

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 31, 2011.

MEMBERS PRESENT:

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

MEMBER NOT PRESENT:

Legislator Tom Muratore - Excused Absence

ALSO IN ATTENDANCE:

George Nolan- Counsel to the Legislature
Gil Anderson - Commissioner - DPW
Bill Hillman - Chief Engineer - DPW
Robert Doering - Budget Review Office
Catherine Stark - Aide to Chairman Schneiderman
Paul Perillie - Aide to Majority Aide
Tim Laube - Clerk of the Suffolk County Legislature
Eric Kopp - County Executive's Office
Dot Kerrigan - AME
All Other Interested Parties

MINUTES TAKEN BY:

Donna Catalano - Court Stenographer

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

CHAIRMAN SCHNEIDERMAN:

Good afternoon. I'd like to call the meeting of the Public Works and Transportation Committee to order this last day of May. If you all will rise and join me for the Pledge of Allegiance led by Legislator Horsley.

SALUTATION

Commissioner, if you will come to the table, Commissioner Anderson. We don't have any presentations scheduled, which I am sure is a relief to the committee after last time. But I do have some initial questions before I go to the agenda.

Commissioner, first, on the new Sunday bus program on the East End. How are we in terms of meeting the July 3rd, I guess, implementation date; schedules, letting riders know, how is that all going?

COMMISSIONER ANDERSON:

We are in good shape. We've notified the State of the increase as well as the ridership of the bus system. We are good to go.

CHAIRMAN SCHNEIDERMAN:

Okay. So that's all set. How do you let the riders know?

COMMISSIONER ANDERSON:

I believe there was notifications placed on the buses and probably handed out in the form of a flier.

CHAIRMAN SCHNEIDERMAN:

Okay. And the schedule -- I know we had met to discuss the schedule. The schedule is all printed now and it's out there.

COMMISSIONER ANDERSON:

Well, yeah, I just handed a copy to Catherine.

CHAIRMAN SCHNEIDERMAN:

Okay. In terms of crunching of numbers for the critical artery plan, the one that would be the Sunday service throughout the County on, you know, main thoroughfares connected to the Nassau bus system, where are guys on that?

COMMISSIONER ANDERSON:

I just received basically a scratch sheet with calculations right now. Without having been able to review it, the estimate for that service --

CHAIRMAN SCHNEIDERMAN:

Because I haven't seen it either. Are you looking to table?

COMMISSIONER ANDERSON:

I'd like to table that one just because it would give me a little time to look at it.

CHAIRMAN SCHNEIDERMAN:

Okay. That's fair enough. So by next time, you think you'll have more concrete numbers?

COMMISSIONER ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

Yeah. I don't want to throw numbers out that haven't been reviewed.

COMMISSIONER ANDERSON:

Okay.

CHAIRMAN SCHNEIDERMAN:

We had a presentation at the full Legislature a couple months ago about red light cameras, and it was hard to not observe the examples that they used, the video examples of people running red lights. They were all -- to my knowledge, they were all heavy vehicles; school buses, fuel trucks, 18-wheelers, you know, heavy trucks which raised me to ask question whether, you know, because of the momentum, you know, at the speed limit, was the yellow light -- did it provide enough time to safely stop a vehicle of that weight. I'm not really asking for necessarily an answer today to that question, but -- unless you happen to have one -- but is that something that you could take a look at?

And also, it would be good to know that where we do have red light cameras, there is a consistency, so that if some go five seconds to yellow and other go three seconds to yellow, it may affect the driver discretion. You know, when the light goes yellow, you're obviously making a decision whether to, you know, slam on your brakes or to go through it. If you see it obviously far enough away, there's some reaction time and then you make your decision. We've all been in that situation. We're not driving 20,000 pound vehicles. I know somebody raised a concern to me about horse trailers, that you just can't slam on the brakes without injuring the horses. So, you know, do you want to comment now or reserve judgment to another meeting?

COMMISSIONER ANDERSON:

I'll comment now on it. I mean, the yellow -- the timing of the yellow on a signal is done through a specific formula, which I won't bore you here unless you really want to know the information -- it's based on the speed, the width, sight distance, a number of factors go into that.

Again, it goes back to the driver. The driver is responsible to be aware of his speed and be able to stop in a sufficient time within the speed limit provided. Speed, obviously, is a factor in determining the yellow. It's not done arbitrarily, but it is something we consider. Every intersection is a little bit different. And I would hesitate on trying to regulate what that yellow is going to be. I would recommend against doing anything like that. But there is a formula that is taken into account when they develop the intersections and the approach of each signal.

CHAIRMAN SCHNEIDERMAN:

Does a heavier vehicle affect it? Do you need more distance to stop a heavier vehicle?

COMMISSIONER ANDERSON:

Well, the driver of that vehicle is responsible to know when he is in control of his vehicle and when he is not.

CHAIRMAN SCHNEIDERMAN:

No. But in terms of when the light goes yellow and it probably takes a second to react, is there adequate time before it goes red to stop that -- to make that decision?

COMMISSIONER ANDERSON:

Yes. The pictures that you saw were done for the purpose of -- you know, I don't think we showed the passenger vehicles because of privacy issues. The larger construction, heavy equipment, buses, you know, the things that were shown were -- we were trying to get around privacy. Again, I go back to there is a formula. And I won't bore you with it, but it's pretty explicit in how it's developed. And it does take into consideration all vehicles.

CHAIRMAN SCHNEIDERMAN:

I wouldn't mind seeing it.

COMMISSIONER ANDERSON:

You want me to e-mail it to you?

CHAIRMAN SCHNEIDERMAN:

Yeah. I mean, intuitively, I know when I've been driving, you know- - or pulling a trailer, let's say, it takes a longer distance to stop. Really it's just a question of safety. You know, you don't want to jackknife the thing, you don't want to lose control, you know, hitting that brake. I just want to make sure it can be done safely and that we are not -- I don't want to encourage basically to put themselves into an unsafe situation because they're worried about that \$50 ticket knowing that they can't safely stop that vehicle. I just want to make sure that we're giving them enough time. I see -- Bill.

COMMISSIONER ANDERSON:

We are. I would hesitate going too far the other way because you're now kind of suggesting that maybe they should blow through the red light, which is illegal. It's the driver's concern --

CHAIRMAN SCHNEIDERMAN:

I'm not suggesting that, but I just want to make sure we haven't put them in a situation where they have to go through the red light for safety and, you know, there's no way around a ticket.

COMMISSIONER ANDERSON:

We wouldn't do that.

CHAIRMAN SCHNEIDERMAN:

I see Chief Engineer Hillman is stepping forward.

MR. HILLMAN:

Just a couple of things building on what the Commissioner said. He is exactly right. Number one, the first thing to note is that all red light cameras are at New York State-DOT regulated signals, therefore we have no jurisdiction over the clearance periods. And we have had discussions with State DOT. They do follow the recommended guidelines for establishing red light clearance periods, yellows and reds.

The formulas that the Commission is referring to are developed over the last hundred years of motor vehicle travel and manipulating -- not manipulating -- but modifying them as things get more and more advanced; you know, braking systems and those sorts of things. They're developed through the Federal Highway Administration. Institute of Traffic -- Transportation Engineers has a whole section on how to calculate these things. It's really a science. It's not happenstance. And, you know, this is people way above us who have, you know, decades of experience in establishing these things. Those are the people who are setting the guidelines. I would be very, very cautious to veer off of that.

CHAIRMAN SCHNEIDERMAN:

Do we know -- I mean, maybe it just happens that the majority of the examples they showed happen to be heavy pieces of equipment. Do we know statistically, is there a higher incidence of red light tickets for heavier vehicles?

COMMISSIONER ANDERSON:

We don't have that information.

CHAIRMAN SCHNEIDERMAN:

Okay. But based on the theoretical aspects, there shouldn't be, right? It should be -- everything should be able to stop safely in there. I guess we'll have to look at the data, and if it turns out that there is, then maybe we have to look at why. But for now, I'm just going to let it rest. If you are saying as the Chief Engineer that it's fine, then I'll take you at your word.

Can we go to Long Wharf for a second? It got tabled at committee. It's not in front of us today, but it will be in front of the full Legislature. I put together a stand-alone capital resolution, because you had said, I think, it would cost \$400,000 to get painted or do the basic maintenance on it if the County does not decide to give it to the Village of Sag Harbor. Do you want to comment at all at the committee level on that?

COMMISSIONER ANDERSON:

I mean, we discussed this back in December when the original legislation, which was --

CHAIRMAN SCHNEIDERMAN:

It wasn't mine, it was the County Executive's.

COMMISSIONER ANDERSON:

Legislation 2139, you had tried to provide the village with funding in anticipation of giving them --

CHAIRMAN SCHNEIDERMAN:

Right. I tried give them some money so that they could do the work that needed to be done and then take the wharf, right.

COMMISSIONER ANDERSON:

Correct. And at that time, I forwarded an e-mail, which provided a spreadsheet showing income versus expenses based on the 80,000, which you had gotten, I guess, you know, from the village, which was their annual revenue.

CHAIRMAN SCHNEIDERMAN:

That was one year they tell me.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

That was about the highest they had ever seen.

COMMISSIONER ANDERSON:

But. Not having any other information, that's kind of how we developed a spreadsheet that showed that the village could pay for the painting that would be needed as well as any resurfacing, assuming it's going to happen by 2015 as well as the eventual --

CHAIRMAN SCHNEIDERMAN:

Well, the resurfacing they've been doing through the years, right? They've been maintaining the surface.

COMMISSIONER ANDERSON:

That I don't know -- I believe we have.

CHAIRMAN SCHNEIDERMAN:

The parking area?

COMMISSIONER ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

We have been doing that?

COMMISSIONER ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

I thought they were doing that. I thought we were just doing the bulkheading.

COMMISSIONER ANDERSON:

We do the bulkhead, but I think the substantial -- you know, they may be doing the stripping too, but as far as the substantial work, anything involving paving, railing, anything like that, that's us.

CHAIRMAN SCHNEIDERMAN:

Okay.

COMMISSIONER ANDERSON:

So, I mean, the spreadsheet that I sent at the time showed that based on, you know, the fees that they were receiving, we don't receive anything from them. They had sufficient enough that if they put it away, it could go to paying for the capital improvements that would be needed eventually.

CHAIRMAN SCHNEIDERMAN:

And our yearly maintenance costs, you know, with the debt service is somewhere in the neighborhood of a hundred thousand, wasn't it?

COMMISSIONER ANDERSON:

Somewhere in that range.

CHAIRMAN SCHNEIDERMAN:

Right. So it's actually still -- it's still more that what they'd be taking in in revenue, but it's close.

COMMISSIONER ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

Okay. Does anybody from the committee have any questions about the Long Wharf?

LEG. BARRAGA:

I guess the question is I never liked the concept of just giving it to the village. It must have a worth, it must have a value. I understand the maintenance associated with it. But suppose I had

a business and I was out there selling my business and a perspective buyer said or I said, "Look, you know, you have to do about \$100,000 worth of work on this business or house," as a result, do I give you the thing for nothing? Do I give you my house for nothing? Do I give you my business for nothing? My house and business have a value. In essence, this is what we're doing, because we're saying, "Well, we might have a hundred thousand, we're going to give it to you." Well, it has a value. We put our money, we've invested in it, I would like to see this village pay us something for it.

COMMISSIONER ANDERSON:

I would -- there's a couple of issues here. This is a County right-of-way. So being a right-of-way, if we're going to surplus it, I believe it has to be offered to the adjacent landowners, which in that case, would be the village.

If it has an appraised value, I mean, that's something we could look at. I don't know -- I have no idea of an appraisal, I don't know what it would be worth as far as value that way. But I believe there is a procedure that would have to be taken into consideration in giving that away. Being that on both sides it is the village we are giving it to, it eliminates the capital cost to us annually. That's why we recommended proceeding the way it was.

MR. HILLMAN:

Just to build on, again, what the Commission said. On a yearly basis, we probably transfer property for a dollar between municipalities, towns, villages and the County, I don't know, half a dozen times. We transfer property all the time for no value.

In this particular instance, because it's waterfront, does it hold a particular higher value? It possibly could. But I think to -- you know, just from a government standpoint, the way government -- I agree from a business standpoint; when you look at it that way, you may not want to proceed this way. But from a government standpoint, when government municipalities work together, I think this makes sense.

I don't think we, we as all Long Islanders, want this particular parcel to end up in private hands and to be developed. I don't think that would be the proper thing for the parcel. So, therefore, if the County is not going to hold it, the village needs to hold it so that doesn't happen. And to then say, "Well, the village should pay us something," I'm not saying there's not an argument there, there is. But they are a small village, can they really afford that? Probably not. This type of thing happens all the time between government agencies. It's just a different point of view. I'm just throwing that point of view out for discussion.

CHAIRMAN SCHNEIDERMAN:

One other issue that might be worthy of looking at, I've been out there, there's a lot of people that walk along the border of that Long Wharf, there is no railing there at all. It's just a straight fall into the water. I don't even know if there's ladders to get up. So there might be liability issues that the County would avail itself of if we gave it to the village. So I don't know if anybody's looked into that; what our exposure is there, but it just seems to me that it might be better for us not to have a structure like that.

COMMISSIONER ANDERSON:

Again, I think it comes to the fact that the County has no -- gets no value out of this property; it serves no purpose to the County, we get no benefit out of it, it's just there. And that's the reason -- you know, it's basically just a capital drain to the Department of Public Works. That's why we felt it was worth getting rid of.

CHAIRMAN SCHNEIDERMAN:

Anybody have any other questions? You know, again, I will try to move this on the floor. If I don't have the votes, all I would just ask is if we are not going to give it to the village -- because they have no interest in buying from us, I can tell you that; originally, they were hoping that we would fix it and then give it or give them the money to fix it -- if we don't give it to them, that we maintain it as a County structure, whether it's a County bridge or the Shinnecock Locks or whatever it is. If we're going to own it, we can't just let it fall apart. And the Commissioner said to me he would need \$400,000 to keep it maintained. You know, if we don't want to give it to them, that's fine, but at least maintain it.

I'm concerned about the position I'm in where I don't have the votes to maintain it and I don't have the votes to give it away. That's putting me in a difficult situation. So just one or the other.

COMMISSIONER ANDERSON:

Understood. I believe the Presiding Officer asked that I attend the next meeting to discuss this.

CHAIRMAN SCHNEIDERMAN:

Okay. Legislator Horsley.

LEG. HORSLEY:

To the sponsor, do you know what the village is planning to use it for? Are they going to be metering it for parking, because I know there is a big parking problem.

CHAIRMAN SCHNEIDERMAN:

They would never meter it. I could tell you right now.

LEG. HORSLEY:

Why not? Why do you say that?

CHAIRMAN SCHNEIDERMAN:

Well, it would hurt Bay Street Theatre, which is on the wharf, which is a theatre that the County supports through grants. There is no paid parking in the village at all. And I don't think that the village board would support that based on my conversations.

LEG. HORSLEY:

So there's no opportunity cost that we're passing over for revenue other than the \$80,000?

CHAIRMAN SCHNEIDERMAN:

Even if we metered it, besides, you know --

LEG. HORSLEY:

I'm not suggesting metering it.

CHAIRMAN SCHNEIDERMAN:

But someone would have to collect the money as well.

LEG. HORSLEY:

True. I'm not saying that would be easy nor something I would propose. I just wanted to see if they had something long range, because I've been to Sag Harbor many times and I know it's always difficult to find a parking place.

CHAIRMAN SCHNEIDERMAN:

The money that they do get from it is from boats tying up along the side.

LEG. HORSLEY:

Right. That's the 80,000.

CHAIRMAN SCHNEIDERMAN:

They had a large boat last year that tied up -- they've tied boats up on both sides. They're local Waterfront Revitalization Plan, which is an adopted plan in the village that prevents them from tying anything at the end. So that is a protected view shed at the end of the wharf, but the sides, they can generate revenue from.

LEG. HORSLEY:

Is there any plans for businesses to abut the Long Wharf or be on the Long Wharf?

CHAIRMAN SCHNEIDERMAN:

They do occasionally hold like a craft fair or they have little kiosks sometimes. They've held some non-for-profit events like a fundraiser for Bay Street. It is kind of a community gathering green -- it's not really a green, but area, a community gathering spot as well as the beach that's alongside of it, which is also in the County hands that we'd be giving.

So it's in the village's interest, I believe, to own and control it. But I think they recognize that whatever revenue they do would have to be supported by the community and is unlikely to reach the level or actually the maintenance costs. They'll have to supplement that revenue to maintain it. They seem willing to do that.

LEG. HORSLEY:

Okay. Thanks.

LEG. STERN:

How many boats can tie up at any one time? Does anyone know?

COMMISSIONER ANDERSON:

Not off the top of my head, no. I do know that they do have floating docks that extend out from the dock itself, which they control. As Jay mentioned, usually there's two. I believe there's a large yacht that will dock up at any one time, and they collect the fees off of that as well.

LEG. STERN:

Are there set slips, or does the capacity really depend on the size of each individual boat? I mean, you can get one big one or you can get four smaller ones. Are there set spaces, or does it really depend on who is coming in any particular time?

MR. HILLMAN:

As the Commissioner said, there's some slips, defined slips, in a marina-type floating dock, marina-type installation that comes off the pier that is really not -- its only connection to the pier is that a ramp comes off of it. And you gain access to that marina from the pier. My discussions with the village is that they can reconnoiter that if we told them not to do that anymore.

As far as the actual pier itself, it's dependant upon the size of the boats that are in there. I'm guessing they maybe have a thousand feet of bulkhead, maybe a little more. And I don't know about the depth. I think the depth is pretty decent around the whole thing. So I don't know how many you could -- around the pier, there's no defined stalls or slips.

LEG. STERN:

Is it available for docking year round?

MR. HILLMAN:

Again, since we don't control that, I don't know.

COMMISSIONER ANDERSON:

I think they pull in some of the floaters during the winter, but for the most part --

CHAIRMAN SCHNEIDERMAN:

It's one of the few piers that you really have deep water as far as I understand. That's why you can bring in a tall ship like the Amistad they brought in. There was a very large yacht there over the last few years. I don't know what it draws, but it has to be pretty deep, at least a hundred footer.

COMMISSIONER ANDERSON:

I know on the east side is very deep. That's where the submarines used to come in to load up.

CHAIRMAN SCHNEIDERMAN:

If there's no further questions, I'll go to the agenda. Anything else anybody wanted to cover? All right. Tabled Resolutions.

2241-10 - 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)

I've had discussions with the sponsor. I will continue to table this. We're still working on some of his other things. And I think we're looking at it probably more comprehensively. I'll make a motion to table.

LEG. STERN:

Second.

CHAIRMAN SCHNEIDERMAN:

Seconded by Legislator Stern. All in favor? Opposed? Abstentions? **TABLED (VOTE: 4-1 Not Present: Legislator Muratore)**

2270-10 - Directing the Department of Public Works to study improvements to deter wrong way driving. (Cilmi)

There was another one, I guess, over the weekend. Did you hear about that one. Another wrong-way driving incident. A Police Officer was hit by a drunk driver head on. Do we have any updates? That was on a County Road, was it not?

COMMISSIONER ANDERSON:

Honestly, I'm not sure.

CHAIRMAN SCHNEIDERMAN:

Bill, do you have information on that? I think it was an East Hampton Town Officer actually.

MR. HILLMAN:

Yeah, that one I'm not familiar with. I just saw one on Montauk Highway in Lindenhurst. I didn't know the details of it, but I don't know if it was wrong way. That was the one I was thinking of.

CHAIRMAN SCHNEIDERMAN:

This one I guess the guy is in the hospital, the officer. He's okay is what I hear. But it was a wrong-way situation. The guy was in the wrong -- it wasn't on the ramp. I think he was actually

going the wrong way --

COMMISSIONER ANDERSON:

Crossed the divider.

CHAIRMAN SCHNEIDERMAN:

-- on the highway itself. Are we conducting an internal review? Is that done?

COMMISSIONER ANDERSON:

We're waiting for the State.

CHAIRMAN SCHNEIDERMAN:

You're waiting for the State. Legislator Barraga.

LEG. BARRAGA:

In fairness to Mr. Cilmi, because it's his bill, most of these accidents occur because people are drunk. And the question is -- you know, I've read his bill -- but how does that -- I don't think it really deals with that particular issue. I mean, you know, what do you propose to do here? If they're drunk, they're drunk. How do you improve the roads so that someone, you know, whose blood alcohol level is in excess of the State minimum doesn't continue to do the same thing?

COMMISSIONER ANDERSON:

Right. Right. Part of the issues we have addressed is that we have very few interchanges that impact what this bill intended to correct. As you said and we've stated, it's an enforcement issue based on drunk drivers.

LEG. HORSLEY:

Mostly State roads.

COMMISSIONER ANDERSON:

Yeah.

MR. HILLMAN:

I agree 100% with Legislator Barraga. It's difficult to engineer out of that situation. In addition, many of the accidents -- Newsday does a disservice by reporting many of these accidents as wrong way. Wrong way implies that you are getting on the Expressway or Sunrise Highway the wrong way. The majority of these accidents are on an undivided local road like Montauk Highway and people are crossing over the double yellow and having head-on accidents. A wrong-way accident and a head-on accident in my mind are two different things. However, Newsday is reporting them as the same. So, again, I would just want to make that distinction that the majority of these accidents are head on. Some of them, yes, are getting on the Expressway in the wrong direction. And again, I would like to echo the Legislator's point that the majority of those people getting on the Expressway and Sunrise Highway in the wrong direction are impaired in some manner, shape or form.

CHAIRMAN SCHNEIDERMAN:

The accident I referred to -- Catherine just handed me the article -- was on Middle Country Road near William Floyd Parkway.

COMMISSIONER ANDERSON:

That's a State road, that's 25.

CHAIRMAN SCHNEIDERMAN:

That's a State road.

COMMISSIONER ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

Anyone else? Okay. Is there a motion to table? Any motion? I'll make a motion to table, seconded by Legislator Horsley. All in favor? Opposed? Abstentions? **TABLED (VOTE: 4-1 Not Present: Legislator Muratore)**

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

This is that critical artery plan. You said you needed an additional cycle.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

Okay. I will make a motion to table, seconded by Legislator Stern. All in favor? Opposed? Abstentions? **TABLED (VOTE: 4-1 Not Present: Legislator Muratore)**

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

It has to be -- public hearing is still open. I will make a motion to table, seconded by Legislator Stern. All in favor? Opposed? Abstentions? **TABLED for PUBLIC HEARING (VOTE: 4-1 Not Present: Legislator Muratore)**

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

If I recall, last time I had some questions on this one in terms of the cost of the renovations versus maybe putting some of the functions in another building. Were you going to maybe take a look at that? I think that's what you said last time.

COMMISSIONER ANDERSON:

We looked at the -- you had asked about a cost to demolish the building as compared to rebuilding it new. We believe it's less expensive to have to renovate the building than to rebuild it given that it was a jail and there's a substantial amount of concrete and other issues with the building itself. As to relocating it right now, the staff of the DA that we would be looking to relocate are in rented space. So I think they are in two separate offices all together.

CHAIRMAN SCHNEIDERMAN:

Legislator Barraga.

LEG. BARRAGA:

There's also some discussion by me with reference to possibly selling the building. Obviously it has commercial value, it's sitting empty, not exactly like the Foley Nursing Home. Did you look into that at all?

COMMISSIONER ANDERSON:

No, I didn't. I'll talk to my appraisal staff and see if they can give me some type of guidance on it.

CHAIRMAN SCHNEIDERMAN:

Anybody have a motion? Should we discharge it without recommendation? Motion to approve? Anything? I'll make a motion to approve and bring it out to the floor. Is there a second?

LEG. STERN:

Yeah, I'll second it.

CHAIRMAN SCHNEIDERMAN:

Seconded by Legislator Stern. Any other discussion? All in favor? Opposed?

LEG. BARRAGA:

Opposed.

CHAIRMAN SCHNEIDERMAN:

Abstentions? **APPROVED (VOTE: 3-1-0-1 Opposed: Legislator Barraga Not Present: Legislator Muratore)**

1326 - Approving the amendment of the license and franchise of Davis Park Ferry Co., Inc. (Pres. Off.)

This was done by CN, so that needs to be withdrawn.

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

We had some discussions about this last time too, whether we wanted to adopt specific standards from a year or just general move with however LEEDs goes.

COMMISSIONER ANDERSON:

Well, again, we go back to the legislation has been changed as we requested it to state that it's applicable to the most current principles of LEED building. Originally, when we first initiated this legislation, you know, in its original form, we had some concerns because we weren't familiar with LEEDs. Now we have been working with it in a number of projects, including the new Fourth Precinct, and we feel that, you know, going through this every time there's an upgrade, you know, is unnecessary. We are comfortable with stating the most current regulations.

CHAIRMAN SCHNEIDERMAN:

Any other discussion? I was concerned that we have no control over LEEDs, and they could come up very, very expensive -- you know, standards that are very expensive to meet, you know, beyond the County's ability, and we would still have to meet them. But I know there are provisions that allow the Commissioner to make exceptions anyway, so I'll support this. I'll make a motion to approve, seconded by Legislator Stern. All in favor? Opposed? Abstentions? **APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)**

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.)

COMMISSIONER ANDERSON:

I'm asking that this be withdrawn. There's a new legislation that was submitted that supercedes this. There was a question because of the -- and some confusion between the intent of the legislation and subject heading of the memorandum submitting. So I'm asking that it be

withdrawn.

CHAIRMAN SCHNEIDERMAN:

So I guess we'll just make a motion to table until it gets withdrawn, seconded by Legislator Stern. All in favor? Opposed? Abstentions? **TABLED (VOTE: 4-1 Not Present: Legislator Muratore)**

LEG. HORSLEY:

What is 60 Baylis, what is that?

COMMISSIONER ANDERSON:

The 60 Baylis is a business to connect, and it is -- I don't recall off the top, but I do know there was a connection application made to connect to Sewer District 3, which is applicable. Somewhere -- I've asked staff to look at this and find out whether it's already approved or if this is -- they were just using a form memorandum and they just copied and pasted the wrong thing.

LEG. HORSLEY:

Come back to us and let us know.

COMMISSIONER ANDERSON:

Sure.

CHAIRMAN SCHNEIDERMAN:

So that was tabled. We're going to Introductory Prime.

1445 - Authorizing execution of agreement by the Administrative Head of Suffolk County Sewer District No. 1 Port Jefferson and the Bridgeport & Port Jefferson Steamboat Company (BR-1628). (Co. Exec.)

Commissioner, any additional information on this?

COMMISSIONER ANDERSON:

This allows the Port Jeff/Bridgeport Steamboat Company to dispose of its sanitary waste at Sewer District 1, which is Port Jefferson. It's a matter of the connection is right there, we're all ready to do it. It's just a matter of initiating this agreement.

CHAIRMAN SCHNEIDERMAN:

Okay. Motion by Legislator Horsley, seconded by Legislator Barraga. All in favor? Opposed? Abstentions? **APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)**

1446 - Appropriating funds in connection with the County share for participation in the installation of a closed loop signal system on Various County Roads (CP 3309). (Co. Exec.)

Commissioner, any additional information?

COMMISSIONER ANDERSON:

Yeah. This will continue our closed-loop system program. We'll be replacing 48 traffic controllers along four corridors as well as connecting 50 more traffic controllers along four other corridors, which complete -- which were completed under construction projects.

CHAIRMAN SCHNEIDERMAN:

What is a closed loop?

COMMISSIONER ANDERSON:

It allows all the traffic signals to basically speak with one another and speak with the Department of Public Works so we can see at any given time what's going on at an intersection.

CHAIRMAN SCHNEIDERMAN:

Is it like timing for vehicles to flow through or is it --

COMMISSIONER ANDERSON:

It's more in terms of control. I will ask Bill to come up, because he can give you a better explanation on it than I can.

CHAIRMAN SCHNEIDERMAN:

It's not for emergency vehicles to get through.

COMMISSIONER ANDERSON:

No, that's a separate system.

MR. HILLMAN:

It's not for emergency vehicles. But it is -- it does control timing plans, allows us to detect or determine if loop detectors have failed, there's alarms, buzzers and whistles that alert us to different things that are happening that we typically don't realize until someone actually calls and complains. You could have a loop detector not working for weeks. And generally, what happens is a contractor goes out and flips a switch and then it comes up every time the loop detector is not fixed. So we could monitor those things much better with this system.

CHAIRMAN SCHNEIDERMAN:

Any questions? All right. Same motion, same second, same vote. **APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)**

1447 - Amending the 2011 Capital Program and Budget and appropriating funds in connection with the County share for participation in the 2011 pavement maintenance on various Federal Aid highways within Suffolk County (strengthening and improving CR 85, Montauk Highway from the vicinity of the Oakdale LIRR bridge to the vicinity of West Avenue), Town of Islip (CP 5014). (Co. Exec.)

Is there a motion?

LEG. BARRAGA:

Motion.

CHAIRMAN SCHNEIDERMAN:

Motion by Legislator Barraga, seconded by Legislator Stern. All in favor? Opposed? Abstentions? **APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)**

1448 - Amending Resolution No. 316-2007 in connection with the reconstruction of CR 16, Portion Road, from the vicinity of Ronkonkoma Avenue to CR 97, Nicolls Road, Town of Brookhaven (CP 5511.211). (Co. Exec.)

Is there a motion?

LEG. BARRAGA:

Motion.

CHAIRMAN SCHNEIDERMAN:

Motion by Legislator Barraga, seconded by Legislator Stern. All in favor? Opposed? Abstentions?
APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)

1449 - Amending Resolution No. 861-2008 in connection with the County share of reconstruction of CR 16, Portion/Horseblock Road, Town of Brookhaven (CP 5511.312). (Co. Exec.)

Is there a motion?

LEG. BARRAGA:

Motion.

CHAIRMAN SCHNEIDERMAN:

Motion by Legislator Barraga, seconded by Legislator Stern. All in favor? Opposed? Abstentions?
APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)

1450 - Amending Resolution No. 863-2008 in connection with the reconstruction of CR 80, Montauk Highway, Town of Brookhaven (CP 5516.310). (Co. Exec.)

Are these basically -- Commissioner, these are cost adjustments in general?

COMMISSIONER ANDERSON:

They're just adjustments based on the final cost and based on the inclusion of Marchicelli Funding that was received from the State. So it increases the State's funding into the project --

CHAIRMAN SCHNEIDERMAN:

Increases the County funding.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

All right. Same motion, same second, same vote. **APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)**

1451 - Amending Resolution No. 704-2008 in connection with safety improvements at various intersections (CP 3301). (Kennedy)

Commissioner.

COMMISSIONER ANDERSON:

This just amends the resolution that identified this specific traffic study that's ongoing including intersections. There's two intersections that are logically inclusive with the intersection that's being studied. It's a triangle that's caused by CR 16 and Terry Road.

CHAIRMAN SCHNEIDERMAN:

You are okay with this?

COMMISSIONER ANDERSON:

Yes, very much.

CHAIRMAN SCHNEIDERMAN:

Okay. Is there a motion? Motion by Legislator Barraga, seconded by Legislator Stern. All in favor? Opposed? Abstentions? **APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)**

1453 - Establishing a central phone number for SCAT bus services. (Cilmi)

Commissioner, any comment on this?

COMMISSIONER ANDERSON:

I would ask that it be tabled. We have had discussions with Legislator Cilmi about the impact of this. And I would like to be able to pursue conversations with Legislator Cilmi.

CHAIRMAN SCHNEIDERMAN:

Tell me what some of the issues are. I'm actually meeting later with a bunch of SCAT users. Things may come up.

COMMISSIONER ANDERSON:

Well, it's primarily that you have thousands of users that are familiar with existing numbers of SCAT and to basically create a new number, and then I think we need to find exactly what that number would provide; would it go through a detailed schedule of, you know, "press button 1 if you want to go to SCAT, 2 is you want to go to scheduling, 3 if you want to go to" -- I don't know, but there were a number of concerns that we discussed with him on that, not so much provision of the service, but.

CHAIRMAN SCHNEIDERMAN:

At the last committee meeting, I remember there was some confusion of, like, when somebody would complain about SCAT, whether they would complain to the Transportation Division, whether they would go to the Handicapped Services Director, whether they go to the company. You know, maybe something like this could solve some of those questions. I mean, I don't know if we could get a more one-stop-shopping for SCAT users. But is that what the idea behind this is?

COMMISSIONER ANDERSON:

I believe that's the intent. I would just like to define more of that. I'm not looking to shoot anybody down here. I just think that with regard to, you know, the complaints, all the complaints come into 852-5200, I believe, and that's Public Works. We take them and then we follow up with them at the bus company. You know, there's a certain logic that's involved with setting up something like that, and I think that's what we need to establish before we go ahead and just create a number.

CHAIRMAN SCHNEIDERMAN:

Is there a motion on this? I will make a motion to table for one cycle. I'd like to hear from the sponsor. Seconded by Legislator Stern. Any other motions? All in favor? Opposed? Abstentions? **TABLED (VOTE: 4-1 Not Present: Legislator Muratore)**

1469 - Authorizing transfer of surplus Suffolk County Vehicles to the Suffolk County Department of Social Services. (Pres. Off.)

Commissioner, do you have certain surplus vehicles? These are Legislative vehicles. Counsel is telling me that these are vehicles, I guess, that are in our pool.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

Does anybody have any questions? I'll make a motion to approve, seconded by Legislator Barraga. All in favor? Opposed? Abstentions? **APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)**

1471 - Amending the 2011 Capital Budget and Program and appropriating funds in connection with the demolition of the Old Plaza Theatre in East Patchogue (CP 6423). (Co. Exec.)

Commissioner, more information on this.

COMMISSIONER ANDERSON:

The Town of Brookhaven is going to commence with eminent domain proceedings to purchase and eventually tear down the old Plaza Theatre. The County is helping with funding. This, I believe, authorizes -- amends the Capital Budget -- appropriates funds to help the town pay for the demolition and acquisition of this land. The town will reimburse the County once the land is sold. I believe the amount is \$350,000.

CHAIRMAN SCHNEIDERMAN:

Do you know what the offset is?

COMMISSIONER ANDERSON:

Public Works machinery -- I'm sorry, Public Works highway maintenance equipment. And we would be comfortable with the \$350,000 reduction.

CHAIRMAN SCHNEIDERMAN:

Any questions on this? Okay. I'll make a motion to approve, seconded by Legislator Stern. All in favor? Opposed? Abstentions? **APPROVED (VOTE: 4-1 Not Present: Legislator Muratore)**

Before I get to the last resolution, I neglected to mention that Legislator Muratore has an excused absence from today's meeting. So let the record reflect that.

1473 - To rename the intersection of C.R. 16 and C.R. 93 as "Officer Robert Helmke Intersection". (Kennedy)

Has this been through Naming?

LEG. STERN:

Motion to table. It has not been through Sitings yet. We will be doing that, and the hope is to have that ready for the next session.

CHAIRMAN SCHNEIDERMAN:

Motion by Legislator Stern to table, seconded by Legislator Horsley. Any discussion? All in favor? Opposed? Abstentions? **TABLED (VOTE: 4-1 Not Present: Legislator Muratore)**

That concludes our agenda. We are adjourned.

(*THE MEETING WAS ADJOURNED AT 1:56 P.M. *)

{ } DENOTES BEING SPELLED PHONETICALLY