

**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 1, 2012.

**MEMBERS PRESENT:**

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

**ALSO IN ATTENDANCE:**

Legislator John Kennedy - Legislative District No. 12  
George Nolan- Counsel to the Legislature  
Gil Anderson - Commissioner - SC Department of Public Works  
Phil Berdolt - Deputy Commissioner - SC Department of Public Works  
Bill Hillman - Chief Engineer - SC Department of Public Works  
Garry Lenberger - SC Department of Public Works  
Robert Doering - Budget Review Office  
Catherine Stark - Aide to Chairman Schneiderman  
Paul Perillie - Aide to Legislator Gregory  
Barbara LoMoriello - Deputy Clerk - Suffolk County Legislature  
Ben Zwirn - County Executive's Office  
Dot Kerrigan - AME  
Jerry Son  
Pierce Hance  
All Other Interested Parties

**MINUTES TAKEN BY:**

Donna Catalano - Court Stenographer

**MINUTES TRANSCRIBED BY:**

Kim Castiglione - Legislative Secretary

***(THE MEETING WAS CALLED TO ORDER AT 2:27 P.M.)***

**CHAIRMAN SCHNEIDERMAN:**

Good afternoon. I'd like to call this meeting of the Public Works and Transportation Committee to order this first day of May, 2012. If you all will rise and join us for the Pledge of Allegiance led by Legislator Barraga.

**SALUTATION**

You may be seated. Thank you for joining us this afternoon. We have no presentations.

**LEG. KENNEDY:**

You have one card, right?

**CHAIRMAN SCHNEIDERMAN:**

I have one card.

**LEG. KENNEDY:**

From Jerry Son?

**CHAIRMAN SCHNEIDERMAN:**

I have from Pierce Hance. Is there another one I'm expecting?

**LEG. KENNEDY:**

There is.

**CHAIRMAN SCHNEIDERMAN:**

If you wish to appear before the committee I will need a yellow card filled out. Each speaker will be given three minutes to make their comments known to the committee. So far I only have one card, it's from Pierce Hance from Sag Harbor. Mr. Hance, if you will step up to the podium. You will have to press and hold the button, and Mr. Hance will be speaking on IR 1345. Mr. Hance, you have three minutes.

**MR. HANCE:**

Okay. Thank you. Good to see you all again. First, a couple of questions. Reading your material, the petition requested is for a license of five years, and in the Village documents we are only looking at a -- potentially a six month period. Is there any reason for the discrepancy between the period in the Village and the period you're considering?

**CHAIRMAN SCHNEIDERMAN:**

Typically we don't do questions here. There are -- this is a pilot program as I understand it. As far as I know it wouldn't need to be extended. I don't know. BRO -- are you referring to the resolution or to a report?

**MR. HANCE:**

I'm referring to the petition before you. It's for five years, license.

**CHAIRMAN SCHNEIDERMAN:**

Maybe Counsel could answer this. This has to do with the water taxi between Sag Harbor and Greenport, which is going to potentially operate this summer as a pilot program. The question is the petition itself, I guess, is for a five year period, yet the --

**MR. NOLAN:**

It came in as a -- for a five year period, but I think it's also being framed as a pilot, so ultimately, and I don't think this has been determined yet, that it might, when we ultimately get a resolution before us for approval, that it may be for a one year period. I think that is still in flux in terms of what will ultimately come before this body.

**MR. HANCE:**

The special permit in the Village, though, you should know it is for six months.

**MR. NOLAN:**

I assume that will be for the summer months and beyond, right?

**CHAIRMAN SCHNEIDERMAN:**

Did they get the permit from the Village yet?

**MR. HANCE:**

No, they have not gotten the special permit from the Village yet.

**CHAIRMAN SCHNEIDERMAN:**

Do you have any other questions, sir?

**MR. HANCE:**

Yes. I would like to know whether this action would be subject to Environmental Quality Review Act and the Local Waterfront Revitalization Plan Consistency Review, your action, the County action.

**MR. NOLAN:**

Well, it probably would be a SEQRA determination made in the resolution. It will probably go through CEQ. Normally I believe these come in as Type II Actions ultimately, the ferry licenses.

**MR. HANCE:**

And with respect to the LWRP?

**CHAIRMAN SCHNEIDERMAN:**

The Local Waterfront Revitalization Plan is a plan adopted, in this case by Sag Harbor Village, which allows them some regulatory -- additional regulatory control over waterfront structures. I believe the LWRP, this is consistent with the LWRP, at least I have been told that by the Village, that they did contemplate potentially a water taxi type of operation. They do have a law, though, on the books that prohibits right now all types of ferries, passenger and vehicle ferries, and that's something that they would have to alter to allow this to happen. I don't know that they've made that zoning change yet that would accommodate the pilot program. But that's not what's in front of us.

If they do -- and this can't be voted on today, the public hearing is still open. BRO, I don't know if they've completed their report yet. I have not seen it. But if they do come in to our structure, which is the Long Wharf, it depends on the day. One day they're not coming into the Long Wharf, one day they are coming in. I haven't heard anything definitive on that issue. They will need a work permit from Department of Public Works. We'll need to know that the ingress, egress from the boat would be safe, whether there's ramp. There might be some questions, including SEQRA questions, related to tying down. But the license itself to go back and forth between these two areas as well as setting the rates, we have oversight over how much they can charge. We don't set the rates but we either approve or deny the rates. That's really what's in front of us.

**MR. HANCE:**

Okay. It is a -- it originates with the Village, the LWRP, but it's also approved by the State of New York and becomes subject to other government entities, including Federal agencies and so forth have to consider when they take any action. So perhaps you might take a look at that law, and particularly at the State level, and see if you do need a consistency review.

**CHAIRMAN SCHNEIDERMAN:**

Thank you for that. Again, I believe that's really at the Village level in terms of their approval, whether it's compatible with their own LWRP as well as for the State to weigh in on. Thank you.

**MR. HANCE:**

Okay. And for your information, it has -- the special permit has not been approved as yet. There will be more hearings on it. There is a lot of objection to it in the Village because it circumvents the existing law, it circumvents the existing approval process for new businesses in villages, and it is going to provide increased parking and congestion problems in the Village. All these things are unresolved and are subject to a lot of discussion. So please note that this is not approved at the Village level.

**CHAIRMAN SCHNEIDERMAN:**

Thank you, Mr. Hance.

**MR. HANCE:**

Thank you.

**CHAIRMAN SCHNEIDERMAN:**

Our next speaker is Jerry Son. Sir, you have three minutes.

**MR. SON:**

Thank you. I'd like to call your attention to something about the layoffs. I work at DPW in the radio room, and the ship has to be covered. What they did is they eliminated my position and now it has to be filled on overtime, which is going to cost the County in excess of \$40,000 additional to what I was paid previously. I believe --

**CHAIRMAN SCHNEIDERMAN:**

I'm sorry, what's your position? You're in DPW?

**MR. SON:**

Yes, radio operator.

**CHAIRMAN SCHNEIDERMAN:**

Radio operator.

**MR. SON:**

And what's going to happen is they have to fill it with other people that are -- that's what they did previously before I got there. They called me in because they were filling it with overtime for over a year and now they wanted to eliminate the overtime, and now it's just going to cost overtime again.

**CHAIRMAN SCHNEIDERMAN:**

Within a position you're basically -- is it like a dispatch for DPW vehicles? What does your position entail?

**MR. SON:**

Okay. It's for everything, for all of DPW. It includes sanitation, mark-outs, highway emergencies,

sewer alarms, fleet. When cars breakdown they call us. And we're there 24 hours a day when the regular people are not working. So we make all the calls and get people out there to take care of the problems.

**CHAIRMAN SCHNEIDERMAN:**

Okay. Thank you. Is there anything else you want to say?

**MR. SON:**

No, that's it. Thank you.

**LEG. KENNEDY:**

Mr. Chair, point of privilege if I can. Mr. Son is a constituent of mine, and I've shared with each one of the members of the committee the letter that he sent to me that details, in a two page piece of correspondence, the questions of the Chair regarding functions and the various duties that he has and the impact to the County regarding overtime as a result of his layoff.

**CHAIRMAN SCHNEIDERMAN:**

These are questions we can present to the Commissioner when he appears in a little while.

**LEG. KENNEDY:**

Well, that is why I'm here, Mr. Chairman. As a matter of fact, the Commissioner is going to have a copy of this letter handed to him as well. Thank you.

**CHAIRMAN SCHNEIDERMAN:**

Thank you. All right. I have no other yellow cards, so that will conclude our public portion and we can move to the agenda. Commissioner, if you'll step forward. If you don't mind, John, why don't we go through the agenda as best we can and then some of those general questions we can save until the end, unless, Commissioner, you want to tackle anything earlier on.

**COMMISSIONER ANDERSON:**

It would be fine talking about it now. I mean, the issue of the layoffs, the list that was established by the County Executive, we were given the opportunity to take the list that was in the Operating Budget, the former list, and basically my intent was to minimize the impact to each department, and essentially spread the pain everywhere. That's the only way I can put it.

I fully agree with Legislator Barraga on, you know, the staff and the loss of staff and the failure in leadership by letting people go, but I also have to think of the department and make that work as best as I can with the numbers that we're faced with.

Having said that, I understand Mr. Son's concerns with the radio room very well. There's a number of other locations within -- or divisions within the department that are going to be just as significantly impacted. That's really all I really have to say on the matter.

**CHAIRMAN SCHNEIDERMAN:**

Do you have a sense of how you'll cover that function?

**COMMISSIONER ANDERSON:**

At this point no, I really don't.

**CHAIRMAN SCHNEIDERMAN:**

And if you are unable to cover it, what will be the impacts to your department?

**COMMISSIONER ANDERSON:**

Either it will be, you know, we may have to forward the calls during that time to say P.D., not 911, but the other center. We may -- those calls that occur in the evening hours where we have, that's when we staff the radio room, will have to look for some other means. Maybe it's forwarded directly to the, you know, the gentleman who runs the division right now during those hours.

**CHAIRMAN SCHNEIDERMAN:**

I know that DPW plays a very critical role, particularly in storm events, natural disasters. Is this going to impact our ability to mobilize equipment to respond to a storm event?

**COMMISSIONER ANDERSON:**

During any storm event we luckily through technology have the ability to foresee any large storms, similar to Tropical Storm Irene. We're able to, you know, staff up before that point. The radio room, the benefit of the radio room is for those unforeseen situations; a car accident, we have to call in a crew in to clean up the car accident. Similar we do use the radio room operators, and the foreman do as well, everybody monitors the Weather Channel, you know, when we know a storm is coming to when it gets close then we start to call our people in. So, you know, I think for the larger storm we know they come, we can man it accordingly. Again, one of my prime concerns and I feel one of the prime duties of the Department of Public Works is for snow removal during storm events like that. So we'll do what we have to do to, you know, to remove the snow from the highways when those times come.

But, again, the list that was prepared and submitted was done so to minimize the impact to each department, not just highways but also Vector, Transportation, every other division.

**CHAIRMAN SCHNEIDERMAN:**

I know your department was particularly hard hit with the layoffs. I think the amended list was worse than the original list that was in County Executive Levy's original list. I think you went up by ten positions.

**COMMISSIONER ANDERSON:**

Correct.

**CHAIRMAN SCHNEIDERMAN:**

Have you done any analysis in terms of how we might, without a budgetary impact, be able to relook at some of this? I know that we're going to -- out to private contractors to do certain things like road inspections that potentially could be done by workers within DPW. You know, rather than paying a private entity to inspect our roads we could do it ourselves potentially. There might be some Federally funded projects, too, that, you know, we're getting reimbursed for these positions anyway, then maybe we could move some people into Federally funded jobs or Federally funded work projects. Have you taken a look at some of these issues?

**COMMISSIONER ANDERSON:**

Yes, we have, and we have submitted a recommendation to the County Executive's Office to essentially take some of the people who have been -- who are scheduled for terminating and putting them into those projects to, you know, possibly have their salaries funded. I think the question is, and again, this is something I have to defer to the County Executive's Office and Budget Office, is it's the question of first instant funding. But we have made a proposal to do that, to take a number of our staff and fund them with Federal funds.

**CHAIRMAN SCHNEIDERMAN:**

You mean because we have to lay out the money before the Federal Government actually reimburses us, so therefore we'd have to pay these employees and then later get the money.

**COMMISSIONER ANDERSON:**

Correct.

**CHAIRMAN SCHNEIDERMAN:**

So there might be a lag period.

**COMMISSIONER ANDERSON:**

Yes.

**CHAIRMAN SCHNEIDERMAN:**

Any positions that are in water quality types of functions? I know we've done that with DPW positions in the past. Is there anything that potentially could be funded through 477?

**COMMISSIONER ANDERSON:**

Again, I think the question is, is about cash flow. You know, certainly the argument's been made that not only the 477 funded positions but also sanitation, the sanitary districts, those are, you know, funded not through the General Fund. I believe the issue, again, comes down to cash flow and the County's ability to actually make payment on salaries.

**CHAIRMAN SCHNEIDERMAN:**

Because they are borrowing against these funds for other purposes and then returning the money. Is that --

**COMMISSIONER ANDERSON:**

Well, the 477 funds are essentially funds that are paid -- it's almost like cash. You know, these are taken directly from sales tax, sales revenue.

**CHAIRMAN SCHNEIDERMAN:**

So you put a proposal together to the County Executive. Have you gotten any response yet?

**COMMISSIONER ANDERSON:**

No.

**CHAIRMAN SCHNEIDERMAN:**

Okay. Anybody else on this issue of the layoffs? Legislator Kennedy.

**LEG. KENNEDY:**

Just two points. You know, we have heard this all day today, we heard it yesterday. We are faced with the mammoth shortfalls in funding, both in the current year and what's projected into 2013, and I sat through the budget meetings, I listened to the Commissioner present and articulate some alternatives, but I think that we are -- there's a need for us to revisit some of these individuals that are getting these notices. And my point here is not to go over the list person by person. That was compiled and done already.

But in this case, you'll see the letter that the gentleman sent to my office, which I've circulated to the committee members here, and I just want to confirm this with the Commissioner. Two points. One, first of all, I believe Mr. Son ironically does not take health insurance through the County. He has indicated to me that his health insurance is through his wife, so as we are going through this distasteful task of the value of an employee or an individual, ironically this man costs us less than somebody similarly situated.

Secondly, with the radio room, I know because I've done it on a weekend, they have the call out numbers for all the other departments. When we had Galleria go bad on a Saturday evening for a

wedding and the STP was letting go all over the parking lot, it was Yaphank that I called to get a Health Department Inspector out there to address it, I believe. Isn't that correct, Commissioner?

**COMMISSIONER ANDERSON:**

Yes, it is.

**LEG. KENNEDY:**

So my point, Mr. Chairman, is that not only are they dealing with DPW issues, but they are providing a single point of contact for on call employees throughout all County departments. You know, so the question becomes at what point do we just basically, you know, hang a sign up that says, you know, closed for business? I think this, you know, kind of illustrates where things are at.

The other person I was going to speak to the Commissioner about is a design person associated with the compressed natural gas projects. Again, another constituent. We have two that have been done to date. There is a third scheduled, I believe we have a resolution before us, and there is a methodology to go ahead and provide for salary and benefits for this individual through the project, I believe. Isn't that the case, Commissioner?

**COMMISSIONER ANDERSON:**

That is part of what was proposed to the County Executive's Office and is taking two of our staff and funding them through the Federal aid process through that project, through that CNG project.

**LEG. KENNEDY:**

Well, then, through the Chair, what I would suggest, Mr. Chair, is that certainly it's not today, but very shortly we should get a list of projects from the Commissioner that are going to be abandoned, that the County is no longer going to do because the personnel are not there. It's not fair to deceive the public. If we are going to lay the people off, and that's where it appears this is going, irregardless of cost, it has become only about bodies and no longer about money, then we should put out a list of all the projects that are being abandoned so the public's fully informed.

**CHAIRMAN SCHNEIDERMAN:**

I think that's an important discussion. If the County is going to get out of businesses it's been in historically it may, you know, there are many things that are not core functions that we could have that discussion. But this I'm actually, I don't know if they can get out of the business of the radio operation because if Mr. Son is right, then, I mean, is it true that you're going to have to use overtime? Will it be more? Are we going to actually lose money by laying him off?

**COMMISSIONER ANDERSON:**

It may be. I may have to put somebody else into that position. At this point I honestly don't know. Again --

**CHAIRMAN SCHNEIDERMAN:**

So we might not actually get the savings that we're hoping on this one.

**COMMISSIONER ANDERSON:**

Well, again, I understand the need for the radio operator and I understand the need to fill that position.

**CHAIRMAN SCHNEIDERMAN:**

Isn't the overtime frozen? You're not allowed to use your overtime.

**COMMISSIONER ANDERSON:**

Correct. I may have to put another person in there, but --

**CHAIRMAN SCHNEIDERMAN:**

So you'd be taking that person off of another function, right?

**COMMISSIONER ANDERSON:**

Possibly.

**CHAIRMAN SCHNEIDERMAN:**

Can you do that across Civil Service titles?

**COMMISSIONER ANDERSON:**

I don't know.

**CHAIRMAN SCHNEIDERMAN:**

I hate to put you on the spot. We have a gun to our head in a sense, and we have this giant hole to fill, and none of us really have figured out how we're going to fill a hole of that magnitude, and layoffs are obviously one of the, you know, immediate potential solutions, and that's where we are today. The County Executive was tasked with a very difficult challenge in a very short period of taking a layoff list, which would have pretty much shut the County down entirely, and coming up with a list that would allow it to function and reached out to department heads like yourself and came up with a new list. It's certainly not perfect and we are trying to adjust it where it makes sense to adjust if we are able to.

You know, I don't envy your position, nor ours. This is not an easy time to govern when you are telling people and their families that they are no longer employed by the County, particularly when we know that they are needed. You know, if we were a business and sales were down and workers were standing around doing nothing, it makes sense to get rid of them. But in a County that delivers in certain services, and we know these people are needed to deliver those services and demand for services are up, it's very hard, then, to say sorry, you can't work here anymore.

**COMMISSIONER ANDERSON:**

No, absolutely. And if you look at what we do and you look at our core mission that's established under County Code, every division has a stake in that core mission. That was part of the difficulty of what, you know, we were tasked with, is how do you minimize what needs to be done and still do the function. I made the statement last year that the budgeted, you know, layoffs were going to, you know, slam us. I don't know any other way to put it.

**CHAIRMAN SCHNEIDERMAN:**

Thank you, Commissioner. Anything else before we get started here? Okay. Starting with tabled resolutions.

**TABLED RESOLUTIONS**

***IR 1333, Enhancing and strengthening County Beautification and Litter Control Programs. (Schneiderman)***

Hang on one second. I just want to see if the bill was amended. We had a concern last time. There was a question about the money from this program. You wanted to keep it in DPW --

**COMMISSIONER ANDERSON:**

Right, but that was --

**CHAIRMAN SCHNEIDERMAN:**

But we had it go in the General. We had it going to DPW and now it's going to the General Fund.

**COMMISSIONER ANDERSON:**

Correct.

**CHAIRMAN SCHNEIDERMAN:**

All right. So you are okay with that?

**COMMISSIONER ANDERSON:**

We're fine with it.

**CHAIRMAN SCHNEIDERMAN:**

Ben, you guys are all right with that? All right, I'll make a motion to approve.

**LEG. HORSLEY:**

Second.

**CHAIRMAN SCHNEIDERMAN:**

Second by Legislator Horsley. Any discussion? All in favor? Opposed? Abstentions? Approved.  
**(Vote: 5-0-0-0)**

***IR 1345, Authorizing license and setting rates for Hampton Jitney, Inc. (Pres. Off.)***

This needs to be tabled. The hearing is still open. I'll make a motion to table. Second by Legislator Stern. All in favor? Opposed? Abstentions? It's tabled. **(Vote: 5-0-0-0)**

#### **INTRODUCTORY PRIME**

***IR 1366, Amending Resolution No. 40-2012, establishing a Blue Ribbon Panel to examine restructuring all County-owned sewer districts into one consolidated district. (Horsley)***

**LEG. HORSLEY:**

Motion to approve.

**CHAIRMAN SCHNEIDERMAN:**

Motion to approve by Legislature Horsley.

**LEG. STERN:**

Second.

**CHAIRMAN SCHNEIDERMAN:**

Second by Legislator Stern. This is asking for more time?

**LEG. HORSLEY:**

No, it's not. What this is, is if you recall, this has already been approved in previous legislation what the title is, but I thought in conversations with the Suffolk County Water Authority that we could look at another question as well as the consolidation. The other question is what involvement could the Suffolk County Water Authority have in the whole sewer issue relating to Suffolk County. I'm not saying it's going anywhere, but I think it is something that is worth looking at. In many, many areas across the country sewers and water are together, and the fact that they have so many more resources at this point than Suffolk County we thought we should take a look at that as a question, you know, is this something that -- that there are synergies concerning it. I've been talking with the Water Authority over the last couple of years and there are members on their board who are very interested in it, and there are members that have some serious questions, it would change their mission. So this is a look-see, this is just an add-on to my first proposal.

**CHAIRMAN SCHNEIDERMAN:**

Okay. We had a motion and a second. Any discussion? All in favor? Opposed? Abstentions? Approved. **(Vote: 5-0-0-0)**

***IR 1371, Appropriating funds in connection with median improvements on various County roads (CP 5001). (Co. Exec.)***

I'll make a motion. Second by Legislator Stern. Any discussion? All in favor? Opposed? Abstentions? This is in the Capital Budget, right, Gil? Yeah, okay. Approved. **(Vote: 5-0-0-0)**

***IR 1391, Authorizing execution of agreement by the Administrative Head of Suffolk County Sewer District No. 11 Selden and Island Green Associates (BA-1634). (Co. Exec.)***

**LEG. MURATORE:**

Motion.

**CHAIRMAN SCHNEIDERMAN:**

Motion by Legislator Muratore. I'll second. Any discussion? All in favor? Opposed? Abstentions? Approved. **(Vote: 5-0-0-0)**

***IR 1400, Authorizing alteration of rates for South Ferry Inc. (Pres. Off.)***

We need a public hearing on this one. I'll make a motion to table.

**LEG. STERN:**

Second.

**CHAIRMAN SCHNEIDERMAN:**

Second by Legislator Stern. It's tabled for public hearing. All in favor? Opposed? Abstentions? Approved. Tabled. The tabling is approved. **(Vote: 5-0-0-0)**

***IR 1440, Directing the Department of Public Works to hold public hearings on reducing bus fares for veterans. (Muratore)***

**LEG. MURATORE:**

Motion.

**CHAIRMAN SCHNEIDERMAN:**

Motion. I will second. On the motion, because I think this came -- you became aware of this the same day I did, right, at the hearing we talked about working together on this. Your proposal is to eliminate the fare or is it to reduce the fare?

**LEG. MURATORE:**

Half-price, 75 cents.

**CHAIRMAN SCHNEIDERMAN:**

Seventy-five cents. Gil, do we have any 75 cent -- I guess we do now.

**COMMISSIONER ANDERSON:**

Yeah, the disabled fee is 75 cents.

**CHAIRMAN SCHNEIDERMAN:**

Under the new thing the 50 cent fare went to 75 cents, right?

**COMMISSIONER ANDERSON:**

Correct.

**CHAIRMAN SCHNEIDERMAN:**

Okay, yeah that's fine. I'd like to be a cosponsor with you on this. All right. Anyone else? Yes, Legislator Stern.

**LEG. STERN:**

I'd just like to ask our Counsel to opine if this is a resolution that's procedurally ready to go.

**MR. NOLAN:**

Well, this is that issue that came up at our last round of meetings, which has to do with if a resolution has the effect of reducing revenues in the Operating Budget then there has to be an offset either increasing revenue somewhere else or decreasing appropriations somewhere else in the Operating Budget. This is an issue I have not discussed with the sponsor's office.

**CHAIRMAN SCHNEIDERMAN:**

What's the fiscal impact? Gil, do we know?

**COMMISSIONER ANDERSON:**

At this point we don't -- we do know that there are 119,100 veterans in Suffolk County. I got that number from Veterans Affairs. We have, I believe, over -- around 8,300 disabled vets within the County that, you know, use our system, use our SCAT system, but we don't know how many vets actually ride the transit -- the standard transportation system. We think the cost and the effect would be minimal.

**CHAIRMAN SCHNEIDERMAN:**

This bill doesn't affect the SCAT fares. If a veteran is using SCAT they are still going to pay the \$4 fare, right now it's \$3, but it's potentially going up to four. There is -- if they're disabled and they're riding the regular bus system, wouldn't they already qualify for the reduced fare?

**COMMISSIONER ANDERSON:**

Correct. Yes.

**CHAIRMAN SCHNEIDERMAN:**

So they are already paying 75 cents. So this really would only affect veterans who weren't disabled who were riding the bus. It actually might encourage more veterans to ride the bus, so it might increase revenues potentially.

**COMMISSIONER ANDERSON:**

Yup.

**CHAIRMAN SCHNEIDERMAN:**

So I guess we would need to know what the budget impact would be and whether we'd need to offset that if there is a budget impact.

**COMMISSIONER ANDERSON:**

I mean, the trick -- the thing to do would be we could do a survey on the buses and see, you know, how many would respond and, you know, advise us whether they were, you know, non-disabled veterans riding the buses. But at that point, you know, it's --

**LEG. HORSLEY:**

How does that work, though? I mean, if they are not there how do you do a survey?

**COMMISSIONER ANDERSON:**

Well, I'm saying you would know how many undisedbled or non-disedbled veterans are riding the buses now, so you'd have an idea of what that number could be and what the reduction would be based on the reduced fare. But you don't know, I don't know how many you could entice to come, you know. Again, I think this is very minimal of an impact either way. Potentially positive, but minimally negative.

**MR. ZWIRN:**

Mr. Chair, if I could just jump in. I think everybody would agree that if we could we'd give veterans a free ride on then. There's just not enough we can do, especially with all the wars we have going on and all the young people coming back who have been damaged in a lot of different ways.

I think what we're concerned about is, one, what is the financial impact if there is any, and if there isn't, then there's certainly no harm. But what happens sometimes is that when the door gets opened for veterans it expands to other worthwhile groups. Now, firefighters, EMTs, and one group is, you know, they all do wonderful work for the County and deserve anything we can give them. I just, you know, I just caution everybody going forward that this doesn't lead to a number of bills coming in where we have discounts across the board, because we're raising the fees and, you know, we're just concerned about -- we're not saying -- certainly this is just for a public hearing so there's really, I guess there's not much harm in that, but we are concerned about down the road if there's going to be a fiscal impact.

And if there is going to be a fiscal impact, then at perhaps at some point if we're going to lower the fees for certain groups, and maybe when the fiscal impact is resolved, that we just raise the fees for everybody else like we do with veterans for property tax exemptions. You know, we don't just eliminate the property taxes, everybody else pays more, which is -- which I don't think is unfair. I don't think anybody would question that. But that might be something that we can consider here, if the fare goes down for veterans, which is fine, or eliminated for veterans even for that matter, that if there is an impact that perhaps the fares would go up commensurate just to cover that. I don't think anybody would object to that.

**CHAIRMAN SCHNEIDERMAN:**

Ben, I don't know if you'd know the answer to this, or Gil, you know, oftentimes with vets there are, you know, Federal grant monies available for various things. Maybe public transportation is one area that there might be some Federal assistance out there for public transportation for vets. Has anybody looked into whether we might be able to secure some outside funding to help subsidize this?

**MR. ZWIRN:**

I just don't think we really know -- I mean, you can move ahead with this bill, we have no objection to that for the hearing, but perhaps a survey could be done so we know -- you know, we may not be talking about, you know, an impact on really anything. You know, maybe -- because veterans also have a reduced fee if they're disabled. I mean, there are a lot of there -- if they're senior citizens. You know, there are other discounts that they're already taking advantage of for other purposes. So it may just be such a negligible amount that the goodwill gesture will not have a fiscal impact in the County. So I think without a fiscal impact statement --

**CHAIRMAN SCHNEIDERMAN:**

Does BRO have a fiscal impact on this one?

**MR. DOERING:**

We just addressed the fact that it was a public hearing and obviously there's no fiscal impact associated with that. We did look into it and the ridership is the issue. We don't know how many

veteran riders we have and that becomes the issue in determining the fiscal impact.

**CHAIRMAN SCHNEIDERMAN:**

All right. So then --

**MR. NOLAN:**

The only point I would make, I'm not advocating obviously one way or the other, but typically with the fare stuff after the public hearing DPW can then implement the change in the fare. That doesn't always -- typically does not come back to us. So that's why, you know, we're saying it's a public hearing but actually there may be more than that involved. But, you know, obviously we need to know what the fiscal impact is to say whether or not there is going to be a loss of revenue or not that would trigger the bill that requires an offset, and we just don't know that.

**MR. ZWIRN:**

And even if there is a loss of revenue we're not saying don't -- that this shouldn't happen. If we can just come up with a way to make up the lost revenue. I don't think anybody thinks this is going to be a lot of money, but in keeping with the Legislature's rules and the County's rules, as I said, maybe that would be the best bet, go ahead with the hearing and, as I say, we just want to put out the cautionary tale that just be careful when we open the doors.

**LEG. HORSLEY:**

This doesn't include families, does it, Tom?

**LEG. MURATORE:**

No, just veterans.

**CHAIRMAN SCHNEIDERMAN:**

Once we authorize the hearing then the Commissioner then has the right to alter the fares. As, you know, today, May first, I think the rates went up in Suffolk transit today to, you know, the two dollar fare in place. Legislator Muratore. I'm thinking, Tom, it might be prudent to actually table this and try to get some of that data.

**LEG. MURATORE:**

I'll change it to a motion to table and then we can institute the survey or put the survey in the resolution and then work with DPW on the survey. The only thing I ask is that if you do the survey we do the survey ASAP. We have a lot of the veterans coming home now who go over to the VA and don't have cars right now. So it would be -- you know, time is of the essence with is, so if you can help me, Commissioner, I would appreciate that.

**COMMISSIONER ANDERSON:**

Will do.

**CHAIRMAN SCHNEIDERMAN:**

All right. So Tom, you're making a motion to table and I will second. All in favor? Opposed? Abstentions? Tabled. **(Vote: 5-0-0-0)**

***IR 1450, Authorizing transfer of surplus County monitors to RSVP. (Kennedy)***

Motion to approve. Do we have a second on this?

**LEG. HORSLEY:**

Sure, I'll second it.

**CHAIRMAN SCHNEIDERMAN:**

Second by Legislator Horsley. Any discussion? All in favor? Opposed? Abstentions? Approved. **(Vote: 5-0-0-0)**

***IR 1455, Appropriating funds in connection with the purchase of Public Works Highway Maintenance Equipment (CP 5047). (Co. Exec.)***

I will make a motion to approve. Is there a second? Second by Legislator Horsley. Gil, any additional information?

**COMMISSIONER ANDERSON:**

This resolution appropriates 2.042 million dollars for various equipment that's needed. Just like cars, our heavy equipment takes a pounding. It does have to be replaced on a regular basis. This includes six wheel and ten wheel dump trucks, you know, various utility trucks, spreader --

**CHAIRMAN SCHNEIDERMAN:**

It's in the Capital Budget?

**COMMISSIONER ANDERSON:**

Yes, it is in the Capital Budget. Yep.

**CHAIRMAN SCHNEIDERMAN:**

Okay. All right. Any discussion? All in favor? Opposed? Abstentions? Approved. **(Vote: 5-0-0-0)**

***IR 1456, Amending Resolution No. 908-2005 in connection with the reconstruction of CR 3, Pinelawn Road, Town of Huntington; PIN 075987 (CP 5510).***

I'll make a motion. Second by Legislator Stern. Commissioner, can I get a little more information?

**COMMISSIONER ANDERSON:**

This resolution proposes to amend Resolution 908-2005 in identifying the PIN, the project identification number, pursuant to requirements of the New York State Department of Transportation and the Federal Highway Authority. Additionally, we're amending the reso to identify that a portion of the tasks associated with engineering, planning and construction on the -- in the project that would be performed by DPW staff and eligible for reimbursement.

**CHAIRMAN SCHNEIDERMAN:**

Okay. Any discussion? All in favor? Opposed? Abstentions? Approved. **(Vote: 5-0-0-0)**

***IR 1457, Amending the 2012 Capital Budget and Program and appropriating funds in connection with the intersection realignment of CR 3, Pinelawn Road/Wellwood Avenue with Conklin Street and Long Island Avenue, Town of Babylon; PIN 075656 (CP 5510). (Co. Exec.)***

Same motion, same second. Commissioner, any additional information on this one?

**COMMISSIONER ANDERSON:**

This project, which was a single project, has actually been split into two separate projects by identifying two separate intersections. Because of that additional work the scope increased and we do need the additional design fees. The project is 80% Federally funded. And really that's it.

**CHAIRMAN SCHNEIDERMAN:**

Any questions? All in favor? Opposed? Abstentions? Approved. *(Vote: 5-0-0-0)*

*IR 1458, Appropriating funds in connection with dredging of County waters at various locations (CP 5200). (Co. Exec.)*

Again, I will make a motion.

**LEG. HORSLEY:**

Second.

**CHAIRMAN SCHNEIDERMAN:**

Second by Legislator Horsley. And, Commissioner, this looks pretty straightforward. This is just moving money in the budget for the purposes of dredging?

**COMMISSIONER ANDERSON:**

Correct. It's actually for -- it includes a number of things, not only dredging, which in this case is intended for the Forge River, but also for planning and design or development of the environmental permitting as well as equipment rental we need to do the work.

**CHAIRMAN SCHNEIDERMAN:**

A total of 6.5 million. Oh, I'm sorry.

**COMMISSIONER ANDERSON:**

It's 1.35 million. The six million is next year.

**CHAIRMAN SCHNEIDERMAN:**

So I'm looking at next year's, right?

**COMMISSIONER ANDERSON:**

Yep.

**LEG. HORSLEY:**

On the motion.

**CHAIRMAN SCHNEIDERMAN:**

On the motion, Legislator Horsley.

**LEG. HORSLEY:**

Gil, where are you going to be putting the spoils for that?

**COMMISSIONER ANDERSON:**

Right now there's -- for the Forge?

**LEG. HORSLEY:**

Yeah, for the Forge.

**COMMISSIONER ANDERSON:**

The Forge right now is planned for two locations. The one on the north side of Smiths Point there is an historic spoil area that we're going to basically use the sandy material to rebuild --

**LEG. HORSLEY:**

I like term historic spoils area.

**COMMISSIONER ANDERSON:**

Well, yeah, it's not really historic, it's been used in the past and we'll be using that to facilitate. We're going to basically build a, you know, a preserve out of that once we're finished. The material that's unsuitable we're going to bring over to the Smith Point Marina parking area. There's a couple of areas that have been identified, and then eventually the town will be required to move it and --

**LEG. HORSLEY:**

The town will be required to move it.

**COMMISSIONER ANDERSON:**

Correct.

**LEG. HORSLEY:**

Interesting. Okay. Have you done drillings, you know, core drillings and all that kind of stuff and you've found it to be wanting?

**COMMISSIONER ANDERSON:**

Well, yeah. The higher up or the farther up into the river you go the worse the material.

**LEG. HORSLEY:**

Right, okay. Thanks. I was just curious.

**CHAIRMAN SCHNEIDERMAN:**

Okay. So we had a motion and a second. All in favor? Opposed? Abstentions? Approved.  
*(Vote: 5-0-0-0)*

***IR 1464, Implementing new bus fares for the Suffolk County Accessible Transit (SCAT) Paratransit Bus System. (Co. Exec.)***

Has there been a -- have we done a public hearing on this? This calls for the public hearing. Okay. Do we have a motion?

**LEG. BARRAGA:**

No.

**CHAIRMAN SCHNEIDERMAN:**

This is to raise the fares from three dollars to four dollars.

**COMMISSIONER ANDERSON:**

From three dollars to four dollars, yeah. Under Federal regulations we can. The cost of the SCAT system or ride would be no larger than double what the standard fare is on one of our buses.

**CHAIRMAN SCHNEIDERMAN:**

Do you have the actual cost to the County on a per ride basis for SCAT?

**COMMISSIONER ANDERSON:**

It essentially works out to be about 34 to \$35 per ride if you take the number of -- okay, 38 there you go. I'll let Garry handle this one.

**MR. LENBERGER:**

Could you repeat the question?

**CHAIRMAN SCHNEIDERMAN:**

Hi, Garry. I know right now the SCAT fare is \$3. The proposal is to raise it to four. I'm asking what the County subsidy -- what's the actual cost on a per ride basis for SCAT service.

**MR. LENBERGER:**

Yeah, \$38 is a rough number but a good number.

**CHAIRMAN SCHNEIDERMAN:**

How long -- do you know how long it's been at \$3?

**MR. LENBERGER:**

I think since 1994.

**CHAIRMAN SCHNEIDERMAN:**

Okay, a number of years. What is that, almost 18 years.

**LEG. KENNEDY:**

Mr. Chair. Although I'm not a member of the committee, can I just ask a question germane here to the SCAT? What is it in the aggregate then if it is \$38 a ride for actual cost and \$3 that a rider is paying? How much, in fact, in total then do we put in County funding to the SCAT system?

**MR. LENBERGER:**

Per ride or total?

**LEG. KENNEDY:**

How much is it going to cost us this year out-of-pocket, County funds, to operate SCAT?

**MR. LENBERGER:**

Eighteen-thousand, seven-hundred and fifty dollars.

**LEG. KENNEDY:**

Eighteen --

**MR. LENBERGER:**

I'm sorry, \$18,750,000.

**LEG. KENNEDY:**

Eighteen-million in County funding to operate SCAT this year?

**MR. LENBERGER:**

Right. We will get some offset, about a million dollars, on FTA reimbursement.

**LEG. KENNEDY:**

Okay. And how many folks do we transport, approximately?

**MR. LENBERGER:**

Last year 471,000 people.

**LEG. KENNEDY:**

Okay. But that's not discreet individuals, many of them may be repeat riders?

**MR. LENBERGER:**

Yeah, that's total rides.

**LEG. KENNEDY:**

Okay. And do we have any way to tell or differentiate in that aggregate number how many -- maybe somebody who takes the bus once a week as opposed to somebody who takes it once a year?

**MR. LENBERGER:**

We have that data. I don't have it available, but we do.

**LEG. KENNEDY:**

Okay. When you get a chance if you could forward that information over to my office I would be interested.

**MR. LENBERGER:**

So specifically you want to know how --

**LEG. KENNEDY:**

In other words, in broad terms we're talking about 18 million to operate the system from County funds, 471,000 trips approximately, but then out of that total number of trips I'm interested in how many, in fact, may be repeat riders. If we have one rider who takes 52 trips that's a little different than 471,000 discreet individuals.

**MR. LENBERGER:**

Right now we have 11,565 registered riders.

**LEG. KENNEDY:**

We have 11,565 riders who are taking a total 471,000 trips.

**MR. LENBERGER:**

Correct.

**LEG. KENNEDY:**

Okay. So we're spending \$18 million a year for 11,000 riders.

**MR. LENBERGER:**

Correct.

**LEG. KENNEDY:**

Okay. Thank you.

**CHAIRMAN SCHNEIDERMAN:**

And this -- it's a requirement of Federal Law as long as we run the transit system that we have to run the SCAT system. Anyone, I think, within three-quarters of a mile from the fixed bus route, which means actually there's probably some disabled residents out there who aren't eligible for SCAT because they are not close enough to a fixed route. Is that true?

**MR. LENBERGER:**

That's correct, and it is required by FTA regulations to have the SCAT as a supplemental to the fixed route system.

**CHAIRMAN SCHNEIDERMAN:**

Is there anyone else on this? Legislator Barraga?

**LEG. BARRAGA:**

So for the extra dollar that we're going to raise in the cost for a trip, there's 471,000 trips, so it's generating another \$471,000. So that's 471 less the 18 million -- or from the 18 million it's going to cost us, right?

**MR. LENBERGER:**

Yes.

**LEG. BARRAGA:**

So it doesn't really do much to offset the overall cost that the County's laying out.

**MR. LENBERGER:**

True.

**LEG. BARRAGA:**

I don't know. It seems -- it doesn't seem very feasible that we could ever raise the cost factor to a point where we get any reasonable mitigation on the overall cost to the County. If you go up two or three dollars, doubled it, you are only talking a million-two on a three dollar increase. All right. Thank you.

**CHAIRMAN SCHNEIDERMAN:**

And again, Tom, by law you can only go to double your main fare, so if your main fare is two dollars, you can get to four as the maximum you are allowed to charge.

**LEG. BARRAGA:**

It's three, right, if you double it you can go to six.

**CHAIRMAN SCHNEIDERMAN:**

No, the main fare is -- as of today is two dollars.

**MR. LENBERGER:**

Yeah. May first, today, the fare went to two dollars, so now we can raise --

**LEG. BARRAGA:**

Oh, the main fare on the bus. But what about the SCAT fare, isn't that three dollars?

**MR. LENBERGER:**

Yes, it's at three dollars right now and the proposal is to raise it to four.

**LEG. BARRAGA:**

But can you double that to six? No, you can't. You can only double the bus fare from two to four.

**CHAIRMAN SCHNEIDERMAN:**

It can't be more than two times the standard bus fare. All right. Is there any other discussion on this? Can I ask you, because I know when I crunched my numbers in terms of raising fares for Sunday service I was told eh, if you go up by 33% you are going to knock off your ridership by 10%. Are you factoring that in here with this or it doesn't really work because there's no other alternatives to this population? Because you are going from three to four, that's what, a 30% increase, 33% increase.

**COMMISSIONER ANDERSON:**

Again, this is a ride where you can go from West Babylon all the way out to Montauk for four dollars -- well, three dollars right now, but proposed for four dollars. You're not going to get a

better bargain. So we don't really anticipate, you know, a drop in ridership.

**CHAIRMAN SCHNEIDERMAN:**

All right. I think even with our regular system, I know we just raised the fares as of today. I don't think we're going to see a fall-off in ridership. I think people are dependent upon public transportation and the only alternative is taxis, which are so much more expensive that I don't think that national formula really pertains in this setting, but we've used it in the past so I'm just kind of curious if we're using it now and it sounds like we're not. Okay. Do we have a motion on this? I don't think we did.

**MS. LOMORIELLO:**

No motion.

**CHAIRMAN SCHNEIDERMAN:**

No motion. Somebody want to make a motion?

**LEG. STERN:**

Motion.

**CHAIRMAN SCHNEIDERMAN:**

Motion by Legislator Stern. Is there a second? Second by Legislator Horsley. Any discussion? All in favor? Opposed? I'm going to abstain on this. This is to have a public hearing. Thank you. So it's approved. *(Vote: 4-0-1-0 Abstention: Legislator Schneiderman)*

***IR 1465, Amending the 2012 Capital Budget and Program and appropriating funds in connection with the purchase of replacement public safety vehicles (CP 3512). (Co. Exec.)***

I will make a motion. Second by Legislator Horsley. Commissioner, any additional information?

**COMMISSIONER ANDERSON:**

This legislation appropriates funds in the amount of 2.5 million. We anticipate being able to purchase 91 replacement vehicles for public safety. If you need further detail of what goes to who, but it would go mostly to the Suffolk County P.D. but a couple go to Sheriffs as well as Parks Police.

**CHAIRMAN SCHNEIDERMAN:**

We're moving the money from what, Pinelawn Road reconstruction? We don't need it there anymore?

**COMMISSIONER ANDERSON:**

We don't need it this year. We're not ready for it and we can recommit it into the Capital Program next year.

**CHAIRMAN SCHNEIDERMAN:**

Legislator Barraga.

**LEG. BARRAGA:**

The older vehicles, do they go to auction at that point? I'd received some notification about an auction, I think, in I don't know, in November or whatever it may be, and I noticed something like 190 Ford Galaxies or something like that. I take it some of those or most of them are police vehicles, older vehicles?

**COMMISSIONER ANDERSON:**

Yeah. Most of those -- we now will keep Public Safety vehicles in the fleet beyond 130,000 miles so

if they're decommissioned, those get auctioned.

**LEG. BARRAGA:**

I noticed there was a recent auction by one of the County's where they auctioned off a Bentley for 49,000. Please keep Mr. Schneiderman aware of that factor in case one of those cars appear. He might have a strong interest.

**COMMISSIONER ANDERSON:**

Yes, sir.

**MR. ZWIRN:**

That would be his station car I think.

**LEG. BARRAGA:**

He's tired of taking the bus.

**MR. ZWIRN:**

I might add that this is a little bit different. We usually don't finance it this way, but -- because of circumstances. We usually use this out of operating expenses. This time we're going capital, and we passed 5-25-5 earlier today, well, it hasn't passed actually the Legislature. Well, we can pass this to the full body and we'd just have to vote on the 5-25-5 first. If we don't, then we can't do this. So, at least it got out of committee for one year. It will be before the full Legislature. We would hope that you would support it, so. We held up another capital project, I forget which one it was, because it had not even gone to committee yet. You might want to discharge. Just get it to the floor so we can -- we can address it then.

**CHAIRMAN SCHNEIDERMAN:**

I think I made the motion. I'll amend it to discharge it without recommendation. Wayne, who made the second, if -- make the new second. All in favor? Opposed? Abstentions? Discharged without recommendation. *(Vote: 5-0-0-0)*

That gets us to the end of the agenda. Is there anything else? All right, we are adjourned. Thank you.

***(THE MEETING WAS ADJOURNED AT 3:21 P.M.)***