

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
OF THE
SUFFOLK COUNTY LEGISLATURE

Minutes

A regular meeting of the Public Works and 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 Tuesday, March 1, 2011 at 12:00 p.m.

MEMBERS PRESENT:

Legislator Jay Schneiderman, Chair
Legislator Steven Stern, Vice Chair
Legislator Tom Barraga
Legislator Wayne Horsley
Legislator Tom Muratore

ALSO IN ATTENDANCE:

Presiding Officer Lindsay, District No. 8
Legislator Ed Romaine, District No. 1
George Nolan, Counsel to the Legislature
Renee Ortiz, Chief Deputy Clerk, Clerks Office
Bob Doering, Budget Review Office
Gil Anderson, Commissioner, Department of Public Works
James Peterman, Chief Deputy Commissioner, Department of Public Works
Paul Perillie, Aide to Legislator Cooper
Kara Hahn, Aide to Presiding Officer Lindsay
Mike Cavanagh, Aide to Presiding Officer Lindsay
Catherine Start, Aide to Legislator Schneiderman
Debbie Harris, Aide to Legislator Stern
Jessica Proios, Aide to Legislator Muratore
Kevin LaValle, Aide to Legislator Muratore
Gail Lolis, County Attorney's Office
Ed Hennessey, County Executive's Office
Dot Kerrigan, AME

MINUTES TAKEN BY:

Lucia Braaten, Court Stenographer

MINUTES TRANSCRIBED BY:

Kim Castiglione, Legislative Secretary

(THE MEETING WAS CALLED TO ORDER AT 12:45 P.M.)

CHAIRMAN SCHNEIDERMAN:

Good afternoon. I'd like to call this meeting of the Public Works and Transportation Committee to order this first day of March, 2011. If you will all rise and join us for the Pledge of Allegiance, led by Legislator Barraga.

(Salutation)

Be seated. You guys are getting lucky today. We had some presentations scheduled. We moved them to the next meeting because of the special meeting that was originally scheduled for today, so it should get us, hopefully, out of here a little bit earlier. Do we have any speaker cards? I see none. Madam Clerk? No Madam Clerk. Then we will move directly to the agenda, unless Commissioner Anderson has something to say before we begin. Commissioner. It looks like all the snow is melting, so making your life a little bit easier, right?

COMM. ANDERSON:

Don't jinx us.

CHAIRMAN SCHNEIDERMAN:

Have we exhausted the budget for snow plowing? Beyond it?

COMM. ANDERSON:

Beyond it.

CHAIRMAN SCHNEIDERMAN:

Beyond it. All right.

Tabled Resolutions

I.R. 2127 - Authorizing execution of agreement by the Administrative Head of Suffolk County Sewer District No. 3 - Southwest and Westbrook Village (IS-1432.1) (Co. Exec.).
Commissioner.

COMM. ANDERSON:

Yeah, I'd like to --

CHAIRMAN SCHNEIDERMAN:

Typically, I think we've evolved into a routine where you give us a little bit of additional information if it's available, so we'll stick with that procedure if you have additional information.

COMM. ANDERSON:

Yeah. Actually this one you could either table subject to call or withdraw it. There's a subsequent resolution that we'll be discussing today which supersedes this resolution in giving us the capacity that they requested.

CHAIRMAN SCHNEIDERMAN:

I'll make a motion to table subject to call. Is there a second?

LEG. STERN:

Second.

CHAIRMAN SCHNEIDERMAN:

Second by Legislator Stern. Any discussion? All in favor? Opposed? Abstentions? So 2127 is tabled subject to call *(Vote: Tabled Subject to Call 5-0-0-0)*

I've just been handed one speaker card, Pat Lenehan. Is Pat Lenehan in the audience?

MS. LENEHAN:

Yes.

CHAIRMAN SCHNEIDERMAN:

Ms. Lenehan.

MS. LENEHAN:

Hi, everybody.

CHAIRMAN SCHNEIDERMAN:

If you'll identify yourself for our record, and you'll have three minutes to make your comments known.

MS. LENEHAN:

Hi. I'm Pat Lenehan. I am the Employment Chairman from National Organization of Women, and I've been here before, as many of you know. And I want to thank you for your time in bringing up, again, about the buses, only to thank you. I understand that you're going to be doing some type of a program to figure out what to do with the -- you know, with a new way of running the buses. This is what I heard, so let me just get -- I just walked in the door, I'm like crazy.

Okay. On February 24th, the President held a meeting with the Council on Jobs and Competitiveness when he spoke of the challenges we have to fix the unemployment problem in our country. Our challenge here on Long Island and elsewhere in the country can be fixed -- cannot be fixed when there is a lack of transportation in areas to get people to work on time, as well as to job training programs and labor departments. As Chairperson of the Employment Committee, I have to cover the needs for education and job training, and not just the needs for big businesses, but the establishing of small businesses as well and how it can get our communities back to work. I take this position seriously, as you know.

Since the last meeting I attended on September -- on February 1st, I have spoken to many riders who are still missing their buses at their transfer locations at the Smithaven Mall. We have all agreed that the only way to help with this problem is to start a Bus Transit Advisory Committee that is represented by riders, as well as drivers, that know how the system can work better. I intend to take it upon myself with the help of our public, as well as our representatives, to be part of this committee, if I can do this. What I need to know from this County is how I can do this. I already know we once had such a committee, and I need to know are there rules that I should follow?

Yesterday I had to be in Riverhead because I had to go on jury duty. I had to take the bus. I have the schedule here, 62 from Port Jefferson. Okay. Now, getting off at -- if you look at the schedule, which I'm going to give to Mr. -- Jay Schneiderman, because you're interested in this, the bus itself -- I even brought my transfer token. It went from Hauppauge to the Riverhead Center. I got off at the Riverhead Center because that's the last stop. I went to the courthouse only to find out that I had to be at the Supreme Court, which meant that I had to walk in the rain to get over to the Supreme Court because there's no buses.

When I got to the Supreme Court, a woman stopped me who had a car -- well, she happened to sit behind me in the jury room, and said that she looked it up on her internet to get directions and in your -- on our internet it says that to report at 10 a.m. Monday through Friday, February 28th, at the Supreme Court building, located at 240 Center Drive in Riverhead. That is the address of your other courthouse, so this woman took from your website the wrong address, so it should be fixed. You know? It's ridiculous. So, anyway, I'm going to give this to you, because I didn't get a chance to even think this out.

When I left the Supreme Court, I went to -- back to the center. I walked, you know, in the rain. And I caught the bus there, only to find that it goes to the train station, which isn't listed on the schedule. That's not listed at all on the schedules. It says it goes from the County Center to Tangers Mall. That's your next stop, I have the papers here for you. Now, if I had known that it was at the train station, which is across the street from the Supreme Court building, I could have got off there and I could have went back home that way. So there are things that need to be fixed.

So my concern -- I'm going to stop. My concern is how --

CHAIRMAN SCHNEIDERMAN:

Actually, I was just indicating to DPW if somebody is recording this.

MR. PETERMAN:

Yeah.

COMM. ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

And your time has expired. I have given you extra time, but I appreciate you bringing these things to our attention, and I think there are valid concerns. I think they're easy to rectify. If there's a stop that is not listed that we're stopping at it certainly ought to be in the bus schedule, and if there is an address that's incorrect, that's easy enough to correct on the internet, so I appreciate that. That's how we can deliver a better transit system, by having input from riders. So I thank you for coming forward with that.

MS. LENEHAN:

Now, I know you also have that committee. How can we have that committee again?

CHAIRMAN SCHNEIDERMAN:

That committee is currently not active. That was the Transportation Advisory Committee.

MS. LENEHAN:

Yep.

CHAIRMAN SCHNEIDERMAN:

Gil, do you remember what happened, why that committee stopped meeting?

COMM. ANDERSON:

No, but I could look into it and get back to you.

CHAIRMAN SCHNEIDERMAN:

Maybe it would be wise to reestablish it in light of all the questions and concerns about public transportation that are arising.

MS. LENEHAN:

And like I said, I'm on the buses all the time. People talk to me now and they show me things and it's important. If we're going to start it, let's start it right where the problems are.

CHAIRMAN SCHNEIDERMAN:

I know on this issue of public transportation, and I had mentioned before the snow plowing, a couple of people had said to me that some of the bus stops, there were some concerns that the snow didn't get removed from the bus stops. I don't know, in certain areas it might be town issues or County. I guess, Pat, I should let you step down, but I thank you so much for your input there. And maybe, Gil, you can just explain to me why some of the bus stops weren't plowed and people, I guess, who were waiting for the bus were forced out onto the roadways because of all the buildup at the bus stations.

COMM. ANDERSON:

Well, I mean, the simple reason is that normally -- is this on? The simple reason is that, you know, or the short answer is that given that our normal, you know, duration of snow storms, after a day or so they go away. With the exception of County roads, the towns are responsible for town roads and obviously the State is responsible for State roads once you get, you know, into their jurisdiction. We began implementing the removal of snow at key bus stops throughout the County, but we weren't able to get to all of them. So, you know, there really is no set answer on this, but we -- because we did have prolonged snow staying in one area we did start to, you know, respond to that. Generally it's gone after a couple of days and, you know, I know that's not much of an answer, but that's the one I have.

CHAIRMAN SCHNEIDERMAN:

Right. Legislator Romaine.

LEG. ROMAINE:

Yes. I just want to ask a question.

CHAIRMAN SCHNEIDERMAN:

Is it on this issue?

LEG. ROMAINE:

Yes, it's on snow removal.

P.O. LINDSAY:

Snow removal at bus stations actually was the question.

LEG. ROMAINE:

Right. I got an E-mail to my E-mail today. The Presiding Officer got it also and sent it over to me from a constituent that complained that -- and I understand sidewalks, even though on County roads are not County issues, because of the fact that there is no shoulder on 58 at all, or the sidewalk, when the County plowed, they put all the snow on the sidewalk. And we're talking, you know, five, six, seven feet of snow. No one could dig that out, and on top of that, a lot of the snow wound up on the bus stops along 58. Maybe you could address that. Because of the lack of shoulders, when the County plowed, and I don't blame your people at all, because they had to plow to open the roads, but they had nowhere to put it, they made these snow mounds of six or seven feet. I had tons of constituents, literally, calling my office and they are saying, you know, and the town is saying, "Well, the merchants are supposed to clear it." Well, try to go out there after the snow storms and they turned to ice and you have got six or seven feet of snow on the sidewalk. The merchants were complaining that no one could get to their stores.

COMM. ANDERSON:

In response to that, you know, we did have an extreme winter where we did have a lot of snow. I mean, you know, we're fully aware that we were pushing our snow onto the side of the road, and similarly, the stores were pushing their snow onto the sidewalk, and then we cleared the sidewalk in certain areas. We were pushing it out to the road. There was just a lot of snow.

LEG. ROMAINE:

No, I understand the situation, but in this particular case, because there aren't shoulders on 58, and I'm sure you're aware of that, all of that snow was put onto the sidewalks.

COMM. ANDERSON:

Even with the -- if we had an expanded shoulder, the amount of snow that we had, and you can go take any road, we were in the same situation. I mean, the width of the service -- of the side of the road really didn't impact that.

CHAIRMAN SCHNEIDERMAN:

I understand that this was an extraordinary event. I also am not trying to blame, just to make you aware that a lot of public transportation riders were put into a difficult situation.

COMM. ANDERSON:

Absolutely.

CHAIRMAN SCHNEIDERMAN:

There are roads, as Legislator Romaine is describing, with no shoulders and I know other areas, and I'm not saying we should buy more equipment, we don't have any money, but I know that in some areas, like New York City, they take the snow and they take it out of the area. They don't just put it in the shoulders, they use melters and things like that. There may be depositories where they bring the snow to that are environmentally safe, or whatever, you know, that kind of thing. Are we lacking equipment? Is there some areas that maybe we should do things differently? Is that a thought? Because we don't have shoulders in those areas and we are putting the snow in places like bus stops where we are impeding public transportation.

COMM. ANDERSON:

No. The reason the City does what it does is primarily because they have absolutely no room to put it in. If you go into the City and stood along where their bus stops are, they were in the same position that we were with snow standing on the bus stops, and actually they make the adjacent businesses or residences deal with it, not the City. So, unfortunately, everybody was faced with the situation where they had no place to put it. Their operation is very confined. They do have those snow melting machines. They do have to get DEC approval for the specific locations and they dump it, you know, directly into storm drains, which then go out into, you know, both rivers. You know, in our case it's a different operation. In both ours and the City's we were faced with the same problem when it came to bus stops.

We did work at trying to find a solution, you know, having our personnel go out there and clean where we were responsible -- not where we were responsible, but at least in our jurisdiction. There's an argument still to be made, as I believe Legislator Romaine stated that, you know, the towns are responsible for the sidewalk. But because we had people, you know, standing where we didn't really want them standing, you know, even on top of the ice was a hazard, so that's why we started dealing with it.

CHAIRMAN SCHNEIDERMAN:

You're okay?

LEG. ROMAINE:

I'm okay with that, but, obviously, my constituents aren't okay with that, because we continue. And, in fact, as I'm saying, just as I'm sitting here I'm getting an E-mail from Dennis {Burn} in Riverhead about this issue, that the bus stops were all packed with snow, no one could even wait there. The sidewalks, because there are no shoulders on 58, all the snow, not some of the snow, all the snow cleared from the road went on the sidewalks. And this created tremendous inconvenience for pedestrians, for people waiting at these bus stops -- that couldn't even get there because there were snow mounds, and for merchants whose stores were adjacent to the sidewalk because it created all types of inconveniences. So I just would say that again for the record.

CHAIRMAN SCHNEIDERMAN:

I mean, for the future, you know, I don't want to rain on your parade or snow on your parade in this case, because you really did a terrific job, there's no question you guys did a great job --

LEG. ROMAINE:

Yes.

CHAIRMAN SCHNEIDERMAN:

-- dealing with an extraordinary amount of snowfall. But just something to think about in the future is to maybe instruct some of these plow drivers to try to not fill up the bus stations -- the bus stops.

COMM. ANDERSON:

That's not something that -- really what has to happen, and that's what we've talked about, is us coming back following, you know, after the storm event is over and cleaning out the -- you know, making sure that as much as we can, you know, you're removing snow at the bus stops, and that's what we've been trying to do.

CHAIRMAN SCHNEIDERMAN:

Good. I appreciate that.

LEG. ROMAINE:

I just want to end by saying you did do -- I was very impressed with the County's snow removal, it was very good. Of course, there'll always be criticism. You can't plan for everything, but if you could give some thought, because the towns had no ability, or the merchants, to clear their sidewalks when they had snow mounds of that nature. Just something to think about. But thank you again for the good job that you have done.

COMM. ANDERSON:

Understood and appreciated.

CHAIRMAN SCHNEIDERMAN:

All right. Let's go back to the agenda now. We are on ***I.R. 2205 - Authorizing the County Executive to enter into an agreement with Heritage-Riverhead Retail Developers, LLC and accepting payment of money in lieu of performance of certain mitigation measures, constructed under Capital Project 5529, Old County Road, Riverhead, and placing this payment into a debt reserve account to pay down the debt service on Capital Project 5529 (Co. Exec.)***. It sounds fairly self-explanatory, but if you want to add anything to it.

LEG. ROMAINE:

Mr. Chairman.

CHAIRMAN SCHNEIDERMAN:

Yep.

LEG. ROMAINE:

I believe we have a resolution to the contrary that we've adopted at our last meeting of the Legislature. Until the veto override is adopted, I would suggest we table this. It's convenient that this month of March we'll have two Public Works meetings, so I would table it for two weeks and then it can be dealt with it, depending on how we deal with the veto override.

CHAIRMAN SCHNEIDERMAN:

Right. Specifically this was the \$1.9 million or something like that?

LEG. ROMAINE:

Right, impact fees, correct.

CHAIRMAN SCHNEIDERMAN:

Impact fees that you wanted to and I supported to use to finish the roadways.

LEG. ROMAINE:

Right, and it passed the Legislature unanimously. There is a veto message. I have just spoke to our Deputy County Executive and said I'd be happy to enter -- discuss this further with the County Executive. But until we deal with the veto override this would conflict something we've already adopted. You can deal with this in two weeks, because by that time the veto override would be dealt with or not dealt with as the case may be.

CHAIRMAN SCHNEIDERMAN:

All right. So is there a motion to table? Legislator Muratore. I will second the motion to table.

LEG. HORSLEY:

Mr. Chair, may I just ask a quick question of Mr. Romaine, my esteemed colleague?

CHAIRMAN SCHNEIDERMAN:

Legislator Horsley.

LEG. HORSLEY:

What's the status of the store at this point? Is it in the planning process of the town?

LEG. ROMAINE:

They haven't even broke ground.

LEG. HORSLEY:

They haven't broken ground.

LEG. ROMAINE:

Haven't broke ground.

LEG. HORSLEY:

Okay. So it's not putting them off to wait another month or two or whatever it may be.

LEG. ROMAINE:

No, they're happy to hold off.

LEG. HORSLEY:

I bet they are.

LEG. ROMAINE:

They may have written, and maybe I can ask the Public Works Commissioner. Did Costco write us a check?

COMM. ANDERSON:

Yes, the money was received.

LEG. ROMAINE:

And where is that money being held?

COMM. ANDERSON:

It's within the Road Fund that we have, which is Capital Project 5014.

LEG. ROMAINE:

But it's in an escrow account, I take it, since the County Legislature has not accepted this money as of yet?

COMM. ANDERSON:

It's just sitting there.

LEG. ROMAINE:

Okay.

LEG. HORSLEY:

Thank you.

CHAIRMAN SCHNEIDERMAN:

We haven't spent it yet.

LEG. HORSLEY:

That's what I was wondering, that's where I was going.

LEG. ROMAINE:

Cash flow.

P.O. LINDSAY:

All right. So there's a motion and a second to table. Is there any discussion? All in favor? Opposed? Abstentions? Approved. Tabling is approved. **(Vote: Tabled 5-0-0-0)**

2241 - Directing the Department of Public Works to hold a public hearing on establishing a transfer fare from Long Island Railroad trains to County buses (Romaine). This was tabled at the last meeting. I believe I had some questions about this. I would also ask that we wait on this. I'll make a motion to table again.

LEG. BARRAGA:

Second.

CHAIRMAN SCHNEIDERMAN:

Second by Legislator Barraga. Any discussion? Legislator Romaine.

LEG. ROMAINE:

I appreciate you letting me speak since I'm not a member of this committee, but I just would tell you the purpose of this, not to defer the tabling motion. The purpose of this is to try to better coordinate our bus service with our rail service and to encourage a bus-to-rail or rail-to-bus situations where you do transfers. The amount of income we would lose would be minimal and we may not lose any by encouraging greater use of public transportation, so that's the purpose of this. And I'm happy to answer any specific questions about this.

CHAIRMAN SCHNEIDERMAN:

I like the purpose of it. We don't really know the fiscal impact of it yet. And, you know, as we're looking at many other issues within Suffolk County transit and coordinating and times, as well as providing Sunday service, I would just ask that we wait on this just a little while longer.

LEG. ROMAINE:

I will defer to the judgement of the Chairman, but you understand my purpose, and that's all I wanted to do, to explain that we -- as bad as the recession is, money situations, it doesn't mean that we shouldn't think about the vision for the future. Obviously public transportation is something that is less than ideal in Suffolk County, and we may think of other ways that we may make a better public transportation service. Obviously, bus-to-rail or rail-to-bus is one way to encourage greater mobility of people who rely on public transportation. And I appreciate the opportunity to just make those comments. Thank you.

CHAIRMAN SCHNEIDERMAN:

Maybe the MTA, with all their tax money, can help us with that.

P.O. LINDSAY:

That's exactly where I was going. I really think that we should contact the MTA. And even a fare-splitting system, where both would get half fares, you know, I think it's something that should really be approached and considered.

LEG. ROMAINE:

Presiding Officer, yourself, myself, Legislator Schneiderman, and whoever else would like to join us, I think that's a great public statement that we can make at some time, because we are paying \$347 for every man, woman and child to the MTA. And I come from a part of the County where there is no train service on Saturday or Sunday whatsoever. I come from a part of the County where there are only two trains a day, and I got to tell you, the people that are paying that money in my district ask me for what? For what?

CHAIRMAN SCHNEIDERMAN:

You may want to -- Legislator Romaine brings up kind of another interesting issue. Not everybody goes from the bus to the train. A lot of people go from our Suffolk transit bus to Nassau's bus system, and this idea of a reciprocal agreement where they could transfer onto our system, we could transfer onto their system, without having to pay the full fare but more of a transfer fee, I think is worth exploring as well.

LEG. ROMAINE:

So it would be a benefit to all western Suffolk Legislators who I think their constituents would benefit from such a system. But that's something that, Mr. Chairman, yourself, myself, Presiding Officer and our colleagues should sit down, because we may want to have a public statement on this issue for MTA.

COMM. ANDERSON:

If I may.

CHAIRMAN SCHNEIDERMAN:

Yes, certainly. Commissioner Anderson wants to weigh in.

COMM. ANDERSON:

Thank you. Just briefly, we do allow transfers. We do have transfers into -- it's an agreement with the MTA. You know, Long Island Bus allows one ride in, and then beyond that, they'd have to, you know, repay for wherever they're going beyond that one initial ride. As far -- I'm sorry?

CHAIRMAN SCHNEIDERMAN:

In both directions? They're allowed into our system, we're allowed into their system, on one transfer?

COMM. ANDERSON:

Correct, yes.

CHAIRMAN SCHNEIDERMAN:

Okay.

COMM. ANDERSON:

With regard to this, our concern with this, I mean, since we're discussing it, is the fact that there really isn't a plan in place, and we would recommend, if we're going to pursue this, to reach out to the MTA to come up with a plan, because there are some issues operationally that do become an issue. I mean, does everybody want to have a reduced fare? You know, it makes a lot of sense. But, you know, who's going to take the brunt of it, is it going to be the County or is it going to be the MTA? Is there a shared cost? I mean, that isn't in place, and we would recommend that be in place before a public hearing is held on this matter.

CHAIRMAN SCHNEIDERMAN:

I believe there is a motion and a second to table, is there not?

MS. ORTIZ:

Yes.

CHAIRMAN SCHNEIDERMAN:

All right. So I'll call the vote. All in favor? Opposed? Abstentions? 2241 is tabled. ***(Vote: Tabled 6-0-0-0 Presiding Officer Lindsay is included in the vote)***

LEG. HORSLEY:

Mr. Chair. Just to echo Mr. Romaine's comment there, Bill, the westerners are saying for what also.

CHAIRMAN SCHNEIDERMAN:

We will continue with tabled resolutions. We are on ***IR 2270, Directing the Department of Public Works to study improvements to deter wrong way driving (Cilmi)***.

P.O. LINDSAY:

Motion to table.

CHAIRMAN SCHNEIDERMAN:

Motion to table by Presiding Officer Lindsay, I will second. On the motion? Commissioner, do you want to --

COMM. ANDERSON:

Yeah. I did send a letter to Legislator Cilmi, who was the author of the legislation, expressing concerns and basically committing that once -- the State of New York is reviewing these issues, and whenever they, you know, whenever they issue their report, we will review that report and come before this committee and advise what their findings are on it.

CHAIRMAN SCHNEIDERMAN:

Well, you are doing your own internal review; are you not?

COMM. ANDERSON:

Again, we always look at these issues.

CHAIRMAN SCHNEIDERMAN:

At the last meeting, you know, I asked if there were some structural -- I did actually my own research a little bit in terms of what other areas are doing, and there's so many devices that are out there. You know, cameras, video cameras, pressure sensors, trigger switches, that either alert the wrong way driver, which sometimes is intoxicated, or the oncoming -- the driver who's going in the right direction, law enforcement. Now, some of these things may be costly, but there are technologies out there that other areas are employing. Signage is important, but it may not do the trick.

The question is, you know, can we afford it, are they effective? Are there really situations that merit us to take additional measures? And in light of this kind of a spate of wrong way driving accidents, it just seems to have at least elevated itself to be worthy of this discussion.

COMM. ANDERSON:

Okay. And I understand that. As we stated at the last meeting, most of the interchanges where situations similar to this, where somebody would have gotten on the wrong way, are controlled under the State jurisdiction. They're not under County jurisdiction. Most of the accidents that were listed in the initial reports by Newsday back in November or December, of those, most of them, I think only one or two were found to be vehicles who had accessed these limited access highways at -- you know, down the wrong way. The remainder were either people crossing over double yellow lines, situations similar to that. The two that were -- one or two that were reported by the County were, in fact, that situation, where somebody crossed over the double yellow line and unfortunately had a head on.

Again, our recommendation, and we wrote to Legislator Cilmi, was, you know, to wait for the State's report to come out, this way we wouldn't duplicate the effort. Once we had that report, we could, you know, advise you of the findings of that report. We look at all these things on a constant basis. We monitor accident reports and, you know, it's a big part of what we do. That we're actually looking for this specific -- you know, I can say on behalf of the DOT they go above and beyond what is required for the signage at these types of intersections. They do what the manual on uniform traffic control states is optional. So, you know, barring any sign falling down, or maybe because of snow or something like that, they do, again, go above and beyond what's required. Individual, you know, installing individual signals, I mean, there's pros and cons, and I would suggest and recommend, you know, we waiting until we get the report from the State to see what they recommend.

CHAIRMAN SCHNEIDERMAN:

Their report will be more comprehensive than what has been recommended by Legislator Cilmi in terms of asking you guys to do a report? Will their report include the County roadways or just the State roadways?

COMM. ANDERSON:

Most -- I can't really say whether it will be the County roadways. We do look at ours. If there is any interchanges -- I think there are very few, there's only a handful of interchanges that are ours. We would monitor ours based on standard, you know, manual uniform traffic control devices.

CHAIRMAN SCHNEIDERMAN:

I'm going to go to the Presiding Officer and then I'm going to come back.

P.O. LINDSAY:

You guys are the keeper of the records, and I don't know whether you have this data or it's been calculated, but would you know how many of these wrong way driver incidents involve people that were intoxicated?

Would you have that data or would you have to get it from P.D.?

COMM. ANDERSON:

No, I don't know that that -- we get an accident report, primarily just indicates direction, that type of thing. That wouldn't indicate alcohol level.

P.O. LINDSAY:

Okay. So maybe we could inquire about that under public safety. Because, I mean, it's just an observation of mine, but it seemed to me that a tremendous amount of the people who were going the wrong way were also cited for driving while intoxicated. In an unusual amount, again, I don't have the empirical evidence, they're repeat offenders.

COMM. ANDERSON:

I think yesterday or the day before there was an article about it, you know, a repeat offender. And it's very hard, if not impossible, to engineer around those.

P.O. LINDSAY:

No, my point and where I'm going with this, if the County is going to invest money into stopping this epidemic that's hit, I would rather put it into more Probation Officers to keep an eye on the people that -- the repeat offenders. You know? I mean, we have all these devices now that are court ordered on the vehicles, but if you -- they're not kept in real time and if you don't have people monitoring it, it doesn't help you much.

MR. PETERMAN:

Let me just add one note to that. We have dedicated staff in Public Works that actually get copies of every accident report that happens on a County roadway. We monitor that to see if there's any clustering involved. And when we do notice a frequency of accidents rises at any location we study that under either 3301 or in-house.

P.O. LINDSAY:

Just as an aside, did we, I know there was -- we're in the process of doing this all electronically. We're going to get paperless with all these accident reports. Have we accomplished that yet?

MR. PETERMAN:

It didn't come to us that way yet, Bill.

P.O. LINDSAY:

You see, someone explained to me, I think it was last year, that all the cops have their computers. They fill out the accident reports online and it was going to be electronically transferred to you guys instead of paper wise; that hasn't happened yet?

COMM. ANDERSON:

No, we're still getting paper copies. I do know that they do, you know, they are able to do it on the computer, you know, directly at the accident or at least nearby, but we haven't received -- we're still getting paper copies.

P.O. LINDSAY:

You don't know if that transition is contemplated?

COMM. ANDERSON:

I'll check. This is the first I'm hearing about it, or that I can remember anyway.

P.O. LINDSAY:

Okay. Because that would be really beneficial if we didn't have to shuffle that paper, and not only that, if it's on an electronic file.

COMM. ANDERSON:

Providing, yeah, you could get it into the right programming it would make a lot of sense where you could --

P.O. LINDSAY:

Some of the stats that I'm just talking about could be accessed with a stroke of a finger, right?

COMM. ANDERSON:

Yes.

P.O. LINDSAY:

Sorry, Mr. Chairman.

CHAIRMAN SCHNEIDERMAN:

Okay. So there's a motion and a second to table. All in favor? Opposed? Abstentions? Tabled. ***(Vote: Tabled 6-0-0-0 Presiding Officer Lindsay is included in the vote)***

J.R. 2275 - Renaming Main Street in Yaphank in honor of Herbert W. Davis (Browning).

Legislator Stern, has this been through Naming?

LEG. STERN:

It has not, so I'll make a motion to table.

CHAIRMAN SCHNEIDERMAN:

Okay. Second by myself. All in favor? Opposed? Abstentions? 2275 is tabled. ***(Vote: Tabled 6-0-0-0 Presiding Officer Lindsay is included in the vote)***. Moving on to the main agenda.

Introductory Prime Resolutions

J.R. 1013 - Authorizing public hearing for renewal of ferry license and fares of Tony's Freight Service, Inc. (Pres. Officer).

P.O. LINDSAY:

Motion.

CHAIRMAN SCHNEIDERMAN:

Motion by Legislator Lindsay.

LEG. STERN:

Second.

CHAIRMAN SCHNEIDERMAN:

Second by Legislator Stern. All in favor? Opposed? Abstentions? Approved. **(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)**

1.R. 1014 - Approving renewal and extension of ferry license and fares for Tony's Freight Service, Inc. (Pres. Officer).

P.O. LINDSAY:

Table.

CHAIRMAN SCHNEIDERMAN:

I'm sorry?

P.O. LINDSAY:

Motion to table.

LEG. STERN:

Second.

CHAIRMAN SCHNEIDERMAN:

Motion to table. What is the difference between one and the other?

P.O. LINDSAY:

One's authorizing the hearing, and the one is authorizing the renewal.

CHAIRMAN SCHNEIDERMAN:

Right, the renewal. Okay. We have to have that hearing first. So it was a motion to table by the Presiding Officer, second by Legislator Stern. All in favor? Opposed? Abstentions? 1014 is tabled. **(Vote: Tabled 6-0-0-0 Presiding Officer Lindsay is included in the vote)**

1032 - Authorizing transfer of surplus County computer systems and hardware to the Huntington Station Enrichment Center/Kids Cafe (Cooper).

LEG. STERN:

Motion to approve.

CHAIRMAN SCHNEIDERMAN:

Motion to approve by Legislator Stern, second by -- I'll second it. Any discussion? All in favor? Opposed? Abstentions? Approved. **(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)**

1064 - Authorizing transfer of County surplus systems and hardware to RSVP (Kennedy).

LEG. STERN:

Motion to approve.

CHAIRMAN SCHNEIDERMAN:

Motion by Legislator Stern, I'll second. All in favor? Opposed? Abstentions? Approved. **(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)**

I.R. 1065 - Authorizing transfer of surplus County computer systems and hardware to Princess Ronkonkoma Productions (Viloria-Fisher).

LEG. STERN:

Motion.

LEG. MURATORE:

Motion.

CHAIRMAN SCHNEIDERMAN:

There's a motion by Legislator Stern, second by Legislator Muratore. All in favor? Opposed? Abstentions? Approved. ***(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)***

1066 - Requesting the conveyance of a parcel of real property, having a Suffolk County Tax Map Identification Number of District 0100 Section 053.00 Block 01.00 Lot 062.000, for public highway purposes and requesting approval from the Town of Babylon for conveyance of same, pursuant to New York State General Municipal Law §72-H (Co. Exec.). Commissioner, any additional information on this?

COMM. ANDERSON:

Yeah. This conveys lands, actually former paper road from the Town of Babylon to Suffolk County. This project we're looking to improve the intersection of Long Island Avenue with County Road 3, and this will allow us to swap these parcels with -- for cemetery lands that we need to basically make the improvements to the intersection.

CHAIRMAN SCHNEIDERMAN:

Okay.

LEG. STERN:

Motion.

CHAIRMAN SCHNEIDERMAN:

Motion by Legislator Stern, second by Legislator Muratore. All in favor? Opposed? Abstentions? Approved. ***(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)***

1071 - Appropriating funds in connection with the purchase of sewer facility maintenance equipment (CP 8164). Commissioner, is there anything in particular we need to know about this?

COMM. ANDERSON:

This is for various equipment. It will be a utility truck, asphalt roller, lowboys. This is all stuff we use as part of our sewer maintenance and operations.

P.O. LINDSAY:

Motion.

CHAIRMAN SCHNEIDERMAN:

Motion by Legislator Lindsay.

LEG. STERN:

Second.

CHAIRMAN SCHNEIDERMAN:

Second by Legislator Stern. All in favor? Opposed? Abstentions? Approved. *(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)*

1072 - Transferring funds from the Assessment Stabilization Reserve Fund, and appropriating funds in connection with improvements to Suffolk County Sewer District No. 23 - Coventry Manor (CP 8149) (Co. Exec.). Commissioner?

COMM. ANDERSON:

This is -- this will allow us to basically make some improvements to the Coventry Manor Sewer District No. 23 treatment plant.

CHAIRMAN SCHNEIDERMAN:

What types of improvements? That's all right. Fill me in before the General Meeting. 1072, is there a motion? Motion to approve.

LEG. BARRAGA:

Second.

CHAIRMAN SCHNEIDERMAN:

Second. All in favor? Opposed? Abstentions? Approved. *(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)*

1080 - Authorizing execution of sewer easement agreement to abandon an existing easement in favor of an alternate easement by the Administrative Head of Suffolk County Sewer District No. 11 - Selden with Samantha Drive Subdivision (BR-1568) (Co. Exec.).

Is there a motion?

LEG. MURATORE:

Motion.

CHAIRMAN SCHNEIDERMAN:

Motion; I'll second. All in favor? Opposed? Abstentions? Approved. *(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)*

1081 - Authorizing execution of agreement by the Administrative Head of Suffolk County Sewer District No. 3 - Southwest and Westbrook Village (IS 1432.1) (Co. Exec.).

Same motion, same second, same vote. *(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)*

1095 - Authorizing the creation of a utility easement for use by LIPA and National Grid for service to the Compressed Natural Gas (CNG) fueling station at the west end highway facility (Commack Truck Garage) (Co. Exec.). Commissioner, do you have any information on this one?

COMM. ANDERSON:

This we're -- over the course of this year, we'll be installing two CNG fueling stations, one at our Commack truck facility and the other one out in --

MR. PETERMAN:
Westhampton.

COMM. ANDERSON:
Westhampton, yeah. And this is for -- to basically establish a utility easement to bring in utilities onto the Commack site so that we can install the CNG facility.

P.O. LINDSAY:
Mr. Chairman.

CHAIRMAN SCHNEIDERMAN:
Presiding Officer.

P.O. LINDSAY:
I guess it's -- so this will enable us to expand our fleet of alternative energy vehicles?

COMM. ANDERSON:
Correct. This will give us a fueling location on the East End that we can access.

CHAIRMAN SCHNEIDERMAN:
Is there a consideration on these? Do we get paid anything or is it by providing -- we're giving our land for the easement, right?

COMM. ANDERSON:
It's not we're giving it, we're allowing them to bring their utilities across our land to the facility. We're not transferring the land, we're actually just giving them an easement.

CHAIRMAN SCHNEIDERMAN:
We don't get any money in return for that easement?

COMM. ANDERSON:
No. In fact, this is ARRA funded, both these projects

P.O. LINDSAY:
Mr. Chairman, I mean, we've been talking about using alternate energy for our fleets for years, and the problem's always been we have very few fueling stations. So, you know, we're going to save money ultimately by going to alternate fuel vehicles.

CHAIRMAN SCHNEIDERMAN:
Not just money, but air quality as well.

P.O. LINDSAY:
Yes.

CHAIRMAN SCHNEIDERMAN:
All right. So we are on 1095. Do we have a motion and a second? Motion by Presiding Officer, I'll second. All in favor? Opposed? Abstentions? Approved. **(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)**

1108 - Authorizing transfer of surplus County computer systems and hardware to the South Shore Community Organization (Cilmi).

LEG. MURATORE:

Motion.

CHAIRMAN SCHNEIDERMAN:

Motion by Legislator Muratore, second by Legislator Stern. All in favor? Opposed? Abstentions? Approved. ***(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)***

1109 - Authorizing transfer of surplus County computer systems and hardware to the Guardian Angels for Children (Muratore). Motion by Legislator Muratore, second by Legislator Stern. All in favor? Opposed? Abstentions? Approved. ***(Vote: Approved 6-0-0-0 Presiding Officer Lindsay is included in the vote)***

That concludes our agenda. If there is no further business, we are adjourned.

(THE MEETING WAS ADJOURNED AT 1:25 P.M.)

{ } Denotes spelled phonetically