

PUBLIC WORKS COMMITTEE
OF THE
SUFFOLK COUNTY LEGISLATURE
MINUTES

A meeting of the Public Works 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 March 16, 2015.

Members:

Legislator Al Krupski - Chairman
Legislator Tom Muratore - Vice-Chair (excused)
Legislator Tom Barraga
Legislator Kate Browning
Legislator Steven Stern

Also In Attendance:

George Nolan - Counsel to the Legislature
Jason Richberg - Chief Deputy Clerk
Robert Lipp - Director, Budget Review Office
Craig Freas - Budget Review Office
Catherine Stark - Aide to Legislator Krupski
Bill Shilling - Aide to Majority Leader
Gil Anderson - Commissioner of Public Works
Rick Brand - Newsday
All Other Interested Parties

Minutes Taken and Transcribed By:

Gabrielle Severs - Court Stenographer

*(*The meeting was called to order at 1:40 p.m. *)*

CHAIRMAN KRUPSKI:

Welcome to our meeting of Public Works, Transportation, and Energy. If everyone could please stand for the Pledge of Allegiance, led by Legislator Stern.

*(*Salutation*)*

In the beginning of our meeting is the public portion. I have 13 cards. If anyone would like to address the committee, if you could fill out -- come up to the clerk's desk and fill out a card. So first we have Patrick Mitchell, and on deck Marilyn Tucci.

MR. MITCHELL:

Should I identify myself?

CHAIRMAN KRUPSKI:

Yes, please.

MR. MITCHELL:

Pat Mitchell, vice president of SILO, Suffolk Independent Living Organization. I wanted to read our concerns into the record and then kind of just give a synopsis of what we saw out front, which I have to tell you was pretty good, much better than we'd anticipated.

"To Whom It May Concern --" This is a person who actually rides the SCAT busses. I'm reading her statement. "I'm a user of the SCAT bus service of Suffolk County, and I would like to call your attention to a very serious matter regarding the newer model of the 1400 series. They are poorly designed and have already caused serious injury and harm. My guide dog has required surgery for a fractured leg. It cost several thousand dollars and was out of service for quite some time as a direct result of these busses. List below," and we just went over some of these issues outside.

"Lack of headroom clearance from the top of the bus as riders enter and exit. Many users have continued to hit their heads while entering and exiting these busses, causing bodily harm. The defect is a lack of headroom clearance between users approaching the first step down at the exit base of the opposing facade. The facade edge is aligned almost perfectly with the edge of the landing of this step of the well. I estimate height between the bases of the sod and the landing to be approximately 69 to 70 inches.

"If you use the lift and you're standing, you will hit your head if you are taller than five foot two. Next point: Vicarious issue to support rails. Access to the right rails located behind the door's control arm. Subsequently riders are unaware of where they're grabbing. Inadequate room for service dog in between seats forcing some riders to leave their dogs in the aisle. The first two front seats --" now this is on the 1400 -- I believe it's eight 1400 busses that are currently in service. The first two front seats are too close to the metal poles, causing people who sit there to hit their head on the poles if the bus stops short. Slippery floors jolt service dogs forward each and every time the bus stops and starts at lights. If the driver stops short, scooters will unpredictably slide across the floor, causing a major safety hazard. Wheelchair lift restraining belt does not reach around scooters to secure them and their rider in place. It appears to me that the person that designed this bus did not design it from the perspective of person with low or no vision. Proper design of a bus for person with no vision or low vision begins and ends with tactile design. The elements of the bus must be designed from the perspective of people who cannot see the elements of the bus."

In addition, I know you folks already have the letter from Commissioner Anderson, which was dated December 22. As I said, I wasn't prepared prior to seeing the busses. I think certainly many of the issues have been addressed on the new busses. Our concern is the current eight busses, eight 1400 busses that are currently being utilized by our clients, and we're hopeful that they are going to be brought up to snuff as these busses are as soon as possible. My understanding from speaking to some of the gentleman here is they're talking about a month of two.

We're also concerned about the driver training, which was mentioned in Commissioner Anderson's report, and we're hoping that comes as soon as possible because some of the reports that we get from our clients is some bus drivers seem to know what's going on, some don't, and it's kind of catch can, and we'd like to see the driver training occur as soon as possible. And that's about it, and thank you for allowing me to speak today.

CHAIRMAN KRUPSKI:

Thank you. I see we have Commissioner Anderson and Gary Lenberger here. I see them writing furiously, so I suspect those issues will be addressed.

MR. MITCHELL:

In addition, at SILO's transportation meeting last week, I believe Rose was one of the folks from Suffolk Bus that was there as well as another gentleman, and they also took a lot of notes. I feel comfortable saying that I think these folks want to work with us and they want to make things better, and we appreciate their efforts and we also appreciate the efforts of the legislators and also you, Mr. Chair.

CHAIRMAN KRUPSKI:

Thank you. They are professionals, and I appreciate their work also. Marilyn Tucci, and on deck Devin Fernandez.

MS. TUCCI:

Good afternoon. My name is Marilyn Tucci. I'm a SCAT bus rider, public bus rider, and I also work for SILO, Suffolk Independent Living Organization. I'm the outreach and advocacy coordinator, so I take a lot of the complaints that come through to our agency because we have thousands of consumers that ride the busses in Suffolk that are our clients. If I feel that it's a just compliant, I forward it to Rose and Ray, who I want to compliment because they always act very quickly to the complaints, and we always get it solved, so that's one good thing. My dog was a dog that was hurt on the SCAT bus numerous times, not once, not twice, but several times, and I want to thank also Suffolk Bus because they immediately, you know, reacted to my complaint. I'm sure they were upset about it but not as upset as I was. I e-mailed Gary Lenberger, who also reacted very quickly to my complaint. I appreciate that. I saved the county thousands of dollars because this dog's surgery would have cost over \$7,000. I did not go to any lawyers. I did not go to the media with this, and I have had a couple of reporters ask me to please do a story and I said no. As long as the county and bus company is willing to work with me, I don't want to do any stories on this. I would just like everything resolved. My biggest concern is the safety of the passengers as well as service dogs on those busses. Even though there are changes, right now I am using the lift for my dog because she got hurt when we were trying to walk up the steps so her leg was hurt a second time, and because of that, I requested using the lift, which I was told I could. Now the only bad thing if you get on a 1400 bus, I'm only five-four, and I hit my head on the lift and I hit my head on the lift, and I was just told out there, Well, people aren't supposed to stand on the lift. Well, what are you supposed to do if you have a walker? You know, you have to stand with the walker. What if you have a cane? What are you supposed to do? Not everybody can walk the steps. There might be a day, maybe five years from now, that I can't walk steps, but it doesn't mean that I shouldn't be able to use the lift with my dog. So I don't know what you can do about that except might be the

drivers can tell the person "duck your head," you know, before you get on the lift if it's a 1400 bus because I go on the older busses and I have no problems.

I appreciate SCAT putting mats on the busses. I also carry my own mat for my dog. My dog will never be right. Her leg will always be damaged, but at least she's able to walk with me and use the leg. I didn't know if I was going to have to retire her or not, and those of you who are dog lovers can really understand my plight. My heart was broken to see this dog suffering like that. I brought her into New York City where she had the best care, an orthopedic surgeon, and, as I said, it didn't cost the county a dime except for what I had to lay out to bring her in there. So I really would appreciate it if you would include SILO in any of the trainings for the busses with the drivers and with any of you when you're going to purchase these busses, please include people with disabilities just to get their opinion. I'm not saying you have to listen to what we have to say, but please just include people with disabilities before you purchase these busses because we are the ones that ride them every day; you don't, so we know.

CHAIRMAN KRUPSKI:

Thank you. We appreciate that input.

MS. TUCCI:

Thank you.

CHAIRMAN KRUPSKI:

Devin Fernandez, and on deck, Michael Jordan.

MR. FERNANDEZ:

Hi. My name is Devin Fernandez. I am the founder and program director of Third Eye Insight, which is a physical fitness program for the blind, and before I start, I apologize but who am I talking to? I can't see any of you guys. How many people are out here? Who is representing who?

CHAIRMAN KRUPSKI:

We've got Legislator Barraga; Legislator Stern; I'm Legislator Krupski; we've got our counsel, George Nolan; and Legislator Kate Browning.

MR. FERNANDEZ:

Beautiful. Thank you. First, I want to say thank you for hearing us and letting us express our concerns and also to thank SCAT and Suffolk Bus Authority for the tremendous job that they do because I can't imagine how difficult this is to maintain and to keep everybody happy. As far as I'm concerned, I have a 95 percent success rate with SCAT, so when the other part of it doesn't work out, it's not such a big issue for me.

What I do want to bring up is for instance on Saturday, we run our program Monday, Thursday, and Saturday. We may have four people in the same area and four busses come for four individuals where one bus could do the whole route, and that would save time for the drivers, free them up for other pickups as well. And my second concern is last month I was at an event. I ended up getting there late because the ride -- I had a 5:45 pickup for a 7:00 event. I didn't get to the event until 7:20. My next pickup was 8:00. I missed the whole event. I had to leave, and that's part of the issue. Next week, we have another event for Eugene Cook. The event goes to 9:30, 10:00, but the latest ride I can get is 8:30, and 8:30, and usually means a quarter after 8:00, and most of the time, you can't even get an 8:30 pickup because they want to be done by that time. So if you can see your way into extending the services that are offered to us as well as allowing us to go to church on Sundays. You know, if we're not within that route that's available now, we can't do it, you know, but so I appreciate you listening to our concerns.

CHAIRMAN KRUPSKI :

Thank you. Just to remind all speakers that we have a lot of speakers and we do have a three-minute limit on the speaking. So Michael Jordan, and on deck, Linda Jones.

MR. JORDAN:

Good afternoon. I'd like to thank you guys for having me here and speaking to all of you guys about my concerns on riding the SCAT, which is an enjoyable ride. SCAT has given me independence from depending on my family taking me places, and I thank you, and I thank everybody for having that for us to use. One of my concerns is, like Devin said, transportation and hours and availability. One thing about today, my availability for pickup, because I live out east in Calverton, is 5:30. I also understand there's a person who is going out there that has a bus ride at 4:30. The scheduling sometimes, like he said, doesn't coincide with how we do it and how we get there, and it's like four people going in one area with five busses, and it sounds funny, but usually five busses go there for four people because they've got somebody else already in that area that has to be picked up.

And another thing, my concern on Sundays, the extended ride, because I'm not in the area where a natural bus route on Sunday goes, so I can't get a SCAT ride on Sundays, and that's my concern, and extended hours. Like he says, I schedule a pickup for 8:30, and they're always saying, No, I can pick you up at 7:30 and when the bus driver gets there, I'm his last pick up. That happens, like, 98 percent of the time. I ask for 8:30 and they come at 7:30, and I'm the last one for their day. They're done after me, and it's something I don't understand, but I hope you guys can work on that and remedy that. Thank you for your time. You guys have a blessed day.

CHAIRMAN KRUPSKI :

Thank you sir. Linda Jones, and on deck, Steve Couzzo.

MS. JONES:

Good afternoon, committee and attendees. I'm Linda Jones, a cofounder of ADAM, Americans with Disabilities Awareness Movement. We are an advocacy of the disabled for the disabled. I would once more like to speak to you about SCAT busses running Sundays for all areas and longer hours at night so handicapped people are able to be independent. I would love to go to Sunday mass, but I don't have a church next door, and if I don't have a ride, then I have to go to Saturday mass at 5:00 p.m. There is not always someone to take me, and I don't want to have to go when the ride is available. I know God understands, but I don't. Don't you see I want to be independent and to be able to choose for myself. You know something? I started having night blindness when I was 10 years old. I became legally blind in my early 40s. I used to sit home with my cane because I would get embarrassed with my cane, and people would kick it -- not on purpose -- and bump into me and it was just -- I was -- I finally went and got a guide dog and started using the SCAT bus. And what I'm trying to say is we need to be more independent for our self-esteem, our dignity, and our independence. I would like to thank the legislator hearing me, and I would like you to know that I think I can say this for all without SCAT -- all with SCAT -- without SCAT, we would be lost. Thank you, SCAT, and thank you for making all the changes.

CHAIRMAN KRUPSKI :

Thank you, Linda. Steve Couzzo, and on deck, Elysia Annibell.

MR. CUOZZO:

Good afternoon, Ladies and Gentlemen of great county legislature and attendees. My name is Steven Couzzo. I'm also a cofounder of ADAM. Really great job, everybody, the bus company, legislature. And hopefully with the transportation committee and SILO and ADAM'S participation and bus company and the legislature, we'll all work together and make things better.

As far as affording some of these things, I think on our part, as a community, we'll try to come up with cost cutting and help the bus company with that so that we can find the money to extend hours and stuff. Some of the people that just spoke, Devin Fernandez, Linda Jones, Marilyn Tucci, they're all going to be honored at a meeting next week for their service in the disabled community, and it's difficult when they can't attend or they have to leave at 8:00. I also spoke at a meeting at Vistigios (ph) for the Long Island Media Social Group, and once again, that was an issue. One of our members went into the Town of Bay Shore, and while we were there talking to the human services director, she talked about not being able to go to the town park concerts during the summer, and right then and there, the human service director offered a bus. They said if we have seven people, you put them together, you give us notice, and we'll have a bus for you. First time it ever happened. The town kicked in. They were able to go to concerts all summer long. I truly believe the awareness and everybody working together in townships too -- a lot of the townships, like Huntington has HART bus, Bridgehampton has the jitney, and we rely on some of their services too to take some of the strain off, if we get the information out to our community. But maybe we could work out something in these meetings and the transportation meetings and SILO being the focal point where we could work out some things and maybe making it so we could make some of these meetings. I haven't gone to bed at 9:00 since my mother told me when I was 13, so I'm kind of against that, but I appreciate your time and efforts, and great job. Thank you.

CHAIRMAN KRUPSKI:

Thank you, Steve. I appreciate that. Elysia Annibell, and on deck, George Hoffman.

MS. ANNIBELL:

Hello. I'm Elysia Annibell, and I'm affiliated with SILO through worksite program through the Department of Labor, and I've been fortunate enough lately to be assigned to work with Marilyn Tucci and help her with the advocacy that she does, and I just want to reiterate everything that's been said here. Everything that we saw and heard outside seems very promising, so I want to thank you very much. That's great news. And I also just wanted to reiterate things that were said as far as late-nite pickups. I've been to events where I, myself, have volunteered to drive some people home because the busses weren't available, but it's hard to complain about that because, as everyone said, we're lucky to have it, so it's not as much a complaint as it is an enlightenment that maybe something can be done or maybe it's something you're simply not aware of. I've also seen when someone -- Dawn is here and Marilyn, when they've gotten on and off busses, I've witnessed certain things where the head is hit or it's been a little bit scary or where the dog has gotten hurt, but everyone, I think, is listening with open ears, and I think already a lot is in the works to be done, so thank you very much.

CHAIRMAN KRUPSKI:

Thank you. George Hoffman. On deck, Tim Mooney.

MR. HOFFMAN:

Good afternoon. I'm here on a slightly different subject. It's the proposed Fire Island Ferries rate hike that's currently before you. Actually, when you were outside looking at the bus, I had an opportunity to talk to Tim Mooney, and I think we're going to get a meeting. I represent the Fire Island Association, which is the Island-wide association that represents all of the communities on Fire Island, approximately 4,000 property owners. We are not necessarily opposed to the rate hike. We're just looking for more information. We did get a copy last week of the BRO report, but it really didn't have a lot of detail, for us, anyway, to be able to take a look at, you know, the operating environment that Fire Island Ferries finds itself in, so we're hoping, maybe, that there could be some more information released. You know, there was some talk about increased costs in terms of rents and salaries, but it was really never quantified, so it was basically a recommendations report without very much detailed background information. But Mr. Mooney said that he would

probably be reaching out to us between now and I think there's a public hearing on the 24th, so, you know, anything that you could do to provide more information would be great. Mr. Mooney did say that he submitted everything that he's required, but I don't think that information was included in the report so just want to thank you for your time, and the president of the association will be making further comments on March 24. Thank you very much.

CHAIRMAN KRUPSKI :

We'll see what we can do to get you something that's a little more detailed. Thank you. Tim Mooney, and on deck, Alice Young.

MR. MOONEY:

Good afternoon. My name is Tim Mooney. I'm president and owner of Fire Island Ferries. I know this hearing today -- I stopped by to see if there was any information that I could help by passing along, if there were comments made during the public hearing. I know it's tabled until the next session. I will be there on the 24, next week as well, but if there's any questions or anything that comes up during this discussion, I'd be happy to pass along any information that I have.

CHAIRMAN KRUPSKI :

Well, thank you. If you want to cut out the middle man, you could speak to George Hoffman.

MR. MOONEY:

Well, we're going to do that. We're going to cut to the chase and get that done, so I'm going to call Suzy Goldhirsch, who is the FIA president, when I get out of here and we'll see if we can answer some of her questions.

CHAIRMAN KRUPSKI :

Thanks. I'm sure that'll be helpful.

MR. MOONEY:

Thank you.

CHAIRMAN KRUPSKI :

Alice Young, and on deck, Ruben Luciano.

MS YOUNG:

Good afternoon, everyone. I would just like to, first of all, thank the committee for having the busses here today so you are able to really visually see and experience what we talk about at our meetings and what our consumers are faced with each and every day riding and using the paratransit system called "SCAT." I have four -- just four areas that I want to shed a little light on this afternoon. Number one is at our meeting that we talked about sensitivity training for the bus drivers through Suffolk Bus, and what we are proposing, would like you to be aware of, is that we would like to be part of the training, having different disabilities represented, putting together the training, and we feel not just the participating guests but to actually do the training. Most of us have worked in the field for 10 plus years, more towards 20, many are educators, many are facilitators, and speakers but well-equipped students to talk about and help these drivers to give better service, which they want to do, so that's a very important area of being part of the training. To supplement that, SILO will be doing blogs and putting teaching tools on our website to help consumers learn to enhance what -- about making reservations, training, about lifts, all different areas so that will supplement.

Number two, talking about communication. It's always the key to everything, and we find that the fragmented communication, a very simple solution was brought up by a social worker at the meeting

which very simply stated about an official memo that would be sent through Suffolk Bus to their employees that included all the areas that were mentioned in the letter about the low header, location of grab bars, location and use of dog mats, and this will be included with the driver paycheck. It is low cost, it is no cost, and every driver would need to sign a paper stating that they had read it. This would be a good way to notify drivers and then avoid that claim that they haven't been told. It is right in their paycheck and everybody's there to get their -- and secure their paycheck.

The last thing is dealing with a committee for people with disabilities before future purchases are made. It is free information. Again, we look to supplement your efforts with different disabilities represented because you are learning, as well, for the constituents that you represent. This committee would get together and any time, they can make their SCAT arrangements, so I ask you to really seriously consider that because it will be mentioned each and every single time. They have many solutions that are low cost and no cost to the county, and we look as this group and initiative will continue to grow.

The last area of extended services, everybody will talk to you about that, whether it's going to church, Sunday services. We will be doing a feasibility study about extended services, and I want the county to know that Suffolk Bus has provided statistics and stats and numbers for me and for us to do this feasibility study that will be presented to you. This is a major, major area for people. As an organization, we have to do fundraising. We have folks who cannot even attend because of the limited hours, and they have no other way to get there.

So I ask that you will dutifully consider the minutes -- all the official memorandums are in each person's packet -- and to read them and continue to be that arm that comes to our working transportation committee meeting, which is held the second Wednesday of each month. Thank you very much.

CHAIRMAN KRUPSKI:

Thank you, Alice. Ruben Luciano, and on deck, Derek Baiz.

MR. LUCIANO:

Thank you for giving us this time to express our concerns about the SCAT bus, and I just want to know is there, maybe in the interim, that we could bring our dog and strap them down right by us, by the seat or somehow this way they won't move around while the bus is traveling or making turns. Is that possible?

CHAIRMAN KRUPSKI:

I don't know. Gary, could you answer that? I'm not sure.

MR. LENBERGER:

As far as strapping down a dog next to the seat, I don't think that's something we could accommodate, but we do have the no-slip mats that will be adjacent to the seat or actually in front of the seat for the dog to sit down on.

CHAIRMAN KRUPSKI:

All right. Thank you.

MR. LUCIANO:

The other thing is I hope the new busses could accommodate us a little better than what we have. There's a big problem -- the other lady addressed this -- on the flooring, that it slips, you know. And -- I'm sorry. I'm a TBI patient, and I forgot what I'm going to say. All in all, do you work on

Sundays to provide -- do you provide transportation on Sundays?

CHAIRMAN KRUPSKI:

No, not currently.

MR. LENBERGER:

Yeah, we have limited Sunday service on 10 bus routes. That will expand on April 1 to an additional two routes, the S61 and S45, to bring it to 12 routes, and that will start April 1.

MR. LUCIANO:

Oh, yeah? All right. That's great. I had a bunch of things to say, and I can't -- I'm sorry. I apologize. All in all, thank you so much for giving us the time to bring out our concerns about traveling on these busses and the concerns that we have precious car go on that bus, like our guide dogs, our service dogs. They mean a lot to us, and they are a big help to us, so we got to try to protect them and help them whenever they're in a traveling status.

CHAIRMAN KRUPSKI:

All right. Well, Ruben, thanks for your comments.

MR. LUCIANO:

Thank you so much, and God bless all of you. All right.

CHAIRMAN KRUPSKI:

Thank you. Derek Baiz, and on deck, Dawn Cookler.

MR. BAIZ:

Derek Baiz, and I'm a member of ADAM, and I want to thank you very much for the program of SCAT as well as the full bus transportation. I have recently started using it as a result of an auto accident, and I can see some of the things where people that utilize motorized wheelchairs or the scooters, they have no other way of getting around, and last month at this meeting, you spoke about people trying to get to church, et cetera, and using private transportation, taxis, try to imagine somebody with a scooter or motorized wheelchair. SCAT really is their only way, you know? So I just wanted to say my two cents, and expanded service would be great, and I would like to participate in looking for and including some way of helping the county find ways to fund that, so, please, you have my information.

CHAIRMAN KRUPSKI:

Thank you, Derek; appreciate that. Dawn Cookler, and on deck, Margaret Parker. Is Dawn here?

MS. COOKLER:

Hi. My name is Dawn Cookler. You probably can't see me behind the podium. I use a scooter to get around, and I take think the SCAT bus three to four times every day. When the SCAT bus first started, I was the 213 person that ever signed up for the SCAT bus. I've been taking the bus since the '90s every day, and I wanted to say thank you for having this bus service. I'm now retired. I'm a SILO board member, and I'm on the Special Needs Task Force for the Town of Brookhaven, and I have a lot of friends with disabilities, and I talk to people while they're in the bus, so I hear everybody's story about the SCAT bus every day. Sometimes I don't want to hear everybody's story, but I hear everybody's story, and I'm really grateful there's as bus because I'm a member of these two organizations, plus I'm a member of six other volunteer organizations in Suffolk County, which is why I take the bus four times a day.

Unfortunately, the world does not stop at 8:00 or 8:30, and most of the world caters to people that work and a lot of activities in Long Island, Suffolk County, start at 8:00 because people work from 9:00 to 5:00, so I cannot attend any activity anywhere that starts at 8:00. I have no other way to get around. I'm in a scooter, and I'm very grateful I'm able to get around at all, but I would like the bus service to be increased, if that's possible. I understand that it's the same as the regular busses, so whatever the regular busses do, that's what SCAT does. I'm fully aware of that, but I cannot get to my temple in Mount Sinai -- I live in Coram -- and I cannot get to the gym, LA Fitness in Port Jefferson, which is around the block from my house. I can get to Southampton, and I can get really far away from my house, but I cannot get around the block from my house on a Sunday, so if you could improve the Sunday services, that would be wonderful.

And the last thing I want to talk about is I'm a little concerned about safety on the bus, because while we were outside before, Gary told me to get on the bus backwards, and the extender strap that didn't fit around my scooter when I went on the bus forwards now goes around my scooter because I went on the bus backwards. No driver has ever told me to steer on the bus backwards. I have been taking the bus since the '90s. This is the first time anyone has ever told me to get on the bus backwards, which I'm not so sure I can do every day because I have vertigo. I have chronic dizzy spells, and that's why I take the SCAT bus, because I cannot drive because I get sudden dizzy spells, and on a bad day, I cannot steer on the wheelchair lift backwards, so I will not be able to do that every day. I was just lucky today and able to do that today. So I appreciate you extending the straps so that strap would fit around my scooter, and I'm very grateful there's a bus, because when I was growing up there was no bus, and if there was no bus, I would be homebound, and thank you for SCAT and Suffolk County and whoever else is involved in creating the bus service because if there was no bus, I would be homebound. Thank you.

CHAIRMAN KRUPSKI:

Thank you, Dawn. Margaret Parker.

MS. PARKER:

Hi. I'm Margaret Parker. I'm an client of SCAT for a very long time since I moved to Long Island. I have MS about 25 years, and I thank you for the SCAT service. It is amazing what it does for me, my independence. I can go anywhere in Suffolk County. It's just amazing. My request is that you extend the hours in the evening, especially because my business and my children -- I have two children -- and our business does not always end at 8:30, and it's a bit embarrassing to say the least that everything has to -- it doesn't end by 8:30, mom can't go, or I just can't go. I don't really appreciate that.

Now Sunday service, that really affects my spirituality, and I would appreciate someday to get to my place of worship on a Sunday, which is generally when I go. And also the header on the lift, although I don't take the lift but I do my grocery shopping and I need to take my cart full of groceries on the lift, and I have to stand with the grocery cart, and it is not -- I would hit my head. I'm not a short girl. That would be a problem.

And that's about it. And I really, really thank you for listening, giving us a forum, and again, my life -- I mean, my mom -- I'm not young anymore, so I need a little bit more time in the evenings, so thank you very much.

CHAIRMAN KRUPSKI:

Thank you.

And I'm sure it doesn't go past 8:30 because Commissioner Anderson needs be in bed by 8:30.

COMMISSIONER ANDERSON:

There's more truth to that than I care to say.

CHAIRMAN KRUPSKI:

So we don't have any more cards. Is there anyone else who would like to address either anything on the agenda or off the agenda to the committee? Certainly. Legislator Browning.

LEG. BROWNING:

Gil and Gary, I don't know, because obviously the bus operators are a private company, they are not county workers, so as far as the training that's required, I understand to make sure that the drivers are training, I know that generally the drivers who drive the SCAT busses and the public busses, I know most of them have been school bus drivers, driven the special needs busses for the company prior to getting to drive the SCAT bus and the public busses is a step up from where they were. I know they are required by law -- federal law requires so many hours of training every year. Can we have a conversation with them with regards to the special needs busses and the SCAT busses and what do they do to make sure that they are adequately trained or appropriately trained in whatever manner it is that SILO's asking.

MR. LENBERGER:

Yeah, actually, the Suffolk Bus -- actually, we require all of our contractors, including the fixed route busses, those contractors also, in addition to Suffolk Bus Corporation, the operators of the SCAT program, to have sensitivity training twice yearly, which they do. On a regular basis, John Corrado, the owner of Suffolk Bus, has invited, and Ray Grimaldi, the general manager, has invited various organizations, including SILO, to their facilities for meetings, input towards, et cetera, and I'm sure they would welcome SILO to come on board to assist with any questions or comments or suggestions for improvement. As far as doing it on a regular monthly basis or something like that, that would have to be worked out between SILO and the company itself. I mean, they do have union rules, et cetera. You're talking about training a massive amount of drivers. That costs a lot of money. That's not included in the Suffolk County Transit contract, but I know they are very receptive to multiple organizations as far as training and sensitivity.

LEG. BROWNING:

Okay. And I know there was something mentioned about making them sign for something. I think most of you know my experience. I know we had to do five hours of training. We had monthly training meetings that we were mandated to go to, and I do believe Suffolk Transportation pretty much does the same stuff.

MR. LENBERGER:

Yes, they do, and they actually have it as part of their hiring package that they have to sign for, and in particular, I just saw the last one. I don't happen to have it on me, but it did mention that dog mats were available and ready for use and how they're supposed to be using them.

LEG. BROWNING:

Okay. Is there a possibility we can just have -- because somebody had mentioned outside that, you know -- I know Marilyn, she has her own map, but they were saying -- making sure on the manifest if there's -- they did say that they would work to make sure that if the manifest says there's going to be two dogs, that there would be two mats provided, but maybe we should just try and get that on a permanent basis, have them stored somewhere.

MR. LENBERGER:

As a pre-check, they're supposed to be checking for a mat, but manifests do change, and that's a very good point, and I could bring it up with the company. But the issue that could arise is that we

are going to our automatic vehicle location system program, and that enables new manifests to be generated up until the last hour, so the bus could actually be on the road and the manifests could change, and you may indeed have additional need for, you know, guide dogs or what have you, so I think that would be kind of a burden to have, you know, if you have a capacity of eight seats, you would have to carry eight mats, which conceivably could happen, although a remote chance, but I don't know if that's something we 'd even be capable of doing, holding that mats on the bus.

LEG. BROWNING:

Well, I'm not saying we would need to have that many, but at least have one or two extra ones. On your manifest, you know you need one. Maybe have an extra one or have each bus equipped with so many.

MR. LENBERGER:

Yeah, what we could do is we could advise the company that if there is a manifest generated before the driver gets dispatched, because when they first come out, they actually get a written manifest in case there's a computer malfunction on the bus, and if it indicates that there would be two guide dogs on that vehicle during that day, we would assign another mat, so I could arrange for that.

LEG. BROWNING:

Thank you.

LEG. BARRAGA:

Some testified indicating that they'd like to see the bus service extended, say, past 8:00, like from 8:00 to 9:00. Is there a cost factor associated with that? Is that the problem?

MR. LENBERGER:

Yeah, it's actually 8:30, but yeah, there would be a huge cost factor and many of our Suffolk Transit --

LEG. BARRAGA:

It ends at 8:30 -- if you went from 8:30 to 9:30, it's financial, it's a financial problem?

MR. LENBERGER:

Yeah. The average SCAT trip costs \$52 a trip.

LEG. BARRAGA:

At any time in the past, did you extend the timeframe in the evening? Was it ever 7:30 and you went to 8:30 or?

MR. LENBERGER:

No, it's been 8:30 since I can remember, to be honest with you.

LEG. BARRAGA:

\$52 a trip.

MR. LENBERGER:

That's on average incorporating all the --

LEG. BARRAGA:

How many trips would you estimate that you would have between 8:30 and 9:30? Did you ever do a study on that?

MR. LENBERGER:

We have not.

LEG. BARRAGA:

How many trips do you have between 7:30 and 8:30?

MR. LENBERGER:

We would have to do an analysis. We can get that for you, but on average, we're doing about 2,000 trips a day. It dose taper off considerably in the evening.

LEG. BARRAGA:

Evening, right.

MR. LENBERGER:

Yes.

LEG. BARRAGA:

Well, is there any way of doing an estimate? Not that you're going to do it or implement it, but I'd like to get an idea of what the cost factor is approximately.

MR. LENBERGER:

Well, what I could do is I could look at the ridership statistics for, say, 7:30 to 8:30 and provide that to you.

LEG. BARRAGA:

In order to give us an indication and probably might even be less between 8:30 and 9:30.

MR. LENBERGER:

I would assume that.

LEG. BARRAGA:

All right. If you could come up with some numbers, I would appreciate it.

MR. LENBERGER:

Sure.

CHAIRMAN KRUPSKI:

All right. If there's no other comment from the committee, we'll move on to the agenda.

UNKNOWN SPEAKER:

We have one more.

UNKNOWN SPEAKER:

You are discussing -- can the -- oh.

CHAIRMAN KRUPSKI:

You already spoke, ma'am, so if you have any -- sorry, we have to move on with rest of the agenda. You can speak after we get through the agenda, though, if you'd like.

CHAIRMAN KRUPSKI:

So under tabled resolutions, **IR 1101, Directing the Department of Public Works to develop bus shelter protocols (Krupski)**. I am working with the Department of Public Works. I'll make

a motion to table.

LEG. STERN:

Second.

CHAIRMAN KRUPSKI:

All in favor? Opposed? Abstentions? **So moved. Tabled (VOTE: 4-0-0-1, Excused: Muratore)**

IR 1111, Authorization of alteration of rates for Fire Island Ferries, Incorporated (P.O. Gregory). I'll make a motion to table for a public hearing.

LEG. STERN:

Second.

CHAIRMAN KRUPSKI:

Second by Legator Stern. All in favor? Opposed? Abstentions? So moved. Tabled/Public Hearing **(VOTE: 4-0-0-1, Excused: Muratore)**.

IR 1112, Approving rates established Fire Island Water Taxi, LLC (P.O. Gregory). I'll make a motion to table.

LEG. BARRAGA:

Second.

CHAIRMAN KRUPSKI:

Second by Legislator Barraga. All in favor? Opposed? Abstentions? So moved. **Tabled (VOTE: 4-0-0-1, Excused: Muratore)**.

Just to make an announcement, Legislator Muratore cannot be with us today. He's got excused absence.

IR 1126, Appropriating funds in connection with the purchase of Sewer Facility Maintenance Equipment (CP 8164) (County Executive). I'll make a motion.

LEG. STERN:

Second.

CHAIRMAN KRUPSKI:

Second by Legislator Stern. Does anyone have a question about this? All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore)**.

IR 1131, Appropriating funds in connection with Riverhead County Center Power Plant Upgrade (CP 1715)(County Executive). Is there a motion?

LEG. STERN:

Motion.

CHAIRMAN KRUPSKI:

Motion by Legislator Stern.

LEG. BARRAGA:

Second.

CHAIRMAN KRUPSKI:

Second by Legislator Barraga. Anyone have any questions for the Commissioner on this? All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore).**
IR 1132, Appropriating funds in connection with Energy Conservation at Various County Facilities (CP 1664) (County Exec.).

LEG. STERN:

Motion.

LEG. BARRAGA:

Second.

CHAIRMAN KRUPSKI:

Motion by Legislator Stern. Same motion, same second. On the motion, Commissioner, could you give us an update?

COMMISSIONER ANDERSON:

This is our annual capital program where we look to make improvements to our electrical and H.V.A.C. equipment throughout the county with the intent of making savings to our operating budget. Joe Schroeder can probably answer any level of detail beyond that.

CHAIRMAN KRUPSKI:

Thank you.

COMMISSIONER ANDERSON:

Or he can answer that.

CHAIRMAN KRUPSKI:

If you could just give us a general rundown of what's proposed.

MR. SCHROEDER:

Well, there's a living list of projects that we coordinate with D.P.W., and that's in a constant state of update. The proposed projects for the current cycle include ongoing evaluations of cogeneration projects at the Dennison Building and the Cohalan Court Complex. There's a major boiler upgrade ongoing, or will be ongoing, at the Yaphank jail. When that project begins after a heating season, there's a number of remote building management system upgrades that are going to be done and upgrades to central chiller plants.

CHAIRMAN KRUPSKI:

Thank you. Does anyone have any questions? All right. Thank you. Do we have a motion? Don't go anywhere because there will be other questions, I'm sure, for you. Motion and a second. All in favor? Opposed? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore).**

IR 1133, Appropriating funds in connection with Construction and Rehabilitation of Highway Maintenance Facilities (CP 5048) (Bellone). Same motion, same second. Does anyone have any specific questions about which facilities, where they are, what they're going to do?

COMMISSIONER ANDERSON:

These are -- the specific -- the funding is intended, although it may change based on need, we are

looking at refurbishing the Nicolls Road salt barn as well as the refurbishment of the garage behind the Cornell Cooperative Center in Riverhead.

CHAIRMAN KRUPSKI:

Good. Thank you. It's a heavily-used building, so it's good that that's being addressed. All right. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore).**

1138, Amending the 2015 Capital Budget and Program and appropriating funds in connection with improvements to CR 10, Elwood Road (CP 5558) (County Executive).

LEG. STERN:

Motion.

CHAIRMAN KRUPSKI:

Motion by Legislator Stern.

LEG. BARRAGA:

Second.

CHAIRMAN KRUPSKI:

Second by Legislator Barraga.

LEG. STERN:

On the motion. Commissioner, this is the improvements that are going to happen along Elwood Road from essentially Jericho Turnpike up to 25A. This is the curving, the sidewalks, and I remember that there were to be drainage improvements as well. I just wanted to confirm that this is the project where we had held the public meetings. Members of your staff were kind enough to come and explain to area residents what was going to be involved. I just wanted to come and confirm that this expenditure was for the same work, it's the same project that we're talking about correct.

COMMISSIONER ANDERSON:

Correct.

LEG. STERN:

Going forward -- well, if not already, then going forward, is there going to be a determination made where the work is going to begin, how it's going to be phased in over time? So this way we can advise people that live in the area when particular work is coming at a particular time?

COMMISSIONER ANDERSON:

I would envision that is. I don't have that information on me, but I can get that for you.

LEG. STERN:

Okay, and we can see how that's laid out. Thank you.

COMMISSIONER ANDERSON:

I'll get that before Tuesday.

CHAIRMAN KRUPSKI:

All right. So we have a motion and a second. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore).**

1139, Amending the 2015 Capital Budget and Program and appropriating funds in connection with the Reconstruction of CR 3, Pinelawn Road, Towns of Huntington and Babylon (CP 5510)(County Exec). Same motion, same second. Anyone have any questions? All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore).**

1147, Authorizing additional funds for the purchase and installation of an Automated Vehicle Locator (AVL) System for Suffolk County Transit Buses and accepting and appropriating Federal Aid and State Aid and County funds (CP 5648) (County Exec.) Motion by Legislator Browning. Second by Legislator Stern.

COMMISSIONER ANDERSON:

This is actually in addition to the AVL. We're looking to -- we're requesting appropriation of funds; again, 80 percent federally funded, 10 percent state funded, 10 percent county funded. It's for the general transit feat specification, or GTFS, functionality. It's not included in our original specifications. What this will allow us to do is to add a realtime bus application to the entire system, and that application will allow passengers to interface via smart phones to local busses and better estimate where those busses are and when they would arrive at their bus stops.

CHAIRMAN KRUPSKI:

Thank you. All right. We have a motion and a second. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore).**

IR 1157, Establishing a Green Roof Pilot Program (Hahn). Is there a motion? I'll make a motion. Do I have a second?

LEG. BROWNING:

What is it?

CHAIRMAN KRUPSKI:

That's what we'll find out if we get a second.

LEG. STERN:

I'll second for that purpose.

CHAIRMAN KRUPSKI:

Thank you. Second by Legislator Stern. Enthusiastic second by Legislator Stern.

COMMISSIONER ANDERSON:

I don't know where to take this only because this resolution looks for us to establish a Green Roof Pilot Program. We already, under a previous directive, we're already required to study cool roofs on any facility that we're going to do work on, and a green roof is a subset of a cool roof. So a green roof could have a planters on it; it could have just -- a cool roof is generally is where -- you know, where the roof material is white rather than black. A green roof, when you start look at that, you have to look at structural ability of the building to handle, if you will, the landscaping, and also if you're going to do that, then, is there going to be access. So there's a lot of questions that have to be asked, and it would be difficult to put a cost together, but I can tell you that Joe and my staff are working on a pilot program right here in this building. We're looking to do a cool roof, possibly, you know, a portion of that being a green roof right in the legislative building. I'll let Joe answer any more questions.

CHAIRMAN KRUPSKI:

Thank you.

LEG. BROWNING:

Are we going to do that before or after we fix the leaks? I know in Megan's office -- come on, really.

MR. SCHROEDER:

The reason we --

LEG. BROWNING:

She's got a bucket on the floor.

MR. SCHROEDER:

One of the reasons that we decided to look at this building was because of the roof work that has to be done. You wouldn't do a roof repair just to do this kind of roof on it. You'd only do a roof repair as part of a weatherization effort. So in context to the roof work that we anticipate will be done here, what we looked at was a three-prong approach to this building, and two of the things that we're assessing are a photovoltaic array on the upper roof here over the auditorium with also a thermal solar system up there that would help offset the fossil fuel use by the boilers, and then in the area of the roof that wouldn't be covered by those two systems, we were looking at doing a green roof system, and the kind of green roof that we were looking at is a lightweight tray system that we've only just begun to collect data on.

Based on my limited experience with those systems and various training activities that I've participated in with the fire service, they're -- they don't block access to a roof when access is needed and that would particularly be the case in an emergency. They are not as heavy as some of the other approaches to green roofs, and they seem to be affordable. We're still in the early stages of evaluating that, so I don't have any hard numbers for you on what a project at this building would cost. We've budgeted approximately \$30 a square foot, which is a little bit above the industry average price for that, only because we pay prevailing wage and we would want to have a service contract on this because it would be our first experience with it.

LEG. BARRAGA:

Well, I remember reading SUNY Old Westbury has a green roof, some of their buildings. Have you had a chance to take a look at that? Are those buildings a lot different than our buildings?

MR. SCHROEDER:

Not a substantial difference in the buildings. I don't know the specific building that you're talking about, but we do have a number of site visits planned, and we have some meetings scheduled -- or we anticipate scheduling some meetings with a local vendor who's at least a leader in the northeast if not nationally on these systems.

LEG. BARRAGA:

And you don't have any cost factor at this point?

MR. SCHROEDER:

The cost factors are limited to what we have as budget numbers but not specific to this project, no.

COMMISSIONER ANDERSON:

And if I may, they would also be dependent on the capability of the structure to hold up. Even though they're lightweight, there would have to be some improvements made to the roof and

depending on that, depending if you wanted to allow access, if you're going to allow people to access those areas, now that opens up other issues as far as --

LEG. BARRAGA:

Is there really a need for this? Is there really a need for a green roof concept in the county?

MR. SCHROEDER:

Well, in this building in particular, you have what's called an open plenum air return between the roof surface and the ceiling surface inside the building here, so in the summertime when the sun is beating down on the roof, it's actually heating up that space to about, well, above 90 degrees. We've measured it at 95 degrees, so the air that's coming out of your living space here, your office space, is going up into that 95 degree area and it's going back downstairs to the air handlers to be re-cooled. So we're actually cooling the air downstairs, bringing it upstairs, heating it up in the office space in the auditorium here and then heating it up further in the open plenum above us before it goes back downstairs to be re-cooled, so we'd be reducing our air conditioning load by doing this, and that's part of the reason we're looking at it.

CHAIRMAN KRUPSKI:

So you're telling us we're generating a lot of hot air here.

MR. SCHROEDER:

I have no comment on where it's being generated.

(LAUGHTER)

CHAIRMAN KRUPSKI:

Now, you talked about the alternative roofing system here, the white roof. Would that accommodate the same cooling effect as what we're referring to as a "green roof"? Do you have a comparison to doing that roofing system versus the green roofing system, the improvements you'd have to make to accommodate one over another, the amount of cooling that you'd get from each one versus, you know, the total cost and maintenance of the system?

MR. SCHROEDER:

That would be part of the analysis.

CHAIRMAN KRUPSKI:

So is this resolution critical to that analysis or not?

COMMISSIONER ANDERSON:

With all due respects, we are looking at that already, so I would think that this is redundant.

CHAIRMAN KRUPSKI:

In that case, I'd like to withdraw my motion, and I would like to change it to a tabling motion.

LEG. BARRAGA:

Second.

CHAIRMAN KRUPSKI:

All in favor? Opposed? Abstentions? So moved for a table. **(VOTE: 4-0-0-1, Excused: Muratore)**

IR 1159, Authorizing execution of an agreement by the Administrative Head of SCSD No. 12 – Birchwood/Holbrook with Deera Homes (BR-0854.1). Motion by Legislator Stern.

Second by Legislator Barraga. Anyone need information on this? All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore)**

IR 1176, Transferring Assessment Stabilization Reserve Funds to the Capital Fund, amending the 2015 Operating Budget, and appropriating funds for safety and security improvements for sanitary facilities in Suffolk County Sewer Districts (CP 8103) (County Exec.).

LEG. BROWNING:
Motion.

CHAIRMAN KRUPSKI:
Motion by Legislator Browning. Second by Legislator Stern. Any details on that, Commissioner?

COMMISSIONER ANDERSON:
Yeah. We're requesting this 800,000 be transferred from the assessment stabilization fund to the capital program to allow us to make improvements to site security upgrades, including portable emergency generators were needed, improvements related to arc flash, which is the electrical issue at panels where the arc will actually jump from the panels, something we've been working on for a while; updating our as-built records, using GIS and including updating sewer easements.

CHAIRMAN KRUPSKI:
Thank you. All right. We have a motion and a second. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore)**

IR 1177, Transferring Assessment Stabilization Reserve Funds to the Capital Fund, amending the 2015 Operating Budget, and appropriating funds for a SCADA (Surveillance Control and Data Acquisition) System for sanitary facilities in Suffolk County Sewer Districts (CP 8165)(County Exec.) Same motion, same second. On the motion. Commissioner, this sounds similar to the previous one.

COMMISSIONER ANDERSON:
Right, but the it's a little different. The SCADA is actually a centralized control system whereby each of our 22 treatment plants and 103 -- I'm sorry, nearly 90 pump stations will relay informations on their operating systems back to Yaphank where the central control is, and we can monitor any issues that are going on there, allow us to better distribute personnel as needed when and if any issues come up.

CHAIRMAN KRUPSKI:
What happens now?

COMMISSIONER ANDERSON:
Right now, we're still -- you have and we will continue to have daily monitoring, but there are some plants especially in what I call the outer districts, any district that's not southwest sewer district. In many cases, the plants are operating by themselves and we do regular tours, and we'll go and we'll do an inspection. We have to do treatment testing, anyway, but this will allow us also better realtime information, so we will be able to see that from our Yaphank facility.

CHAIRMAN KRUPSKI:
Thank you.

COMMISSIONER ANDERSON:

Thank you.

CHAIRMAN KRUPSKI:

All right. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore)**

IR 1178, Transferring Assessment Stabilization Reserve Funds to the Capital Fund, amending the 2015 Operating Budget, amending the 2015 Capital Budget and Program, and appropriating funds for the purchase of Division of Sanitation Laboratory Equipment (CP 8166)(County Executive). Same motion, same second. Does anybody have any questions? All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1, Excused: Muratore)**

IR 1179, Transferring Assessment Stabilization Reserve Funds to the Capital Fund, and appropriating funds for chemical bulk storage facilities for sanitary systems in Suffolk County Sewer Districts (CP 8178) (County Executive). Same motion, same second. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 4-0-0-1).**

There's just one more thing. I asked the commissioner about if he could give us a general overview of the condition of the roads. After the snow and ice is gone, people were dismayed to discover that there were a lot of potholes and defects, and I was wondering if you could give us just a brief overview of, mile-by-mile, what you're going to do.

COMMISSIONER ANDERSON:

This, for better or for worse, seems to be an annual occurrence as we hit these harder winters, and when the snow or even the temperatures rise above freezing, there, in many cases, are many potholes, as everybody's witnessed. I would say that for the most part, the county roads are in better shape than even the state or the local roads, but we do have those issues. We have crews out making repairs. We have hot boxes, which will bring the asphalt, and make temporary repairs, and over the course of the year, we will go back and make final repairs whether through our operating and maintenance personnel or we actually in some cases will have contractors come in if it's a big enough repair.

CHAIRMAN KRUPSKI:

Are you doing this routinely? Because I know it's just recently thawed out enough for you to see really what the conditions are, or is it mostly complaint-driven?

COMMISSIONER ANDERSON:

It's complaint-driven, but our guys are on the road every day, you know, seven, eight hours a day. Where we see them, we will make the repairs. If a call-in comes, we will make those repairs. It really depends on -- a lot of it depends on the size and the need as well.

CHAIRMAN KRUPSKI:

Thank you. All right. No other comment. We stand adjourned.

(*The meeting was adjourned at 2:48 p.m. *)