

PUBLIC WORKS & TRANSPORTATION COMMITTEE

OF THE

SUFFOLK COUNTY LEGISLATURE

MINUTES

A meeting of the Public Works & Transportation Committee of the Suffolk County Legislature was held in the Rose Y. Caracappa Legislative Auditorium of the William H. Rogers Legislature Building, 725 Veterans Memorial Highway, Smithtown, New York, on June 11, 2013 at 2:00 p.m.

Members Present:

Legislator Jay Schneiderman - Chairman
Legislator Steven Stern - Vice-Chair
Legislator Al Krupski
Legislator Wayne Horsley

Not Present:

Legislator Tom Muratore - Excused

Also In Attendance:

Legislator Tom Cilmi - 10th Legislative District
George Nolan - Counsel to the Legislature
Sarah Simpson - Assistant Counsel to the Legislature
Renee Ortiz - Chief Deputy Clerk, Suffolk County Legislature
Alicia Howard - Clerk's Office of the Suffolk County Legislature
Robert Lipp - Director - Budget Review Office
Paul Perillie - Aide to Legislator Gregory
Debbie Harris - Aide to Legislator Stern
Michael Pitcher - Aide to Presiding Officer Lindsay
Catherine Stark - Aide to Legislator Krupski
Kevin LaValle - Aide to Legislator Muratore
Gil Anderson - Commissioner, Suffolk County Department of Public Works
Bill Hillman - Suffolk County Department of Public Works
William Houck - Suffolk County Department of Public Works
Julie Ben-Susan - North Ferry
Charlotte Koons - Constituent
Brian Rossi
Patricia Lenehan
All Other Interested Parties

Minutes Taken By:

Gabrielle Severs - Court Stenographer

Minutes Transcribed By:

Kim Castiglione - Legislative Secretary

(The meeting was called to order at 3:08 p.m.)

CHAIRMAN SCHNEIDERMAN:

Good afternoon. I'd like to call this meeting of the Public Works and Transportation Committee to order on this Tuesday, the eleventh day of June, 2013. Please rise and join us for the Pledge of Allegiance led by Legislator Horsley.

*(*Salutation*)*

Please be seated. If you wish to be heard in the public portion you need to fill out a yellow card. They are available at the front table. I only have one individual who has completed a card. His name is Brian Rossi. I'll ask Mr. Rossi to come to the podium. Let us know if you need assistance. You're perfect, a little more, another foot, there you go. Mr. Rossi is speaking on SCAT issues. Typically, Mr. Rossi, we provide a three minute window of time to make your comments known, so if you need more time, we can accommodate that as well.

MR. ROSSI:

I think I should be okay on the time. So you've all seen me speak here before. I figured I'd bring out the shirt you all have seen me in before, and yes, I'm speaking again on the issues regarding legislation involving the SCAT Program. Let's see, the first thing is I would like to recommend un-tabling of bill 1306, which I think is called the Fare Mitigation Bill, which would take the incredible full dollar fare increase that people like me have already been hit with and spread it out so that half of that would go to other riders. Right now it seems that disabled people have been singled out for this increase. It's a full 33%. I'm paying about as much for an average move ticket to attend this hearing right now actually.

And the other thing is, while I applaud that bill 1295 was passed a couple of months back to extend service for regular and SCAT busses to evening and Sunday service, under that program I have been told that only 10 to 20 routes throughout the entire County will be covered and that does not help me or people in many other towns that are not covered. I live in a little town called Ridge on the East End, and basically while I live off of Middle Country Road, which is one of the busiest and most dangerous roads for someone who doesn't see well to have to cross, it's not well served by busses. So the nearest route that could get me home at night would be three miles from my house on what's essentially a single lane section of Middle Country, an area that is documented as having tons of accidents every few days, and I would have to, what, get home on foot from that three miles in the dark. As you can see, I barely have the eyesight to make it across the room without help.

So I'm afraid that the current 1295 does not do enough and I would like to see it amended as many other people I have spoken to have said also to. And I say this both as a disabled bus rider person in the County and as both the Vice Chair and Disabilities Issues Liaison of the Suffolk Green Party. So I hope that you folks can look into doing these. Thanks.

CHAIRMAN SCHNEIDERMAN:

Thank you, Mr. Rossi. I have received two more cards. Looks like Charlotte Koons is the next speaker also on bus and transportation issues.

MS. KOONS:

I'm here to say the same thing that my dear friend Brian just spoke about, but I won't take much of your time because I do it all in rhyme. Down The Road A Piece. At 79, I'm truly quite active, still driving my CRV just fine, although I already have my blue disabled permit, that says I'm not still perfectly fit. Facing reality I can foresee a time when my wheels may of necessity be, take heart. So for my part I must urge you to vote yes on bill 1306, which is intended to fix an unfair hike on the disabled, some of those least able to pay. In the past this bill has been gridlock and tabled. It

Public Works & Transportation Committee 6-11-13

would rightfully share a smaller fare hike among all the riders down the pike. I urge you to vote on and pass bill 1306 today. And of course there's bill 1295, which must be amended to extend Sunday and evening services, not just to a selected few, but to all those lines under Suffolk's purview. Again, I request you take the compassionate route. Please do not let your voice remain mute. Vote yes on bill 1306 and amend bill 1295 so that all riders may thrive. Thank you.

CHAIRMAN SCHNEIDERMAN:

Thank you for your poetic verse. Our Poet Laureate position was just filled last week but, you know, maybe next year.

LEG. KRUPSKI:

That set the standard pretty high for the rest of the speakers this afternoon.

CHAIRMAN SCHNEIDERMAN:

We have one more speaker, Julie Ben-Susan, on the North Ferry license renewal.

MS. BEN-SUSAN:

Good afternoon. My name is Julie Ben-Susan. I'm General Manager of North Ferry. I stand before you today because you're reviewing petition IR 1476 for the renewal of our license to run the North Ferry from Greenport to Shelter Island and back. We apologize for being late to the table and we appreciate anything you can do to move this along, renewing our license, so that we can stay compliant. As many of you know, we run continuous service 19 hours a day, 365 days a year back and forth, and we have a fleet of three large and two small vessels. We believe that our service continues to improve for our customers. I'm here in the audience if you have any questions and thank you for this opportunity to speak with you again.

CHAIRMAN SCHNEIDERMAN:

Are there any questions for Miss Ben-Susan? Thank you, Julie. No questions. That's the last card I have. Is there anyone else who has not filled out a card who wishes to be heard? Seeing none, let's move to the agenda. We are going to start with tabled resolutions. I will ask Commissioner Anderson to come to the table. Gil, anything before we get started?

COMMISSIONER ANDERSON:

No.

CHAIRMAN SCHNEIDERMAN:

Great. And thank you, I had an issue in Montauk this morning with the flooding and a road collapse, County road, and your department was terrific. Bill Hillman -- I caught early in the morning and I know you dispatched people to go and take a look at it and do the necessary repairs out there. Thank you. I'm sure there were other areas that were affected by the flooding recently. Yesterday and a few days ago we've had quite a bit of rain, so thank you for that.

COMMISSIONER ANDERSON:

You're welcome.

CHAIRMAN SCHNEIDERMAN:

Let me ask you real quick, any progress to report on the -- there was a couple speakers on the Sunday Bus Program. I know Garry Lenberger has been working on I think two plans, right, the million dollar plan and the two million dollar plan?

COMMISSIONER ANDERSON:

We're still waiting to hear on the JARC whether the funding came in. Garry, unfortunately, has had some family issues that he's had to take care of and hasn't been in the past week.

CHAIRMAN SCHNEIDERMAN:

We heard a preliminary that we were -- I think there were 14 JARC applications and we were in the top three. I think we were number three and we were well within the threshold of funding, available funding, so it's promising, it's promising. We won't know until July, and that will then determine whether we, you know, can get the one million dollar expansion or the two million dollar package. Either way, it won't be everything that everybody wants, but it will be a significant expansion on Sunday service.

Tabled Resolutions

Okay. So ***IR 2253-12 - Requiring Suffolk County to install stormwater remediation practices and/or stormwater filtration gardens when paving new and existing County-owned parking lots with the assistance of the Suffolk County Soil and Water Conservation District (Anker).***

LEG. STERN:

Motion to table.

CHAIRMAN SCHNEIDERMAN:

Motion to table by Legislator Stern. Second by myself. Any discussion? All in favor? Opposed? Abstentions? So tabled. **(Vote: 4-0-0-1 Not Present: Legislator Muratore)**

IR 1035-13 - Eliminating impact assessment fee (Cilmi).

Legislator Cilmi.

LEG. CILMI:

Mr. Chair, I would request a motion to table on this, please.

CHAIRMAN SCHNEIDERMAN:

I thought we were ready to go on this.

LEG. CILMI:

It's a different bill.

CHAIRMAN SCHNEIDERMAN:

Oh, it's a new --

LEG. CILMI:

We put in a new bill, yeah.

CHAIRMAN SCHNEIDERMAN:

Are you withdrawing this?

LEG. CILMI:

If you could, please table it today and then we'll go forward.

CHAIRMAN SCHNEIDERMAN:

Oh, okay. I'll make a motion to table. Second by Legislator Krupski. I got it down now. All in favor? Opposed? Abstentions? So tabled. **(Vote: 4-0-0-1 Not Present: Legislator Muratore)**

IR 1305-13 - Directing the Department of Public Works to assess the vulnerability of Suffolk County infrastructure to sea water rise (Hahn). Counsel, was this amended?

MR. NOLAN:

Yes, it was.

CHAIRMAN SCHNEIDERMAN:

Okay. And the amendments, as I understand it, we have a threshold now of a million dollars so the project would have to be of a million dollars more in value before you have to include it in the report, as well as you have a year, a year, to do this report. I think those -- though the million dollar threshold was more my concern than yours, because I didn't want you to be doing it for every shed and bathroom, because the former limit was \$50,000, I thought that was too low. The year timeline was your request, Commissioner Anderson. So does that seem satisfactory?

COMMISSIONER ANDERSON:

Although I haven't seen the bill, if that's the case then I'll obviously have to take your word on it.

CHAIRMAN SCHNEIDERMAN:

Okay. So I'm going to make a motion to approve. If for some reason there is concerns just bring it to us before it gets to the floor.

COMMISSIONER ANDERSON:

Okay.

CHAIRMAN SCHNEIDERMAN:

Okay? Second by Legislator Stern. Any discussion? All in favor? Opposed? Abstentions? Approved. ***(Vote: 4-0-0-1 Not Present: Legislator Muratore)***

All right. The one that some of the speakers were concerned about.

IR 1306-13 - Moderating fare increase for paratransit bus service (Schneiderman).

I will make a motion to approve. Well, let's see if we get some other motions and then I can speak to it. Is there any other motions? Motion to table by Legislator Horsley, a second to tabling by Legislator Stern. Is there a second to approve? Okay.

On the tabling motion, this bill will rollback the dollar increase to a 50 cent increase and will direct DPW to hold a public hearing on an alternative that will produce, I believe, the same amount of money for the Suffolk transit system, but spread the burden in a way that I haven't heard anybody complain about. It would change the 75 cent fare potentially for seniors on the main bus to a dollar fare, and I haven't heard from any seniors saying that that is an issue. Of course, nobody wants to see their fares go up, but this wouldn't mandate that fare increase, only provide the ability to vet it and make an appropriate decision as to what the best approach is.

So I continue to support this. I think it's the right thing to do. That dollar increase was a large burden on SCAT users, particularly those who depend upon it on a daily basis. On a round trip basis it's two dollars, if you use it five times a week that's ten dollars. You know, it's -- over the course of a year it's a lot of money, I think \$500 over the course of a year.

There's no motion to approve, only -- well, just the one motion, no second, so all we have is a tabling motion. Any other discussion? I will call the vote. All in favor? Opposed? Myself. Any abstentions? All in favor that was Krupski, Horsley and Stern, so there are three.

I'm just making sure there's the three votes to table. ***(Vote: 3-1-0-1 Opposed: Legislator Schneiderman; Not Present: Legislator Muratore)***

Can I also mention for the record that Legislator Muratore has an excused absence from today's meeting. So 1306 was tabled.

IR 1347-13 - Directing the Department of Public Works to conduct a traffic study on a portion of County Road 86 (Spencer).

Motion to table at the request of the sponsor. Motion made by Legislator Stern, second by Legislator Horsley. All in favor? Opposed? Abstentions? So tabled. ***(Vote: 4-0-0-1 Not Present: Legislator Muratore).***

Moving on to Introductory Prime Resolutions.

Introductory Prime

IR 1467-13 - Appropriating planning funds in connection with improvements to Ruland Road/Colonial Springs Road, Town of Huntington (CP 5577) (D'Amaro).

Motion to approve by Legislator Stern, second by Legislator Horsley. Commissioner, can you give us some more detail?

COMMISSIONER ANDERSON:

Yes. Ruland Road is one of the roads that we call a system road. Back in 2010 the Court of Appeals mandated that we are responsible for maintaining all the systems roads within the Town of Huntington. Ruland is one of them. In 2011 we did repairs to the easterly portion of Ruland Road between County Road 3, Pinelawn Road, and Little East Neck Road. In 2012 we did the western portion from 110 to Pinelawn Road. This -- we're now this year going to be the doing intersection of Pinelawn Road and Ruland Road, so there will be significant improvements to the road. This is asking the department to look at traffic safety concerns at the intersection just to the west of 110. We're fine with it and what we would do is create a traffic study.

CHAIRMAN SCHNEIDERMAN:

Did we appeal that decision?

COMMISSIONER ANDERSON:

We appealed it twice and it was turned -- we actually went back to the -- we tried to bring it up to the Supreme Court and it was denied. We weren't allowed to actually even argue the case in Supreme Court, so.

CHAIRMAN SCHNEIDERMAN:

Are we making progress is giving the towns and villages the system roads? I know historically these were town and village roads. They couldn't qualify for State, Federal transportation money, so we helped them out by putting them into the County's name in name only just to qualify them for grant money.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

Now we're being punished. So I know that you have worked with a lot of town supervisors and highway superintendents to try to have the towns do the right thing, which is take them back, because now the towns all qualify for the same grants that we get. So how is that going?

COMMISSIONER ANDERSON:

We've gotten -- we're moving. It's been very slow, but we are moving. Southold has formally provided the resolutions required to accept the maintenance back. I believe Babylon and East Hampton are working towards that, very close, as are the -- most of the easterly towns. We, because there's a new superintendent in Brookhaven, we have reentered discussions with them, but being that the superintendent is a former legislator, I think he would, you know, he understands the situation. So we are making progress. We got a little ways to go, but we are getting there. In this case this was a 100,000 that, you know, would be used to study a couple of shopping areas off of 110. There's a Home Depot, there's a couple of other stores that all have access to Ruland Road immediate to that intersection and it becomes, you know, it really needs to be looked at, so we're fine with doing it.

CHAIRMAN SCHNEIDERMAN:

All right. We had a motion to approve and a second. Any other discussion? All in favor? Opposed? I'm going to abstain on this just out of principle on these sytem roads. I really don't think that we should be spending money on them. So we have three to approve and it is approved. *(Vote: 3-0-1-1 Abstention: Legislator Schneiderman; Not Present: Legislator Muratore)*

IR 1468-13 - Enhancing affordability, predictability and transparency by implementing a new Impact Assessment Fee Schedule (Cilmi).

I'll make a motion to approve. Second by Legislator Krupski. Commissioner, this is the new impact fee bill, and I know that we've had meetings. I attended one with Legislator Cilmi in your department. This is a long way from the original bill that eliminated them. This actually creates kind of a -- a more, I think a fairer, more empirical way of determining what the fee for a project should be. Do you want to speak on it a little bit?

COMMISSIONER ANDERSON:

Correct. This legislation revises Paragraph F of Section 948-14 of the County Code specific to impact assessment fees charged to developments on County highways. Under SEQRA law, impacts from the department to the County highways must be mitigated, which these laws do. This resolution codifies a fee for the sites having zero to 49 vehicles in the highest two-way peak hour traffic volume. It also revises the remaining fees. The fee includes within the less than 50 cars, provides a set fee, and minimizes the need to negotiate any type of impact fee. So as you said, it is a much more fair and, you know --

CHAIRMAN SCHNEIDERMAN:

Subjective way of looking at it.

COMMISSIONER ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

I have to ask the question that came up. When we tried to eliminate it and there was something like a 400 to \$700,000 cost in terms of eliminating these impact fees, 400 to \$700,000. That is a lot of money. Robert -- Dr. Lipp, have you done an analysis with this new formula? Are we losing money, are we going to be about where we were, because then it becomes the issue of offsets if it's not the same amount of money.

MR. LIPP:

Our understanding, mostly from discussions with the department, are that there would be no net impact.

CHAIRMAN SCHNEIDERMAN:

Okay. So it would bring in the same amount of money, but it will apportion it more fairly.

MR. LIPP:

My understanding is it also gives the department more control over doing the work as opposed to relying on in-kind services.

CHAIRMAN SCHNEIDERMAN:

And when would this become the policy? Is it immediate after filing or is there a phase-in?

COMMISSIONER ANDERSON:

I would imagine it would be immediate after the policy is --

CHAIRMAN SCHNEIDERMAN:

Legislator Cilmi, it's your bill. Do you want to -- I think I'm a cosponsor on it, but do have anything else you want to say?

LEG. CILMI:

I just wanted to thank the County Executive's Office, particularly the Department of Public Works, for working with me on this. I think everybody recognized that the system that we had in place was arbitrary and was getting in the way of some important projects in Suffolk County. I think what we came up with not only makes the impact fees more predictable and transparent so that when businesses budget for development, they know in advance what their costs are going to be, but it also reduces the cost for a large portion of those small business owners that are desperate to have or they need revenue or -- I'm sorry, they don't have cash available at the start of their businesses to spend on significant impact fees, and this reduces that for those -- for a large majority of those businesses. So again, my thanks go to Commissioner Anderson for the work that he and Bill Hillman and his entire department did. And thank you, Mr. Chairman, for your support.

CHAIRMAN SCHNEIDERMAN:

Okay. Any other discussion? We have a motion and a second. All in favor? Opposed? Abstentions? Approved. I should ask you Commissioner, you're okay with this? Obviously you were.

COMMISSIONER ANDERSON:

Yes.

CHAIRMAN SCHNEIDERMAN:

Okay. All right. Approved. *(Vote: 4-0-0-1 Not Present: Legislator Muratore)*

IR 1472-13 - Adopting Local Law No. -2013, A Local Law to amend Local Law No. 26-2004 to further reduce light pollution from County-owned facilities (Schneiderman).

I'll make a motion to table for public hearing.

LEG. STERN:

Second.

CHAIRMAN SCHNEIDERMAN:

Second by Legislator Stern. All in favor? Opposed? Abstentions? Approved. *(Vote: 4-0-0-1 Not Present: Legislator Schneiderman)*

IR 1476-13 - Approving extension of license for North Ferry Co. Inc., for Greenport Harbor Service between Shelter Island Heights, New York and Greenport, New York (Pres. Off.).

Have we finished the public hearing on this? The public hearing hasn't happened or it was recessed? Okay, because I know some folks from North Ferry were here. All right. It has to be tabled for public hearing. So I will make a motion to table. Second by Legislator Stern. All in favor? Opposed? Abstentions? Approved. **(Vote: 4-0-0-1 Not Present: Legislator Muratore)**

IR 1477-13 - Appropriating funds in connection with Building Safety Improvements (CP 1603)(Co. Exec.).

I'll make a motion to approve.

LEG. STERN:

Second.

CHAIRMAN SCHNEIDERMAN:

Second by Legislator Stern. Commissioner, do we have some additional detail?

COMMISSIONER ANDERSON:

Yes. This is 100,000 -- this requests the appropriation of \$100,000 for planning purposes to develop plans to mitigate arc flash electrical compliance studies for County facilities as we did under sanitation a few cycles before. The concern is to eliminate the chance of an arc flash occurring from an electrical panel to anybody who is doing work on it. This money would allow us to hire a qualified engineering firm to investigate and study these potentials within existing electrical services at the major County facilities.

CHAIRMAN SCHNEIDERMAN:

Any questions? Okay. There's a motion and a second to approve. All in favor? Opposed? Abstentions? Approved. **(Vote: 4-0-0-1 Not Present: Legislator Muratore)**

IR 1478-13 - Appropriating funds in connection with improvements to water supply systems (CP 1724)(Co. Exec.).

Same motion, same second. Commissioner, more detail?

COMMISSIONER ANDERSON:

This would, as in the last one, appropriate -- well, a little bit different, \$100,000, but this time for construction. Looking at improving the water systems at County facilities such as the North Complex, but I know firsthand at the Yaphank County Center we are trying to upgrade the water systems. We have been for a few years. It's a pretty big task and that's what this money is asking for.

CHAIRMAN SCHNEIDERMAN:

Any discussion? All in favor? Opposed? Abstentions? Approved. **(Vote: 4-0-0-1 Not Present: Legislator Muratore)**

IR 1481-13 - Amending the 2013 Capital Budget and Program and appropriating funds in connection with the Installation of a Closed Loop Traffic Signal System on Various County Roads (CP 3309)(Co. Exec.).

I'll make a motion to approve. Second by Legislator Stern. Commissioner?

COMMISSIONER ANDERSON:

This is a request appropriating \$1.3 million for engineering for phase nine of the closed loop system. The closed loop system will allow, eventually when we are complete with this, will allow all traffic signals within the County to be monitored remotely from our site in Yaphank. We will be able to, you know, with that interconnection we will be able to, you know, see what's going on with signals at each location, be able to make adjustments, that type of thing.

CHAIRMAN SCHNEIDERMAN:

So you'll be able to time lights so traffic can flow better? Is that part of this?

COMMISSIONER ANDERSON:

We'll know if a system is down. Yeah, I would imagine -- Bill could speak more on the detail.

CHAIRMAN SCHNEIDERMAN:

Well, Legislator Stern has a question and maybe, Bill, if we could get some detail there.

LEG. STERN:

Commissioner, Federal funding on this?

COMMISSIONER ANDERSON:

Correct. Yes, there is Federal funding.

LEG. STERN:

To the tune of what percentage on reimbursement?

COMMISSIONER ANDERSON:

Hold on. Eighty percent.

LEG. STERN:

Thank you.

CHAIRMAN SCHNEIDERMAN:

Bill, does this allow emergency vehicles any control or that's a completely different thing.

MR. HILLMAN:

That's a different system.

CHAIRMAN SCHNEIDERMAN:

Okay. So can you give us a little more detail what a closed loop system is, and I think Gil referred to it as like phase seven or something -- phase nine, so we're well on the way. So this is -- how many phases are there? Are we almost done with this?

MR. HILLMAN:

This is the last phase.

CHAIRMAN SCHNEIDERMAN:

Okay. So, a little more detail.

MR. HILLMAN:

The County has about 750 traffic signals on our County roadway system. This will provide an interconnect to I think over 500 of those. Some of the more remote intersections out east where there's just one signal in the middle of nowhere don't require that type of level of monitoring. But what it will allow us to do is time corridors. For example, the roadway right out here, the State

roadway has a timed system where in the PM you go in the eastbound direction, in the AM it's timed for the westbound direction. We'll be able to set up those types of things, monitor them. We'll have a central control center in Yaphank where we can -- the system will give us alarms, identify if loop detectors are out, if the system is out of sync, if the communications are down. It's a very advanced system.

It will also be tied into the New York State INFORM system, which is the variable message signs on the expressway and they will be able to jump in, because we're not going to be operating the system on a 24/7 basis. The INFORM system is operated 24/7. So let's assume there's an accident on the expressway and everybody's now going down County Road 83, which is North Ocean Avenue. They'll be able to dial up those and trigger an emergency plan, which would be preprogrammed in to have that County road be green much longer because we are having a lot more volume on that because the expressway is closed down. So again, tied into the INFORM system it becomes a very powerful tool.

CHAIRMAN SCHNEIDERMAN:

So it's not just monitoring. You actually have control over the light, so if you wanted to remotely let's say make a light go to blink, blink yellow, you could do that from a remote location?

MR. HILLMAN:

Yes.

CHAIRMAN SCHNEIDERMAN:

Is County Road 39 on the list or no?

MR. HILLMAN:

Yes.

CHAIRMAN SCHNEIDERMAN:

It is?

MR. HILLMAN:

Yes, it is.

CHAIRMAN SCHNEIDERMAN:

Okay, because there's been a lot of traffic, as you know, on that road, particularly construction traffic, and there's a series of I think three or four lights and certainly that timing could be critical in terms of keeping that traffic moving. So just minor adjustments might have major impacts on traffic flow, particularly when you have those heavy vehicles stop. It takes them a long time to get them going again. So it sounds like a great tool to have.

So we had a motion and a second. Any other discussion? Any other questions? Legislator Krupski.

LEG. KRUPSKI:

I could support this, it sounds like a really good program. Legislator Schneiderman, they didn't give you the clicker for the red light?

CHAIRMAN SCHNEIDERMAN:

No, yet. No sirens, no buzzers on the car, none of that. You know, the system by which emergency services can change a light is a completely different thing.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

And we've installed that in various places as well, right? So we have a program, we have a capital line for those?

COMMISSIONER ANDERSON:

Well, I don't know that we do it as much as the fire departments or the police. The towns are the ones who maintain it. Once we've constructed it, it's really under the town maintenance policy so they would request it. We don't do anything.

CHAIRMAN SCHNEIDERMAN:

They request and they pay for the installation. Okay, that's great.

Okay. Did I call the vote? I'll call it. All in favor? Opposed? Abstentions? IR 1481 is approved.
(Vote: 4-0-0-1 Not Present: Legislator Muratore)

IR 1484-13 - Appropriating funds for the purchase and installation of an Automated Vehicle Locator (AVL) System for Suffolk County Transit Buses (CP 5648)(Co. Exec.).

I'll make a motion to approve. Is there a second? Second by Legislator Krupski. Commissioner?

COMMISSIONER ANDERSON:

This request appropriating an additional \$587,537 for the AVL project, which is our automatic vehicle locator system, which will allow the County to purchase a six year extended warranty and maintenance agreement for the new system. We are currently in the process of installing these items on our busses. We're still in the design phase but we will before the end of next year have these in all of our buses and all of our SCAT busses as well. This automatic vehicle locator systems will allow the tracking of both SCAT and the Suffolk County Transits, which will enable service improvements for the tracking, scheduling and transferring, and eventually providing realtime information for our riders as well.

CHAIRMAN SCHNEIDERMAN:

And this is 90% Federally funded.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

So ultimately I guess the way the system -- besides us knowing where the buses and SCAT vehicles are and the operators knowing where they are, at some point the riders will know where they are, too. So they can get a -- I don't know whether it's on a cell phone text message or something, but they'll be able to know how far out that bus that they're waiting for is.

COMMISSIONER ANDERSON:

If they call -- you know, called the --

CHAIRMAN SCHNEIDERMAN:

They would call a number and they could find out where the bus is, if it's running late.

COMMISSIONER ANDERSON:

Right. The hope is, you know, at some point we'll be able to put it online, we'll be able --

CHAIRMAN SCHNEIDERMAN:

It will be just a tremendous improvement to our system.

COMMISSIONER ANDERSON:

Oh, it will be. It'll be huge.

CHAIRMAN SCHNEIDERMAN:

Particularly if you're standing out there in the rain thinking the bus is going to be there any minute. You can make one call and they tell you it's going to be about 10, 15 minutes, you can go somewhere and get some shelter and then come back and get it, so.

COMMISSIONER ANDERSON:

Right.

CHAIRMAN SCHNEIDERMAN:

It sounds like a great program. We have a motion and a second. Any discussion? All in favor? Opposed? Abstentions? Approved. Sorry? I did not have a motion? I will make a motion to approve, second by Legislator Stern. All in favor? Opposed? Abstentions? Approved. **(Vote: 4-0-0-1 Not Present: Legislator Muratore)**

IR 1486-13 - Amending the map of the County Road System to remove a portion of CR 81, Long Wharf, in the Village of Sag Harbor (Co. Exec.).

I'll make the motion. Second by Legislator Krupski. This is like just a technical thing, right? Now that we've give it, the Wharf, to the Village of Sag Habor it's no longer a County road.

COMMISSIONER ANDERSON:

It formally removes the -- removes this former County road from the County road map.

CHAIRMAN SCHNEIDERMAN:

So I made a motion and a second. All in favor? Opposed? Abstentions? Approved. **(Vote: 4-0-0-1 Not Present: Legislator Muratore)**

IR 1487-13 - Appropriating funds in connection with Elevator Controls and Safety Upgrading at Various County Facilities (CP 1760)(Co. Exec.).

I'll make a motion to approve. Second by Legislator Krupski. Gil, I don't know how many elevators we have, but it is probably quite a number.

COMMISSIONER ANDERSON:

I believe there's actually over -- well, I can get that for you. It's more than ten obviously, maybe around 50.

CHAIRMAN SCHNEIDERMAN:

They are all under some kind of maintenance contract, right?

COMMISSIONER ANDERSON:

Correct. This specific funding is going to go continue towards the, you know, the improvements of the Westinghouse elevators in the Criminal Courts and then the old judges over at the Dennison Building. There's two older styles.

CHAIRMAN SCHNEIDERMAN:

These are must do. Can't mess around with this stuff. All right. All in favor? Opposed?

Abstentions? Approved. (*Vote: 4-0-0-1 Not Present: Legislator Muratore*)

IR 1488-13 - Appropriating funds in connection with Roof Replacement on Various County Buildings (CP 1623)(Co. Exec.).

Same motion, same second. Commissioner, I guess this is one of those things, too, that they are leaking?

COMMISSIONER ANDERSON:

Yes. It has to be done. It's 150,000 for construction. Right now we're hoping to use that to improve the roof at the Board of Elections building and the Department of IT storage building, but if something is more pressing we would then use it for that. But if you look at the Board of Elections building roof, it's a much needed item.

CHAIRMAN SCHNEIDERMAN:

Legislator Stern and then Legislator Krupski. All right, Al, you first.

LEG. KRUPSKI:

We did have a discussion about using -- working with the Sheriff to use labor from his department there if you provided the material for some of the roofs. Is anything like that in the works?

COMMISSIONER ANDERSON:

We do that -- actually I found out after we talked about the one shed behind Cornell that this is something we do pretty regularly, that we use this, but in certain cases because of the condition of the roof or the sub-roof we hire a contractor. I believe that's the case here.

LEG. KRUPSKI:

Thank you.

CHAIRMAN SCHNEIDERMAN:

Legislator Stern.

LEG. STERN:

Thank you. Commissioner, as a part of the capital budget process that we just went through there were going to be allocations made towards, among other buildings and BOE. I was just wondering how this project coordinates, or whether it coordinates or not with the work that's projected to be done on BOE going forward.

CHAIRMAN SCHNEIDERMAN:

This might be a Robert Lipp question, I'm not sure. There was a capital budget of \$100,000 for something to do with roof repairs or warehouse building repairs. Robert, do you know?

MR. LIPP:

I'd have to get back to you on that.

CHAIRMAN SCHNEIDERMAN:

No, it's a different project?

CHAIRMAN SCHNEIDERMAN:

Do you know?

COMMISSIONER ANDERSON:

I know there was the warehouse portion they were looking at doing and then there was the

expansion in the front. This is specific to, you know, again, towards the repair of the roof along that building, which I see every day from my window and it's in pretty bad shape.

MR. LIPP:

I think that what I recall from the capital process, the roof was actually part of the Energy Efficiency Capital Project 1664 as part of the Energy Efficiency Project for BOE. It included some windows and stuff but also included the roof, the whole idea there being that if you don't -- if you don't have that taken care of then there are crevices and openings that have energy inefficiency. I'm pretty sure but I'm not positive that it's --

CHAIRMAN SCHNEIDERMAN:

I know there was two BOE projects. One that was done through a standalone resolution, which was the expansion of the workspace, but one that the omni did, I believe 114,000 and a million and fifteen -- you know the line I'm talking about. That 100,000 do you recall specifically what that was?

MR. LIPP:

I believe that was planning for the warehouse and then the next year would be the actual construction, and that was in the omni. And the separate more expensive project, which was adopted as standalone, was to expand the office space.

D.P.O. HORSLEY:

A hundred thousand wasn't the roof, though.

MR. LIPP:

No, no, no. That was the planning for the roof. And then it was, I believe, 1.2 million in 2015 for the actual construction of the warehouse.

CHAIRMAN SCHNEIDERMAN:

Of the warehouse.

MR. LIPP:

So planning for the warehouse in '14, 100,000, and construction in '15, 1.2 million and then the separate stand alone was for the expansion of the existing building. The roof I do believe, though, is a separate issue and I believe, but I'd have to get back and check, for the Energy Efficiency Capital Project 1664.

CHAIRMAN SCHNEIDERMAN:

So if they do the roof now --

COMMISSIONER ANDERSON:

Again, it is intended to do both at the same time, I mean, it would be silly to do one without the other, but I believe the funding sources for both are just two separate projects. One being strictly roof replacement. We were always, you know -- and again, it doesn't necessarily have to go to this building. We do have roof repairs on a daily basis. But I believe that we were looking at as a project doing both at the same time, but the funding is obviously being allocated from different sources.

CHAIRMAN SCHNEIDERMAN:

All right. Any other questions? Legislator Stern.

LEG. STERN:

Just a concern I'm sure we all share. The concern is that we're not going to replace a roof that

we're just going to replace a couple of years from now through some other project.

COMMISSIONER ANDERSON:

No, no. We wouldn't replace the roof without doing the photovoltaic.

They were two separate paths, because I know we have been looking at that roof for a long time, you know, across the way.

LEG. STERN:

Because, and Gil I guess you would know better, but the title here has to do with roof replacement. This isn't, according to the title of the bill, it's not merely fixing it up. This is a roof replacement.

COMMISSIONER ANDERSON:

Correct.

LEG. STERN:

So that we don't want to have a new roof that we're just going to then replace yet again through another expansion project to the same building.

COMMISSIONER ANDERSON:

No. The expansion, again, is in the front of the building. If you look at the building, the very front is the offices, which is what they're planning on expanding. The warehouse portion, which extends into the back and then there is a newer warehouse behind that, that's the area that the roof is planned to be replaced. We would then strip the roof, put the photovoltaic, you know, systems on and then replace the actual, you know, roof tiles after that.

LEG. STERN:

So you're mindful of what's coming up next and it's all going to be coordinated.

COMMISSIONER ANDERSON:

Correct.

LEG. STERN:

Okay. Thank you.

CHAIRMAN SCHNEIDERMAN:

All right. Renee, there was a motion and second, correct? Okay. All in favor? Opposed? Abstentions? Approved. **(Vote: 4-0-0-1 Not Present: Legislator Muratore)**

And our last resolution, ***IR 1497-13 - Appropriating funds in connection with the purchase of Public Works Highway Maintenance Equipment and authorizing an increase in the fleet by six snow ready vehicles (CP 5047) (Co. Exec.)***.

I'll make a motion to approve.

LEG. STERN:

Second.

CHAIRMAN SCHNEIDERMAN:

Second by Legislator Stern. Commissioner, is there anything you wanted to add here?

COMMISSIONER ANDERSON:

No, it's pretty self-explanatory.

CHAIRMAN SCHNEIDERMAN:

I have a question from Legislator Stern.

LEG. STERN:

Thank you. Gil, how many -- this would increase our fleet of snow ready vehicles by six, correct?

COMMISSIONER ANDERSON:

Correct.

LEG. STERN:

How many snow ready vehicles do we currently have?

COMMISSIONER ANDERSON:

I will get that information to you. I don't know off the top of my head. I can get that for you, though. But it is -- the intent is that we want to have as many vehicles -- a lot of vehicles we've had over the past few years have, you know, gotten, you know, they're in bad shape and they need to be replaced. The intent is to have vehicles ready so, you know, when we get the bodies to fill them, and again, we do fill them over the course of the storm, a storm takes a -- puts a real beating on a vehicle. So our intent is that these vehicles will be ready. Once one machine goes down we have another vehicle that's really ready and able to go right now. Given our staffing that's the best option we have.

LEG. STERN:

And I want to be supportive of the measure here, just going to get an idea of what the total fleet is, if you could just get that to me.

COMMISSIONER ANDERSON:

I can get that for you tomorrow.

LEG. STERN:

Very good. Thank you.

CHAIRMAN SCHNEIDERMAN:

Any other questions? Do you want to approve it or without recommendation or just regular approval? I'm ready to approve it, too. Legislator Krupski.

LEG. KRUPSKI:

What size vehicle? What kind of vehicle?

COMMISSIONER ANDERSON:

I see snow truck with spreader and plows. I've got four by four highway utility vehicles with plows. I'll get that for you tomorrow, too. I don't really -- I can get you the exact sizes.

LEG. KRUPSKI:

I guess my point is would they be multiuse vehicles. Would they take the spreader and the plow off of them for the summer and use them to haul brush after a hurricane or whatever.

COMMISSIONER ANDERSON:

It depends. In most cases we get them, whether we get a Flo 'n Dump or we get a regular cab and we put the body in there, but yeah, we do get them so that, you know, we can use them during off season, if you will.

CHAIRMAN SCHNEIDERMAN:

I mean, are we just retiring pieces of equipment and adding more, or are we actually expanding the size of our fleet?

COMMISSIONER ANDERSON:

We're expanding it by six. We're looking to increase the number of equipment so that we --

CHAIRMAN SCHNEIDERMAN:

And your experience in snowstorms is that we need -- obviously we need --

COMMISSIONER ANDERSON:

Well, yeah. What's happening because of -- not only because of the beating they take, it's also our staffing level. A lot of guys who are mechanics are actually out doing plowing first, so we have a limited number of mechanics available to do repairs during a storm. You know, what happens is a lot of guys who are out plowing have to come in and do the repairs and then they go back out. So we're -- the plan here is that we would have equipment ready so that we wouldn't have to pull guys in or as often to make the repairs. We could just go to another piece of equipment and hopefully catch up with the repairs later.

CHAIRMAN SCHNEIDERMAN:

Would it be cheaper to keep the mechanics in the garage ready to repair the vehicles and have other people out there plowing?

COMMISSIONER ANDERSON:

You mean have more staff?

CHAIRMAN SCHNEIDERMAN:

Well, you said -- right. Basically, yeah.

COMMISSIONER ANDERSON:

Would it be cheaper?

CHAIRMAN SCHNEIDERMAN:

Yeah. I mean, because we're spending a lot of money on equipment.

COMMISSIONER ANDERSON:

Given the Operating Budget right now, as much as I want people, I don't know how we'd pay for it. This provides us with equipment based on the capital program that we could then take bodies from one, you know, assuming something's going to go down, which it does continually, we can now --

CHAIRMAN SCHNEIDERMAN:

Be able to swap it out for another piece of equipment rather than waiting the repair time.

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN SCHNEIDERMAN:

That makes some sense. AI? Legislator Krupski.

LEG. KRUPSKI:

Do you have any -- do you source out any of the work in a snowstorm or do you do all the work?

COMMISSIONER ANDERSON:

No, we depend very heavily on -- we have about 250 contractors total that we can call in. We average roughly about 100, and most cases it's the bigger guys, the ones that are really hard to find that have the same type of equipment we have. You know, we will rely on small pickups and such for parking lots and things like that, but it's trying to find the bigger contractors. You know, there's not that many of them out there. It's hard for a contractor who uses his equipment for other things during the year to sit there and beat the heck out of his equipment during a snowstorm like we do because he's got to rely on, you know, the rest of the remaining year with this equipment.

LEG. KRUPSKI:

Right.

COMMISSIONER ANDERSON:

Not that we don't, but that's our job.

CHAIRMAN SCHNEIDERMAN:

Yeah, and you can't expect an independent contractor to have kind of the bigger equipment for a snowstorm that they might only get to use a couple of days a year, maybe none at all. It's all weather dependent. The County almost has to have the equipment at the ready just in case there's that major blizzard. But yeah, we do use a lot of independent contractors as well I know for some of the smaller roads.

COMMISSIONER ANDERSON:

Yeah. No, without question, and we do use the bigger guys. We use Payloaders, we use everything we can get our hands on. Under Nemo we actually had to go out and bring in contractors with Payloaders to get through that hard pack we had. So we do rely on them.

CHAIRMAN SCHNEIDERMAN:

Do we get any help with this equipment in terms of grant money to maintain this stuff? I know sometimes when there's emergency funding for a storm if it's a major storm, I don't know if this qualifies, if the equipment gets beat up and we have to replace it, is it something that's reimbursable or no?

COMMISSIONER ANDERSON:

As far as I know, no. At this point, I mean, Nemo was only declared a formal emergency, declaration of emergency recently, so I don't believe we would get that refunded.

CHAIRMAN SCHNEIDERMAN:

I'm sure if we could you'd try, so.

COMMISSIONER ANDERSON:

Absolutely.

CHAIRMAN SCHNEIDERMAN:

All right. Any other questions? Renee, we had a motion and a second, correct? Okay. I'll call the vote. All in favor? Opposed? Abstentions? Approved. **(Vote: 4-0-0-1 Not Present: Legislator Muratore)**

All right. That's the last item on our agenda. Is there anything else? Seeing no other items, we are adjourned. Thank you.

(The meeting was adjourned at 3:55 p.m.)