my part.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

We work very well -- Chuck Timeus, who does that part of our business, speaks to the Police Department's rep every day and they make sure that they're all on the same page on what vehicles need to get done quicker, how many they need when. So I think we're working very well with the Police.

**CHAIRMAN BEEDENBENDER:**

And the last question that I had, and it's -- you know, I read Newsday today -- and trust me, I was going to ask it before -- but are Crown Vics still the -- most Police Departments throughout the country, are they still purchasing that model; is that still the Police car model, or is there a new vehicle that people have tried to move to? And I'm not asking because of the safety concerns in the Newsday article today, I'm just asking is there a movement away from, you know, Taures' and Crown Vics to some new vehicle that we're going to start to see the turnover of the Suffolk County fleet into some new vehicle?

**LEG. ROMAINE:**

Escalades.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

I checked with my fleet guys today and asked that question and he said Crown Vics are the main vehicle in the country for the Police Departments, they believe that's nice. There are a couple of other vehicles out there, there's a Dodge Challenger and the Chevy Impala who --

**CHAIRMAN BEEDENBENDER:**

Yeah, it's the Charger. The Charger, yeah.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Charger? That come close to the requirements, but apparently the Police don't like them as well, the tests on them don't come out as well, they don't hold up as well. While I'm not an expert in the area, this is what my fleet guy told me this morning.

**CHAIRMAN BEEDENBENDER:**

Okay.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

So our Police Department prefers the Crown Vics and when we ask them what they want that's what

they tell us.

**CHAIRMAN BEEDENBENDER:**

Okay. And --

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

So it's a good question to ask the Police Department and verify that, though.

**CHAIRMAN BEEDENBENDER:**

Okay. Well, right, because it just seems to me, generally there's a dramatic turn over in cars all the time, and not just in our fleet but in design. And it seems like we've been with the Crown Vic for a while and I was just wondering if there was any sense that that's -- you know, or the Taures' that we would normally buy for our pool vehicles, you know, if there was a moving away from those. But I will stop monopolizing the time and ask my colleagues if there's any additional questions.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Well, when we talk about the pool -- the pool vehicles are different, we are moving towards more of a -- we bought more Malibus. We've got to meet that mileage rating for then on-public safety stuff.

**CHAIRMAN BEEDENBENDER:**

Okay.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

So we have bought more Malibus, and right now we've just bid a contract and we'll see what comes in on this new contract that meets the mileage rating.

**CHAIRMAN BEEDENBENDER:**

Well, I mean, when you made the comment about the '99 Escorts, I -- because they have so low mileage, but without disparaging that particular car, the maintenance on them and the repairs are prohibitively expensive, especially with the things that always break. So Legislator Horsley.

**LEG. HORSLEY:**

Good afternoon. Your report was very interesting. I just had a couple of quick questions. And I know the County and some municipalities are going to be looking at stimulus monies, maybe putting in a request ourselves as a group. What time of year do -- does the -- you had mentioned we had already ordered many of the cars and vehicles for this year. What time of year do you usually go out to the market place and get off a State contract, whatever it may be, vehicles; is it the latter portion of the year, the beginning portion of the year? Give me a little bit of your timetable.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Our attempt is to go out as -- get a resolution before you as soon as practical for the non-public safety if we're going to be -- buy any. It's hard to say because these last couple of years, with the tight budgets, things are different. In the past, we'd get those resolutions to you very early in the year and we don't have to come to the Leg for non-public safety -- for public safety, sorry, and we start ordering them as soon as we can because there's build-out dates. And the build-out, if we don't get in ahead of the build-out date, that means that if we can't get a large fleet order in, we have to go out and buy them individually, go find them around.

We did something interesting this year. We have both State contracts and we rebid individually, locally, many of the same vehicles, and we're going to find where we get the best prices and try to do business, more business locally.

**LEG. HORSLEY:**

And did that work out; I mean, did you find that they were cheaper?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

We'll know shortly; the bids -- it's all just being opened now.

**LEG. HORSLEY:**

Oh, it hasn't come in yet? Oh, interesting. Yeah, I'd be very interested to hear that, how that played out.

The question, then, if we went to and we put in an application for stimulus monies and we receive an award that would go to alternate fuel vehicles, whether it's compressed gas or it's bio-diesel, whatever may be the combination that we may win this award for, if that does occur, do you -- then we would be looking at the vehicles for next year, is that what -- probably the January through the next first couple of months of the year, that's when we would be looking at it if we were going to exchange one type of vehicle for another type of vehicle.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

If they're hybrids, we're not going to be able to get many this year, they're just not available. But if they're CNG vehicles, they are available. We've checked, there's 50 of them in the local market place, someplace in the metropolitan area that we could get our hands on if we had the grant money already.

**LEG. HORSLEY:**

Right.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

By the time we get the grant money --

**LEG. HORSLEY:**

It's going to take a while, I'm sure.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

So we're hoping to buy some this year and probably the majority of it would be next year.

**LEG. HORSLEY:**

Okay. This is stimulus money and we're just looking at -- I know you've got -- you've already -- you've been working on that in a different tact but, you know, if we were to work with other communities and stuff like that, because the more communities involved the better chances of awaiting an award, that type of issue; I was just looking for the time schedule.

Let me ask you, has compressed natural gas vehicles ever been tested in Police vehicles? What is the history of that, is that something that's even under consideration anywhere across the country?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Not that I'm aware of. The problem with compressed natural gas in the Police vehicle is the gas tanks. The compressed natural gas gas tank chews up a lot of space and the Police are unwilling to have that space used up, they need it for their equipment.

**LEG. HORSLEY:**

Got it.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

So without a larger vehicle, I'm not sure that they would work for the Police. And again, that's a good question to talk to the Police about, their fleet guys are very knowledgeable also. But that's their main caveat, why they don't like compressed natural gas.

**LEG. HORSLEY:**

I see. So even if it's not compressed natural gas, is there any other alternative fuels that would meet that criteria that doesn't have the large tank?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Not that I'm aware of at the time. We're trying to move some of the Police to hybrids and maybe some of their command structure to CNG or hybrid, but those are discussions we're having with them --

**LEG. HORSLEY:**

The command structure; I like that, that sounds good.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

We're having with them now, I don't know how successful we'll be.

**LEG. HORSLEY:**

Very interesting. And lastly, you had mentioned that the GPS systems were turned off and the like; boy, that's distressing. We've got a control, a handle on that now? I mean, we know who's in the vehicles when these instruments are turned off?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Yes, we're getting a much better handle on it now.

**LEG. HORSLEY:**

Yeah, I could answer -- ask a million questions on that end, but I'm just going to stay put, but that is distressing. Thank you, Mr. Chairman.

**CHAIRMAN BEEDENBENDER:**

Actually, just two quick things. In response to what you were saying, Legislator Horsley, I think the problem with hybrids and Police vehicles are that the benefit of having the hybrid vehicle doesn't work when the car is idling, for the most part. And it also -- the hybrid, for the most part, the electric part of the vehicle is not in operation under heavy load. So if you are accelerating and decelerating, doing 75 miles an hour for the most part, that's when the gas engine is working. So I don't know what sort of -- I don't know to what degree the benefit of a public safety vehicle would be and that may be why they haven't gone to it in the larger effect.

**LEG. HORSLEY:**

Maybe so, but there are also other alternative --

**CHAIRMAN BEEDENBENDER:**

Yeah.

**LEG. HORSLEY:**

-- fuels that may be under consideration.

**CHAIRMAN BEEDENBENDER:**

Absolutely.

**LEG. HORSLEY:**

I don't know.

**CHAIRMAN BEEDENBENDER:**

And the last question I had for you, Tom, was in terms of fleet vehicles, I know the County Executive has issued an Executive Order, about 10% of the budgets in each department, to reserve it in anticipation of a budget problem, that these vehicles would be part of that as well. So is that part of the uncertainty?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Yes.

**CHAIRMAN BEEDENBENDER:**

Okay. All right. Well, if there are no other questions, Tom, thank you very much for a thorough presentation.

We also had on the agenda a discussion of Legal Aid Society, the Senior Citizen Division. But I do not see anybody from Legal Aid here, so seeing that, we will skip it and move on and we will go right to the agenda. Thank you, Tom.

**Tabled Resolutions**

***1848-08 - To expand the County's Recycling Program (Romaine).*** Legislator Romaine?

**LEG. ROMAINE:**

I'm waiting for you guys to table it.

**CHAIRMAN BEEDENBENDER:**

I'll make a motion to table. I wouldn't want to disappoint you.

**LEG. STERN:**

Second.

**CHAIRMAN BEEDENBENDER:**

Seconded by Legislator Stern. All in favor? Opposed? Abstentions? ***IR 1848 is tabled (VOTE: 4-0-0-1 Not Present: Legislator Losquadro).***

***IR 1891-08 - To improve and strengthen consultant procurement policy (Presiding Officer Lindsay).*** I'll make a motion to table at the request of the sponsor.

**LEG. STERN:**

Second.

**CHAIRMAN BEEDENBENDER:**

Seconded by Legislator Stern. All in favor? Opposed? Abstentions? ***IR 1891 is tabled (VOTE: 4-0-0-1 Not Present: Legislator Losquadro).***

***IR 2025-08 - Adopting Local Law No. 2008, a Local Law to promote accurate cost estimates for Capital Projects (D'Amaro).*** This needs to be tabled for a public hearing; I'll offer the motion.

**LEG. STERN:**

Second.

**CHAIRMAN BEEDENBENDER:**

Seconded by Legislator Stern. All in favor? Opposed? Abstentions? ***IR 2025 is tabled (VOTE: 4-0-0-1 Not Present: Legislator Losquadro).***

***IR 2043-08- Directing a study on the feasibility of the use of compressed natural gas to fuel Suffolk County vehicles (Alden).***

In light of the testimony that Tom gave us, I'll offer a motion to table.

**LEG. STERN:**

Second.

**CHAIRMAN BEEDENBENDER:**

Seconded by Legislator Stern.

**LEG. ROMAINE:**

On the motion.

**CHAIRMAN BEEDENBENDER:**

On the motion, Legislator Romaine?

**LEG. ROMAINE:**

Yes. What was it in Tom's testimony that convinced you to table this? If I may be so bold.

**CHAIRMAN BEEDENBENDER:**

Well, I believe, Tom -- and you can correct me if I'm wrong -- in the presentation you testified that you're out there looking, you're applying for the CMAQ Grant which would allow us to purchase these vehicles and it retrofits some of our vehicles in the fleet; right?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

That's correct. I don't think we need to do a study, I think it's a viable alternative and we're proceeding with it.

**LEG. ROMAINE:**

Okay. And this would be for natural gas and propane?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

No, natural -- compressed natural gas. We have no -- no intention to move to propane.

**LEG. ROMAINE:**

For the trucks.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Correct.

**LEG. ROMAINE:**

Okay. And why is that?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

We don't think the infrastructure is there. We don't think -- it's a more dangerous fuel for our maintenance shops. We think the best solution right now is to go to compressed natural gas.

**LEG. ROMAINE:**

Since it uses the same type of properties as natural gas, how is it more dangerous?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

It's heavier than air, they don't have the same properties, they're different properties. Compressed natural gas is lighter than air, it dissipates up. Propane sits down, it will actually sit in pits and holes and --

**LEG. ROMAINE:**

So you have looked at propane.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Yes. We believe the better solution is to go to compressed natural gas.

**LEG. ROMAINE:**

Okay. I may call on you in the future to give me the benefit of your knowledge and your research on that matter.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Okay.

**CHAIRMAN BEEDENBENDER:**

Okay. If there are no other comments, we have a motion and a second to table. All in favor? Opposed? Abstentions? IR 2043 --

**LEG. ROMAINE:**

Opposed.

**CHAIRMAN BEEDENBENDER:**

Legislator Romaine is opposed, opposed to tabling. We still have three votes, so IR 2043 is tabled.

**Introductory Resolutions**

***1058-09- Permitting the Suffolk County Society for the Prevention of Cruelty to Animals to purchase fuel from the County (County Executive).***

**LEG. STERN:**

Motion to approve.

**CHAIRMAN BEEDENBENDER:**

Motion to approve by Legislator Stern.

**LEG. HORSLEY:**

Second.

**CHAIRMAN BEEDENBENDER:**

Seconded by Legislator Horsley. If there are no questions on the motion, all in favor? Opposed? Abstentions? ***IR 1058 is approved (VOTE: 4-0-0-1 Not Present: Legislator Losquadro).***

***IR 1082-09 - Authorizing execution of agreement by the Administrative Head of Suffolk County Sewer District No. 7 - Medford with the owner of Springhill Suites @ Bellport (BR-1608) (County Executive).*** I'll offer a motion to approve.

**LEG. HORSLEY:**

Second.

**CHAIRMAN BEEDENBENDER:**

Seconded by Legislator Horsley. If there are no questions, all in favor? Opposed? Abstentions? ***IR 1082 is approved (VOTE: 4-0-0-1 Not Present: Legislator Losquadro).***

***IR 1107-09 - To enhance efficiency in the selection and leasing process for County buildings (Romaine).***

**LEG. ROMAINE:**

I'll make a motion to approve.

**CHAIRMAN BEEDENBENDER:**

I'll second it for purposes of discussion. Legislator Romaine, do you want the first crack?

**LEG. ROMAINE:**

No.

**CHAIRMAN BEEDENBENDER:**

All right.

**LEG. ROMAINE:**

I'll wait until everyone cracks and then I'll respond.

**CHAIRMAN BEEDENBENDER:**

All right. Well, I'll take it then. I read the audit that was -- that I think would be fair to say was the basis for the introduction of this resolution, and I think that the Comptroller did bring up many points. I had the benefit of seeing it several months ago because of my position on the Space Committee.

I think several things should be pointed out. The audit, just for my colleagues, everybody's understanding, was based on a time period, I think it was five years ago, and many of the things that were a concern -- a very real concern, the Comptroller rightfully pointed out -- have been addressed either administratively, by Local Law or procedurally. So one of them was a bill that I introduced last year. Legislator Romaine, I think there are many things in this resolution that are worthy of us moving forward, but then I think there are several that we should probably have a broader-based discussion on before we move forward.

And just for example, let me just try to read my crib notes here. The requirement, and I believe it's the second RESOLVED clause in your bill, it requires that all space should be accomplished by an RFP process. And I agree wholeheartedly with the sentiment, but think perhaps maybe it should be refined a bit, and I'll tell you why. Under the law, the Local Law I passed last year, it encouraged advertisement and the collection of several estimates from different builders and a rent analysis, seven different -- excuse me, several different office spaces and a rent analysis; and as a result, I can give you the experience that we've been going through with the relocation of my district office.

I found one that was good. My current landlord came down, the other landlord went down, my current landlord came down again, found a new space that he was willing to build out at an even cheaper price. So if we had to do an RFP, whatever came in first would be what we were stuck with. So I think for larger spaces like a health center, you are a hundred percent correct and we should have an RFP which is the practice of DPW; is that correct, Tom?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

That's correct.

**CHAIRMAN BEEDENBENDER.**

I think there is a benefit for smaller spaces, Legislative offices and other things where we can pit landlords against each other, especially in an economy like this where we can get some savings. So that would be one suggestion. I have several others, but without, you know, monopolizing the time, if you'd like to respond. And Tom, if DPW, if you guys want to respond to the discussion. Legislator Romaine?

**LEG. ROMAINE:**

Yeah. The amazing thing, back in the 80's when I was in the Legislature I drafted a resolution that said that all audits would be forwarded to all 18 Legislators, and the reason for that is obviously we have oversight responsibilities. This is my fourth year here. I've read all the audits, some of them had some black marks in them, some of them had some not-so-pleasant things in them, but none of them rose to the seriousness that this audit did, or the length.

The audit said that the auditors couldn't even determine if there were formal proceedings for leasing. And I know, Gil, you weren't there, but certainly, Tom, you were there and others were there. The audit said that the leasing lacked documentation and transparency and had significant flaws in the process of leasing buildings. The audit said it lacked centralized oversight and responsibilities were spread out amongst three departments. The audit said that the process did not

adequately consider the variable costs associated with leases. The audit said there may have been over -- significant overpayments to the landlords. The audit said in 25% of the files examined, there contained the contractor/vendee public disclosure statement, that documentation, critical documentation, some of which it was CO's, Certificates of Occupancy, were lacking.

To say that my legislation kind of was in response to Joe Sawicki, the Comptroller's audit is absolutely inaccurate; it wasn't in response, I copied the audit. All their findings are WHEREAS clauses, all their recommendations are RESOLVED clauses. This is not my work; this is the work of the Comptroller and his audit, auditors, and this is a comprehensive bill to address what has been going on in leasing.

Now, in truth-in-honesty, and the Chairman pointed out quite accurately that these things were passed, certainly I think before your time, some of this was before your time, Mr. Anderson. But nevertheless, this bill, if there's anything that is argumentative in this bill, anything that should be in this bill, I'd like to know it. Because as I said, every WHEREAS clause, every WHEREAS clause in this bill is a finding by the auditors against DPW. Every RESOLVED clause is a recommendation of how to clean up that finding that they found significant problems with. This is not any prior authorship from me, this is copied directly out of the audit.

And there's another even worse audit to come on shared services, and I'm waiting to drop that next because I think you need a comprehensive policy regarding leasing. And a lot of the RESOLVED clauses ask DPW to draft them and also ask DPW, after they draft it, formal procedures, to submit those to the Comptroller for review. I mean, this is something that we should be doing. This isn't -- you know, this isn't rocket science. This is a comprehensive bill that draws itself right from the audit, from what auditors found that were wrong about our procedures and puts the burden right on DPW.

Now, I've got to tell you, no administrator wants to work under burdens where they're handicapped in what they can and cannot do, and you mentioned an example where they can negotiate. But from long government service I've learned one thing; even though you can get a better price, you are condemned in the end if you don't follow procedure, because it's procedure that protects us in the end. This bill attempts to address that set of procedures, not to allow the leasing procedure to be like an Arab flea market. This is where we negotiate back and forth. This is where we seek formal RFP's where things are in writing, where we -- where the owner has to say and not charge us for space that we never knew we were getting charged for. "Oh, you know those four bathrooms down the hall? They're included in your square footage," and that was never put in the lease and we have to pay that as over payments.

I want to see a strict policy of written procedures, written agreements, bids, RFP's so that there is no, none of this back and forth where seek -- private deals can be cut, other bills come in late, over payments are made; it's just wrong. And unless we have a set, definitive standard, as spelled out by the Comptroller's Office who I think knows far better than you or I in their examination of DPW's records and their policies and the things that they've pursued in the past, I believe that this is a bill that helps clean that up.

**CHAIRMAN BEEDENBENDER:**

Well, I'm sure DPW would like to respond, but I'm going to just respond first. I think you're right, and you rightfully pointed out many of the things that the audit did say and I don't think any of them were inaccurate, except for the fact that the audit also said that we found this concern, and there are many of them, however these concerns there are procedures that are put in place since that time, and I think there was a different Chairman of the Space Committee. I think, Mr. Laguardia, you've only been the Chairman of Space since two thousand --

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Two thousand seven.

**CHAIRMAN BEEDENBENDER:**

Two thousand seven, okay. I think there was a previous Chairman of the Space Committee. But I guess -- I know, Legislator Romaine, you want to respond, but I guess let me just --

**LEG. ROMAINE:**

I just would say one thing and then I'll be quiet. I ran my resolution past the Comptroller and his office and his auditors, and I said, "Change it. Put in anything." So obviously, since they didn't change anything, and I think we made one or two minor changes that they recommended, they obviously felt that this was -- and I got an e-mail, Mr. Sawicki could not be here today because of a scheduling conflict, because he had indicated he wanted to come to the committee.

**CHAIRMAN BEEDENBENDER:**

I had expected, yeah.

**LEG. ROMAINE:**

Right, and I just got an e-mail saying he had a scheduling conflict. But I asked him to review this, take a look at this, change this any way you want. Obviously they felt that what was in here should stay in here and whatever changes were made, that nevertheless it should be codified in a bill such as mine.

So I would simply say while changes may have been made and procedures may be different, we have an opportunity as a Legislative body, we don't administrate, that's, you know, DPW's job, the Executive's job. The Executive can't set policy, that's not his job, that's our job. We have an opportunity to set policy through this legislation and spell out clearly, as the Comptroller has recommended, these changes. Even though changes have been made administratively, they want some codification of that, this is an attempt to do that. Thank you, and I won't say any more on it.

**CHAIRMAN BEEDENBENDER:**

No, you can speak as much as you want, Legislator Romaine. That's what makes this committee great, you and I talking back and forth. Tom or Gil, whoever would like to.

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

Yeah, I just want to point out, as the Chairman said, that these leases that were audited were all before 2005. And since then, under my direction and the direction of the Space Management Steering Committee, our processes have drastically changed and we've addressed, if not all, the majority of all the issues in the audit. It also might be --

**LEG. ROMAINE:**

(Inaudible).

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

It also might be noted that those issues were addressed well before the audit came out. We took a proactive role starting under Richard LaValle and under myself and under the current Space Management Steering Committee to start -- we saw some of these problems right from the beginning and we started to address them ourselves, so most of the stuff that's been addressed was addressed before the auditors ever showed up, we were already in the process of fixing it. And I think throughout the audit, the auditors noted many of the cases where we've already enhanced the database. We've already got formal measurement standards; all that was done before the auditors showed up. Unfortunately, some of that didn't happen in the earlier period. Some of those leases were ten years before 2005, they were leases that were done in 1995, 2000. Okay, so not under our control, but we have taken great care to try to correct them.

Finally, I would just like to note that while Space Management Steering Committee and the Space staff still have some fundamental differences with Audit & Control on some of the items, the real

issue is what have we done about it? We've taken -- we've enhanced our procedures such that we don't expect these comments to come to us again. Even though we might not have agreed totally with audit's stand on certain issues, we have modified our procedures to comply with what they're asking for. Space measurement standards for one of them, we have a complete standard on how to measure space, a written standard now, and we did that with working with Real Estate and with our architects to come up with a measurement standard.

So I think if you look at us today compared to what the audit is looking at, you'll find a pretty good-running organization. And just to mention who's on it; the Space Management Steering Committee has Planning on it, has Real Estate on it, we have three Legislative representatives on it, myself from DPW, we have Budget -- Legislative Budget Review on it. All these people sit for all of these different leases and to intimate that they're not doing things properly, I don't think that's correct, I think we have enough diversity. And then when you add my staff to it, I've got two professional architects, we've got a County Attorney on it. We really take great care in our lease process. And I think it's only going to get better as we institute -- as these new procedures move forward.

**LEG. ROMAINE:**

Just brief. Congratulations on all the advancements and improvements you've made administratively; that's not the issue before us. The issue before this Legislature, as Legislators, do we, as Legislators, want to adopt a formal policy by Legislative resolution that spells out the things that were in the audit that DPW has now said they've addressed administratively. Because administrations change, administrators change, but policies don't change unless they're reviewed and readopted or amended. So as Legislators, that's the question before us; do we want to establish a policy that is as clear as the audit was in its findings and recommendations. End of story.

**CHAIRMAN BEEDENBENDER:**

Legislator Stern.

**LEG. STERN:**

Yeah, thank you, Mr. Chairman. Commissioner or Tom, have you had the opportunity to review all of the elements of the proposed legislation? And if you have, are there any particular elements that you find disagreeable, or are there any elements that are unachievable; what are your thoughts on some of the specifics?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

There are only two RESOLVED clauses that I have a problem with. One Legislator Beedenbender already pointed out, is the direction that we have to do everything by RFP; that's not a proper Real Estate practice. We believe for large, build-to-suit spaces like we've done recently for -- we're doing for the Health Department now, RFP is the proper way to go and we have no issue with that. But when it comes to the smaller spaces, short-term leases, Legislative spaces, it's not the proper procedure. The proper procedure is to go out with an advertised search, as wide as possible in the area that we can work with, negotiate back and forth with the different landlords and come up with the best value for the County, and that's how we believe we should proceed in that area. So we don't want to do RFP's for these smaller sites.

And by the way, you may have a site that you would like your district office in, but if the RFP comes in and the best value is over ten miles away, you're still in your district; it doesn't really work for the Legislators either.

The other problem I have, which is not a major problem, is that we have to audit our payments every year for custodial and all that; that's done initially when we do the contract. It's a little bit of a waste of time to go back and audit them, but it's not that big of a deal, that's not going to cause us that much heartburn. It's just going to waste some of our time.

**CHAIRMAN BEEDENBENDER:**

And I -- just so you understand where I was coming from, Legislator Romaine, I agree with you that we should codify it. I don't disagree with putting these things in place, there's nothing wrong with the Legislature passing a bill that puts all policies in place. The one area was that second RESOLVED clause where I -- in terms of from a policy perspective, I think I have a different opinion on that particular RESOLVED clause, the rest of them I don't take objection to.

So I think that between the Comptroller, DPW and the Legislature, so we can set this policy, there has to be a way for us to set something that satisfies all the concerns yet meets all the practical implications of what it is.

**LEG. ROMAINE:**

And out of my great respect for you, Mr. Chairman, I'd be willing to table it for one cycle if DPW could state to me a square footage above and beyond where an RFP should be done and the square footage beneath and below in which an RFP would not be done, and I'll amend that part of it. Although it wasn't in the Comptroller's recommendations, I'll amend that part of it out of my respect for you, Mr. Chairman.

**CHAIRMAN BEEDENBENDER:**

Wow.

**LEG. ROMAINE:**

And then it can come before us in two weeks, because I think all the other procedures should be done legislatively. It's nice that it's done by this administration, but there will be other administrations, some sooner than later, that will come along and there may be changes in different administrators, etcetera. And if we have a codified policy, I think we protect ourselves a lot better. Is there a square footage, Mr. LaGuardia, that you would see as the threshold for an RFP?

**CHIEF DEPUTY COMMISSIONER LAGUARDIA:**

I wouldn't do it strictly on square footages. I would do it based on whether it's a build-to-suit, complicated design, large-size building, we would sit down and look at it and we would decide RFP or search.

Also, the length of lease is very important. If it's a long-term lease, RFP is the best way to go. If it's a short-term lease, for instance we're looking for space for Medicaid, it's --

**LEG. ROMAINE:**

Well, I'm going to give you this invitation. I'm going to give you this invitation. If you could e-mail me and the other members of the committee your recommended amendments to that second RESOLVED clause, which seems to be the sticking point, and as long as they're somewhat reasonable, I would be happy to amend my bill. I will permit the Chairman to offer a motion to table so it can be amended and it would be before us in two weeks, and we will formally set a policy which I think is going to outlast us all and will be good for the County.

**CHAIRMAN BEEDENBENDER.**

Well, I'm still young. But I think --

**LEG. HORSLEY:**

The rest of us aren't.

**CHAIRMAN BEEDENBENDER:**

Well, I didn't say that. I was looking that way when I said it.

**LEG. ROMAINE:**

He's right to look this way.

**CHAIRMAN BEEDENBENDER:**

Legislator Romaine, just for the record, I appreciate your deep respect and I'm happy that you're on this committee, it makes it a lot more fun.

**LEG. ROMAINE:**

Other Chairmen don't feel the same way; I serve on less and less committees as the years go by.

**CHAIRMAN BEEDENBENDER:**

Well, I'm only speaking for right now. You never know how things could change.

**LEG. ROMAINE:**

That's true.

**CHAIRMAN BEEDENBENDER:**

All right, so we have a motion to table.

**LEG. STERN:**

Second.

**CHAIRMAN BEEDENBENDER:**

And a second by Legislator Stern. And Tom, if you could just make sure that there's some sort of standards, whether Basia may have a suggestion, Gil, Tom, however does, and I think that will be helpful for your perspective and for ours because we do want to set a policy.

All right, IR 1111-09 - Authorizing the transfer -- did we take a vote on that? Oh, I'm sorry. There's a motion and a second to table IR1 1107. All in favor? Opposed? Abstentions? ***IR 1107 is tabled (VOTE: 4-0-0-1 Not Present: Legislator Losquadro).***

***IR 1111-09 - Authorizing the transfer of six (6) surplus County computers, monitors, mouses and keyboards to the Suffolk County Vanderbilt Museum (Presiding Officer Lindsay).*** I'll offer a motion to approve.

**LEG. STERN:**

Second.

**CHAIRMAN BEEDENBENDER:**

Second. All in favor? Opposed? Abstentions? ***Approved (VOTE: 4-0-0-1 Not Present: Legislator Losquadro).***

***IR 1114-09 - To implement Sunday bus service and extend weekday morning and evening service in Suffolk County (Romaine).***

**LEG. ROMAINE:**

Yes, Mr. Chairman, I'm going table this for two weeks because -- for two reasons. One, we want to amend that to include Federal and State aid, because obviously the County doesn't have the wherewithal fiscally to move forward independently. And secondly, we obviously -- and I want to say this openly, despite the fact that some people think I engineer Superbowl plays -- that I certainly am happy to work with the County Exec's Office on this bill. The County Exec, in his statement, State-of-the-County Message, made it clear that he was supportive of Suffolk -- having a Sunday bus service and extra hours which I think they're desperately needed in public transportation.

There is a hearing right now as we speak across the road at the Dennison Building this afternoon and this evening on public transit, and fortunately there will be one, and that's where I will be testifying and laying out my plans, out east at the Culinary Institute in Riverhead tomorrow at three

o'clock, and I believe again at six o'clock, on public transportation. Public transportation is desperately needed. We are not getting our fair share of State aid, I agree with the County Executive. And we need to provide additional hours and Sunday bus service, we need to strengthen our SCAT service so, particularly in these times where people can't afford to drive, that public transit is available.

So I'm going to table this. We will be amending this, but in the amendment process, I will invite the representatives of the County Exec's Office either to e-mail me or speak with me, or if that's difficult, to speak with one of my aides on recommendations that they would have to strength this bill. Because we'd like to see this bill passed. I understand in this format it wasn't going to be supported by the majority or by the Executive and I understand why, because the County cannot bear the cost alone in these difficult times in funding bus service, and we're not getting our fair share, particularly of State aid. Where Westchester, a much smaller County than us, two-thirds the size of Suffolk in terms of geography and population, and Nassau which is small, gets significantly more, the Executive has an excellent point. And I hope to work with the Executive on Sunday bus service and extending hours. Thank you.

**CHAIRMAN BEEDENBENDER:**

I have never left this committee meeting without feeling warm and fuzzy. It seems like we always come together in Public Works.

The one suggestion I would make to you, Legislator Romaine, if you are looking at amendments, I read through that interim report, the report itself does not recommend extended hours and Sunday service on every single route.

**LEG. ROMAINE:**

No, I understand.

**CHAIRMAN BEEDENBENDER:**

So that might be something you want to take a look at as well.

**LEG. ROMAINE:**

We're looking at that. We're looking at the routes that are most used that would benefit from Sunday service. I should speak into the mike.

Certainly I think that the S-92 route, which is the route that begins in Greenport and ends in East Hampton, does a U on the east end, is a route that gets a lot of service. In fact, so much so that the Executive recognized this and added an additional morning bus, and I believe an evening bus, because it gets tremendous usage. And I'm very concerned about public transportation, not only County-wide but on the east end. Thank you.

**CHAIRMAN BEEDENBENDER:**

Okay. If there are no other comments, we have a motion to table, I will second it. All in favor? Opposed? Abstentions? ***IR 1114 is tabled (VOTE: 4-0-0-1 Not Present: Legislator Losquadro).***

***IR 1116-09 - Approving cross bay ferry license for the Fire Island Ferries, Incorporated. (Presiding Officer Lindsay).*** I'll offer a motion to approve.

**LEG. STERN:**

Second.

**MR. NOLAN:**

It has to be tabled for a Public Hearing.

**CHAIRMAN BEEDENBENDER:**

Oh, this has to be tabled. I'm sorry, that's right.

**LEG. STERN:**

Second.

**CHAIRMAN BEEDENBENDER:**

Okay. I'll offer a motion to table, seconded by Legislator second. All in favor? Opposed? Abstentions? ***Tabled (VOTE: 4-0-0-1 Not Present: Legislator Losquadro).***

***IR 1117-09 - Approving lateral ferry license for Fire Island Ferries, Incorporated (Presiding Officer Lindsay).*** Again I'll offer a motion to table.

**LEG. STERN:**

Second.

**CHAIRMAN BEEDENBENDER:**

Seconded by Legislator Stern. All in favor? Opposed? Abstentions? Mr. Zwirn, if it is at all possible, if the County Executive could provide the CN's for that after we hold the Public Hearings on Tuesday, it would be greatly appreciated.

Having no other business, we stand adjourned.

***(\*The meeting was adjourned at 3:07 P.M. \*)***