

PUBLIC WORKS, TRANSPORTATION & ENERGY COMMITTEE
OF THE
SUFFOLK COUNTY LEGISLATURE
MINUTES

A meeting of the Public Works, Transportation & Energy 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 13, 2016.

MEMBERS PRESENT:

Leg. Al Krupski, Chairperson
Leg. Thomas Muratore, Vice Chair
Leg. Robert Calarco
Leg. Steven H. Stern
Leg. Robert Trotta
Leg. Bridget Fleming
Leg. Kate M. Browning

ALSO IN ATTENDANCE:

George M. Nolan, Counsel to the Legislature
Sarah Simpson, Assistant Counsel/Legislature
Amy Ellis, Chief Deputy Clerk/Legislature
Robert Deering, Budget Review Office
Gil Anderson, Commissioner/Department of Public Works
James Peterman, Principal Civil Engineer/Department of Public Works
Garry Lenberger, Director of Transportation
Sarah Lansdale, Director of Planning
Katie Horst, County Executive's Office
Michael Pitcher, Director of Communications/PO
William Shilling, Aide to Leg. Calarco
Catherine Stark, Aide to Leg. Krupski
John Stype, Aide to Leg. Krupski
Brendan Chamberlain, Aide to Leg. Muratore
Deborah Harris, Aide to Leg. Stern
Christina DeLisi, Aide to Presiding Officer
Greg Moran, Aide to Leg. Trotta
Robert Braun, Deputy Bureau Chief/County Attorney's Office
Steve Cuozzo, Americans with Disabilities Awareness Movement
Linda Jones, Americans with Disabilities Awareness Movement
Paul Pressman, Suffolk Independent Living Organization
Dawn Cookler, SILO
Michelle Flood, Representing Agency Members using SCAT
Patrick Mitchell, SILO
Ecaterina Henter
Linda Jones, ADAM & SILO

ALSO IN ATTENDANCE: (Continued on next page)

ALSO IN ATTENDANCE: (Continued from first page)

Christa Giannak
Justin Ainsworth, SILO
Mary Hart, SILO
Annamarie Fishbein
Diane Walker
Victor Neisch
Brian Solomons, SILO
Marilyn Tucci, SILO
Michael Bosco
Michael Jordan
Meesha Johnson
Rick Brand, Newsday
And all other interested parties

MINUTES TAKEN BY:

Diana Flesher, Court Stenographer

MINUTES TRANSCRIBED BY:

Denise Weaver, Legislative Aide

THE MEETING WAS CALLED TO ORDER AT 2:01 PM

CHAIRPERSON KRUPSKI:

Please all rise for the Pledge of Allegiance led by Legislator Browning.

SALUTATION

And if we could remain standing for a moment of silence for the victims of the killings in Orlando.

MOMENT OF SILENCE OBSERVED

All right. Welcome to the regular Committee meeting of Public Works, Transportation and Energy. We start off the meeting with the Public Portion. We have 17 cards, so everyone gets three minutes. And if you could come up and -- I get the sense that most of the comments will be in relation to public transit and the Suffolk County bus system. And we do have a good number of officials here from the Department of Public Works. I know SILO has sent us correspondence. A lot of these questions can be answered today so as soon as the Public Portion is over and everyone's -- and if you'd like to speak, if you haven't filled out a card, please, you know, come up to Clerk or ask the Clerk to help you fill out a card and so you can speak. And once we're done with the Public Portion, we will have Commissioner Anderson and his people here who will answer any, you know, any questions and concerns that they can answer.

PUBLIC PORTION

So the first card is Victor Neisch; and on deck Paul Pressman.

MR. NEISCH:

Good afternoon. My name is Victor Neisch. I am a resident of East Marion and I am here to discuss the late -- late day -- late night transportation. I am a board member of the Visually Impaired Persons of Suffolk and the board has entitled me to speak. We are all in favor of this -- extending the hours of the bus -- of SCAT service till 10 o'clock at night.

I've had a problem in the past getting the bus service to 8:30 because I'm told I live on the east end of the Town of Southold and they can't get the bus back to the depot in time; therefore, they don't give me any time after seven or 7:30. So I wish we take a look at that, and especially when the new -- the new time gets in at 10 o'clock, that I'll be able to catch the bus at 10 o'clock so that I can catch the meetings with, like, town board meetings, various community associations and other meetings that start usually at 8 o'clock and end about 9:30.

So I put this to your attention. And I hope that you'll look at it and go favorably on the extension of time. Thank you.

CHAIRPERSON KRUPSKI:

Thank you, Victor. Paul Pressman; and on deck Steven Couzzo.

MR. PRESSMAN:

Good afternoon, ladies and gentlemen. I'm up here again and I want to reiterate many of the issues I have brought up in the past regarding SCAT service and regarding the line buses. The biggest thing right now, which is a big problem, and I have spoken with Mr. {McVoy} about it, who told me two weeks ago that he was getting in touch with the company that is running the AVL system and that things would be fixed up. They have not been fixed up. They're still causing a lot of problems on the line buses. I ask you just to go sit at Babylon for an hour and see if you can figure out where your bus is and where it is coming into Babylon station. Half the buses have the

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signs in the windows because they can't use the electronics; they don't work in the buses because the AVL system is not properly set up yet. I understand it takes time. It took 35 years for somebody to even decide that something had to be done. Now we have to wait another year or so before anything gets done.

The other problem with Babylon, to be perfectly honest, is you don't have signs for half the buses coming in there. The bus drivers do not stop at the particular place where they're supposed to. And because the transfer time schedules are so tight, people are running from one bus to another trying to make it because the S40 decides he wants to stop wherever he can stop. It's not all the County's problem, but the MTA police don't move the cars out of the way. Half the time the buses stop in front of the ticket station and then you've got to run all the way to the bottom of where the Suffolk buses are to catch a bus that's coming in. And the 20 bus, which was supposed to replace the N19 bus and was supposed to run as a loop, does not run as a loop; it runs five minutes behind the 29 bus. So instead of having a bus coming along Montauk Highway in the Town of Babylon every half hour, it comes every hour with one bus behind the other five minutes apart. Makes no sense.

As far as the SCAT service is concerned, it definitely has to be extended. You've got -- I can't even take a specific college course because it is only given in the evening from 6:00 until 10:30. Yes, moving it to 10 o'clock is a big help to a lot of people. It won't help me and that's on a personal note. But if anything can be done, you can move it so it helps other people as well, it's all a good thing, but it needs to get later on.

I'm not going to make much stinks about anything else right now. I've had discussions with Mr. {Caterton} and with Mr. {McVoy}. I have offered my services to help them redo the scheduling system so that buses don't run every hour. I know there's some law or something that you can only buy so many buses based on the number of routes you have. I've had this discussion with Mr. {McVoy}. I've been speaking with Senator -- I'll be off in a minute -- with Senator Boyle. He was gonna try to be here today but he was called back to Albany. He's all in favor of this money from the MTA going to transportation. He's not happy with Mr. Bellone's decisions on public transportation and the fact that he took \$10 million away. I'm just asking the Legislators and the people involved with public transit to please relook this whole situation and get it fixed sooner than later. It will help everybody because you'll get more ridership, which gets you more Federal and State money.

CHAIRPERSON KRUPSKI:

Thank you.

MR. PRESSMAN:

Thank you very much.

CHAIRMAN KRUPSKI:

Thank you, Paul. And thanks for bringing up, you know, the fact that we need to get that State -- our State representatives to, you know, bring back some money for us for Suffolk County.

Steven Couzzo; and on deck Marilyn Tucci.

MR. COUZZO:

Good afternoon, Ladies and Gentlemen of our great Suffolk County Legislature and attendees. My name is Steven Couzzo and I'm a cofounder of an advocacy group for the disabled called ADAM, Americans with Disabilities Awareness Movement.

Article in yesterday's paper had to do with some of the efforts you made last year on behalf of the disabled community, which extended services throughout point to point in Suffolk County and on

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Sundays, which in itself, changed the lives of more people than, like I said before, than you could really realize; just a wonderful, wonderful thing that you've -- that we've done and hopefully we've done it together. And we are asking now for extending hours later in the afternoon. There have been some suggestions on how to do that where it's not a financial issue by some of our members. And I think we can get this done. But I want to recognize your efforts on behalf of the disabled community and thank you all for your service. Thank you.

CHAIRPERSON KRUPSKI:

Thank you, Steven. Marilyn Tucci; and then Brian Solomons. John.

MS. TUCCI:

Good afternoon. My name is Marilyn Tucci. I am the Advocacy and Outreach Coordinator at SILO. I'm also chairing now the SILO Transportation Committee.

I have some things, I've done a lot of homework on the transportation and I have things that I'm going to give out to you. I just gave this young lady some information. I've kind of done your job and I've asked Michelle Flood from FREE, because I can't see to read, if she would read some of the things that I'm going to hand to all of you.

MS. FLOOD:

In your packets you have all of the Suffolk County bus routes and the times that they run to, which is either 10 o'clock or thereafter. And on the other side of your packet are the representations of the laws, meaning that each public entity operating a fixed route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed route system.

Also, the entity may negotiate pick up times with the individual, but the entity shall not require an ADA paratransit eligible individual to schedule a trip to begin more than one hour before or after the individual's desired departure time.

And the last highlighted item is the hours and the days of service, which must be complementary; paratransit service shall be available throughout the same hours and days as the entities fixed route service.

So if you can compare that to the Suffolk County bus schedules that all run till beyond 10 o'clock, SCAT for our men and women are running as late as 8:30.

MS. TUCCI:

So we hope that you're going to pay attention to this. And please we're asking you to do something about it. We need extended hours on our SCAT buses. Thank you.

CHAIRPERSON KRUPSKI:

Thank you. Brian Solomons; and on deck Linda Jones.

MR. SOLOMONS:

Hello, I'm Brian Solomons --

CHAIRPERSON KRUPSKI:

Welcome.

MR. SOLOMONS:

-- with SILO. And I live in Farmingdale. And my main concern is that with the extended hours we -- we can participate -- the disabled community could participate fully in the economic -- I forgot

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the word -- achievement of Suffolk County and successfully participate. Thank you.

CHAIRPERSON KRUPSKI:

Thank you, Brian. Linda Jones; and on deck Ecaterina Henter.

MS. JONES:

Good afternoon, Legislators, it's nice to be here again. I just want to say that I'm going to say it again, thank you very much for getting the three-fourths of a mile obliterated or abolished or whatever, because I go to church on Sunday every single day.

I would also like to go to church during the week at night, but the buses don't run that -- that long. And, you know, so I mean, I have to go -- I go to -- I'm in the chorus and we have practice at night and things like that. And I can't get there. I'd like to go visit people and stay longer than 8:30, but I can't do that either because of the SCAT bus.

So if you can find it, well, in your hearts, now, could you please, please try to get us later hours? Thank you.

CHAIRPERSON KRUPSKI:

Thank you, Linda. Ecaterina Henter; and on deck Michael Bosco.

MR. HENTER:

Hello, Legislators and everyone in the room. Thank you for having us and giving us the opportunity to talk. I was here a few months ago and here I am back again and I was at Albany. My name is Ecaterina Henter. And I am from East Islip. I've been using SCAT for many years since mid-1990's. And there was a lot of improvements since then. And, of course, that's great. And the fact that now we have the Sunday service, thank you so much, that's great. And many of us are using it, still we have to give out, you know, inform everyone else who doesn't know that yet because I'm sure there will be other people who want to use it and don't know it.

It's still the same situation that we are here and I was here last time to ask for late evening service. As a social worker I have places that I need to go to for my continuing education, professional reasons. I have to do workshops and such. And this does not have me to, you know, stop taking SCAT at 8:30 because usually these end at nine or even later. And, of course, for other personal reasons having a late night service, which I wouldn't stop at 10 o'clock, I would rather say 11-ish. And so that's very important to me and to many of the people who live here in Suffolk County and have some kind of disability. So I'm talking on behalf of many of those who cannot be here today and would like to. And I'm hoping that you will listen to us and make something happen and soon. Thank you so much.

CHAIRPERSON KRUPSKI:

Thank you. Michael Bosco; and on deck Meesha Johnson.

MR. BOSCO:

Good afternoon. My name is Michael Bosco and I'm President of Visually Impaired Persons of Suffolk. And I'm here asking to extend the hours of SCAT and hope that you guys will do that. Thank you.

CHAIRPERSON KRUPSKI:

Thank you, Michael. Meesha Johnson; and on deck Christa Giannak.

MS. JOHNSON:

Hello, my name is Meesha Johnson. I am a newly appointed member of the Suffolk County

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Disability Advisory Board. I'm also a member -- I'm sorry, I'm also a student at St. Joseph's College. I have two semesters left. And I just want to reiterate just a lot of what everybody else is saying in regards to the extended service for the paratransit service. Again, as a student, you know, we don't have access to taking classes and, you know, that's not fair. It's not fair to us, you know, we should have equal access to all things: Education. Without the -- without the extended hours, we don't have access to education. Like a good friend of mine said, Ecaterina, we don't have access to employment. So you really are hindering and limiting us and it's not right.

And one of the things that I don't appreciate and maybe somebody can give me a little bit more clarity to is I don't appreciate the language that's being used, the last -- what was it, the article that was written with, you know, the money that's -- that had the potential to come in from the MTA tax, that a lot of us went to Albany a while back to petition our Legislators for, you're talking about expansion of services. You know, and I appreciate the colorful, creative words that -- language that you're using to suggest that you're going to help us, but we're asking specifically, you know, and this is on record, so specifically, for extended hours so that people who want to be employed, people who want to pursue their educational endeavors have that access. You know, it is -- it's about equal access and, you know, without something as simple and fundamental as transportation on Long Island, you know, we don't have that access. And, you know, we're not here, we're not begging. We're asking you to give us the money that taxpayers are paying for transportation that, you know, we're the only ones who are being limited by it.

So, you know, we're not just asking you, but, you know, we're suggesting and also, you know, advocating on our own behalfs. And also, too, I haven't really been to these meetings lately because, you know, it's like we come here and it does seem like nothing gets done. The last time I was here I did ask, *what do we have to do, do we have to petition?* So myself and quite a few friends of mine, we have. You know, I'm also someone who has started groups on both my campuses. I just graduated from Suffolk. I'm also now a member of the INN, Individual Needs Network at St. Joseph's. And, you know, all of my students say the same thing, you know, we don't have -- that SCAT sucks. We don't have access to transportation. We can't do this because of lack of transportation so we've gotten together a petition. And hopefully once we get enough signatures, we'll be able to present that to you, too.

So, you know, I'm just saying please keep that in mind so for the next time when we come and we have the same conversation again. Thank you.

CHAIRPERSON KRUPSKI:

Thank you. Christa Giannak; and Michael Jordan.

MS. GIANNAK:

Hello, everyone. I'm Christa Giannak. I'm on the board of Suffolk Independent Living Organization, SILO. And I'm also advocating on behalf of myself as a visually impaired person.

I would definitely like to advocate for extended hours in the evening because there are a lot of community activities, employment, education, related activities that we can do in the evening but are barred from doing because we have no ability to get ourselves home. I've had to get cabs. I've had to call in favors from friends and family and I've had to call in favors from my extended network of business contacts even and there needs to be a better way.

Also, I wanted to mention that I know some of the ways that the Legislator here -- Legislature here is spending money, I'm not sure if it's their choice or the company's choice, but, for example, reservations are open on Christmas Day, they're open on Thanksgiving Day. I believe this is a waste of money. We're paying these people overtime and where that money could go to be used for other things. Thank you very much.

CHAIRPERSON KRUPSKI:

Thank you, Christa. Michael Jordan; and on deck Diane Walker.

MR. JORDAN:

Good afternoon, everyone. I'm here to also reiterate what has been about spoken already, the extended services.

For my benefit it would help me when I go to church, which I teach a Life Group on Thursday, I don't have to abruptly leave at 8:30. And I'm also advocating a group for our youth to, you know, talk to them about getting their lives on track. And usually those groups start at 7 o'clock and they end about 9:30. I can't stay and I can't teach those groups. So I am advocating for late night service, a little beyond 10 o'clock because at 10 o'clock they stop that prevents a lot of extra money on overtime. So if we can expand the service a little later, which would be fewer people on the road and prevent extra money being used for overtime.

So I thank you ladies and gentlemen for listening to me. Have a great day.

CHAIRPERSON KRUPSKI:

Thank you, Michael. Diane Walker; and on deck Michelle Flood.

MS. FLOOD:

I'm Michelle. Diane asked me to fill out a card if she could possibly make it so she is right there. You are up, beautiful lady. Diane is a parent for one of the men and women we are privileged to serve at FREE. Diane, it's your turn at the podium. Unless we can switch; I'll go first and she can come next.

CHAIRPERSON KRUPSKI:

Yes, absolutely.

MS. FLOOD:

Okay.

CHAIRMAN KRUPSKI:

You're Michelle.

MS. FLOOD:

I'm Michelle Flood. I'm the Director of Advocacy at Family Residences and I'm speaking on behalf of the men and women that I'm privileged to support.

First and foremost I'd like to offer myself as a resource to your committee if you ever want to have a sit-down and I can give you my experience, 22-and-a-half years in the field working with our men and women. A lot of the men and women I see on a daily basis in my advocacy groups want to work, want to be an integral part of society. And they find it very difficult to navigate the world of public transportation.

I don't think we really need to ask for extended hours because I think they're legally by the ADA laws supposed to be getting those extended hours. So I would like you guys to just follow that letter of the law. However, I've seen what it is in those advocacy groups when the men and women are actively working on boards and they have to leave a half-an-hour before the meeting is over to wait outside for the SCAT bus because the driver will leave within ten minutes. I don't know if it's standard procedure for them to maybe call to say that they are there. It's my understanding that they will call occasionally if they're going to be late, which is great, but it's not consistent. My men and women provide cell phone numbers so I don't think it's a hardship to just make a phone call to

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say *we're outside* because it does sometimes take some of our men and women ten minutes to exit a building. But many of the gentlemen and ladies that I work with have to leave their jobs early. They're losing pay and then -- to get their bus home; or if they're going to a meeting and it's extremely important to them, they're booking their transport an hour in advance so that they're not late.

So, again, that is just from my -- my point of view from the men and women I met with this morning and that I see on a daily basis. And feel free to e-mail me or call me at any time and I would love to offer my expertise.

CHAIRPERSON KRUPSKI:

Thank you very much.

I see -- everyone speaks, I see that the staff from DPW is writing so I suspect, you know, they will answer a lot of your concerns.

So Diane Walker; and on deck Annamarie Fishbein.

MS. WALKER:

Yes, I'm a mother. I'm Diane Walker and my son is home in Coram, New York. I live in Huntington. And I think one of my major concerns is I'm a widow, have been for a long time. I have no children living close by except for my son. And he wants to come in and visit me and on a weekend. And it's very difficult, for instance, for him to get back. I'm hardly driving at all any more. I need knee surgery. I've had huge back surgery. And I'm really getting to be quite disabled myself.

I'm wondering why we can't have SCAT buses in the evening so that he could get back to his house in Coram. That's a concern of mine. That's our only way of seeing each other really. He worked in the Bethpage main offices. He used SCAT. And he would call and make sure that he's leaving by 12 o'clock to work at 3:30. He'd get there, you know, 1 o'clock and just sit outside just so he wouldn't be late. He never wanted to be late.

So it's a big concern for people who can't drive, won't be able to drive. And in a situation like my own where I am totally alone and I've just turned 80, and it's more limiting, but I don't want it to limit him. I think it's really important he has the ability to get to see me and to be able to get home. Thank you very much.

CHAIRPERSON KRUPSKI:

Thank you, Diane.

CHAIRMAN KRUPSKI:

Annamarie Fishbein; and on deck Mary Hart.

MS. FISHBEIN:

My name is Annamarie Fishbein.

MS. FLOOD:

I'm going to read Annamarie's letter. *Dear Legislators, I would appreciate it if you can get SCAT to extend the evening hours until ten p.m. so that the disabled, such as myself, can go to social events such as concerts, they can volunteer or go back to school. Thank you very much. Yours truly, Annamarie Fishbein.*

MS. FISHBEIN:

Thank you.

CHAIRPERSON KRUPSKI:

Thank you, Annamarie. Mary Hart; and on deck Justin Ainsworth.

MS. HART:

Hello. I am here just as a citizen of this country and the County of Nassau, but I live on the border so I actually can use both.

I was going to school to get my PhD. And I realized if I moved to this wonderful County of Suffolk County I couldn't go anymore because there's no way I'd be able to get back. In doing my homework for this, I discovered that a Blue Ribbon Commission was done, ordered by Governor Spitzer in 2007 regarding -- it was regarding higher education, but one of the problems they discovered was that people, you know, college was necessary for the economic development of this State. That was ten years ago. And I sat there trying to relate it to this. And I realized it's great that they have colleges available, but if the students, one, can't get there, nor can they take a part-time job to afford it, what good is it going to do this State when half their citizens they don't even know or have the opportunity to go to school because they can't afford it.

When I first started -- when I first moved here, I didn't go to Suffolk County because I was afraid I'd get lost. I would not be able to get back after 8:30 so I never went there. Now that I -- SCAT's available I at least can go see the friends that for the first time in my life I've actually been able to have. So without extending the hours, it makes it more difficult, as I said, for me to get to the classes that I have to get back to after I learned to be blind.

So, as I said, I would like to have the extended hours just to give me a life. It's all I ask for. Used to be able to do what I need to do when I need to do it and I don't think that's really a lot to ask for. Thank you.

CHAIRPERSON KRUPSKI:

Thank you. Justin Ainsworth; and on deck Patrick Mitchell.

MR. AINSWORTH:

Hi, my name is Justin Ainsworth. I'm a resident of Holtsville and I'm also an outreach advocate at SILO -- is this thing on? Check, check, check. Hello, hello. Can you hear me now?

CHAIRMAN KRUPSKI:

That's good, thank you.

MR. AINSWORTH:

Can you hear me now?

CHAIRMAN KRUPSKI:

Yes.

MR. AINSWORTH:

Okay. My name is Justin Ainsworth. I'm an outreach advocate for SILO and I'm also a resident of Holtsville. I'm advocating for the extended hours as well. As many -- as we've heard many people are saying for people to -- if they want to, you know, education -- education, if people want to go to classes at -- an 8 o'clock class, a 9 o'clock class, you can't get to a, you know, you can't do it without -- without having transportation. I'm in a power wheelchair, the only way I can get somewhere is with my van. So if I don't have somebody driving me, then I have to take SCAT. And if I want to go to a movie, say a 7 o'clock movie, I can't go to a 7 o'clock movie because I got to be out of there and get in the SCAT bus by 8.

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You know, if I want to go to somewhere, go out to dinner, a 7, 8 o'clock reservation, that's not going to work. If I want to go to, you know, some many of the -- Long Island is becoming so big with Patchogue and Port Jeff having so many concerts and everything else, well, I can't go to those either, because if it's too late, I need to have a SCAT bus. So I'd really appreciate it if you guys can look into that, make that happen. Thank you.

CHAIRPERSON KRUPSKI:

Thank you, Justin. Patrick Mitchell.

MR. MITCHELL:

Chairman Krupski, Suffolk County Legislators, Patrick Mitchell, Vice-President, SILO Board of Directors. At our last meeting, our meeting last Wednesday we approved what I'm going to speak to you about for distribution. It is a, excuse me, I just got to put my glasses on. It's a sample timeline for pilot program to extend SCAT hours. It was -- the lion's share of the work was done by Denise Coleman, who's a member of our committee, but she is also a regular SCAT rider. Unfortunately, she couldn't make it today so I'm going to read this in her stead.

The following is a sample timeline for a possible pilot program to explore extended hours for SCAT vans. The current hours prevent people with disabilities from being able to participate in normal life activities such as dinner theatre, shopping, working and visiting friends and relatives, to name a few; is infantilizing and offensive for one group of people to tell people with disabilities that they're allowed to participate in, what they're allowed to participate in and what they will be limited to because of lack of transportation.

People with disabilities already live with transportation limitations if they don't have their own accessible vans and drivers. Taxis are prohibitive -- prohibitively expensive and family cars cannot manage motorized vehicles so buses and vans are the only method of transportation available to many people with disabilities. And it is unreasonable of the Legislature to so drastically limit the hours of the vans that are available. We propose a pilot program developed by a sub-committee consisting of no more than five representatives from SILO and no more than five members of the Suffolk County Legislature or their representatives.

The following is a sample timeline for the purpose of identifying an ideal time for a pilot program and the necessary steps required before that -- before to ensure that the pilot program can successfully demonstrate the need. For such a pilot program to be successful it should take place in the nicer weather so for purposes of this sample I am stating that the pilot will be held for three months in the spring and summer of 1917 {sic}. This will allow the sub-committee and SILO to both put necessary steps in place to ensure good results of the pilot program. Of course, this whole timeline can be moved up if the sub-committee is appointed and completes its work more quickly than is outlined here.

August through September 2017 analysis and decisions: I recognize that there seems to be a lot of work that could get -- this could be a lot of work that could get expensive. I believe if a sub-committee works together to identify groups that might be able to help with printing and distribution of fliers, it won't be overwhelming for any group or person. For instance, perhaps we can get the office of Human Services or its equivalent office in each town under their offices of the disabled and seniors to distribute information to the related town offices and agencies for which they're responsible. There will be a certain amount of work that will be needed for both groups, the Legislature -- Legislators and SILO not just the sub-committee members but the whole organization, if we want to be sure we'll increase ridership, therefore, giving the pilot program a better chance of being successful.

I realize my time is up. I will forward the rest of this letter to -- to John and I know -- by the way,

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John has been very helpful to SILO. Thank you, Legislator Krupski, for allowing John to work with us. He's doing a real nice job. Thanks very much.

CHAIRPERSON KRUPSKI:

Thanks for your comments. We think so, too.

Now, that's all the cards that I have. Is there anyone else who would like -- who hasn't spoken who would like to speak? If not then, if I could have Commissioner Anderson come up and I know he and his staff were taking notes. I took -- I took some of the notes, a lot of the comments were -- were the same. So I -- I mean, I think a lot of the comments were based on the hours of operation of the SCAT bus. I think that's the majority of the -- of the comments.

There was one question about the use of -- and level of service of the AVL system and one question about do the drivers call the riders when they arrive on the scene to make sure that they know that the bus is there. And also, use on holidays, if you're -- if it's necessary to run the buses on Thanksgiving and Christmas.

AUDIENCE MEMBER:

The reservation office is open but the buses aren't running. So why are we paying for that?

CHAIRPERSON KRUPSKI:

So if you could -- so I think you understand that question. I think -- thank you, I think they understand that question if it pays to do that.

And if you could just start off, could you indulge me, how many, ballpark, how many riders do you have on the SCAT bus per year and does the -- does the ridership change with the seasons?

MR. LENBERGER:

We have 580,000 trips per year. And, yes, it does change with the seasons. It's generally the highest starting when school goes into session in September, October and again in the Spring.

CHAIRPERSON KRUPSKI:

Thank you. And if you have any answers to any of the questions that were asked.

COMMISSIONER ANDERSON:

I'll let Garry answer the question regarding the reservation.

MR. LENBERGER:

Yeah, the -- it's required by the FTA to have next-day service and that includes paratransit. So that is the sole reason that we have reservationists on Thanksgiving, Christmas, New Years, etcetera. It's required by law. And we average about 150 -- 150 reservations for next-day service on those particular holidays. So it is required. And the comment that we pay them overtime is not true. The majority of these staff members are part-time employees, about 80% actually, and there is no overtime unless they go over 40 hours.

COMMISSIONER ANDERSON:

The other, or it seems like the majority of the concerns raised reflected a desire or a request to extend hours. To be frank, it comes down to money, you know, we're right now looking at a deficit in our budget of, you know, I forget how many millions at this point, but it winds up being -- if I may -- yeah, it's a \$4 ride, right? Yeah, so \$4, you know, cost to those who ride it. It costs us about \$45 for the County, you know, and it's expensive.

We have, as was heard, in fairness, we have found a grant to extend beyond the three-quarter mile

limit that FTA, you know, mandates. So we've done that. We'll keep looking for funding where we can, but at this point we're still waiting for the MTA bill to go through the State Legislature. We're hoping we'll be able to get some more, you know, funds that'll help offset some of the deficit that, you know, that -- I mean, we started out before, you know, before last year's budget, we were always putting in a substantial amount of money. I would -- you know, we understand the needs and the concerns and we recognize them, but at this point it is premature given, you know, the funding issues that we're faced with.

CHAIRPERSON KRUPSKI:

I appreciate that. And I think you do a -- I think you do a really good job, 580,000 trips per year, I think that's a -- I had no idea it was that many -- that many trips.

AUDIENCE MEMBER:

\$4 each time.

CHAIRPERSON KRUPSKI:

So the question about the AVL system, could you give just -- just give an update on that.

MR. LENBERGER:

Yes, we did have some problems with the interface to the destinations signs. And I'd say 95% of that has been resolved in the last couple of weeks. We apologize for that. The -- the vendor was having some difficulty with different vintage buses and years and, you know, types of buses, etcetera. And, you know, we actually called the manufacturer in there and they actually worked overnight and weekends to resolve the issue.

CHAIRPERSON KRUPSKI:

Thank you. And, also, the last question that I had here was do the drivers call the riders when they arrive on the site?

MR. LENBERGER:

Actually what they do is they call dispatch. There is a 15-minute window plus or minus for a reservation. So, for example, if you had a 12 o'clock pickup time, the driver can show between 11:45 and 12:15. And when that happens, the driver has to wait a mandatory -- a minimum of ten minutes before he could leave the departure location. So if he shows up at 11:45, he cannot leave until 11:55. And that would generate a phone call or a radio contact with the dispatcher who would contact the -- the constituent to assure that they're there or they're not. But they theoretically could leave five minutes early, but that was only after they take the directive.

CHAIRPERSON KRUPSKI:

Thank you. Does anyone on the Committee have any questions? Sure.

LEG. BROWNING:

There was a gentleman mentioned in Babylon about the -- the buses are supposed to stop at specific locations. And obviously for the people with disabilities, you know, they have certain areas that they know, they know where they're supposed to go. And they mentioned something about some of the MTA vehicles are blocking the bus's ability to park where they're supposed to park. Is there an opportunity that we could reach out to someone to make sure that the designated area for the bus is not being occupied by someone else?

MR. LENBERGER:

That does happen, I don't want to say fairly regularly, but it does happen. We can reach out to the MTA again and NICE bus also, which is actually a separate system now in Nassau County, but they do have a tendency to take some of our spots.

LEG. BROWNING:

Yeah, I mean, that's all well and good if you don't have a disability. But if you have a disability they shouldn't be doing that and they should be accommodating.

MR. LENBERGER:

Yes. And, if I could just add, the -- it should be noted that 81% of our bus routes stop before 8:30; some stop as early as, say, 6 o'clock in the evening. And it would not be -- it wouldn't be required for us to provide paratransit service, but with this 53-10 grant that we do have, we could provide service thereafter and that -- and we think it's a godsend to bring it to 8:30. And, you know, I could really -- really appreciate these people coming out, I mean, I totally understand it and we would love to increase the service to a higher level. But until we get this budget under control, we really can't look to do that.

CHAIRPERSON KRUPSKI:

Thank you, Garry.

LEG. BROWNING:

Okay, and I know the gentleman's back there. Maybe if you could speak with him, he's -- no, I know, I'm not asking him to come up, but if you could speak with him, he's towards the back.

MR. LENBERGER:

Mr. Pressman.

LEG. BROWNING:

He has some additional comments for you. If you want to raise your hand so Garry sees who it is. Yeah, I know they do.

CHAIRMAN KRUPSKI:

Thank you.

MR. LENBERGER:

Not a problem, I'd be glad to.

CHAIRPERSON KRUPSKI:

Anybody else on the Committee have any questions? Okay. All right, well, thank you so much for coming in. And I, too, am appreciative for everyone who came in to comment today. The system is what it is. And if you want to make any changes to it, if we don't hear from you, then, we -- you know, it's impossible to do it. And I know everyone at Suffolk Bus and DPW really works hard to try to accommodate everyone. So I appreciate the work that they do.

Now we'll go to our regular agenda. If we could, I would like to take -- make a motion to take 1565 out of order; second by Legislator Stern. All in favor? Opposed? Abstentions? So moved. We're taking IR 1565 out of order.

INTRODUCTORY RESOLUTIONS

(1565) Amending the 2016 Operating Budget and amending the 2016 Capital Budget and Program and appropriating funds in connection with the Sewer Infrastructure Program to provide funding for Mobile Home Park Wastewater Treatment Demonstration Program (CP 8721.110). (Co. Exec.)

I'll make a motion to approve. Is there a second? Second by Legislator Stern. Director Lansdale, could you explain to us the -- what we're doing here.

DIRECTOR LANSDALE:

Yes, thank you. We are -- this resolution appropriates funding from the Assessment Stabilization Reserve Fund to be used for a pilot program for the Mobile Home Wastewater Upgrade Demonstration Program. We applied for and there is a companion resolution that will be introduced at the next Legislative meeting that accepts a million dollars in funding from New York State that goes along with this program. This specifically appropriates \$100,000 towards the planning portion and helps satisfy part of the match for the -- the million dollars that we received as a grant.

The other portion of the match for this grant will come from the mobile home park operator. And we received already applications from various mobile home parks. This is specifically for mobile home parks within the Peconic estuary site of that tremendous fish kill last summer. And there are a number of mobile home parks that are not connected to septic systems or not connected to sewage treatment plants that are on septic systems that are contributing to the nitrogen loading within the Peconic estuary. So we're looking to have one mobile home park connected to an innovative alternative wastewater treatment system.

CHAIRPERSON KRUPSKI:

Now I know you came out to Riverhead earlier this year, you and Walter Dawydiak, to do outreach to the mobile home parks at one of the community meetings. And you had, I know, a number of applicants for this program. How is that -- how will that be concluded?

DIRECTOR LANSDALE:

Sure. So we have -- we received, you're right. We've received five applications and we're going right now -- the Health Department is vetting those applications and meeting with the owners of the mobile home parks. It looks like we'll have a number. We're developing a steering committee for the project and looking to have representatives from the town -- both towns that -- both the Town of Riverhead and the Town of Southampton to aid us in the selection process of one mobile home park.

CHAIRPERSON KRUPSKI:

That's great, thank you. Does anyone have any questions? Legislator Trotta.

LEG. TROTТА:

You're going to pick one mobile home park?

DIRECTOR LANSDALE:

That's right.

LEG. TROTТА:

How many mobile homes are there in there?

DIRECTOR LANSDALE:

There are close to, I'd say, a dozen mobile home parks within the zero to two-year contributing area of the Peconic Estuary so -- and they range from a couple dozen mobile homes to more than 100 mobile homes. I can provide you with that spreadsheet once I get back to the office.

LEG. TROTТА:

So this isn't for anything specific?

DIRECTOR LANSDALE:

No, no, we are through the process going to select one mobile home park, five specific parks did apply under our call for applications. And as Legislator Krupski alluded to, we did make a presentation to the Mobile Home Park Association of Suffolk County.

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LEG. TROTТА:

So you're asking for \$100,000 for design, but you don't even know what you're designing yet.

DIRECTOR LANSDALE:

That's right. We are -- we will have that once we make that selection in the next -- we're on track to make that selection in the next few weeks.

LEG. TROTТА:

So there's no rush for this. I mean, it seems to me that, you know, if you pick one with two dozen, it might cost \$20,000. But if you pick one with a hundred, it might cost \$100,000. So you're asking us for \$100,000.

DIRECTOR LANSDALE:

We're picking one mobile home park right now. And this 100,000, yes, goes towards the design of it. And we're looking -- and this a companion to a million dollars in funding that we will be receiving through New York State.

LEG. TROTТА:

But you don't know which one you're going to pick.

DIRECTOR LANSDALE:

Not yet, no, we haven't gone through the vetting process right now.

LEG. TROTТА:

You understand my logic here is you don't -- actually, I think I stole it from Legislator Krupski's logic, that if you don't know which one we're going to pick, how can you be asking for money already?

CHAIRPERSON KRUPSKI:

My logic is proprietary. (*Laughter*)

LEG. FLEMING:

It's certainly unique.

LEG. TROTТА:

No, I mean, that he's made that argument many times and I've agreed with him.

CHAIRPERSON KRUPSKI:

Well, in this case I think Director Lansdale says she needs to -- us to pass this so they would be prepared to move forward with this. This is a -- this is not something she sprung on us. This is something that she's been working hard on getting one of these densely populated mobile home parks to treat their wastewater. Many of them are very close to the Peconic River or Peconic Bay.

LEG. TROTТА:

The one near Lake Ronkonkoma's still there. Was that considered? Is it still there, the one in --

CHAIRPERSON KRUPSKI:

I don't know.

COMMISSIONER ANDERSON:

No, that one's --

DIRECTOR LANSDALE

I think --

LEG. TROTТА:

It's gone? It's gone?

DIRECTOR LANSDALE:

-- that's outside of the Peconic Estuary.

LEG. TROTТА:

Was is it -- this is for the Peconic Estuary?

DIRECTOR LANSDALE

Yes, it was specifically applied for using the criteria and the call for applications in last year's consolidated funding application process through the Long Island Regional Economic Development Council; gave extra points to site projects within the Peconic Estuary.

LEG. TROTТА:

Okay.

CHAIRPERSON KRUPSKI :

Legislator Stern.

LEG. STERN:

So I understand, I appreciate from your -- your description where it's located and the impacts that it's had and the urgency of doing something here. What is the system that they're currently operating on?

DIRECTOR LANSDALE:

They're currently on -- all of the mobile home parks are either on cesspools or septic systems, individual tied to the -- each mobile home within the park.

LEG. STERN:

And have -- are you -- have you determined that those systems are inadequate or has there been a specific failure of a system or several systems within the park?

DIRECTOR LANSDALE:

Both. The -- as part of our grant application, we were able to work with the Health Department in -- in identifying the -- the number of complaints issued by residents within the mobile home parks because of -- of sanitary issues related to their septic systems. For instance, we received several complaints, the County did, the County Health Department that their sanitary system was overflowing, etcetera, etcetera.

LEG. STERN:

Okay, thanks.

CHAIRPERSON KRUPSKI :

Thank you. Any other questions? All right, so we have a motion and a second. All in favor? Opposed? Abstentions?

LEG. TROTТА:

Opposed.

CHAIRPERSON KRUPSKI:

So moved. **Approved (VOTE: 6-1-0-0. Opposed: Leg. Trotta)**

TABLED RESOLUTIONS

All right. Now to the agenda, IR -- under Tabled Resolutions, **IR 1027.**

There is a -- the public hearing's been closed. And it is **(Adopting Local Law No. -2016) A Local Law to clarify affordable housing requirements at developments connecting to a County sewer district. (Calarco)**

LEG. CALARCO:

Motion to table.

CHAIRPERSON KRUPSKI:

Ah, thank you. From the sponsor a motion to table; second by Legislator Stern. All in favor? Opposed? Abstentions? **Tabled (VOTE: 7-0-0-0)**

IR 1247 - Amending resolution -- I'm sorry, 1247. All right, I thank you. I have **IR 1247 as withdrawn.** I don't have that on my schedule, I've been told that, so. We'll just check, we'll check on that, but we'll move on.

IR 1322 - Adopting Local Law No. -2016, A Local Law to further incentivize the creation of affordable housing. (Calarco) This is recessed for public hearing. Is this --

LEG. CALARCO:

Yes, motion to table.

CHAIRPERSON KRUPSKI:

Motion to table; second by Legislator Stern. All in favor? Opposed? Abstentions? So moved. **Tabled for Public Hearing (VOTE: 7-0-0-0)**

IR 1407 - Establishing the Suffolk County Safer Streets Program. (Cilmi). I was asked by the sponsor to table this. He's working on the language. I'll make that motion; second by Legislator Calarco. All in favor? Opposed? Abstentions? So moved. **Tabled (VOTE: 7-0-0-0)**

IR 1465 - Directing County participation in regulatory proceedings. (Krupski). I am going to table this also. We're having a meeting after this Committee meeting to try to work out the -- the language and the direction this is going to take. So I'll make a motion to table; second by Legislator Stern. All in favor? Opposed? Abstentions? So moved. **Tabled (VOTE: 7-0-0-0)**

INTRODUCTORY RESOLUTIONS

IR 1539 - Amending the 2016 Capital Budget and Program and appropriating funds in connection with the purchase of public safety vehicles (CP 3512). (Co. Exec.) Motion by Legislator Browning; I'll second the motion. Is there any questions for the Commissioner? I have motion and a second. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 7-0-0-0)**

IR 1540 - Amending the 2016 Capital Budget and Program and appropriating funds in connection with improvements to CR 1, County Line Road (CP 5581). (Co. Exec.) Same motion, same second. Any questions for the Commissioner? All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 7-0-0-0)**

IR 1541 - Amending the 2016 Capital Budget and Program and appropriating additional funds in connection with strengthening and improving County roads (CP 5014). (Co. Exec.) Same motion?

LEG. BROWNING:

I'll make a motion.

CHAIRPERSON KRUPSKI:

Same second. Any questions? All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 7-0-0-0)**

IR 1543 - Appropriating funds in connection with rehabilitation of various bridges and embankments (CP 5850). (Co. Exec.) Motion by Legislator Browning; second by Legislator Stern. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 7-0-0-0)**

IR 1544 - Appropriating County and Federal funds in connection with application and removal of lane (pavement) markings (CP 5037). (Co. Exec.) Motion by Legislator Muratore; second by Legislator Calarco.

LEG. TROTТА:

On the motion real quickly.

CHAIRPERSON KRUPSKI:

Go ahead.

LEG. TROTТА:

That's just general funding for removing them (inaudible)? I don't understand removing.

COMMISSIONER ANDERSON:

In some cases -- this is -- this is a request for \$4.9 million to replace existing thermoplastic pavement markings so, in some cases, we have to actually remove the old because it's become worn and ineffective so that's where the removal comes from.

LEG. TROTТА:

\$4.9 million?

COMMISSIONER ANDERSON:

\$4.9 million, yeah.

LEG. TROTТА:

Stickers?

COMMISSIONER ANDERSON:

(Laughter) No, it's pavement markings. It's thermoplastic -- it's the stop bars and the long lines. We have about \$4.4 million in federal funds to do this work. It's been approved by the FHWA. The other 500,000 would be for on nonfederal funded roadways.

LEG. TROTТА:

Who's the vendor we buy this from?

COMMISSIONER ANDERSON:

I believe it's done by a contractor. It's not done by a vendor. Hold on, here's Jim.

MR. PETERMAN:

Yeah, Legislator Trotta, I'm Jim Peterman. I'm the Assistant to the Chief Engineer. There's a two-pronged request in this resolution: 500,000 will go in toward to our typical 5037. It's used for thermoplastic markings at the intersections themselves as they get worn. The 4.9 or the \$4.4 million, remaining of the 4.9 will be -- is federal aid project that we're getting 80/20 back; 80%, the County 20%, but that's for the long lines. We're going to have an epoxy machine.

One of our biggest problems on our roads is wet reflectivity. So right now we have a paint truck where we have -- we drop glass beads. Glass beads is what gives you the reflectivity in the rain. We're actually going to put an epoxy down and drop the glass beads into this epoxy. So basically the \$4.4 million federal aid job is going to get bid out to the lowest bidder. The \$500,000 portion is going onto our requirements contract, whoever is the low bidder for that area and that'll be thermoplastic markings at intersections.

LEG. TROTТА:

So we don't have the contractor yet?

MR. PETERMAN:

No, not for the big \$4.4 million federal aid job.

LEG. TROTТА:

How many people usually bid on something like -- a lot or two?

MR. PETERMAN:

Well, there's not that many companies set up to do that kind of work so probably four or five are capable of doing it.

LEG. TROTТА:

Is this something new with the epoxy?

MR. PETERMAN:

No, the State's been using epoxy for a while and we've been using it on a lot of our jobs. It's a different kind of machinery setup. You have the paint, which the County has a paint truck; we have thermoplastic, which holds up much better in the intersections where you have turning vehicles that tend to wear pavement markings out more quickly; you want something more substantial there.

LEG. TROTТА:

So we're not doing it, though.

MR. PETERMAN:

We're doing the thermoplastic at the intersections and the epoxy would be the long lines, you know, long distance roadways.

LEG. TROTТА:

So we do intersections for 500,000 and they do the whole roads for four and-a-half million.

MR. PETERMAN:

Well, when you're doing the long lines on a long road, they have a -- it's less labor intensive. It's gotta be done right from the back of a truck sprayed on what's actually extruded on a, you know, and moving at a pretty good pace. The intersection work is all done by hand, you know, you have a kettle and you actually have a man operating like a walk-behind wheelbarrow, it's puts out a ribbon of thermoplastic, which then the glass beads get dropped.

LEG. TROTTA:

Do we always bid this out or do we ever do it ourselves?

MR. PETERMAN:

We don't have a thermoplastic truck. We do the long lines with our County paint truck. But, again, the visibility is much greater with the epoxy, especially in wet weather.

LEG. TROTTA:

I'm confused. Do we -- we're bidding it out or we're doing it ourselves?

MR. PETERMAN:

No, everything -- all the work involved with this resolution is getting bid out. We do have a County paint truck, a paint crew that does the lines. We have 422 miles of roadway to do. And the paint -- the paint does not hold up as well, like I said, especially in the wet -- wet weather at nighttime.

LEG. TROTTA:

Did we look into having -- buying one of these trucks and do it ourselves?

MR. PETERMAN:

We could, but the problem would be the manpower of staffing it.

LEG. TROTTA:

Do you know how much it costs a mile?

MR. PETERMAN:

Well, thermoplastic is probably about 50 cents a foot versus the paint's probably like five bucks a foot.

LEG. TROTTA:

Say that again.

MR. PETERMAN:

The thermoplastic, it goes by linear foot at a four inch line; it's about 50 cents a foot, thermoplastic.

LEG. TROTTA:

How much is paint?

MR. PETERMAN:

We do it inhouse. I really don't have a -- a quoted price from a contractor. I'd have to get back to you on working that out, figuring out the paint cost and the cost of the County employees because we do the paint inhouse, but long lines only.

LEG. TROTTA:

Fifty cents a foot and we have 400 and how many miles?

MR. PETERMAN:

Four hundred and twenty-two. And that's lane -- that's not lane miles, that's miles of roadway.

COMMISSIONER ANDERSON:

That's miles. And if you take lane miles you're --

LEG. TROTTA:

Yeah, we have double, triple, yeah. Okay, thank you.

CHAIRPERSON KRUPSKI:

Is there a certain time of year? Are you limited by the weather that you can apply this?

MR. PETERMAN:

Yeah, it's usually -- it has to be 45 and above; you get away with 40 if the sun's out.

CHAIRPERSON KRUPSKI:

Thank you. All right. So we have a motion and a second on IR 1544. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 6-0-0-1 - LEGISLATOR STERN NOT PRESENT)**

IR 1545 - Amending the 2016 Capital Budget and Program, authorizing \$8,600,000 in funds for the purchase of new hybrid-electric transit buses for Suffolk County Transit and accepting and appropriating Federal and State Aid and County funds (CP 5658). (Co. Exec.) Is there a second? Second by Legislator Calarco. Motion by Legislator Muratore. Any questions? Commissioner, I know you had one of those new buses out here before did you -- you didn't happen to bring one with you today, did you, the smaller fixed route buses?

COMMISSIONER ANDERSON:

I don't know if it's still out there or if it was -- I didn't check. I didn't see it.

CHAIRPERSON KRUPSKI:

Okay.

COMMISSIONER ANDERSON:

It doesn't mean that --

CHAIRPERSON KRUPSKI:

Okay. All right. We have a motion and a second. All in favor? Opposed? Abstentions? So moved. **(VOTE: 6-0-0-1 - LEGISLATOR STERN NOT PRESENT)**

IR 1555 - Amending the 2016 Capital Budget and Program and appropriating funds in connection with the purchase of sewer facility maintenance equipment and authorizing a temporary increase in the fleet (CP 8164). (Co. Exec.)

LEG. MURATORE:

Motion.

CHAIRPERSON KRUPSKI:

Motion by Legislator Muratore; second by Legislator Calarco. On the motion, what is the temporary increase in the fleet?

COMMISSIONER ANDERSON:

That statement was something that Budget wanted us to add into the resolution. I really don't understand why, but we are looking to increase our fleet. And what it amounts to is \$500,000 we would be -- for the Bergen Point Treatment Facility we'd be looking to purchase two portable trash pumps and one Vactor truck. And then for the outer districts, the other sewer districts, if you will, we'd be looking for to purchase with -- we're requesting \$500,000 to request and purchase two F550 Dump Trucks with snowplows and spreaders; two 250 super cab pickups with snow plows and tool boxes; one F550 Utility Truck with a crane and a generator; and then one 10-ton equipment trailer to bring equipment back and forth to the various sewer district sites.

CHAIRPERSON KRUPSKI:

And this money comes out of the sewer district?

COMMISSIONER ANDERSON:

Correct.

CHAIRMAN KRUPSKI:

All right. We have a motion and a second. All in favor? Opposed? Abstentions? So moved.

Approved (VOTE: 6-0-0-1 - LEGISLATOR STERN NOT PRESENT)

IR 1556 - Amending the 2016 Capital Budget and Program and appropriating funds in connection with the County share for participation in pavement resurfacing of Country Road 80, Montauk Highway in the vicinity of County Road 101, Sills Road to the vicinity of NY24 (CP 5599, PIN 076090). (Co. Exec.)

LEG. CALARCO:

Motion.

CHAIRMAN KRUPSKI:

Motion by Legislator Calarco; second by Legislator Fleming. Any question about the nature of the work or the location? A motion and a second. All in favor? Opposed? Abstentions? So moved.

Approved (VOTE: 6-0-0-1 - LEGISLATOR STERN NOT PRESENT)

IR 1557 - Amending the 2016 Capital Budget and Program and appropriating funds in connection with the County share for participation in pavement resurfacing of Country Road 48, Middle Road from the vicinity of Cox Neck Road to the vicinity of Horton Lane (CP 5599, PIN 076091). (Co. Exec.) I will make that motion; second by Legislator Muratore. I just want to say thank you for all the people in Suffolk County who use that road not only to get to the North Fork, but also to get onto the Cross Sound Ferry, that's a very heavily traveled road. And two winters ago it really got torn up by the -- by the weather. So, what's the timeline on that?

MR. PETERMAN:

Yeah, we're going to bid in this fall and start construction next spring.

CHAIRPERSON KRUPSKI:

Excellent, thank you, because it's like a cobblestone road right now. So, all in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 6-0-0-1 - LEGISLATOR STERN NOT PRESENT)**

IR 1558 - Amending the 2016 Capital Budget and Program and appropriating funds in connection with the County share for participation in pavement resurfacing of Country Road 94, Nugent Drive in the vicinity of River Road to the vicinity of CR 51, East Moriches-Riverhead Road (CP 5599, PIN 076092). (Co. Exec.) I'll make that motion.

LEG. BROWNING:

Second.

CHAIRMAN KRUPSKI:

Second by Legislator Browning. Any questions? All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 6-0-0-1 - LEGISLATOR STERN NOT PRESENT)**

IR 1560 - Calling for a public hearing for the purpose of increasing and improving facilities for Suffolk County Sewer District No. 7 - Medford Woodside (Facility) (CP 8194). (Co. Exec.) Motion by Legislator Calarco; second by Legislator Muratore. All in favor? Opposed?

Abstentions? So moved. **Approved (VOTE: 6-0-0-1 - LEGISLATOR STERN NOT PRESENT)**

IR 1561 - A resolution making certain findings and determinations and issuing an order in relation to the increase and improvements of facilities for Suffolk County Sewer District No. 14 - Parkland (CP 8151). (Co. Exec.) Same motion, same second. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 6-0-0-1 - LEGISLATOR STERN NOT PRESENT)**

IR 1565 we've done.

IR 1581 - We're going to -- (Adopting Local Law No. -2016, A Local Law to amend the County's purchasing and contract eligibility requirements. (Stern)) I'll make a motion to table for the purpose of public hearing; second by Legislator Muratore. All in favor? Opposed? Abstentions? So moved. **Tabled for Public Hearing (VOTE: 6-0-0-1 - LEGISLATOR STERN NOT PRESENT)**

IR 1585 - Amending Resolution No. 869-2015, authorizing public hearings pursuant to Article 2 of the Eminent Domain Procedure Law of the State of New York in connection with the acquisition of properties to be acquired for the reconstruction of the Fire Island Barrier Beach and Dune Network from the Fire Island Inlet to Moriches Inlet, Towns of Brookhaven and Islip, Suffolk County New York (CP 5382). (Co. Exec.) Motion by Legislator Browning, second by Legislator Calarco.

LEG. CALARCO:

On the motion.

CHAIRPERSON KRUPSKI:

Yes, please. Go right ahead, go ahead.

LEG. CALARCO:

Commissioner, are we at a point where we are looking to go to eminent domain with any properties within this -- this region. I thought we were able to avoid that up to now.

COMMISSIONER ANDERSON:

We have, to answer your question, we have gone to eminent domain on certain properties. We will likely go to some for others to eminent domain in different communities. We have made great strides and are working to relocate as many homes as we can without having to actually acquire the land if it becomes a, you know, if it's shown to be cost benefit -- beneficial.

This particular resolution is looking to hold a public hearing to -- at the potential of going into eminent domain for some additional properties that weren't considered originally, the -- because of the placement of the dune and visual inspection of the site, we've determined that some of the -- some of the homes might get isolated and landlocked. So we're considering the potential of trying to create an alternate access and that's the purpose of the -- of the need to possibly go into eminent domain. So we need to do that hearing first. These weren't really considered originally.

LEG. CALARCO:

How many properties have we had to take through eminent domain so far?

COMMISSIONER ANDERSON:

I can get you that information. Off the top of my head, I want to say so far we've taken two. We've had a few that we've acquired -- or we have a lot that we've acquired through easement and through, you know -- negotiated contract, but I believe we've only gotten two.

LEG. CALARCO:

Could you, yeah, please -- please just send me along how many properties we've had to take in totality; how many of those had to come to the eminent domain procedure; and also in which communities those properties were located.

COMMISSIONER ANDERSON:

Okay, will do.

LEG. CALARCO:

Thank you.

CHAIRPERSON KRUPSKI:

So, Commissioner, you said you've taken two from eminent domain. That's a -- and the state pays for the -- or the federal government pays for the property.

COMMISSIONER ANDERSON:

Everything here is, yes, 100% federally funded.

CHAIRPERSON KRUPSKI:

Do they -- so the process, I'm not that familiar. I only --

COMMISSIONER ANDERSON:

If I could just correct my statement. The appraised value and what we go into eminent domain would be fully 100% federally funded. If we go to court and the court determines that there, you know, it would be justified to give them additional funds, those funds are split between the County and the State: 70% by the State, 30% by the County.

CHAIRPERSON KRUPSKI:

And how successful were we on the -- the existing two eminent domains? Are they completely done?

COMMISSIONER ANDERSON:

Well, we vested the property. We didn't -- we still have to go to court.

CHAIRPERSON KRUPSKI:

Well, legally it's not finished.

COMMISSIONER ANDERSON:

Correct.

CHAIRPERSON KRUPSKI:

Okay. Is there -- how disruptive is that to the project as a whole?

COMMISSIONER ANDERSON:

It's not. It really, it's just -- it's part of the process. If we -- if we go to a property, we've -- as I may have said in a previous meeting, we've gone -- right now we've acquired certification for all the properties from Kismet through Fair Harbor. So whether it's easements or land acquisition or eminent domain, it's just part of the process of what we've had to do and we're doing it and we're moving forward.

CHAIRPERSON KRUPSKI:

So the project won't stall because of the legal proceedings, which I know can go on for years.

COMMISSIONER ANDERSON:

No, it won't. Once we vest, we go to court to vest the property, the court essentially gives us the title and says, okay, you know, in the future we're going to have to resolve what those additional costs or if they're even justified.

CHAIRPERSON KRUPSKI:

Okay. Thank you. Any other questions? We have a motion and a second. All in favor? Opposed? Abstentions? So moved. **Approved (VOTE: 5-0-0-2 - LEGISLATORS STERN AND FLEMING NOT PRESENT)**

That concludes the regular agenda. We do have a card. Dawn Cookler, we'd like to give you the opportunity to speak. She filled out a card.

MS. COOKLER:

Hi, I'm Dawn Cookler.

CHAIRPERSON KRUPSKI:

Welcome.

MS. COOKLER:

I'm representing the SILO. I'm on the board of directors for SILO, Suffolk Independent Living Organization. I'm also on the Disability Task Force for the Town of Brookhaven. And I'm on the Coram Civic Association.

And I know a lot of people spoke before me, but I really would like bus service to run till 10 o'clock instead of 8:30 because I can't go to any social events in this whole summer because most social events start at 8 o'clock and the bus runs till 8:30. So anything that starts at 8 o'clock, I can't go to. I went to a social event that started at 7 o'clock and I had to leave 8:15 and the event went to 11:00. So, you know, I stayed for an hour and that's the way my life pretty much goes. I can't do anything after 8:30.

And the Coram Civic Association, that meeting doesn't start till 8 o'clock. And I can't take the bus there so I have to wheel from my house to the firehouse in Coram in order to make it to that meeting. And that's a little dangerous. I do it because that civic association is very important to me and to a lot of people. But if the buses ran later. I would be able to get there safely.

And I just wanted to also say thank you for getting the buses to run on Sunday. Because the buses are running on Sunday, I could see my father for the first time on Father's Day this year. So I just wanted to say thank you very much. And I'm sorry I'm late. I was coming from Ronkonkoma to here and I was in the bus for two hours. So that's why I'm late, but that's just an average day in the life of somebody who takes the SCAT bus.

Thank you very much and I appreciate you allowing me to speak later.

CHAIRPERSON KRUPSKI:

Thanks. Oh, no problem, Dawn.

MS. COOKLER:

Thank you.

CHAIRMAN KRUPSKI:

Okay.

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So if there is no other comment for the Committee, we are adjourned.

**THE MEETING CONCLUDED AT 3:18 PM
{ } DENOTES SPELLED PHONETICALLY**