

PUBLIC WORKS
and
TRANSPORTATION COMMITTEE
of the
SUFFOLK COUNTY LEGISLATURE

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, Veterans Memorial Highway, Smithtown, New York, on Tuesday May 3, 2011.

MEMBERS PRESENT:

Legislator Jay Schneiderman - Chairman
Legislator Steve Stern - Vice-Chairman
Legislator Wayne Horsley
Legislator Tom Muratore
Legislator Tom Barraga

ALSO IN ATTENDANCE:

George Nolan- Counsel to the Legislature
Tom Cilmi - 10th Legislative District
Ed Romaine - 1st Legislative District
Renee Ortiz - Chief Deputy Clerk - SC Legislature
Kara Hahn - Aide to Presiding Officer Lindsay
Gil Anderson - Commissioner - DPW
James Peterman - Chief Deputy Commissioner - DPW
Bill Hillman - Chief Engineer - DPW
Bill Shinnick - DPW
Eric Kopp - Deputy County Executive
Tom Vaughn - County Executive's Office
Robert Doering - Budget Review Office
Christina DeLisi - Aide to Chairman Schneiderman
Paul Perillie - Aide to Majority Aide
Kevin LaValle - Aide to Legislator Muratore
Mike Cavanagh - Aide to Presiding Officer Lindsay
Ali Nazir - Aide to Legislator Kennedy
Dot Kerrigan - AME
Frank Krotschinsky - Director - Office of Handicapped Services
Darlene Kenny - Stony Brook Hospital Cancer Center
Linda Bily - Stony Brook Hospital Cancer Center
Carol Gaggin - HANDS, Inc.
Kathleen Madigan - SILO
Garrett Hulett - SILO
Daniel Sofia
Frank Perino - Innersight
Joseph Arian - Innersight
Judy Wieber
Kristin Troesch
Jeanne Anzalone
Douglas King

Nancy Lawrence
Rick Brand - Newsday
All Other Interested Parties

MINUTES TAKEN BY:

Donna Catalano - Court Stenographer

MINUTES TRANSCRIBED BY:

Donna Catalano - Court Stenographer

Denise Weaver - Legislative Aide

(*THE MEETING WAS CALLED TO ORDER AT 1:15*)

CHAIRMAN SCHNEIDERMAN:

Good afternoon. I would like to call this meeting of this Public Works and Transportation Committee to order this 3rd day of May, 2011. Please join us in the Pledge of Allegiance led by Legislator Stern.

SALUTATION

Thank you. And a special thank you to all those who came out to speak today. I know some of you have physical challenges, rely on public transportation to get here. I know it is not easy, the time. There's probably no perfect time to arrange such a meeting. I do appreciate you coming out to let the committee know some of your concerns, questions, comments regarding particularly our accessible transportation, our SCAT system.

I have quite a number of cards. I allot -- the committee allots three minutes per speaker. If you need more time, that is something that certainly I will consider and look favorably upon, particularly if your condition makes it difficult to speak or get your comments done in the time that we've allotted. So the first person -- oh, before -- I know, the operator -- just so the entire audience is aware the Director of the SCAT Service, which is Suffolk Bus, the gentleman who is the Director of that service is here. He's also listening. Ray and I -- what is the last name, sir?

MR. GRIMALDI:

Last name is Grimaldi.

CHAIRMAN SCHNEIDERMAN:

Ray Grimaldi. If you can stand up. Thank you. Ray Grimaldi is here. He's the Director. He wanted to hear what everybody had to say. He also runs a significant amount of the Suffolk Transit System itself, the regular blue buses. About 50% of the blue buses are run by his company, but all of the SCAT service is run through Suffolk Bus Company. Okay. Thank you, Mr. Grimaldi, for coming.

We are also joined by several other people who are involved. Some of you may know Bob Shinnick who ran Suffolk Transit for the County, the division for many years. He is in the audience. He has retired from the County, but still works in a consulting capacity, does a lot of work in public transportation. Commissioner Anderson is here as well, the Commissioner of the Public Works committee -- Suffolk Public Works Department, I'm sorry. Jim Peterman, who is the Chief Deputy of Public Works is also present. And other individuals within the Public Works Department are here.

Okay. Our first speaker is Kristin Troesch -- excuse me if I mispronounce the name -- from St. James. And, Kristin, if you will come forward. I may have some of these out of order, I apologize for that. I have about ten cards that are all marked number one.

(*Laughter*)

Thank you for coming, Kristin.

MS. TROESCH:

Thank you for having me. Well, I didn't expect to be the first person to speak, so I'm a little nervous, I've never done this before. I'm a consumer of SCAT. I have been a consumer for several years. I have had my own issues. I know a lot of people have had issues. I'm also here

to speak on behalf of my boss, I'm her personal assistant, Robyn Cassidy. She couldn't be here today. She asked me to mention three incidences that she had experienced on SCAT. One was in December, she was at the grocery store. She had her own cart and she -- they denied her to bring her groceries on the bus. She didn't have a lot of bags. She had them confined to her own cart, and all they had to do was tie the cart down, and that was it. She was denied. She had to leave her groceries at the store.

Okay. For us, for people with disabilities, we have to go grocery shopping, we have to eat. If we can't bring our groceries on the bus, it's a problem. I'm sorry, I'm a little nervous.

CHAIRMAN SCHNEIDERMAN:

No. You're doing great.

MS. TROESCH:

Okay. I'm drawing a blank. My own personal experience, I have had bus appointments made. And I've gone -- one time I went out to the driveway, and I watched the bus leave, like, without me on it. And I called and said, "I'm outside and I'm watching the bus leave. Can you please have the bus come back?" "No, we're not doing that." And I actually watched the bus leave. I was supposed to go to work that day, and I ended up missing a day's work because the bus left without me on it.

I know the service is good for us and we need it, but we -- you know, it's hard when we're not getting services that we need. So -- I know I'm not the only one that has issues, like I said before. But it's just very difficult to be a disabled person living on Long Island with the transportation services being so limited.

My neighbor and I have had issues where they're telling us that they're no longer going to pick us up at our own address -- and they've been picking me up there for four or five years now -- because I'm just outside the three-quarter of a mile limit. They're telling us that we have to walk across a main road that's dangerous. I have limited mobility, and if I can't use the bus, I can't go to work. I can't walk to the closest bus stop, it's too far away. The closest bus stop is Smith Haven Mall, and I'm not even within walking distance of where I live. So it's problematic. There are many problems. So I think that's all I have to say for now.

CHAIRMAN SCHNEIDERMAN:

Thank you for bringing those to our attention. I think you did a great job as our first speaker.

MS. TROESCH:

Thank you.

(*APPLAUSE*)

CHAIRMAN SCHNEIDERMAN:

Before you sit down, Kristin, I have one question. Again, so the grocery issue, typically they will take your groceries, but this one particular time -- well not yours but these other individuals, your boss's.

MR. TROESCH:

My boss, yeah. This one particular time they wouldn't take her groceries. She happens to be in a wheelchair, so I don't know if it was that they had to tie her wheelchair down and they didn't want to also tie down her groceries.

CHAIRMAN SCHNEIDERMAN:

Okay. So we can try to find out. Okay.

MS. TROESCH:

We have to go grocery shopping, we have to eat.

CHAIRMAN SCHNEIDERMAN:

And the other instance you brought up where they left without you, I guess you called the number and they didn't come back.

MS. TROESCH:

Yeah, they wouldn't come back. Like, I watched -- I called as they were pulling out of my driveway.

CHAIRMAN SCHNEIDERMAN:

That must have been frustrating.

MS. TROESCH:

It was.

CHAIRMAN SCHNEIDERMAN:

I guess we may hear other stories that are similar to that. I'm going to turn things over for a moment to Legislator Stern, who also has a question, as well as Legislator Cilmi.

LEG. STERN:

Thank you, Mr. Chairman. Kristin, welcome, thank you for being here.

MS. TROESCH:

Thank you.

LEG. STERN:

I just have one question for you. You had mentioned a three-quarter of a mile radius. I was wondering if you can just explain how the three-quarter mile radius works in relation to where you are and maybe give us a better idea of how the distance radius works.

MS. TROESCH:

Well, from what I know, they will -- SCAT will pick you up within three-quarters of a mile of the closest bus stop to where you live. The closest bus stop to where I live is the Smith Haven Mall, which is just outside of where I live so. They tell me -- I live right across from the industrial site, and they said that we have to walk across the street. My street is a busy street that I live on. And I have two blind corners, so it's very dangerous to walk across the street. And I walk slow, so for me to cross the street, it's dangerous for me.

And so they will pick you up at this deli, which is right in this industrial site, that's where they'll pick you up, is what they're telling us. Now, I spoke with -- I think he said his name was Ray, the Director, the Suffolk Bus Director was Ray. I spoke with his assistant, and they in turn spoke with the dispatcher at Suffolk Bus, at the SCAT. And they said that they would pick us up, but they're also giving my neighbors some problems with it as well. So we're trying to resolve it. I mean, as it stands now, they're picking us up, but sometimes they do give us issues with the dispatchers or the reservationist when we call.

LEG. STERN:

Are you saying then that where you reside, you are -- you might be outside of the three-quarter radius, but crossing this busy street brings you inside the three-quarter radius?

MS. TROESCH:

Yes, yes.

LEG. STERN:

Okay. All right. Thank you.

MS. TROESCH:

Okay.

CHAIRMAN SCHNEIDERMAN:

Legislator Cilmi?

LEG. CILMI:

Thanks, Mr. Chairman. Thanks for taking the time to come here today.

MS. TROESCH:

Thank you.

LEG. CILMI:

Did you make complaints as to either of those issues, you know, formal complaints to the department or to SCAT about those issues when they occurred?

MS. TROESCH:

Yes.

LEG. CILMI:

And what was your experience with those complaints?

MS. TROESCH:

I never heard anything about that. I called -- when the bus company left me, I actually called and spoke with my caseworker at SILO, and she told me to write a written statement, mail it to her, and I did. And I never really heard anything about anything. I never got any resolution with anything really, except for when I called the Director. I spoke with the Director's assistant, and they took action on it promptly, because I've been picked up at that address for four years, and now all of a sudden, it's a problem. So it's just difficult.

LEG. CILMI:

Okay. Thank you. How did you find the process -- I mean, other than the fact that you never heard back, which, you know, in and of itself may be a problem, but other than that, the process by which you submitted your complaint, was that a formal process that you were aware of, or is it something that you just called the phone number and said, "I want to make a complaint"?

MS. TROESCH:

Yeah, that was basically what it was.

LEG. CILMI:

Okay.

MS. TROESCH:

I just called the phone number. I don't even know the process of making a formal complaint, to be honest with you.

LEG. CILMI:

Okay. Thank you.

CHAIRMAN SCHNEIDERMAN:

Okay. The next card I have -- I apologize if these are out of order. Judy Wieber is the next speaker. I will just say who's on deck, Joseph Arian.

Thank you. And while Ms. Wieber steps forward, to my knowledge, this is the first public hearing that we've really held specific to SCAT service. So it helps us to hear from the SCAT users so we know how to best improve the system and we know what you're going through, a little bit of what you are going through.

MS. WIEBER:

Thank you. I just would like to thank you all for your time. I find that the service I'm using right now I don't get the use quite as often as I had, only because I'm no longer working. I'm at home with my children, and so therefore, I'm a mom and a housewife. But what I would like to mention, and I'm sure everyone here is aware and would like to see, is an increase in fixed-line bus routes as well as the hours of operation extended during the week as well as on weekends. That's basically what my issue is. I'd like to be able to get out more and not have to go home early and not have to say, "I can't go out on Sunday, because there's no bus provided." Thank you.

CHAIRMAN SCHNEIDERMAN:

Judy, can you tell me which -- if you were to take a fixed-route, do you know which route that is?

MS. WIEBER:

The -- well, where I'm living now, the S-20 runs into the Babylon Train Station, and that would be the most frequently used bus, the S-40 also heading into Patchogue. And there's another bus, I'm not sure if it's the S-25 that would also be another route that I'd like to see extended.

CHAIRMAN SCHNEIDERMAN:

The County has done some studies, and I know some of the recommendations on the bus system were to extend the hours and also to provide Sunday and holiday-type of service. And there are some proposals this Legislature is looking at to expand some of those services. It often comes down to dollars and cents. You know, these are challenging times. But thank you for your comments. Legislator Stern has a question.

LEG. STERN:

Thank you for being here today. What -- on your route, what is the latest bus that you would be able to take?

MS. WIEBER:

Presently, I believe it's 8:15. That would be the S-20.

LEG. STERN:

The latest is 8:15 in the evening.

MS. WIEBER:

Right.

LEG. STERN:

Okay. Thank you.

CHAIRMAN SCHNEIDERMAN:

Would you know or maybe -- I understand if you wouldn't, but in other areas like Nassau County, do you know what time the buses typically run to?

MS. WIEBER:
I believe 10:00.

CHAIRMAN SCHNEIDERMAN:
Ten o'clock at night?

MS. WIEBER:
I believe so.

CHAIRMAN SCHNEIDERMAN:
Okay.

MS. WIEBER:
And they have where you can run -- they run them on Sunday as well.

CHAIRMAN SCHNEIDERMAN:
Okay. So sometimes it's hard to get home from appointments and things?

MS. WIEBER:
Yes. Especially if traveling into Nassau County.

CHAIRMAN SCHNEIDERMAN:
Social engagements.

MS. WIEBER:
Right. Like Westbury Music Fair, we've gone over there, my husband and I, and attended a concert, and then coming back, it only goes as far as Massapequa, the mall there. So then we have to take either a train or a cab which can be costly. And, you know, at night also, the train is difficult. Where, you know, obviously, your service is very nice where you go right to the door.

CHAIRMAN SCHNEIDERMAN:
All right. Thank you, Ms. Wieber.

MS. WIEBER:
Thank you.

CHAIRMAN SCHNEIDERMAN:
Joe, you are next, and following Joe is Frank Perino.

MR. ARIAN:
Good afternoon.

CHAIRMAN SCHNEIDERMAN:
Thanks for coming out, Joe.

MR. ARIAN:
Okay. Good afternoon. Thank you for inviting all of us to this committee meeting. I want to say a special thank you to Jay Schneiderman and his office and Tom Cilmi for making it possible for us to attend. A few major things I want to bring up. I would like to -- if you don't mind, I would like to answer a question that was asked previously, though. The S-20 doesn't run past 6:30 p.m., 6:35 p.m. from the Babylon Rail. That's its last trip. Okay. So for anyone that needs to know that, that's on a six-day-a-week basis.

CHAIRMAN SCHNEIDERMAN:

Thank you.

MR. ARIAN:

My reason for being here today, being the Director of Transportation Advocacy for Oversight, is number one, to ask for fair hearings for all of us that have experienced problems with SCAT and fixed-route buses. Right now, as you heard from at least one other young lady so far, you file a complaint, the result is usually, "Oh, the driver doesn't remember," or "We haven't heard anything," or the most we get, "The driver was talked to."

The idea behind a fair hearing is the driver gets to have their union representative with them when they are talked to, from what I understand. The driver does have their representative with them when they're there for a meeting with management when there is an issue. We are -- we should also be permitted to have our representative and be there for that hearing so we can be part of the process. That's the only way we'll know what is happening in a particular situation. That's on fixed-route and paratransit buses.

Another issue is we believe we are not clients, we are passengers. So many times a paratransit system uses the terminology that we are clients. We are the public in public transportation. We deserve the right to be a passenger or a customer, not a client.

Okay. We've also been asking for many, many years, there are pilot programs out there or there are going to be pilot programs out there to teach people that are partially disabled and some of the non-disabled as well how to use the public fixed-route bus system. We've been fighting for large print and Braille or raised large print bus stop signs for over 20 years now, nothing has been done. If you can't find the bus stop, you can't take a bus. And right now, that's pretty much what I wanted to discuss. Everything we need equal for everybody; for non-disabled and disabled passengers alike in the system.

CHAIRMAN SCHNEIDERMAN:

Don't sit down yet, because I have some questions. Let me take them in reverse -- the reverse order, so let's start with that last one.

MR. ARIAN:

No problem.

CHAIRMAN SCHNEIDERMAN:

It's actually the first I'm hearing about the Braille issue at the bus stops. It seems like it's a fairly simple one. I understand if somebody is blind and they don't know if they're standing in the right stop, right? So this would allow them to identify that it's the right -- that they would know which bus stops at that stop, right, is that how it would work?

MR. ARIAN:

As it is, if there's no bus shelter at a bus stop, it's very hard to find a bus stop if you can't see the sign. The signs are eight feet up in the air.

CHAIRMAN SCHNEIDERMAN:

So the Braille is at the bus shelters, but not at the other -- there's no Braille anywhere?

MR. ARIAN:

No, there's no Braille or large print or raised print at any bus stop signs.

CHAIRMAN SCHNEIDERMAN:

Any bus stop. I would say predominantly the bus stops are unsheltered throughout the County.

MR. ARIAN:

They're mostly they are. But I have been working with this for 20 years now. There's a gentleman in this room that was mentioned earlier that was the Director of Transportation.

CHAIRMAN SCHNEIDERMAN:

Right.

MR. ARIAN:

We asked him over 20 years ago about this. I've gone to --

CHAIRMAN SCHNEIDERMAN:

We'll give him an opportunity to respond. Let me just go back to the first issue about grievances. And I don't know that there is any grievance procedure, so -- I think there is if you were denied SCAT service.

MR. ARIAN:

That's it, only if you are denied.

CHAIRMAN SCHNEIDERMAN:

You are entitled to a hearing. But I think with some of these other issues, I don't think there's any grievance procedure. I guess you write a letter. But I suppose there could be a process that involved the County or some sort of a committee where you can bring these issues to and have both sides carefully vetted, giving an opportunity basically for both the company that runs the bus as well as the passenger, you know, to discuss those issues. It's an interesting idea.

If I could get Mr. Shinnick at least to step forward on the Braille issue and then maybe to comment on is there some procedure that I'm not aware of that -- a typical grievance procedure that runs through the County.

MR. ARIAN:

Could I add something to this first before Mr. Shinnick speaks?

CHAIRMAN SCHNEIDERMAN:

Sure.

MR. ARIAN:

I was at an advisory hearing -- a Handicapped Advisory Board Meeting quite a while back where I, along with the other members, agreed on what would be the appropriate signage to put up. Then I was told at that meeting the County was responsible for seeking the bid for the materials and for placement of these signs. It's come up recently that the reason these signs haven't been put up yet is because the advisory board did not seek out the services to make the product.

We gave -- InnerSight gave the lead for Printing House for the Blind in Kentucky that makes almost every large print and Braille sign that's out there on a metal surface. We gave that to them, and we were told that was not going to suffice, that the County was going to look into other bidders, and that's where it was let go.

CHAIRMAN SCHNEIDERMAN:

Well, thank you. I'm going to give Mr. Shinnick an opportunity to respond, hopefully briefly, because I know there are so many speakers here.

MR. ARIAN:

No problem.

CHAIRMAN SCHNEIDERMAN:

If we can keep the comments focused, Mr. Shinnick, on this particular issue, and then I'll bring you up at the end again to speak more broadly if you wish. But on the Braille issue and on the grievance procedures.

MR. ARIAN:

Thank you.

MR. SHINNICK:

On the issue of Braille, it's a project that we were asked to do, not quite 20 years, but several years ago, it's been around for awhile, which we agree with. It's something we do support. And what it would do is have a form of a plaque installed at least on the post -- the sign post that would contain raised letters in English as well as Braille. And fundamentally, it would identify itself as a bus stop, which bus lines would stop at that location, and the direction that the bus would be traveling, because in many cases, you have a bus route on one side of the street going east and the other side west. So it gives basic information, but more importantly, it does tell the individual that they're at a bus stop.

That project was brought to the Handicapped Advisory Board and discussed there. And we did that because it has to do with policy, and they are the committee that gives us fundamental advice on how to handle matters that relate to accessibility features and issues that have to do with people with disabilities.

The topic was on several subsequent meetings and agendas and continued for some time. And what was not really decided, and to my knowledge still hasn't been, is exactly what would be on the sign, whether there -- excuse me -- whether there was colors involved. There are people with visual impairments that wanted to see color and then discussing things like contrasting color, etcetera, etcetera. And it really was not, to my knowledge, resolved as to what was going to be on the sign. Regarding the vendors themselves --

CHAIRMAN SCHNEIDERMAN:

Couldn't it have both? I mean, couldn't it have the color issue --

MR. SHINNICK:

You'd have to sit through these conversations.

CHAIRMAN SCHNEIDERMAN:

You have to understand our frustration too.

MR. SHINNICK:

Yes.

CHAIRMAN SCHNEIDERMAN:

Obviously, there are a number of people who are dependent on that. It's obviously something that's been in the works for a considerable amount of time, if not 20 years, it seems like a considerable amount of time.

MR. SHINNICK:

You're correct.

CHAIRMAN SCHNEIDERMAN:

What has to be done to make this happen? Who's in charge of this?

MR. SHINNICK:

Who is in charge of the?

CHAIRMAN SCHNEIDERMAN:

Who was in charge of making it happen?

MR. SHINNICK:

Well, it would be my department. It was my department.

CHAIRMAN SCHNEIDERMAN:

Okay. And now without you there, who is the point person? I would like to be able to say to the people who are dependent on this that by a certain date this will be in place.

COMMISSIONER ANDERSON:

What I would like to take from this meeting and from these hearings is the information that we're gathering today. I'm the point -- I'm Commissioner of Public Works --

CHAIRMAN SCHNEIDERMAN:

Thank you.

COMMISSIONER ANDERSON:

-- obviously at the time and the point on this situation. We will get back to you with the questions, unless there's something we can raise -- you know.

CHAIRMAN SCHNEIDERMAN:

Is there any reason why this couldn't happen in this year, 2011?

COMMISSIONER ANDERSON:

I don't see why not.

CHAIRMAN SCHNEIDERMAN:

Thank you.

COMMISSIONER ANDERSON:

But I don't know anything about the Handicapped Advisory Board to speak clearly on it. I would like, again, to take that back. And I will, you know, at least before the next committee, respond to the concerns that are raised.

CHAIRMAN SCHNEIDERMAN:

Okay. Thank you. Because people -- it's not easy for people to get here, obviously. And people get frustrated when they speak and then there's no action on things that are promised.

COMMISSIONER ANDERSON:

And I understand that.

CHAIRMAN SCHNEIDERMAN:

And that's how people lose faith in government.

COMMISSIONER ANDERSON:

From what I gather from Bob, there were many voices trying to be heard and there was no cogent result on it. So, you know, like I said, I will look into it and I will get you an answer.

CHAIRMAN SCHNEIDERMAN:

Is that a commitment to make this a priority this year?

COMMISSIONER ANDERSON:

Correct. Yes.

CHAIRMAN SCHNEIDERMAN:

I appreciate that, Commissioner. Bob, in terms of the grievance proceedings, are there none? There's no process if somebody --

MR. SHINNICK:

We have a basic complaint procedure. The SCAT literature that's on the internet as well as handed out for those who would want a copy of the brochure are advised to contact our office, is given a mailing address as well as a telephone number to file complaints with us. And we indicate that we'll try to get back to the individual as quickly as possible. I think we also indicate that generally within ten days, you know, is what our goal would be to get an answer back. And we give people the opportunity to recontact us if they feel they're not satisfied with the answer, if they have, you know, additional information about the circumstances that they were described that perhaps were not considered properly. And that's spelled out in SCAT User Guide.

CHAIRMAN SCHNEIDERMAN:

Do you get many of those complaints?

MR. SHINNICK:

We get complaints on a regular basis on both the SCAT and the fixed-route system. We've got 26,000 riders a day using the fixed-route and probably around 14 or 1500 riders now on SCAT. It's not a tremendous number, but, you know, each complaint we listen to the people and try to determine what the circumstances were and how we can resolve the matter. They're all important.

CHAIRMAN SCHNEIDERMAN:

Have you found Suffolk Bus Company to be responsive to those complaints when they get routed to the company?

MR. SHINNICK:

All of the bus companies are responsive to us. We generally conduit the complaints, you know, to the company from the passengers.

CHAIRMAN SCHNEIDERMAN:

Okay. All right. I'm sure I'm going to have questions for you later, but I'm going to keep going with the speakers. Next speaker is Frank Perino, followed by Nancy Lawrence.

MR. PERINO:

I'm Frank Perino, I'm with InnerSight. I want to thank Jay Schneiderman and especially Tom Cilmi and all the others who came here today. And it's all about freedom and safety, is it not? You've heard some people get up here with their grievances. You didn't hear one person say, "Oh, I had a fair hearing. I was able to bring my witnesses and my proof and my documents or whatever to a fair hearing."

Four separate times in the last seven months, I was abused on the SCAT System. And just briefly, one time this female driver slammed the door on me in the middle of winter, wouldn't let me on the

bus with my guide dog, started complaining about my dog to the dispatcher, all kinds of derogatory comments. I was standing out in the cold. She finally opened the door after 15 minutes. I got on the bus, she's still complaining about my dog. And the dispatcher finally told her, "You have to take him."

Then they told me -- they sent me a letter I couldn't read in print. And from what was read to me, they said they met with the driver and they educated her or talked to her. Now, how do I know that? You know, first of all, I'm treated in a very condescending way with my dog, then I'm not even allowed to be there when they're talking about my guide dog. Now, that to me, that's nonsense, you know. If somebody is going to tell her about my guide dog, it's going to be me. That's one time.

Another time I got on the bus, this guy grabbed me by the arm and starts pushing me into a seat that he wanted me to have. You know, I told him, I said, "Don't put your hands on me. What are you grabbing me for? What are you pushing me for?" "Oh, sit over here, sit over here." And another time I got on the bus with that same driver, I recognized his voice -- by the way, the pushing incident was on camera, but they conveniently videod over the tape, never got the tape on that. Frank Krotschinsky is in this room, I believe he can attest to that, we tried to get it. And then the same driver got very derogatory toward me about my dog when I got on the bus again a different time. I recognized his voice. And he spoke very badly about my dog, told me, "That dog is too big. Oh, he's going to bite somebody." I told him, I said, "You drive the bus, I'll take care of my dog."

And the other time, the last thing that happened was getting off the bus, this guy hit me with the door. We had that on video. The guy obviously had other violations, he was fired. Okay. So I'm satisfied he's not driving a bus anymore.

Anyway, the point is you cannot get a fair hearing. You have no rights. The drivers are called in, supposedly they have their union rep with them, they have rights, they're talked to. We're not allowed to be there. Where are we? We're the ones riding these buses. We pay for this service. We should have the right to be there. There should be a fair two-sided situation.

Anyone in this room that's had a problem with SCAT has never had a fair hearing unless they have been told that you're not eligible, that's the only time you can get a fair hearing. That must be extended, because people should have rights. And, you know, we feel very strongly about that.

By the way, for those of who don't know, we have a worldwide television show, Wednesday night, InnerSight, it goes through Manhattan Cable, Time Warner; and Long Island local, Sunday night and Monday night. Several people in this room have been on that show, including Tom Cilmi.

But, okay, so we are advocates working to get people rights. We're not saying that every disabled person is always right all the time. We're saying that that person should have the right to a hearing, to be heard, to bring their witnesses in or whatever the situation may be to prove -- you heard about Robin, Robin is another one of our advocates, with the groceries. Kris is our nursing home advocate. She's had numerous problems. Nancy is in this room, she's another one of our advocates. It's just unbelievable.

And Bob Shinnick was supposed to put those signs up years ago. Now, if the advisory board didn't do their job, the County should have stepped in and did it for them. We can't even find the bus stop, most of us -- a lot of us who are disabled. How do you find a bus stop? And that situation could become dangerous. In the middle of winter, if you are out there in subzero temperatures, that could be a conceivably dangerous situation if you don't know where you are going and you are trying to find a bus stop. That's happened to me, by the way. I had to go knock on a stranger's

door in the middle of Mid Island, very cold in the wintertime, to ask them where the bus stop was. Okay, that should not be. I demand a fair hearing immediately, because I can't read the bus stops.

And last but not least, since I have your attention, there is an emergency in this County that's not being recognized. There are many thousands of people who cannot read most of the traffic lights. And only the disabled don't have the right to report a traffic light. We cannot read it and have it made so that we could. That situation should be dealt with immediately, because it's a very dangerous situation when you have to cross the street and you cannot read the light. I want to thank you for your time. That's about all I have to say. And I hope we can get these hearings, because there's a lot of people who need them.

CHAIRMAN SCHNEIDERMAN:

Thank you, Frank. You know, just one question that's in my mind. I don't know if the individual is here. Do we have a new Director of Handicapped Services for the County? Okay. I'm sorry, sir.

MR. KROTSCHINSKY:

My name is Frank Krotzschinsky. I'm the Director of the Office of Handicapped Services.

CHAIRMAN SCHNEIDERMAN:

It seems like some of the issues that Frank rose -- Frank brought up fall into your purview as Director; am I correct in that? Is there something that your office can do to assist some of these people who are having trouble with SCAT or some of the other issues of accessibility?

MR. KROTSCHINSKY:

When people have problems with the SCAT Program, one of the things that they do is that they come to the Office of Handicapped Services. When we get those complaints, or by the way, compliments, we pass those on to the Transportation Division, and we ask them to investigate and to get back to us with the results of their investigation. Obviously, if it's a complimentary thing, they usually don't have to investigate that. They are pleased to hear those things.

When there are complaints, they do investigate those things. They get back to us. We communicate with the person who made the complaint. We are not the only intake for those complaints. People sometimes complain directly to Transportation, sometimes people complain to SILO, which is an agency that's represented here this afternoon as well.

CHAIRMAN SCHNEIDERMAN:

Are you typically brought in -- let's say they went through the Department DPW Transportation Division, will they notify you as the advocate for the disabled for the County or typically not?

MR. KROTSCHINSKY:

If they get a complaint? I don't believe that they notify us if they receive a complaint that didn't come from us.

CHAIRMAN SCHNEIDERMAN:

Okay. So that's something I think we have to fix, because you need to be in the loop. When the department receives a complaint related to accessibility, you should know about it.

MR. KROTSCHINSKY:

Certainly. We are -- one of the purposes of the Office of Handicapped Services is we assure that the County is in compliance with the Americans with Disabilities Act. The SCAT Program is required by the Americans with Disabilities Act. And by the way, I'd like to correct something that was said earlier on that topic. The SCAT routes complement the regular bus routes. So the three-quarter mile limit that was mentioned earlier is something that -- the buses are allowed to do pick-ups and

drop-offs within three-quarters of a mile of the regular bus route, not within three-quarters of a mile of a bus stop -- well, certainly that area would be covered, but so would the entire regular fixed-bus route be covered.

CHAIRMAN SCHNEIDERMAN:

Absolutely. I think Legislator Cilmi had a question. Frank, you can stay there.

LEG. CILMI:

Thanks, Mr. Chairman. I just have a question for Mr. Perino. Frank, thanks for coming. I want to see if we can lend just a little bit of perspective to the day and ask you -- you know, I'm sure you use the SCAT system fairly frequently. Of all the times that you use the system, what percentage do you think of the time are there issues and what percentage -- I mean, I know that the bus companies that do business with Suffolk County are to be reputable companies. My experience is that they do their level best to service our customers, our residents well. So what percentage of the time do you think there are issues, and what percentage of the time do you think that the rides go in a satisfactory manner?

MR. KROTSCHINSKY:

I'm sorry, I left that out. I would say 85% of the time. Most of the drivers are very nice, you know, and good, you know, to my knowledge. But the times where you have problems, you should be protected other than -- you know, we have the complaint system, which obviously is not working to people's satisfaction otherwise they wouldn't be here today complaining. But, you know, you should have the right to have a hearing. But there are many, many good drivers. And I'll tell you something, a lot of the good drivers don't like the bad drivers. Riding over here this morning, the guy who picked me up, he agrees that we should have fair hearings. He thinks it's a great thing. He thinks it's constitutional.

LEG. CILMI:

Thanks very much, Frank.

CHAIRMAN SCHNEIDERMAN:

Thank you, Frank. Our next individual is Nancy Lawrence followed by Daniel Sofia.

MS. LAWRENCE:

Good afternoon. My name is Nancy Lawrence. I've been riding the public buses since I was 14, well before the Americans With Disabilities Act was passed. Back then, I would wait at a bus stop right under the sign, and I would wave to the bus driver, and the bus driver would wave back and leave. But that's just what happened back then.

Today, it's a little bit better, but not much. I mean, I've had public transportation -- I use the 3-D, the 3-D at Suffolk Avenue by the train station. I work at Costco, so I use it fairly often. I use the SCAT as well, but right now, I just would like to talk about the fixed-route. I've had good drivers and very, very bad drivers; ones that won't get out of their seat to tie the chair down, which they're supposed to do for my safety as well as their own. Then they have attitude about even just letting me board the bus if the bus is too crowded, even though there's a sign on the window that says it's for us, it's for the wheelchair passenger to use. Regardless of how many passengers you have on the bus, they must stand up. I've had a couple of buses leave me there because the bus was full. Okay.

I had an incident actually just yesterday. I was coming home from the mall, I was running errands. And the driver was very -- had a very bad attitude about even letting me board the bus, because he was in a hurry, he had places to go and didn't have to the time to either secure the chair or tie me down or anything. So obviously, I spoke up for myself. That's how I live my life. But if I was a

timid disabled person, which many of us are, where would I be? I'd still be sitting at the mall. That's ridiculous.

The public transportation is there for everybody, not just me, not just the regular public, whatever, it's for everybody. And when I get discriminated against, it's very disheartening, because when you live in Suffolk County, everything is so far away, you cannot roll everywhere. And believe me, I do. I work at Costco from Wednesday to Sunday. Sunday, there's no transportation. I roll my chair from Central Islip where I live to Smithtown every Sunday morning and every Sunday night. I've been doing it for six years, and I've gotten hit only once. But I shouldn't be out there. The point is there should be transportation on Sunday. If Nassau can do it, we can do it. We just have to figure out a way. It's ridiculous.

(*APPLAUSE*)

It's ridiculous that I have to risk my life because I want to be a tax-paying citizen. Now, if I sit home and twiddle my thumbs, then you're going to look at me say, "Well, why aren't you doing anything?" I've been doing stuff since I was 19. I'm not a passive individual. I just want the right to go where I want to go to in a safe manner, and it's not happening. Sundays we have to sit home and twiddle our thumbs. If we want to go the supermarket, we have to get in chairs or whatever mode of transportation we have and roll there and deal with the traffic. Luckily I have two supermarkets close to me so it's not that bad, but I should not have to do it.

The point is something should be done about Sunday and something should be done about the attitudes of your drivers. Your drivers, some of them are very nice and will go beyond the call of duty to help us out, but those of them that do not want to get up off their butts and help us, that's wrong, because that's what they are there for. And with the passing of the ADA Law, I have a right to make them do it, but they resent the fact, and I know they do. And it's just absolutely ridiculous.

They need to run their bus like any other situation. If that sign says it's priority, I'm supposed to be on it, then move your people up on their feet. If I can get up on my feet, I would stand, but I can't. The point is it's there for people like myself, and we should be able to do it.

Now, as far as the SCAT goes, most of the drivers, as Frank said, Frank Perino said, they are very nice. But I have had several drivers -- just last week I had an individual eating while he was driving me home, risking my life to eat a Churro from my job. He was drinking a smoothie and eating a Churro and trying to drive the bus. I called the bus company, and said to SCAT, and I said to, I believe her name is Carman. I said to Carman, "First of all, I want to know is it okay for them to eat and drive?" She said, "Oh, no, what happened?" So I explained to her what happened, and she said, "Well, we'll talk to him immediately and I'll get it resolved." I never heard anything. We should have a fair hearing, because how do I know she even spoke to him? She could be just placating me and saying, "Oh, yeah, we'll take care of it," and nothing is done. Meanwhile, he could kill somebody else.

I mean, my thing is, and I've always been this way, I care about the other individuals as well as myself. I've had several problems with bus transportation, and I don't want what happens to me to happen to other people, okay? That's why I'm an advocate. I've been an advocate all my life, I'm a social worker by trade. I am not going to sit here and let my community get hurt because people don't know how to do their job well. I've also had incidents where --

CHAIRMAN SCHNEIDERMAN:

I'm going to have to ask you to wrap up.

MS. LAWRENCE:

Sure.

CHAIRMAN SCHNEIDERMAN:

Okay. I've given you actually double time. But I don't mind, I want to hear what you have to say, but since we have so many people, I want to make sure that they all have a chance to speak.

MS. LAWRENCE:

It's fine. I just want to say one more thing. Some of your drivers can be a bit handsy as well, the male drivers. I mean, they need to realize that we're people and that just because we're a captive audience, you can't do anything you want with us. There's got to be a certain amount of respect. And I'm very glad that you have the cameras on the buses. That, I think, saves both of us; the driver and the consumer and the passenger as well. But, you know, there's -- I love the transportation, but there's a lot of loopholes and a lot of problems that need to be addressed, and that's why I'm here today.

CHAIRMAN SCHNEIDERMAN:

Thank you for bringing them to our attention.

MS. LAWRENCE:

Thank you.

CHAIRMAN SCHNEIDERMAN:

I just wanted to make one comment about Sunday service, because it's something I've sort of taken on, to try to get Countywide Sunday service through numerous bills. We do have one pilot program that's going to start soon and unfortunately, it's on the East End, but there is a bill before the Legislature to do critical arteries; the 3-D, which you mentioned is your bus, is one of those arteries. And hopefully with any luck, we will see some limited Sunday service. At least it's moving in the right direction.

MS. LAWRENCE:

I'm not asking for all day. I'm asking for enough time for me to get to work and enough time for me to get home. I don't need all day.

CHAIRMAN SCHNEIDERMAN:

Right.

MS. LAWRENCE:

I just want to get to work safely get home safely. And I do it in all kinds of inclement weather. I shouldn't be out there, it's dangerous.

CHAIRMAN SCHNEIDERMAN:

No. I understand that. We are working on it.

MS. LAWRENCE:

Okay, good.

CHAIRMAN SCHNEIDERMAN:

Legislator Cilmi.

LEG. CILMI:

Just really quickly, Mr. Chairman. Thank you. Thank you for getting here today. I just really

wanted to say, God bless you. I mean, there are folks in this world who -- there are folks in this world who have absolutely no handicap whatsoever who find it hard to get out of their house and, you know, go to work, and yet, you're rolling in a wheelchair outdoors in the elements for six years.

MS. LAWRENCE:

Because it's what I should do. It's not so much what I want to do, it's what I should do. Every disabled person that can work should work. That's just me.

LEG. CILMI:

God bless you. You're an inspiration to everybody. Thank you.

MS. LAWRENCE:

Thank you.

(*APPLAUSE*)

CHAIRMAN SCHNEIDERMAN:

There's a comment from Legislator Barraga.

LEG. BARRAGA:

Well, I guess my comment is also a question, not to this lady, though. Several of you have talked about being able to participate in the hearing. Now, I'd like to know from the gentlemen here, who initiates the hearing; is it the County, is it someone in Public Works, is it the union, is it the bus company? And the question is whoever initiates the hearing, why isn't it possible just to send a copy of the hearing notice and inviting the person who feels they've been victimized to attend the hearing?

(*APPLAUSE*)

There is no hearing whatsoever? Obviously, there is some sort of a meeting that takes place, based on the testimony, between the union and the bus company to resolve the issue. So there's a meeting.

CHAIRMAN SCHNEIDERMAN:

Not necessarily. This is something we're trying to iron out. Right now there is no formal procedures for dealing with complaints, so people are making complaints either to Handicapped Services or Department of Transportation --

LEG. BARRAGA:

Mr. Anderson, is there some sort of a meeting that takes place?

CHAIRMAN SCHNEIDERMAN:

-- or directly to the bus company. There's no formal procedure other than the formal procedures if you're denied the SCAT service. Commissioner.

COMMISSIONER ANDERSON:

Correct. At this point, a complaint received internally by the bus company, and then we would receive some sort of recommendation or advisory as to what happened during that meeting. So if they got a complaint, they would handle it internally, let us know, and then we would notify the passenger.

LEG. BARRAGA:

Well, what influence does the County have on the bus company to force them to have some sort of a hearing where the driver and his union representative, the bus company and the person who feels

they've been victimized have an opportunity to attend? Is that difficult for the County to initiate?

MR. SHINNICK:

As Gil mentioned before, it's an internal situation where they review the matter with the driver, but beyond that we can set rules as a County.

LEG. BARRAGA:

What kind of pressure can the County apply to make sure that they change their approach, that if they're going to have some sort of a meeting anyway that maybe a County representative and the person who feels they've been victimized will now attend this meeting? You want to call it a meeting, you want to call it a hearing. I mean, is it that difficult to do this?

MR. SHINNICK:

I think that's probably something we'd have to get back to you. I don't disagree with the premise of your statement or question, I just don't have the ability to answer specifically on that.

LEG. BARRAGA:

The County is generating the dollars that go to the bus company, right, for the services that they are providing?

MR. SHINNICK:

Correct.

LEG. BARRAGA:

I would think you would have a hell of a lot of leverage here.

COMMISSIONER ANDERSON:

What I'd like to be able to do is go back and look at the contract, see what we're able to do in the contract. Certainly, you know, it's something we can talk to them about participating in. And we will get back to you.

LEG. BARRAGA:

Because I think that's what these people are looking for. They're looking for some sort of a hearing where they can participate, I guess, with the bus company, the driver who's been -- has this violation against him or her and the person who feels they've been victimized. I don't think it -- it doesn't seem like such a big issue when the County really is the guy who controls the purse strings.

MR. SHINNICK:

Correct.

LEG. BARRAGA:

Thank you.

CHAIRMAN SCHNEIDERMAN:

Legislator Romaine.

LEG. ROMAINE:

I think the solution is fairly obvious. We contract with bus services, we draft the contract, we put provisions in the contract. I would simply solve this problem legislatively by drafting up some fair hearing type of legislation that guarantees someone under certain circumstances the right to such a hearing. The hearing would be conducted by the County. Our contract vendee, whatever the bus companies are, would be obligated to attend the hearing, and we would establish rules of procedure for maintaining that hearing. I think it's relatively simple to draft that type of legislation and then

work with DPW to ensure that whatever you drafted is doable and can be implemented so that people have access to a hearing about complaints that they feel are legitimate. And by the way, I'm happy to join with you in preparing that legislation.

CHAIRMAN SCHNEIDERMAN:

Some things may not rise to the level of a hearing per se as much as a phone number. I know Tom will talk about this -- Cilmi, but a place you could call that you were getting an advocate, and we could follow the nature of the complaint and the response to the complaint and know that it's being responded to in a timely fashion. Not everything has to have a formal hearing, but certainly some things may rise to that level of hearing. But I think there are procedures we can try to hash out, those that make sense. The next speaker is Daniel Sofia and followed by Garrett Hulett, I believe. Hi, Daniel.

MR. SOPHIA:

How are you doing? I've had a similar experiences as far as drivers not tying me down and so forth. And also I had this one, 221, the driver never like -- just recently starts blaring the music. I asked him to turn it down, he proceeded to do so, but then again, blares it back up. And along with the tie-downs, that's a whole another issue. I had this guy tell me one time -- say -- on one of your new buses, he said to me that the tie-downs were straight, that the tie-downs were tight. And I'm like, "No, they are not. Can you pull over?" He get out of his chair, he, like, grabs on me and says, "Well, they are tight." So I said to him, "Well thank you for checking." Now also, I want to bring to your attention, I submitted petitions. Did you get them, Legislator?

CHAIRMAN SCHNEIDERMAN:

Can you repeat that question? You submitted petitions.

MR. SOPHIA:

Yes.

CHAIRMAN SCHNEIDERMAN:

Madam Clerk, did we get it?

MS. ORTIZ:

Yes. Right here.

CHAIRMAN SCHNEIDERMAN:

Yes, we have it. Okay. Can we circulate that so that everybody can see it. Can I just ask, now, this petition is asking for?

MR. SOPHIA:

Sunday service.

CHAIRMAN SCHNEIDERMAN:

Okay.

MR. SOPHIA:

Extend hours, all of the above.

CHAIRMAN SCHNEIDERMAN:

And how many people signed the petition, sir?

MR. SOPHIA:

Over 500.

CHAIRMAN SCHNEIDERMAN:

Wow. Okay. Thank you. Okay. Please continue.

MR. SOPHIA:

I've also had people, excellent drivers who should be supervisors. And another thing I want to bring up is we need two transmitters, because if there's an emergency, you have over 150 bus drivers on the radio. So what we need is a different frequency that they can also transmit on.

CHAIRMAN SCHNEIDERMAN:

Again, can you repeat one more time about the frequency.

MR. SOPHIA:

I'm on the bus, and say that there's an accident and say that there's ten other drivers calling in, they need to have another frequency to place that emergency transmission.

CHAIRMAN SCHNEIDERMAN:

This is the way that riders are notified that the service is not going?

MR. SOPHIA:

No. What I'm saying is say, (inaudible), you get (inaudible) and they're on the radio with somebody else, and then an accident happens, you need another frequency that (inaudible) can answer immediately to tell (inaudible) that you've been in accident without standing behind the driver.

CHAIRMAN SCHNEIDERMAN:

I'm not fully understanding. Mr. Shinnick, is this an issue that you're familiar with? Or Frank from Handicapped Service? Somebody can maybe add to what this individual is saying.

MR. SHINNICK:

If I'm interpreting this correctly, there's a lot of drivers on the frequency now, and it gets very, very busy. And I think what Dan --

CHAIRMAN SCHNEIDERMAN:

Is this like the dispatch frequency?

MR. SOPHIA:

Yes, it is.

MR. SHINNICK:

He wants to call out that there's an emergency and have clear channels so that can be done. Most drivers do have cell phones with them. They're not allowed to use them --

MR. SOPHIA:

Can I interrupt him?

CHAIRMAN SCHNEIDERMAN:

Yeah, I just wanted to make sure I understood you fully, sir.

MR. SOPHIA:

What Mr. Shinnick is saying is they have cell phones that they cannot use while they're driving. So how exactly is that going to help? It's a New York State Law that nobody can use cell phones while driving, so how is that going to help?

CHAIRMAN SCHNEIDERMAN:

Bob, do we have issues with communication -- with telecommunication from the buses or SCAT buses?

MR. SHINNICK:

There are times when the radios are very busy. But generally, no, it's adequate to handle the load. The SCAT Program is growing, and there's no question that it's imposing on the capabilities of the radio system. That's the radio system that's controlled by the Police Department.

CHAIRMAN SCHNEIDERMAN:

Okay.

MR. SHINNICK:

It's very good, it is adequate for our purposes. In emergencies, you know, you can use the cell phone. I'm not disagreeing with you, Dan, but that is a back-up arrangement now if something does happen.

CHAIRMAN SCHNEIDERMAN:

And these drivers would have cell phones for emergencies?

MR. SHINNICK:

Generally, they do. I don't know if they're assigned or required to carry them. They're, of course, not allowed to use the cell phones. They're subject to the same laws that anybody else is.

CHAIRMAN SCHNEIDERMAN:

Sure, of course. Okay. I mean, it's something we can look into further. Was there more? Did you have other things you want to talk about?

MR. SOPHIA:

What else we want to know is what's the major difference, which you would know, in Sunday service by the petitions. You said the money factor might be a concern.

CHAIRMAN SCHNEIDERMAN:

We are trying to figure out how to pay for it. We have estimates as to what it would cost to provide additional Sunday service.

MR. SOPHIA:

Now, do you know, if you did, when would this start?

CHAIRMAN SCHNEIDERMAN:

Well, the pilot program is beginning July 3rd. It's not only Sundays, but it's also holidays, and it's SCAT as well as the fixed-route, but that's only -- there's two routes involved. And the rates are going from \$1.50 for the standard bus fare to \$2, and that 50 cents is being used to pay for the additional SCAT and fixed-route service.

The other proposal that I've submitted provides certain routes throughout the County, you'll be able to get everywhere, everybody would be within a short distance to a Sunday route, all interconnected. And if it were passed, it would begin some time next year. It has to be passed. You know, it has a certain steps ahead of us, certain hurdles, but I'm certainly hoping. And not everybody, even in that case, will have Sunday service on their route, but they'd be at least within a short ride of Sunday service.

MR. SOPHIA:

Just one more quick statement on that. Can we make sure the S-62 is submitted on that list?

CHAIRMAN SCHNEIDERMAN:

I believe the S-62 is on that list. I could check it for you. It will take me a few minutes, but I'll make an announcement if the S-62 is on the list of that bill.

MR. SOPHIA:

Is that going to be put on it or?

CHAIRMAN SCHNEIDERMAN:

That bill -- it's not? That right now is not listed. The bill is not written in stone yet, it hasn't passed, so it could be looked at, of course. All right. I can get you a copy of the bill so you see. I think there's nine routes. And, Commissioner, did you have any time to do any analysis? Are we going to get a report later today?

COMMISSIONER ANDERSON:

I was going to ask to table one more cycle.

CHAIRMAN SCHNEIDERMAN:

Okay. But we can certainly make anybody who's interested aware of what the routes are. Do you have them right there? Do you want to just state the routes?

COMMISSIONER ANDERSON:

Sure. The routes that are included in the legislation are S-1, S-33, S-40, S-41, S-54, S-58, S-66, S-92, 3-D and 10-C. The 92 and 10-C are already included in the other one.

CHAIRMAN SCHNEIDERMAN:

When the analysis is done on those ten routes, we will know if there's any money available to add an additional ones, or if there's even enough money to do those ten routes. I'm just waiting on that analysis. We certainly can look at the -- what is it, 62, S-62?

MR. SOPHIA:

Yes, it is.

CHAIRMAN SCHNEIDERMAN:

Okay. Thank you. What we've looked at so far in developing this plan were major work areas, like retail areas, malls, we looked at hospitals if people go to visit relatives, we have looked at areas that were heavily dependant on public transportation because of income factors, economic factors and routes that were interconnected as much as possible to train stations, to other bus stations. It's very difficult picking and choosing. So it's never going to be perfect, but we're doing the best that we can. Certainly, we look forward to input -- again, I can't promise this bill is going to pass, but I'm trying. If we had a pot of money to do -- and I should say that there's never really been a proposal to do the entire County for Sunday service. The consultant that looked at it said of the 56 routes, 24 of them he felt had high Saturday ridership and would likely have high Sunday ridership. But even to get to all 24 routes, right now we just don't have the funds available. If we can start somewhere, I'd like to see us start somewhere, then maybe we can expand upon it in subsequent years.

MR. SOPHIA:

If you need any help, I am more than willing to.

CHAIRMAN SCHNEIDERMAN:

I appreciate that. Well you just gave us some input today. And thank you for those petitions. Five hundred signatures is quite impressive. At the top of the petition, I think you had wanted me to read into the record, I don't have it in front of me, but it was to expand the hours of both SCAT -- "Please sign to extend the Suffolk Transit System hours and SCAT, Suffolk County Accessible Transit."

MR. SOPHIA:

Should I do more?

CHAIRMAN SCHNEIDERMAN:

No, that's fine. I think you've done quite a good job here. Thank you.

AUDIENCE MEMBER:

Can I ask a quick question on this, please?

CHAIRMAN SCHNEIDERMAN:

We're not taking, at this point, any questions from the audience. I'm going to get through the speaker cards, and whoever just asked, when we're done with all the speakers, I'll entertain your question. Okay. Garrett Hulett followed by Kathleen Madigan.

MR. HULETT:

My name is Garrett Hulett. I'm Chairman of the SILO Transportation Committee. I volunteer for them. I also happen to be a former Suffolk County employee, and I was in the Transportation Division for a few years.

Some of the issues that are coming across are on SCAT with the fact that drivers are not letting passengers know when they read -- blind passengers know when they reach their stops. We had an incident two weeks ago that a member of my committee was on the bus and didn't know she was at SILO, and the driver let her sit there for five or ten minutes. And it was very upsetting to her, because finally a passenger said to her, "You know, you are at work."

Also, the other issues, there's a numerous amount of issues that I'm not going to take up this committee's time on right now, because everybody really knows about them; reservations, there's the complaint issues that have been going on. As far as one of -- the job I had when I worked in Transportation was handling the complaints. And while I was there, I can tell you that we tried to handle the complaints to the best of our ability. Sometimes we got back answers like, "The driver had no knowledge of this issue. Driver denies any involvement in the issue."

There was all kinds of issues. SCAT is a very vital situation to this County, and the people really need it. We need to kind of get it straightened out and find out, you know, what the people really need. The three-quarter mile issue is a real big issue. There are people out there that have been being transported for years, and now all of a sudden, they're being told, "We can't transport you anymore." I spoke to the former Director of Handicapped Services, and he used the phrase that these people are grandfathered in. Mr. Shinnick has said that there was never ever -- that term was never ever around. So I have no idea. But these people that are been transported, I feel they should still keep being transported, especially the ones that have no other choice. The other issue is that SCAT late hour -- I mean, SCAT ends at 8:30 at night. It starts at 6:00 a.m., ends at 8:30. So anybody who has to work or go to school or anything, they can't do that, they have no way of getting there.

There's some new regs that the FTA's checking out now with changing some of the services and

forcing the counties and municipalities and everything to extend some of the hours and stuff like that supposedly. I have not seen that officially, but that's what I've been told. You know, the other issue we have is, again, with drivers -- with no-shows and the canceled at the doors. These are, I mean, a very, very high number. But every time I've provided a policy for this, I got told that we can't do it, it's in violation of Federal regs, but yet, every other municipality in this area has a no-show policy, a cancel-door policy, except Suffolk County.

That's really about all I have on this. Thank you for your time and I appreciate it.

CHAIRMAN SCHNEIDERMAN:

Thank you.

MR. HULETT:

Actually I did forget one thing. I e-mailed all the Legislators on Transportation that SILO is doing a rider-ed class on May 14th, to try and get people to when they call up Suffolk Bus to make reservations, they know what to say, where to wait, how long they have to wait. And I wanted to do training for some of the people that are sight-impaired. But unfortunately, that can't be done, because as I've been told by committee members, my committee members, that how can you ask these people to use fixed-routes when they can't find the bus stops. So that's it. Thank you.

CHAIRMAN SCHNEIDERMAN:

Thank you, sir. Kathleen Madigan followed by Carol Gaggin, I believe.

MS. MADIGAN:

First I'd like to say that I'm the Co-Executive Director of SILO. And I wanted to thank Garrett for taking on the job of chairing our Committee on Transportation, because our agency is Suffolk County's independent living center. And I have to tell you folks that we are on the frontline. Our consumers call us up all week long and tell us about their lives, and transportation is one of the biggest quality of life issues that our consumers are dealing with.

I would like to applaud you all for being here today, and I would like to suggest that this is just the beginning, because I have to tell you you're only hearing the tip of the iceberg. You have no idea what is going on in people's lives. Transportation is one of the most critical issues facing people because Suffolk County is so big. We really believe that Suffolk County has to take more of a lead here.

I would like to actually suggest that you create a task force with community stakeholders, our agency would be very happy to participate. We feel that this is an emergency. SCAT is very, very important. And you know what? It goes beyond not even being able to find Braille signs. Bus stops are changed, people don't know. This is something -- we need more than just this afternoon to talk about these issues, so I would implore you to consider creating a task force. I think everybody in this room -- I think you have a good beginning for something like that here, because you have a diverse representation of people. But, you know, Suffolk County is home to one of the largest aging-in-place populations. I mean, they call it the Silver Tsunami. And let me tell you, ten years down the road, this County is going to be in a crisis. I mean, we're in a crisis now, but really I would beg you to consider creating a task force. So that's about all I have to say.

CHAIRMAN SCHNEIDERMAN:

Thank you. Gil, do we still have a Transportation Advisory Board? Is that something that's up and running? We used to have something to that effect. Is that active.

COMMISSIONER ANDERSON:

It hasn't acted in some time, no.

CHAIRMAN SCHNEIDERMAN:

Okay. Because normally I would say, well, this is something that could possibly be folded into that committee, but since that committee doesn't exist, that's something to think about. Okay. Carol Gaggin and then Darlene Kenny is on deck.

MS. GAGGIN:

My name is Carol Gaggin, I'm the President of HANDS Organization, which is Handicapped Adults New Directions in Suffolk. It's a social support group. And we have about 75 members, and we meet monthly. Many of the members come to me as the president with varying complaints and many problems with SCAT. And we have found that there's really no -- someone mentioned before, there's no real procedure to say, "Well, this is what you need to do or a form to fill out," so that they can get their problems handled.

But without going into the specifics, there were several things that I noted here as I was listening. My own particular problem -- I've had very good -- I've had a lot of success with HANDS with SCAT. I am a homeowner, and I have a private home. I try to be a good consumer. I'm out 15 minutes before the bus is due. I try to do everything right. Nevertheless, I have run into situations, and others have mentioned it, with the tie-downs.

I have this particular scooter, which is the one that I use when I go out into the community. And I have met up with -- every driver I've had -- I transfer into a seat, because it is more comfortable for me, and every driver has fastened this scooter down differently. And I explain to them it has one wheel in the front and two in the back and it fishtails. And yet, people will tie it down, they'll hook -- put the hooks on the baskets, they'll put the hooks on the wheels, and some people use the seatbelt from the front seat.

And so what has really come to mind to me, and I would like to make two suggestions, from what I've heard today. I worked with handicapped people with an agency for 15 years before I became a handicapped person due to an injury. And one of the things that I needed to do as a recreation therapist with handicapped people was constantly in-service my help. Now, what I'm finding is that there is no conformity and no uniformity with the way in which people are being treated or handled by the drivers. Now, I think that perhaps classes should be done, in-services should be done -- I don't know if they are but if they are, then I haven't seen the results of that -- so that people will know how to tie down a wheelchair with a living person inside the wheelchair, how to tie down a scooter or a different mobile appliance so that the scooter or the wheelchair will be stable in the bus. If someone is sitting in a wheelchair and they're wriggling around on the bus, that's a very frightening proposition for them.

When I was working with my previous agency, when I was at work, one of the things that we had, and we held a seminar on it and it was very informative, we did something sensitivity training working with real-live people. And I might suggest that perhaps if you were to hold one of these seminars within the SCAT agency at different times and actually sit your drivers in a wheelchair or let them -- blindfold them and let them use a cane and maybe try to get up the steps or onto a platform with a chair that's wiggling or whatever and let them feel what it's like so that they know what it's like to be a person with a disability who is at the mercy of the driver and circumstances that they have no power over. That would be my recommendation, that sensitivity training and in-services. I think that these are possibly the two things that are lacking and that looking into these procedures might help the whole operation for the consumers as well as the drivers in the company. But for myself, I am very grateful for the SCAT Bus Service because I need it desperately and so do most of the people here. So I want to thank you for that. But there's always room for improvement, and those would be my suggestions. Thank you.

CHAIRMAN SCHNEIDERMAN:

I appreciate that. Can I ask you one question, because nobody's brought it up yet. I had received complaints in my office about SCAT scheduling in that, you know, what might be a half an hour ride turns into a two hour ride, goes all over the place. Is that part of your -- I know you've been saying some very --

MS. GAGGIN:

That has happened. One instance was about two. One of our female members was on the bus from her home in Amityville, which was one of the outlying areas; Amityville and Huntington seem to have the most problem with staying on the bus the longest. She was scheduled to come to our annual dinner, and she was two hours late. The dinner was practically over by the time she got there.

CHAIRMAN SCHNEIDERMAN:

Right.

MS. GAGGIN:

It was in the daytime. And so she came about two hours late. And that is one of the problems, people get to their destination much later. They are riding the bus several hours. Some people they have toileting problems because of the disability and they are stuck on the bus situation. And they have situations.

CHAIRMAN SCHNEIDERMAN:

Right. We've heard several complaints about that, that's why I was just curious to see if that's part of your experience.

MS. GAGGIN:

People going to wrong destinations. And there is no self-correction in route.

CHAIRMAN SCHNEIDERMAN:

Right. I've heard that complaint too.

MS. GAGGIN:

Yes. And I had the incident one time when I was going to the doctor's office, and they had given me the number, it was instead of 1050 they said 1052 or something, and it was off by two numbers, and there was a big hassle that had to be gone through in order that I could be left off at the door of my doctor's office. So there's no room really for self-correction either.

CHAIRMAN SCHNEIDERMAN:

Right.

MS. GAGGIN:

So that's a problem.

CHAIRMAN SCHNEIDERMAN:

And one of the complaints I had, I think it was the right street, but in the wrong town. It had the same name, but.

MS. GAGGIN:

Yeah, there's a lot of Sycamore Avenues out there.

CHAIRMAN SCHNEIDERMAN:

So it was more of a dispatching problem. All right. Well, thank you.

MS. GAGGIN:

Okay, thank you.

CHAIRMAN SCHNEIDERMAN:

All right. Darlene Kenny is our next speaker and then Linda Bily.

MS. KENNY:

Linda is going to pass on her turn, and I'll speak for both of us.

CHAIRMAN SCHNEIDERMAN:

Okay. You are Darlene?

MS. KENNY:

Hi. I'm Darlene Kenny.

CHAIRMAN SCHNEIDERMAN:

Okay, thanks.

MS. KENNY:

I'm a social worker at Stony Brook University Medical Center, in particular I work with oncology patients, but also people who have autoimmune diseases. So if they don't have a handicap already coming to us, often they'll need the SCAT and the bus services because their cancer disease often leaves them unable to drive their own vehicles.

So there are a couple of things that I heard, and I don't want to repeat everything, but the extended hours, that certainly would be helpful. I'm very grateful for SCAT and public transportation for our patients, because in a medical oncology clinic alone, we're seeing over 800 patients a week. And about 33 to 37% of those have problems with public transportation. So when I initially started out in the field, I was certainly not spending as much as time on it as I am. And that's why I'm excited and made an effort to be here today because it is so very important.

One of the things that we would like to see, the flexibility, absolutely, the hours. Again, we try to work around it. There are a lot of support groups that we try to run at night that are important to people that they'd like to attend. So we try to end the groups by 8:30, but if we're running an evening one, it would be ideal for the hours to be extended.

In addition, the bus service, those people who utilize the bus, it could be a mile away from the house. So that is sometimes very difficult. If you have anemia or you're not feeling very well after a chemo treatment. Typically, the immuno suppressed patients, you know, will not ride the bus, but they will ride the SCAT Bus. And I understand that it's not just for medical appointments, that, you know, they can stop at the pharmacy and they'll do shopping and that's so important to them.

I know someone mentioned a fair hearing process. I totally support that. If you are not already aware, Suffolk County does have a fair hearing process for patients who receive public assistance and food stamps. So perhaps before starting from scratch, you may want to take a look at those guidelines that are already in place that seem to be working well. And the other thought is why couldn't they possibly announce the stop, the driver? Do they have a speaker system on the bus or, you know, letting them announce the bus stop.

CHAIRMAN SCHNEIDERMAN:

I think they do, do they not?

AUDIENCE MEMBER:

Not all the buses.

CHAIRMAN SCHNEIDERMAN:

I know when the bus pulls up to the stop I can hear it announce which bus it is usually. I would imagine it's on the bus as well. Not all of them? Let me ask Mr. Shinnick to just address that one point.

MR. SHINNICK:

All of the fixed-route buses have PA systems, and they do make exterior as well as interior announcements. They also are automated in the sense that major bus stops, location of the destination of this stop -- excuse me, the bus and the bus route number are all automatically announced. So a driver will, if he's requested to make a particular announcement for a specific stop, will do that for the passenger.

CHAIRMAN SCHNEIDERMAN:

Okay.

MS. KENNEY:

If I can just add, sometimes when the patients come in and they've arrived by SCAT, they may come in and get their blood work drawn and then find out they're not going to have any chemotherapy for the day, and then they have to sit there at our medical center for hours, because they can't call back up SCAT and get a ride. So we do have a large percentage of our population reporting that. And if there's any way to change that and allow for some flexibility in that, I'd be happy to work with anyone, you know, directly, phone call SCAT or whoever I need to talk with about that.

East End is particularly a problem for, you know, transportation. People have to take several buses. Or way out east, they have to actually get to the point of Riverhead and then maybe access the SCAT System. We've been working with Fighting Chance and American Cancer Society in a combination of trying to get volunteers. And we've been cost-sharing the rides, because it is almost \$100 each way to get them to Stony Brook. So we have a very small fund. We do do some fundraising so we can purchase bus tickets and also so we can pay for taxi rides when absolutely necessary.

CHAIRMAN SCHNEIDERMAN:

Thank you. Doug King is next, and then the last card I have is Frank Krotschinsky.

MR. KING:

My name is Douglas King. I currently sit on the Suffolk County Disability Advisory Board Transportation Committee, which is a subcommittee of the Suffolk County Disability Advisory Board. The reason why I am here today is to talk to you about Resolution 1165, which is the one that was introduced by Legislator Schneiderman.

I do have two concerns about this bill; one, being evening, to extend it during the evening hours, because when a person with a disability goes to an event and an event starts at 7:00-7:30, and they have to leave by 8:30 or 8:15 because the SCAT system ends at 8:30, and that's not fair, because most of programs run until about 9:00 or 9:30 in the evening. I can tell you that from experience. I have several friends of mine, we're on a wheelchair soccer team, like myself. I live in Amityville, and if I were to get on a SCAT bus, it would take an hour to an hour and a half to get there by SCAT, okay? And arrive there by 7:15, you know, 7:20, and then practice would start at 7:30, and I would have to leave by 8:30, because, you know, that's when SCAT is done, to get back home to

now take another ride back home, which is, again, another hour to, you know, an hour and fifteen minutes.

The other thing I would also suggest and recommend is also the Sunday service, because there are several different holidays, such as Mother's Day, which is about to come up and Father's Day and all of the other different holidays that happen to fall on a Sunday. And the average person would not get the chance to see their mother or their father, you know, during that time. And not only that, several people work the retail business. And again, most malls are open until about 9:30 anyway, so they would have to leave work early to, you know, to go home, because that's when SCAT ends, which is 8:30. That's something I strongly recommend, is just those two different provisions to this bill, and that's pretty much it. Thank you.

CHAIRMAN SCHNEIDERMAN:

Thank you, Doug. Certainly, I'd be willing to amend the bill to add in the holiday services. You're right, it only includes Sundays in this bill. It does obviously add to the cost to do that, but I agree that that's important.

MR. KING:

I know for a fact that your office and SILO, we were supposed to meet on Friday. Unfortunately, my father passed away the day before, and that's something that I'm dealing with right now. And I was hoping to meet both sides so we can come down with some sort of resolution.

CHAIRMAN SCHNEIDERMAN:

I have to see how it affects the cost, because I think not only is it additional trips, but it also, there may be holiday pay involved for drivers and things like that that add to the cost. But, of course, people want to get around on holidays to see family or whatever it might be. People work on holidays too.

MR. KING:

Yes.

CHAIRMAN SCHNEIDERMAN:

In terms of expanding the hours, and I believe you're talking about during the week.

MR. KING:

Yes, Monday through Friday.

CHAIRMAN SCHNEIDERMAN:

This bill is really focused on adding Sunday service. But I realize there's a great need for expanded hours throughout.

MR. KING:

I would strongly recommend that the committee here put in another resolution as well for extending evening hours Monday through Friday as well as the current bill that you have, which is 1165.

CHAIRMAN SCHNEIDERMAN:

The question again would be how do we pay for it. I recognize that there might be more ridership involved, more people may take the bus if the hours are longer, so there will be some revenues there, but unlikely that it will cover the additional cost of that service. So I have to identify how we're going to get to do that. In a perfect world, we'd get more money from the State or from the Federal Government. You know, it hasn't been forthcoming. And the State has their own problems, the Federal Government has their own problems. So it's certainly something I want to see happen. I have to figure out how we're going to do it.

MR. KING:

One of the things I would like to do is to sit down with SILO as well as many other people and try to come up with different ideas and ways of not only paying for it, but the different problems that we are having. This committee that we had talked about and, you know, possibly putting together, so this way the people's voices can be heard, the disabled people's voices can be heard throughout the County.

CHAIRMAN SCHNEIDERMAN:

I appreciate that. I look forward to meeting with you and SILO. Maybe there are some changes to the system that could be cost savings as well, maybe some routes that aren't being used could be shortened or eliminated, maybe there's places we can adjust things, get some savings on gasoline, etcetera, that could allow us to expand hours. I am willing to look at everything in that.

MR. KING:

Okay.

CHAIRMAN SCHNEIDERMAN:

And thank you for your service to the County in serving on the Disability Advisory Board.

MR. KING:

Thank you.

CHAIRMAN SCHNEIDERMAN:

Thank you, Doug. Tom?

LEG. CILMI:

Thank you. While, Mr. Krotzschinsky is coming up, I just wanted to take a moment to thank the committee and thank the Chairman for hosting this conversation. I met some months ago with SILO to discuss these issues and I've met since then with my constituent Mr. Perino to discuss these issues. I have our Legislative Counsel working on legislation that would accomplish three things; one of which would be to create an evenly recognizable number, which would be a central number, an all-purpose number for SCAT, something like 854-SCAT that everybody could recognize and call whenever you need a ride, whenever there are issues.

And then in addition to creating that number, I would also ask the Department of Public Works to explore the possibility of creating an audio-loop system in our SCAT buses, which would mimic something that you would hear on a bus at Disney, for example, that could alert passengers, A, to what bus they are on, maybe what driver identification, and if you don't want to use a name, you can use a number, but that would say, "Thank you for riding Suffolk County Accessible Transit. We hope your ride is pleasant, but if you have any questions or concerns, please call 854-SCAT." So that's the second item.

The third item is we are looking into whether or not we do have -- and it's obvious from this meeting that we don't have any specific procedures in place to deal with complaints, and so whether it's a fair hearing and whether or not that's part of this procedure, but we will come up with something that will create at the very least some sort of formalized procedure for dealing with complaints for the SCAT system at least and possibly the rest of the transit system as well. So thanks, Jay.

CHAIRMAN SCHNEIDERMAN:

Thank you, Tom. I look forward to working with you on both those resolutions. Frank, you filled out a card. I don't know that you needed to as an officer of the County, but if you want to have a few moments to address the committee, you're certainly welcome.

MR. KROTSCHINSKY:

I had an earlier opportunity to answer some questions. I think I'm back on the air here. Good afternoon, members of the committee. Thank you for the opportunity. I had an earlier opportunity to address some question, and so that shortens the remarks that I'm about to give.

The Office of Handicapped Services advocates for people with disabilities and ensures compliance with the Americans with Disabilities Act. As such, I really wear two hats; I'm an advocate for people with disabilities, but I also work for the County and advise the County on compliance with the Americans with Disabilities Act and hopefully keep them out of trouble in that regard. I have a seat, but I'm not the Director of or the Chairman of the Suffolk County Handicapped or Disabilities Advisory Board, which is an advisory board that advises both this body, the Legislature, as well as the County Executive. And it's somewhat unusual in that dual-advisory role.

I'd like to point out that that committee did have a transportation subcommittee that we have recently reconstituted that subcommittee and that we have -- we have been addressing these issues for a long period of time. And I think that we would all like to see matters addressed more quickly. But we do work with the Transportation Division as well as other County agencies to address issues that come up under the Americans with Disabilities Act and specifically with regard to the transportation issues.

With regard to the signs that were mentioned this afternoon, the last time that I am aware of that issue -- well, no I take that back. I can say that there was a meeting of the Transportation Advisory Board at which suggestions with regard to the signs were given to the Transportation Division. We don't do the procurement of those signs. And we have, once again, recently addressed the issue of those signs. I think that we will have a new committee -- subcommittee meeting with regard to transportation and hopefully we'll get those signs going, because I think in the end when those signs are put up and more visually impaired people are able to take the regular fixed-route bus service, it will allow the SCAT buses to be utilized more efficiently. But I want to assure you that we are working on those issues.

CHAIRMAN SCHNEIDERMAN:

Thank you. I have one question from Legislator Cilmi.

LEG. CILMI:

Thanks. This should wrap it up for me anyway. And this is to Mr. Krotschinsky as well as to Mr. Anderson. It's my understanding that when one of our residents who needs SCAT fills out the initial application that they include their -- there's a spot for them to put their e-mail address on that application. You know, one of the biggest challenges I think or complaints that at least I heard in my private discussions with SILO and some other folks is that there needs to be better communication from the County to our ridership. And it occurred to me that it would be very simple to utilize those e-mail addresses. So my question is once they fill out that application, we capture their e-mail address, do we do anything with it and how difficult would it be to -- if we don't, how difficult would it be to get those e-mail addresses inputted into some sort of a system whereby we can communicate on a semiregular basis with folks who are using the SCAT system so they aren't in the dark.

MR. KROTSCHINSKY:

We have just recently started using those e-mail addresses insofar as we have them. Not everyone has e-mail access. I don't know what portion, what percentage of people do, but I think that's certainly something that could be looked at.

LEG. CILMI:

And a nod from Mr. Anderson indicating he's on board as well.

COMMISSIONER ANDERSON:

Totally agree.

LEG. CILMI:

All right. Thank you very much.

CHAIRMAN SCHNEIDERMAN:

All right. I just want to get to the agenda, I only have until 4:00 today. I know there was one question that somebody had. I'm sorry, Commissioner.

COMMISSIONER ANDERSON:

I just want to state just a little perspective here. And while I appreciate the comments that were made today, and we will investigate them, we will get back to the committee on all the questions and concerns that were raised, I just wanted to remind the committee that our average ridership County-wide annually is 6.59 million people. And SCAT alone is almost 450,000 per year.

CHAIRMAN SCHNEIDERMAN:

Those are the amount of tickets sold?

COMMISSIONER ANDERSON:

Yeah, the ridership per year.

CHAIRMAN SCHNEIDERMAN:

Yeah, right. It's not how many people use the bus, but how many tickets for the full year are sold.

COMMISSIONER ANDERSON:

Right.

CHAIRMAN SCHNEIDERMAN:

Yes.

COMMISSIONER ANDERSON:

So while maybe not a perfect system, we are a good system. I just wanted to make sure you understood that. Actually, I brought a folder full of complimentary letters and notes that were received by riders. I won't bore you with them here, but I will attach them with our correspondence when we respond to the comments that were raised here. And that's it.

CHAIRMAN SCHNEIDERMAN:

When people raise issues or concerns, it's natural to particularly, you know, to defend the program. I don't think anything is meant as a criticism as much as an effort to try to make the best bus transportation system as we possibly can.

COMMISSIONER ANDERSON:

Absolutely, absolutely.

CHAIRMAN SCHNEIDERMAN:

Certainly, to all those who came out today, I certainly appreciate, particularly those people with disabilities and knowing how difficult it is to get here, I appreciate you coming out so that we can make it the best public transportation system that we can.

Is there anyone who has not spoken who wishes to be heard who didn't fill out a card? I think I just

got your card. Jeanne Annzalone, if you'll step forward. Anybody else? Okay. So this will be our last public speaker, and then I will move to the agenda.

MS. ANNZALONE:

Good afternoon. My name is Jeanne Annzalone, and I live at 311 Ochters Drive in Oakdale. The reason I am here, I've been following the SCAT system of Suffolk County since 2009. My husband is a stroke victim and he is residing in a nursing home. And we used the SCAT system often. It is a wonderful, wonderful system. It has changed our life so much, you have no idea. So I want to commend all of you for your ongoing work. And I look forward to more awareness in the press. And I'd like to recommend that we have a task force. And I feel that we should put more awareness out, and Sunday bussing would be a reality. So, again, I thank you and I thank the previous speakers. I came here just for information gathering, but when I walk out, I feel better. So I thank you all, and I look forward to Sunday bussing.

CHAIRMAN SCHNEIDERMAN:

Thank you. Thank you for your comments. Okay. I'm going to move to the agenda. Of course, anybody is welcome to stay for the rest of our proceedings. If you just came to talk about SCAT, I don't believe there's any SCAT resolutions that are going to be moved today in front of us in Public Transportation, but you might find it interesting if you want to stay, but if not, we certainly will give you an opportunity to leave at this point.

TABLED RESOLUTIONS

Tabled Resolutions, starting with **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)**

That's still being worked on. Motion to table, seconded by Legislator Stern. All in favor? Opposed? Abstentions? **TABLED (VOTE: 5-0-0-0)**

IR 2270, Directing the Department Of Public Works to study improvements to deter wrong way driving. (Cilmi)

Is there a motion? Motion by Legislator Cilmi to table.

LEG. CILMI:

I'm not on the committee.

CHAIRMAN SCHNEIDERMAN:

Oh, I'm sorry. I'll make a motion to table, second by Legislator Stern. All in favor? Opposed? Abstentions? **TABLED (VOTE: 5-0-0-0)**

IR 1165, Increasing the bus fare and implementing limited Sunday Bus Service. (Schneiderman)

Commissioner, you had asked for more time to crunch numbers.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

Based on the testimony today by Mr. King, I will amend the bill to include holiday service as well. So if you could work up the numbers in both directions with and without holidays, if that's possible.

COMMISSIONER ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

So I can see how that affects it. Am I pass the amended bill deadline? I am. So that may end up giving you even more time. But if you could, for our next meeting, at least have it as is without the holiday service, but just the Sunday service, I would appreciate that, then we could add that in.

Motion to table, seconded by Legislator Stern. All in favor? Opposed? Abstentions? **TABLED (VOTE: 5-0-0-0)**

IR 1224, Approving rates for Roncalli Freight Company Inc. (Pres. Off.)

Has to be tabled for a public hearing. Still open public hearing. I'll make a motion to table, second by Legislator Stern. All in favor? Opposed? Abstentions? **TABLED (VOTE: 5-0-0-0)**

IR 1300, Amending the 2011 Capital Budget and Program and appropriating funds in connection with renovations to the Old 4th Precinct for general office space or other County use. (CP 1641). (Co. Exec.)

Commissioner, do you have --

COMMISSIONER ANDERSON:

This was -- this resolution has been revised from its previous form. We're now only requesting 250,000 for planning funds. This 250 plus and already existing 250 will provide us sufficient funds to initiate the project. And at -- later in the year, when we have a better and tighter figure on what the construction costs will be, we will come back to the committee and the Legislature to request appropriating the funds at that time.

CHAIRMAN SCHNEIDERMAN:

Is this being offset? It's in the -- there was money.

COMMISSIONER ANDERSON:

It's within the --

CHAIRMAN SCHNEIDERMAN:

All right. There was a capital project for that renovation.

COMMISSIONER ANDERSON:

Correct, yes.

CHAIRMAN SCHNEIDERMAN:

Okay. That --

COMMISSIONER ANDERSON:

This has taken the --

CHAIRMAN SCHNEIDERMAN:

That's fine. I'll make a motion to approve, seconded by --

LEG. BARRAGA:

On the motion.

CHAIRMAN SCHNEIDERMAN:

-- Legislator Stern. On the motion, Legislator Barraga.

LEG. BARRAGA:

There's \$250,000 for planning and design with reference to this particular building?

COMMISSIONER ANDERSON:

Correct.

LEG. BARRAGA:

And then once that is done, there's something like 5 million dollars of bonds that might go out for the actual renovation of the building?

COMMISSIONER ANDERSON:

Yes. What will happen is we would appropriate or request to appropriate the funding that we estimate needed for the construction.

LEG. BARRAGA:

Okay. This building is now empty?

COMMISSIONER ANDERSON:

Yes.

LEG. BARRAGA:

All right. We -- I guess the quandary that I'm in is this: We have spent the last several years debating at length, in depth the eventual sale and disposition of the John J. Foley Nursing Home. That debate went on for month after month, and, yet, as we debated it, we were always dealing with roughly 250 inpatients, as well as 250 employees. Then, through a draconian struggle, we wind up getting the Legislature to advocate the sale. And now that is all in limbo because something we didn't control, the future owner or prospective owner, because of the reduction in Medicaid reimbursement in the State of New York, has now reneged on the deal.

I bring that up because now we have a vacant building sitting there that has commercial value. Why aren't we selling that building to make up in part for the deficit that we're facing as opposed to spending 250 or 350,000 for renovation and a five million dollar bond issue to renovate the building? This makes no sense to me whatsoever. We can go all through this other scenario for three years dealing with some very difficult issues, but yet no one is speaking about selling a vacant building that sits on this property that has strong commercial value.

COMMISSIONER ANDERSON:

The -- this project has been part of the Capital Program. This is a need that was identified by the District Attorney for the space, and rather than trying to expand their facility or add another facility, it was identified and requested that this would be --

LEG. BARRAGA:

The other issue which I find interesting, any County-wide elected official, if they have any sense of what's going on here should not be advocating for the expansion of their own department. They should live with what they currently have and be happy to have the space and the employees to do it. For someone to come forth and say I want to expand, and for this Legislature to almost acquiesce because of this request is unbelievable. This building should be sold. Withdraw it out of the capital project, put it on the market, let's get the millions of dollars we can generate from the sale. All we're doing here is taking a vacant building and spending roughly 5 million dollars with the debt associated with it to make it into something else. We don't need it, it's empty. Foley was never empty. This is empty. I would think that my colleagues, like Kate Browning, who's not even

here, she should be up in arms on this. If we can sell the Dennison Building, why can't we sell an empty building?

CHAIRMAN SCHNEIDERMAN:

All right. I'm withdrawing my motion to approve. I'll make it a tabling motion. You convinced me, Tom. Anyone else? Is there a second to tabling?

LEG. BARRAGA:

I'll second the tabling, sure.

CHAIRMAN SCHNEIDERMAN:

All right. We've got two to table. Commissioner, anything else you want to say?

COMMISSIONER ANDERSON:

The only response I can really make on this is I don't know what the value of the building itself would be. The land underneath certainly would have some value.

LEG. BARRAGA:

Commissioner, you don't have to make a response.

COMMISSIONER ANDERSON:

Okay.

CHAIRMAN SCHNEIDERMAN:

Can I --

LEG. BARRAGA:

It was never my intent that you were going to participate in this dialogue.

COMMISSIONER ANDERSON:

Oh, okay.

CHAIRMAN SCHNEIDERMAN:

Well, I'll ask you a question, because there's vacant office space everywhere I look. Have we looked -- you know I'm assuming that the District Attorney does need additional space. Might in this economic climate it make sense for us to rent space rather than spend 5 million dollars on renovating that building? And the other thing is, 5 million dollars, it's a lot of money. Renovations sometimes are more expensive than teardowns and rebuilds. You know, you get modular buildings and it's often more expensive to renovate. Those in construction know that. It might make more sense to look at tearing it down, putting up a prefab building right there.

COMMISSIONER ANDERSON:

Certainly, with regard --

CHAIRMAN SCHNEIDERMAN:

Has that been looked at?

COMMISSIONER ANDERSON:

Certainly, with regard to leasing, I believe it would have to go through the Space Committee, and I could bring it to their attention and ask for some type of comment on that. As far as the analysis on whether to purchase it or to -- I'm sorry. Whether to tear it down or build again --

CHAIRMAN SCHNEIDERMAN:

It's an old building, I've been in there, yeah.

COMMISSIONER ANDERSON:

Yeah. I mean, I think the big issue is that you're trying to fit five pounds of you know what into a two pound bag, there's not -- it's a small building and they're trying to, you know, really put a lot of employees in there. It has certain -- you know an extensive renovation within the building, and that's why they anticipate the funding that they do. Part of the reason we agreed to table this legislation and then come back with only the planning funding, so we could look at that and make sure that before we come back to the Legislature for funding, we have a good tight number as to what it's going to cost us.

CHAIRMAN SCHNEIDERMAN:

Right. But then you're spending a quarter of a million dollars planning for a new building when it might have been cheaper to just tear it down and build a new building rather than renovate it. I'm not sure I said that correctly.

COMMISSIONER ANDERSON:

I know what you're saying.

CHAIRMAN SCHNEIDERMAN:

But you're spending a quarter million dollars planning to renovate when you may end up making a decision -- it sounds a little bit like the helicopter hangar situation where you've spent all this money on planning and then you realize there's a better option.

COMMISSIONER ANDERSON:

I can bring it back to staff if it's tabled and I'll respond to that question and --

CHAIRMAN SCHNEIDERMAN:

All right. Thank you. All right. Anyone else? There's I think just a motion to table and a second. Do you have a motion to approve? No? Okay. All in favor? Opposed? Abstentions? **TABLED (VOTE: 5-0-0-0)**

INTRODUCTORY RESOLUTIONS

IR 1320, Amending the 2011 Capital Budget and Program and appropriating funds in connection with Shoreline Protection at Hashamomuck Cove (CP 5330). (Romaine)

LEG. ROMAINE:

Hashamomuck.

CHAIRMAN SCHNEIDERMAN:

Thank you. We have the sponsor is here, right? Ed, are you the sponsor of this, no?

LEG. ROMAINE:

Yes, I am.

CHAIRMAN SCHNEIDERMAN:

Okay. It doesn't say so. Do you want to say a word or?

LEG. ROMAINE:

Yeah. If you want me to before a motion is made.

CHAIRMAN SCHNEIDERMAN:

I probably shouldn't even have to ask, right? Of course you --

LEG. ROMAINE:

Yes. I'm here just for this resolution. What it was, sometime ago the County Commissioner will confirm this, submitted a \$100,000 to a North Fork Erosion Study that was going to be done by the Army Corps of Engineers. That \$100,000 was not expended, and we determined that a better way to go, as part of our match, is actually to do a limited study of Hashamomuck Cove, because that's where we expect the breach of County Road 48 to occur. We're a short ways away, a couple of storms away, if that many, from that road being flooded out. There are only two east/west routes on the North Fork, County Road 48 being one of them. We're very concerned that it would in fact sever the North Fork by flooding at that resolve. I'd like to turn it over to the Commissioner, because I think he could go into greater detail.

CHAIRMAN SCHNEIDERMAN:

Just what's the offset on this?

LEG. ROMAINE:

No, no, this is money --

CHAIRMAN SCHNEIDERMAN:

No offset?

LEG. ROMAINE:

-- that has, I believe, already been appropriated. We're just going to be using it for this purpose.

MR. NOLAN:

There's an offset.

CHAIRMAN SCHNEIDERMAN:

What?

MR. NOLAN:

There's an offset.

CHAIRMAN SCHNEIDERMAN:

There is an offset. What funds are being used?

MR. NOLAN:

1755.

COMMISSIONER ANDERSON:

1755.

CHAIRMAN SCHNEIDERMAN:

Which is?

COMMISSIONER ANDERSON:

The infrastructure for traffic and public safety, public health.

CHAIRMAN SCHNEIDERMAN:

All right. Commissioner, so, in your comments, please just let me know if that's an appropriate offset, as well as the project.

COMMISSIONER ANDERSON:

Okay. Just to go back and readdress some of the information that was provided by the Legislator, the resolution progresses and localizes a project that DPW has been working with the Army Corps of Engineers and -- Army Corps of Engineers and the New York State Department of Environmental Conservation on for the past four to five years. Army Corps completed reconnaissance study of the area along that North Fork, that potentially are -- potentially impacted areas by severe storm events. The report resulted in identifying a few potential locations of which Hashamomuck Cove is one. The Corps and the department -- I'm sorry, the DEC are in the process of contracting to do a larger study, which includes this location, but also identifies two adjacent areas to the east and the west. The larger study of the north -- along the north shore of this general area.

This proposed study -- this legislation proposes a study that will look at an isolated area where recent storms have eroded dunes adjacent to County Road 48, Sound Avenue, to develop and design mitigation members to protect our road in this specific location. The funding, the 1755 is I believe the Legislature's Capital Program for the funding, and we don't object, obviously, to this legislation or the funding. No, it's a capital -- it's in the Capital Program, it's --

LEG. ROMAINE:

The amount of money, I believe, is a \$100,000.

COMMISSIONER ANDERSON:

Correct, it's \$100,000.

LEG. ROMAINE:

Right.

CHAIRMAN SCHNEIDERMAN:

Okay. So you're okay with it, Commissioner?

COMMISSIONER ANDERSON:

Yes, sir.

CHAIRMAN SCHNEIDERMAN:

All right. So I'll make a motion to approve. Is there a second?

LEG. STERN:

Second.

LEG. MURATORE:

Second.

LEG. HORSLEY:

Second.

CHAIRMAN SCHNEIDERMAN:

Second by three of you. I'll take Legislator Muratore as a second. Any discussion? All in favor? Opposed? Abstentions? **APPROVED (VOTE: 5-0-0-0)**

IR 1326, Approving the amendment of the license and franchise for Davis Park Ferry Company Inc. (Pres. Off.)

Has to be tabled. Public Hearing, I think, has been recessed or it hasn't happened. Okay, it's scheduled for Public Hearing. So a motion to table by myself, second by Legislator Stern. All in

favor? Opposed? Abstentions? 1326 is tabled. **TABLED for PUBLIC HEARING (VOTE: 5-0-0-0)**

IR 1337 - Updating the leadership in Energy and Environment Design (LEED) Program. (Viloria-Fisher)

I see the sponsor has joined us. Legislator Fisher, is there something you want to tell us about this resolution?

LEG. VILORIA-FISHER:

As you know, Mr. Chair, the LEED Program, Leadership in Energy and Environmental Design, is updated periodically and so the specifications of what constitutes a LEED project changes, and so I wanted to make sure that we stay up-to-date on what the criteria of what LEED, of LEED buildings is.

CHAIRMAN SCHNEIDERMAN:

Can I ask the Commissioner if you had an opportunity to review this resolution?

COMMISSIONER ANDERSON:

Yes, I did. The legislation is simply a housekeeping resolution that updates the LEED requirements as the Legislator mentioned to the current 3.0 version of the LEED's. The only recommendation we would have is that in the second resolved, rather than identifying a specific version, we thought it -- that you might be able to read either the current version or the version enforced of the inception -- let me try that again, I apologize.

LEG. VILORIA-FISHER:

Rather than naming the version --

COMMISSIONER ANDERSON:

Right.

LEG. VILORIA-FISHER:

-- to just make it current version, so that it --

COMMISSIONER ANDERSON:

Current to the -- at the inception of the planning phase, so this way we don't have to --

LEG. VILORIA-FISHER:

So that each time it changes?

COMMISSIONER ANDERSON:

Right, we don't have to come back and create our legislation, but just simply --

CHAIRMAN SCHNEIDERMAN:

I'm going to raise a concern about that.

LEG. VILORIA-FISHER:

Okay.

CHAIRMAN SCHNEIDERMAN:

We don't know what they're going to come up with and what the fiscal impacts of meeting the new LEED standards are, so I actually would prefer that it be specific in that you have done some

analysis on what the new changes are so that we know what the cost impacts may be. So, as much as that would simplify it, I'd rather leave it specific to the current windows, 3.0, in this case, LEED's 3.0.

LEG. VILORIA-FISHER:

Okay. If I may respond, Mr. Chair. I do have to say that I think it's a good suggestion so that it doesn't have to continue to be -- we don't have to continue to introduce legislation, because we have by law we have buildings that have to meet LEED standards. If those standards change and we do not change, then those buildings, in fact, will not be meeting the LEED standards. They have to meet whatever the current LEED standards are.

COMMISSIONER ANDERSON:

And each -- if I may, each facility has to be reviewed and a decision has to be made during the time of design that you're going to either yes, go ahead with, you know, a LEED's design, or you may not want to do everything that's within the LEED's design. I see Joe here.

CHAIRMAN SCHNEIDERMAN:

Well, again, my concern, because LEED's is a body that we have, you know, no seat on, we don't control what their standards are, they could set standards that could be cost prohibitive in the future, and to comply with the legislation might be not possible. So --

LEG. VILORIA-FISHER:

There's a lot of leeway within it, by the way. There are many, many options to achieve your basic LEED certification. And as I said, the resolution that I introduced back in 2005/2006 was that we meet the basic certification of LEED's standards, and that it would be scrutinized outside of this -- you know, by the national standard. That's what the law is. Now, if there is a concern later on that the standards have become too stringent, then it would be then the position of a later Legislature to rescind part or all of the -- I hope not -- legislation. However, the law says that we need to meet LEED standards. And as those standards change, we still have to meet LEED standards. And that, by the way, has become best practices throughout the nation.

CHAIRMAN SCHNEIDERMAN:

It's -- you're the sponsor. Would you like it tabled in that case so that you can make that change that the Commissioner is suggesting?

LEG. VILORIA-FISHER:

Well, yes. I will ask -- George, could it be discharged without recommendation and I'll make the changes before we go to the meeting?

MR. NOLAN:

We can't act on it on Tuesday because we're past the amendment deadline.

LEG. VILORIA-FISHER:

Okay. Then it can be tabled for one cycle. As the Commissioner said, it's a housekeeping resolution.

CHAIRMAN SCHNEIDERMAN:

Okay. I will make a motion to table, seconded by Legislator Barraga. That's okay. On the motion. And Joe, Mr. Schroeder, is there something you wanted to say here?

COMMISSIONER ANDERSON:

Joe, I think just wanted to point out something he advised me of, that, originally, the request to identify the actual version of the LEED's requirements was requested by DPW because we were

concerned that, you know, essentially, what you're suggesting may -- yeah, it could become a moving target. So I guess now we're -- with my statement, we're reversing that and, you know, asking to table it so that it can be amended.

CHAIRMAN SCHNEIDERMAN:

Are you sure that's what you want to do now since -- you put yourself in a box there.

LEG. VILORIA-FISHER:

Please say that again. I just didn't understand what you just said.

CHAIRMAN SCHNEIDERMAN:

Commissioner, what would you prefer?

COMMISSIONER ANDERSON:

I think.

CHAIRMAN SCHNEIDERMAN:

Leaving it alone or amending it?

COMMISSIONER ANDERSON:

No. I think it needs to be amended. I think -- I think it would be for the best if it is amended, so that we don't have to come here every time and --

CHAIRMAN SCHNEIDERMAN:

All right. So there's a motion and a second to table so that it can be amended. All in favor? Opposed? Abstentions? So tabled. **TABLED (VOTE: 5-0-0-0)**

IR 1343, Authorizing Judy's run for stroke awareness to illuminate the H. Lee Dennison Executive Office Building. (Kennedy)

That still belongs to us at the moment. Is there a motion?

LEG. STERN:

Motion to approve.

CHAIRMAN SCHNEIDERMAN:

Motion to approve by Legislator Stern, I'll second. All in favor? Opposed? Abstentions? **APPROVED (VOTE: 5-0-0-0)**

IR 1364, Authorizing Execution of Agreement by the Administrative Head of Suffolk County Sewer District No. 3 Southwest and 60 Baylis - NYCOMED (HU-1482). (Co. Exec.)

Is there a motion?

LEG. HORSLEY:

I'll make the motion. But what is it?

CHAIRMAN SCHNEIDERMAN:

All right. So motion by Legislator Horsley, second by Legislator Stern. Commissioner?

COMMISSIONER ANDERSON:

This resolution authorizes an agreement between the County and Port Jefferson/Bridgeport Steamboat Company to accept waste at their -- at our Port Jefferson plant. This agreement allows

the ferry to dispose of its waste that it has within its hold based on the trip, at our plant to treat it, and that's what this is for.

CHAIRMAN SCHNEIDERMAN:

I want to make sure we're talking --

COMMISSIONER ANDERSON:

I mean, well, it's --

CHAIRMAN SCHNEIDERMAN:

Wait, wait, hold on. Commissioner, we're on 1364. Is that Baylis? Is that --

COMMISSIONER ANDERSON:

Yes, Baylis is the -- I guess another name for the Port Jefferson Steamboat Company.

CHAIRMAN SCHNEIDERMAN:

Okay.

COMMISSIONER ANDERSON:

Yeah.

CHAIRMAN SCHNEIDERMAN:

All right.

COMMISSIONER ANDERSON:

It's 3,000 gallons per day, it basically allows them to dispose of their sanitation waste.

CHAIRMAN SCHNEIDERMAN:

Is it a hookup, I'm sorry, or is it -- are they bringing the waste there, because --

COMMISSIONER ANDERSON:

Right now, they would be bringing it over by honeywagon.

CHAIRMAN SCHNEIDERMAN:

Okay.

COMMISSIONER ANDERSON:

This will -- this will allow an actual permanent connection at the facility.

CHAIRMAN SCHNEIDERMAN:

It doesn't reach there, does it? This is -- Southwest is Bergen Point.

COMMISSIONER ANDERSON:

No, this is at sewer district one, Port Jefferson.

CHAIRMAN SCHNEIDERMAN:

Oh, I'm sorry. It says south --

LEG. HORSLEY:

Three Southwest.

CHAIRMAN SCHNEIDERMAN:

Oh, number three Southwest? I'm still -- I'm still a little confused. This sounds like it's a

Southwest Sewer District hook up.

COMMISSIONER ANDERSON:

No, this is actually a hook up for sanitary waste to go into sewer district one, which is the Port Jefferson --

LEG. HORSLEY:

It's what it says.

CHAIRMAN SCHNEIDERMAN:

So there's a mistake in --

COMMISSIONER ANDERSON:

Yeah, but there's an error in the title, there's an error in the title. I just noticed, I was --

CHAIRMAN SCHNEIDERMAN:

It should be sewer district one.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

Not three Southwest.

COMMISSIONER ANDERSON:

I guess we will --

CHAIRMAN SCHNEIDERMAN:

I think we may have to table it to fix it.

COMMISSIONER ANDERSON:

We'll have to table it, yeah, yep. All right.

CHAIRMAN SCHNEIDERMAN:

Counsel, is that just a scrivener's error or does it --

MR. NOLAN:

No, it's all throughout the bill, so it's got to be tabled.

CHAIRMAN SCHNEIDERMAN:

All right. So I'll make a motion to table, second by Legislator Horsley. All in favor? Opposed? Abstentions? 1364 is tabled. **TABLED (VOTE: 5-0-0-0)**

IR 1365, Calling for a Public Hearing for the purpose of considering the planning of the increase and improvement of facilities for Sewer District No. 3 - Southwest (Outfall - Final Effluent Pumping Station) (CP 8108). (Co. Exec.)

LEG. HORSLEY:

I'll move it.

CHAIRMAN SCHNEIDERMAN:

A motion by Legislator Horsley, second by Legislator Barraga. Commissioner, can we get a little additional info on this one?

COMMISSIONER ANDERSON:

This is -- calls for a public hearing to provide funds for design and rehabilitation and renovation to the effluent pump station for sewer district three, estimated at 35 million. The equipment within the pump station is well over 30 years old. It will replace three 45 million gallons per day pumps with four 45 million gallon per day pumps, which will provide surplus and is in anticipation of the expanded treatment plant.

CHAIRMAN SCHNEIDERMAN:

And this has nothing to do with the outfall pipe itself, which we know there has been some issues with. This is the pumps that --

COMMISSIONER ANDERSON:

No. I mean, it's -- right.

CHAIRMAN SCHNEIDERMAN:

-- pump the sewage through the outfall pipe.

COMMISSIONER ANDERSON:

Correct. It would have to be amended -- I'm sorry. It would -- the pump station would have to have some work done to it because we will be eventually relocating that outfall. But this is because of the equipment within the pump station itself needs to be increased and it's time. Its service life is well past its useful life.

LEG. HORSLEY:

Will that be --

COMMISSIONER ANDERSON:

No. Well, I don't know off the top of my head. That's something we will look at. Right now, when we -- like I think I said it at -- last year during one -- that really big storm event we had in March, we were pumping out at over 105 million gallons per day, and the pressure only rose to 20 -- I think 21 PSI. So that was well below the limits of the ruptures that have been seen elsewhere. But this is something we will look at, obviously. Sir.

LEG. HORSLEY:

(Inaudible).

COMMISSIONER ANDERSON:

Correct. And that's why it's shown here as being part of the outfall project, as it was something that is.

LEG. HORSLEY:

This is part of the overall -- have we ever --

MR. NOLAN:

Your mic.

LEG. HORSLEY:

I understand. Mr. Chairman, I just wanted to quickly question on the outfall pipe itself. I haven't seen any pipes being placed over there for emergency preparation. Where are we with that? Is that still --

COMMISSIONER ANDERSON:

I believe we ordered the pipes. I don't know that they have been delivered yet. I will find out and let you know.

LEG. HORSLEY:

This is the slowest delivery I've ever seen, Gil.

COMMISSIONER ANDERSON:

Understood.

LEG. HORSLEY:

Yeah.

COMMISSIONER ANDERSON:

I'll let you know. I know it took us some time to get the bid document out for that. And I'll report back. I don't know off the top of my head.

LEG. HORSLEY:

Yeah. This is the sewer fund, this is not -- this is not our General Fund. Let's --

COMMISSIONER ANDERSON:

Correct, understood.

LEG. HORSLEY:

Yeah, let's -- just in case. And particularly put new pumps on it, you know, we don't want that busting open in the middle of the bay. Okay, thanks.

CHAIRMAN SCHNEIDERMAN:

Is there -- Gil, is there -- is this a bond or is there a money in a sewer fund that was paying for this?

COMMISSIONER ANDERSON:

This is bonded funding.

CHAIRMAN SCHNEIDERMAN:

It is bonded.

COMMISSIONER ANDERSON:

Again, this is --

CHAIRMAN SCHNEIDERMAN:

But it's paid for entirely through the sewer district, obviously.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

Okay. And that's what the Public Hearing is about?

MR. NOLAN:

Yes.

CHAIRMAN SCHNEIDERMAN:

Okay. All right. We had a motion and a second to approve. All in favor? Opposed?

Abstentions? **APPROVED (VOTE: 5-0)**

IR 1366, Calling for a public hearing for the purpose of considering the increase and improvement of facilities for Sewer District No. 3 Southwest (Infiltration/Inflow Study/Sewer Rehabilitation) (CP 8181). (Co. Exec.) I guess we'll do the same motion and same second. Commissioner, is there any additional information for us?

COMMISSIONER ANDERSON:

Yeah. This is for a public hearing to provide funds for construction and rehabilitation of sewers to remove extraneous flows from entering the sanitary sewer system. The work is -- the construction is estimated at 4.5 million, and it basically involves like grouting and, you know, tightening up of the existing sewers so no waters infiltrate into the pump -- into the pipes.

CHAIRMAN SCHNEIDERMAN:

All right. Any questions or discussion? All in favor? Opposed? Abstentions? **APPROVED (VOTE: 5-0)**

IR 1408, Authorizing the conveyance of County-owned right-of-way commonly known as C.R. 81, Long Wharf having Suffolk County Tax Map Identification Numbers of District 0302 Section 001.00 Block 01.00 Lot 002.000 and District 0903 Section 002.00 Block 03.00 Lot 026.000 for public highway purposes pursuant to Section 115-b of the New York State Highway Law. (Co. Exec.) Commissioner?

COMMISSIONER ANDERSON:

This is -- this would convey the Long Wharf, which is in -- located in Sag Harbor, to the village. They're the prime user of it. The County really gets no benefit out of it, and they have accepted it based on discussions that were held at the end of last year and the beginning of this year.

CHAIRMAN SCHNEIDERMAN:

So this year's ago was, I guess, a right-of-way, I think that may be owned by the railroad station, it was a roadbed.

COMMISSIONER ANDERSON:

Correct. It was a -- yeah, back in prior to the '40's, there was a track that ran up there to load ships and munitions.

CHAIRMAN SCHNEIDERMAN:

The village maintains a parking area. They have, I think, been paying through the years to maintain the parking area.

COMMISSIONER ANDERSON:

A nominal fee.

CHAIRMAN SCHNEIDERMAN:

We have been maintaining the bulkheading, I believe.

COMMISSIONER ANDERSON:

Right.

CHAIRMAN SCHNEIDERMAN:

We have a lease which runs out this year with the village.

COMMISSIONER ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

I think the County Executive, whose resolution this is, is proposing for I think a dollar for ten dollars or something to in waiving that fee to basically give it to the village. There are some revenues associated for the village with this in terms of docking fees. They probably don't cover or might come close, but they probably don't cover the full cost of maintenance here, because there's certain costs associated with collecting those fees.

COMMISSIONER ANDERSON:

We did an analysis last year and it was very close, so considering the amount of money that the County's already expended on this facility and the condition of the existing facility as it is now, we felt it was more than a fair deal.

CHAIRMAN SCHNEIDERMAN:

I personally have mixed feelings about it, because on the one hand, I'd like to see the County continue to maintain it as it does its other bridges and marinas and other things that it owns. I was not successful in getting the money even though it was in the Capital Program. I couldn't get it authorized last year to just paint the thing because the County Executive came up with this idea of giving it to the village. I'm concerned about the future of it. If we're not going to maintain it, it's going to fall apart. So either we're going to own it and maintain it, or we're going to do something else.

COMMISSIONER ANDERSON:

Well, the village --

CHAIRMAN SCHNEIDERMAN:

I met extensively with the village. They are, at this point, willing to take it and maintain it. The benefits; one is we don't have a liability, two is, you know, we don't have the maintenance anymore. To the village I think it's a -- they have control over something that's really an iconic symbol of Sag Harbor Village. It's where they hold events, it's really in many ways a centerpiece of downtown Sag Harbor. It kind of makes good planning sense for them to control it, which they don't currently. And who knows what the County might do in the future to try to increase revenues. So I will support it, but I have to say I have mixed feelings about doing so. So is there any other -- I guess I'll make a motion to approve. Is there a second?

LEG. STERN:

I'll second it.

CHAIRMAN SCHNEIDERMAN:

Legislator Stern. Is there anybody else who wants to comment on this? Hearing none, all in favor? Opposed? Abstentions?

LEG. BARRAGA:

Opposed.

CHAIRMAN SCHNEIDERMAN:

IR 1408 is approved. **APPROVED (VOTE: 4-1-0-0 Opposed: Leg. Barraga)**

All right. That gets us to the end of the agenda. And we are adjourned.

(* THE MEETING WAS ADJOURNED AT 2:36 P.M. *)

{ } DENOTES BEING SPELLED PHONETICALLY