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5 **PUBLIC WORKS, TRANSPORTATION & ENERGY COMMITTEE**  
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7 **OF THE**  
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9 **SUFFOLK COUNTY LEGISLATURE**  
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11 **MINUTES**

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13 A meeting of the Public Works, Transportation & Energy Committee of  
14 the Suffolk County Legislature was held in the Rose Y. Caracappa  
15 Legislative Auditorium of the William H. Rogers Legislature  
16 Building, 725 Veterans Memorial Highway, Smithtown, New York on  
17 September 23, 2019.

18  
19 **MEMBERS PRESENT:**

20 Leg. Al Krupski, Chairperson  
21 Leg. Thomas Muratore, Vice Chair  
22 Leg. Robert Calarco, Deputy Presiding Officer  
23 Leg. Bridget Fleming  
24 Leg. Susan A. Berland  
25 Leg. Thomas Cilmi  
26 Leg. Tom Donnelly

27  
28 **ALSO IN ATTENDANCE:**

29 Presiding Officer DuWayne Gregory, 15th Legislative District  
30 Sarah E. Simpson, Counsel to the Legislature  
31 Jessica Nowak, Assistant Counsel/Legislature  
32 Amy Ellis, Chief Deputy Clerk/Legislature  
33 Laura Halloran, Budget Review Office  
34 Darnell Tyson, Acting Commissioner/Department of Public Works  
35 William Hillman, Chief Engineer/Highway/DPW  
36 Amy Keyes, County Executive's Office  
37 Catherine Stark, Aide to Leg. Krupski  
38 John Stype, Aide to Leg. Krupski  
39 Robert Martinez, Aide to Leg. Muratore  
40 Brendan Chamberlain, Aide to Leg. Muratore  
41 Irene Donohue, Aide to Leg. Fleming  
42 Samantha Sarube, Aide to Leg. Berland  
43 Kimberly Scalice, Aide to Leg. Cilmi  
44 Karen Klafter, Aide to Leg. Donnelly  
45 Robert Braun, Deputy Bureau Chief/County Attorney's Office  
46 Paul Pressman  
47 Alison Branco, Nature Conservancy  
48 And all other interested parties

49  
50 **MINUTES TAKEN BY:**

51 Diana Flesher, Court Stenographer  
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**THE MEETING WAS CALLED TO ORDER AT 2:02 PM**

**CHAIRPERSON KRUPSKI:**

All rise for the Pledge of Allegiance led by Legislator Muratore.

**SALUTATION**

**PUBIC PORTION**

Welcome to the regular committee meeting of Public Works, Transportation and Energy. We have no presentations today. We'll start off with a public portion. I have one card, Paul Pressman.

**MR. PRESSMAN:**

Good afternoon, Legislators.

**CHAIRPERSON KRUPSKI:**

Welcome, Paul.

**MR. PRESSMAN:**

I just want to make sure that we pass the resolution for the \$150,000 for the 50,000th consulting firm that's going to change our bus schedules. I want to make a couple of points on that particular resolution. I don't know how fair it is or how not fair it is, but I honestly feel that when they put this out for bid, that it would make more sense that the bid goes out to firms in this County instead of what we did the last time with our -- that came from Texas and still hasn't come up with any ideas that's good for this County.

If you don't know this County, how can you make a schedule for the County? And in all fairness, DPW is getting all the monies they can from the Federal Government. But at the end of the day, all that money, all the new buses, all the scheduling and everything else doesn't do a darn thing if we don't have the money to run it. We can get all the buses in the world. We can have them running every half hour and everything else. But if the County doesn't get money from the State, then we don't have money to run those buses.

Yes, it was very nice that they took the \$1.9 million that they got in extra STOA money to make the 66 run in the -- you know, during the half hour during the morning and afternoon rush hours to make them run a little bit later, which is a big route and is necessary to start up the 109 Route again, which Nassau County decided to get rid of. And they're going to start that up again. But that's only going to run every hour. And, you know, there's some issues that I took up with DPW as far as the routing of that particular bus. But I still believe that we need a big push in Albany.

Now, my next meeting that I'm supposed to have with Miss Santoro has been cancelled because they're now working on their budget in Albany. And, yes, the Deputy Commissioner of Department of Transportation in the State is going to give me a written list that I can bring to you people first before I bring to the Legislature about his ideas on how to get more funding for Suffolk County and the possibility of Suffolk County getting out of the STOA funding

1 and becoming their own separate entity not part of Nassau and  
2 Westchester, which, I think, at the end of the day may be the best  
3 thing for us since we're more -- we're one of the biggest counties.  
4 And Westchester and Nassau have a whole different layout on how  
5 they do things. Thank you very much.  
6

7 **CHAIRPERSON KRUPSKI:**

8 Thank you, Paul. And I will ask the Acting Commissioner once we  
9 get into the meeting about what you said about who's going to bid  
02:06PM 10 on the -- who's going to be qualified to bid on the bus schedules.  
11 Thank you. That's the only card I had? Is there anyone else who'd  
12 like it speak to the Committee, Alison?  
13

14 **MS. BRANCO:**

15 Good afternoon. I'm Alison Branco. I'm the Director for Coastal  
16 Programs for the Nature Conservancy on Long Island. I'm here to  
17 speak today in support of IR 1807. And that's for the development  
18 of Coastal Resiliency Management Plan for Suffolk County.  
19

02:07PM 20 Suffolk County is surrounded on three sides by water; water that's  
21 rising by as much as six feet in the next 80 years. So that means  
22 that Suffolk County owns a tremendous amount of infrastructure  
23 that's in danger from flooding. And not in a hundred years, but  
24 right now we're seeing increased flooding from more and stronger  
25 storms, increased high tide flooding as well as rising groundwater.  
26 Floodings threatening County buildings, roads, stormwater and  
27 wastewater infrastructure just to new a few things.  
28

02:07PM 29 Now, I used to work for Suffolk County. Many of you know. And I  
30 know now we feel about planning in the Capital Budget. But this  
31 plan is super important because the need far outweighs the budget  
32 here and probably far outweighs the entire capital budget. So this  
33 planning step is so important to inventory all of the  
34 vulnerabilities and prioritize them for adaptation projects. And  
35 it's also important because it will help the County to be able to  
36 leverage the little funding that we do have in our own budget to  
37 get state and federal grants to stretch that money a lot further  
38 and help build a more resilient County.  
39

02:08PM 40 And maybe even more important, it has a whole second purpose, I  
41 think, that's not even written in or intended, but it will create a  
42 plan and a list of pre-prioritized projects that is a place that  
43 you can funnel money when funding becomes available from other  
44 sources. All too often we see this happen after a disaster, like  
45 after Superstorm Sandy. But increasingly that's happening before  
46 disasters, for prevention as well. So for the County to have this  
47 plan ready to go and that becomes available, will make us much  
48 better able to use those resources and help make our County more  
49 resilient.  
50

51 After Superstorm Sandy we saw it happen and it's happening right  
52 new in the Great Lakes as well. When there's no plan and you're  
53 not really ready, there's kind of a scramble when funding becomes  
54 available. And unfortunately that often winds up making the  
55 decision process more about expediency than about the most  
56 important projects, the greatest need and the widest use of money.

1 So, doing this planning is really important.

2  
3 I'd like to advise you to create an advisory committee to guide the  
4 consultants that do this planning work made up of not just the  
5 County departments that have infrastructure issues, but some of the  
6 staff from those department and others that have environmental  
7 expertise as well and maybe include a few outside experts to help  
8 supplement that internal expertise that the County has.

9  
02:09PM 10 I have just one question and that's that a coastal resiliency  
11 management budget line has the potential to become sort of the  
12 bulkhead fund. And I think that wise planning can prevent that  
13 from happening because I don't think that's what Suffolk County  
14 needs. As long as a holistic look is taken and the long term  
15 health of both the coastline and the residents is the goal, then, I  
16 think, this plan and any funding that may come after it has a  
17 potential to really help Suffolk County be more resilient. And  
18 sometimes that will mean building bulkheads; but other places it  
19 might mean raising a road or turning a causeway into a bridge or  
02:09PM 20 upsizing a culvert, restoring a wetlands, things like that. And I  
21 think that the need is tremendous in Suffolk County and I want to  
22 commend you for considering creating a plan and then hopefully some  
23 funding to implement that plan.

24  
25 **CHAIRPERSON KRUPSKI:**

26 Alison, who do you think's capable of coming up with that kind of  
27 plan?

28  
29 **MS. BRANCO:**

02:10PM 30 Well, I think -- I think a lot of the work unfortunately will have  
31 to be done by County staff because only County staff know the  
32 infrastructure and issues that are happening in the County. But I  
33 think a lot of information has to come from the communities and  
34 other places as well.

35  
36 As is usual, I think, a consultant probably would be needed just to  
37 help get some of the work done of the writing and pulling people  
38 together, but that's really not for me to decide. My guess would  
39 be that a consultant would be needed. There are plenty of  
02:10PM 40 qualified ones out there. And whenever they're guided by an  
41 advisory committee that makes sure the expertise and the  
42 perspective is pretty broad both geographically and in terms of  
43 expertise, then, usually it's a good plan.

44  
45 **CHAIRPERSON KRUPSKI:**

46 Thank you. So that's all the cards I have. Is there anyone else  
47 in the public who would like to address the Committee? Seeing  
48 none.

49  
50 **APPOINTMENTS**

51  
52 Under appointments, **1305, Confirming the appointment of Philip A.**  
53 **Berdolt as County Commissioner of Public Works. (Co. Exec.).** I'll  
54 make a motion to table; second Legislator Fleming. All in favor?  
55 Opposed? Abstentions? So moved. (VOTE: 8-0-0-0. **PO GREGORY**  
56 **INCLUDED IN VOTE)**

**TABLED RESOLUTIONS**

Under Tabled Resolutions 1312, Adopting Local Law (No. -2019,) A Charter Law to amend the qualifications for Commissioner in the County Department of Public Works. (Co. Exec.). Same motion, same second. All in favor? Opposed? Abstentions? So moved. (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN VOTE)

**IR 1362, Authorizing the Department of Public Works to provide routine road maintenance on certain access ramps. (Sunderman). Motion to table Legislator Calarco; second by Legislator Berland. All in favor? Opposed? Abstentions? So moved. (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN VOTE)**

**IR 1624, Amending the 2019 Capital Budget and Program and appropriating funds in connection with the development of a Tick Control Plan (CP 8739). (Co. Exec.).**

**LEG. FLEMING:**  
Motion to table.

**CHAIRPERSON KRUPSKI:**  
Motion to table Legislator Fleming; second by Legislator Muratore. All in favor? Opposed? Abstentions? So moved. (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN VOTE)

**IR 1742, (Adopting Local Law No. -2019,) A Local Law to require rest breaks for workers providing utility location services. (Calarco). Motion to table for public hearing Legislator Calarco; I'll second the motion. All in favor? Opposed? Abstentions? So moved. (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN VOTE)**

**INTRODUCTORY RESOLUTIONS**

**IR 1750, Authorizing a study to improve safety at County intersections. (Cilmi).**

**LEG. CILMI:**  
I'll make a motion to approve.

**CHAIRPERSON KRUPSKI:**  
Motion to approve Legislator Cilmi; second by Legislator Muratore.

**LEG. CILMI:**  
And if I could?

**CHAIRPERSON KRUPSKI:**  
On the motion, Legislator Cilmi.

**LEG. CILMI:**  
Mr. Chair. So, this would direct our Department of Public Works to identify the most dangerous intersections throughout the County based on accident data. In fact, 25 -- at least 25 intersections, where particularly right angle crashes have been -- are common within a two-year period, the last known two-year period that we

1 have data from anyway, with at least one intersection in each of  
2 our Legislative districts. And they would file that list, what we  
3 called in this resolution, the road safety priority list with the  
4 Clerk of the Legislature. And then once that list is submitted to  
5 the Legislature, it effectively directs that the Department of  
6 Public Works do sort of an engineering analysis of those  
7 intersections to identify what may be the causes of the increased  
8 number of accidents. And then also directs the department -- and  
9 that has to be completed within six months from the filing of the  
02:14PM 10 list with the Clerk. And then it asks as well for the department  
11 to undertake a pilot project, which would extend slightly the red  
12 light clearance times at those intersections to determine whether  
13 or not extending those red light clearance times would reduce the  
14 number of right angle accidents.

15  
16 So, this is sort of a response to some of the information that we  
17 received in the most recent report regarding the red light cameras.  
18 But more importantly, I think, it's an effort to make our  
19 intersections safer. You know, if giving people tickets is one way  
02:15PM 20 to make intersections safer, actually engineering those  
21 intersections and studying those intersections to see if there are  
22 engineering solutions that can make those intersections safer, I  
23 think, is also important. And, likewise, I believe that, and as  
24 I've spoken to others, others believe that if we can slightly  
25 increase the red light clearance times at those intersections, that  
26 those intersections will necessarily become safer. So that's what  
27 this resolution does. And I would ask for all of your support.

28  
29 **CHAIRPERSON KRUPSKI:**

02:15PM 30 Thank you. I've got to, when I first started reading this, I  
31 thought, you know, it would not -- I don't think it'd be a bad  
32 thing to take a look at the 25 of most active intersections. But  
33 when I saw that they were directed to increase the red light  
34 clearance times, I thought we'd better get the opinion of our Chief  
35 Engineer on how red light clearance times are timed and --

36  
37 **LEG. CILMI:**

38 Sure.

39  
40 **CHAIRPERSON KRUPSKI:**

41 -- how yellow lights are timed and all that. Because I'm not a  
42 traffic engineer. So, Mr. Hillman, if you could explain that to us  
43 and explain how this legislation would or wouldn't work.

44  
45 **MR. HILLMAN:**

46 Yes, definitely. So while we appreciate the intent of the  
47 legislation, we do have several issues. First being that it  
48 directs the Department of Public Work on engineering matters. And  
49 the Legislature has no legal authority to do so. So, that's one of  
02:16PM 50 the first major problems.

51  
52 **LEG. CILMI:**

53 Can I just interrupt and sort of, as he's going through the  
54 different objections, just ask questions based on those objections,  
55 Mr. Chair?

1 **CHAIRPERSON KRUPSKI:**

2 Sure. I prefer that.

3

4 **LEG. CILMI:**

5 What aspect of it, Bill, if you don't mind, directs the department  
6 to do engineering work exactly?

7

8 **MR. HILLMAN:**

9 Directing us on the clearance times.

02:17PM 10

11 **LEG. CILMI:**

12 Okay, to set the clearance times. That's what you --

13

14 **MR. HILLMAN:**

15 To set the clearance times.

16

17 **LEG. CILMI:**

18 I just want to be sure I knew what you were talking about. Thanks.

19

20 **MR. HILLMAN:**

21 Sure. And I would go one step further to say that if we follow  
22 those recommendations, we'd be decreasing the all-reds from what  
23 exists on our signals presently.

24

25 **LEG. CILMI:**

26 Decreasing the what? I'm sorry.

27

28 **MR. HILLMAN:**

29 The all-reds.

02:17PM 30

31 **LEG. CILMI:**

32 What do you mean by that "decreasing the all-reds"?

33

34 **MR. HILLMAN:**

35 We'd be doing exactly what you don't want us to do.

36

37 **LEG. CILMI:**

38 In other words, if the department reviewed the timings at those  
39 intersections, you think the department would suggest reducing the  
40 clearance times.

02:17PM 40

41

42 **MR. HILLMAN:**

43 No, what I'm suggesting is the FHWA signal clearance times that you  
44 directed us to use would result in a reduced all-red period.

45

46 **LEG. CILMI:**

47 How is that possible?

48

49 **MR. HILLMAN:**

02:17PM 50

51 Because the methodology we use is the -- allows for the largest  
52 all-red period. The FHWA signal clearance times do not allow for  
53 the largest all reds.

53

54 **LEG. CILMI:**

55 So, are you saying that there's a -- that the FHW -- say it again,  
56 please.

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**MR. HILLMAN:**  
FHWA.

**LEG. CILMI:**  
FHWN?

**MR. HILLMAN:**  
A.

**LEG. CILMI:**  
A. FHWA sets a maximum red light clearance time and we're bound by that maximum clearance time.

**MR. HILLMAN:**  
No, what I'm saying is there's two methodologies. FHWA methodology being one of two. We use the other methodology. The other methodology, which is an ITE, Institute of Transportation Engineers methodology, that methodology results in a longer red time. So if we follow this legislation, and all our signals have those longer red times existing right now; so, if we follow this resolution, we would actually be reducing red times from what exists presently.

02:18PM

**LEG. CILMI:**  
So, what I'm asking suggesting is that -- it's obviously that we don't do that.

**MR. HILLMAN:**  
Yeah.

**LEG. CILMI:**  
My suggestion is that we increase the red light clearance times. And I know you have said in the past that you don't believe it's within our authority to do so. I probably don't have to remind you of the testimony of the engineers that did our red light camera study while they were here answering questions, I very explicitly asked and I very vividly remember the answer when I said to them "do we have flexibility?" And they said "great flexibility." I don't remember exactly what the words were, but they indicated that we have a lot of flexibility when it comes to those clearance times. So, you know, the clearance times now range probably around two seconds or something like that; two or three seconds.

02:19PM

**MR. HILLMAN:**  
For the all-red, yes.

**LEG. CILMI:**  
For all-red. So -- and I'm just -- I'm simply saying that if these intersections where accident data shows an extraordinarily high number of accidents, right angle accidents, that we -- that we engage in a pilot program to extend those clearance. Clearly that wouldn't make the intersections less safe. And I believe it would make them more safe. Common sense tells us that would it make them more safe.

02:20PM



1 **MR. HILLMAN:**

2 To your point, and I'm going to read this from my notes, "the  
3 Transportation Research Board report 731 guidelines for timing  
4 yellow and all-red intervals at signalized intersection states: If  
5 clearance periods are too long, drivers disregard them and consider  
6 it part of the green light cycle resulting in increased red light  
7 running."  
8

9 **LEG. CILMI:**

02:21PM 10 Yeah, I don't think an additional two seconds is going to  
11 negatively impact that behavior to that extent. If you left them  
12 red for 20 seconds, then I would say you're probably right. People  
13 are going to get tired of sitting there. They're going to think  
14 something's wrong with the signal and they're going to go through  
15 it, which is obviously dangerous. But if you increased it by two  
16 or three seconds, I don't think it has that effect. And I'm not an  
17 engineer. I'm sitting here, you know, as a Legislator saying "I  
18 don't think" but just common sense tells us that it wouldn't have  
19 that effect.

02:21PM 20  
21 **MR. HILLMAN:**

22 But I know as an engineer it will.  
23

24 **LEG. CILMI:**

25 Well, you know we differ in that regard.  
26

27 **MR. HILLMAN:**

28 Yes, we do.  
29

30 **LEG. CILMI:**

31 So I would just ask my colleagues to consider the testimony of the  
32 engineers that were here, the traffic engineering experts that were  
33 here, not to say that my esteemed Bill is not, but the traffic  
34 engineers that were here specifically said that we have the  
35 flexibility to do it. And, also, if I'm not mistaken, I don't have  
36 the minutes in front of me, also indicated that it was reasonable  
37 to assume that if you extended the red light clearance time by a  
38 couple of seconds, that it would make those intersection safer.  
39

02:22PM 40 So, anyway, continue. You said you had a number of objections. I  
41 just wanted to address them one at a time if I could.  
42

43 **MR. HILLMAN:**

44 Sure thing. So our other concern is the majority of those  
45 intersections, if we polled the top 25 intersections in Suffolk  
46 County that had high right angle accidents, easily 60 percent, if  
47 not more, would be under the jurisdiction of New York State DOT.  
48 So, we then would be studying an intersection under the  
49 jurisdiction of another agency. We have serious concerns about  
02:22PM 50 that.  
51

52 First of all, we don't have the plans, the traffic data, the signal  
53 timings themselves, we have no history of the intersections, we  
54 don't know what's been going on. If we were going to come up with  
55 some solutions, we have no idea of the resources that New York  
56 State would be able to provide to implement those alternatives.

1 So, there's a whole host of questions and how we would accomplish  
2 this. We could request the information from State DOT. They're  
3 under no obligation to give that to us. I'll be quite honest. If  
4 the town approached Suffolk County DPW and said we want to study  
5 your intersections, I would object fairly vigorously. That's our  
6 job. So, again, serious concerns about studying New York State DOT  
7 intersections.

8  
9 **LEG. CILMI:**

02:23PM 10 So, if I may, Mr. Chair, one of the things I asked our Legislative  
11 Counsel when she was entertaining becoming our lead counsel after  
12 George Nolan left, I'm sure Sarah remembers, is that -- is that I  
13 know that sometimes it's simple to say, no, you can't do that. But  
14 I asked her if she would rather than taking the *no, you can't do*  
15 *that* approach to things, if she would always add like a "but" to  
16 that and say, *no, you can't do it that way, but here's a way we can*  
17 *get at what you're trying to get at.*

18  
19 And so with respect to the 60 percent issue, is there a way that we  
02:24PM 20 can get at that. I mean, if 60 percent are -- if you intuitively  
21 feel like 60 percent are governed by the state, that would mean  
22 that 40 percent, you know, intuitively are County intersections,  
23 County-controlled intersections. And I'm sure there are many other  
24 intersections that are also County-controlled.

25  
26 So is there some other way, because I appreciate that response. I  
27 appreciate the fact that some of these intersections may be  
28 controlled by New York State and we don't have the authority to  
29 change the engineering at those intersections. And, you know,  
02:25PM 30 whether or not we have the authority to even question the  
31 engineering at those intersections may be, you know, a question.  
32 So what can we do?

33  
34 **MR. HILLMAN:**

35 I guess we can team up with New York State in this initiative, but  
36 there has to be buy-in. I don't think that myself calling over to  
37 the regional traffic engineer over there would do the trick. I  
38 think it would have to be a larger effort than myself. But clearly  
39 our intent is to improve traffic safety. And if we could  
02:25PM 40 collaboratively work with DOT, we'd be more than happy to do that.

41  
42 **LEG. CILMI:**

43 So, but you're not going to do that, I don't think, without  
44 direction from this body; is that correct?

45  
46 **MR. HILLMAN:**

47 I don't know that that's the case.

48  
49 **LEG. CILMI:**

50 Okay.

51  
52 **MR. HILLMAN:**

53 I think it's a worthwhile goal.

54  
55 **LEG. CILMI:**

56 Okay. So, if we change the language to simply say "identify top 25

1 intersections" and somehow collaborate with New York State maybe to  
2 identify those intersections or to analyze those intersections for  
3 engineering, you know, possible engineering improvements, if we  
4 made some kind of amendment to this that spoke to that, would that  
5 satisfy that concern then? Obviously depending on the wording of  
6 the --

7  
8 **MR. HILLMAN:**

9 And depending on the DOT's response, but, yes.

02:26PM 10  
11 **LEG. CILMI:**

12 Right. By the way, we're not going to know the DOT's response  
13 until we ask them.

14  
15 **MR. HILLMAN:**

16 Agreed.

17  
18 **LEG. CILMI:**

19 So, if we sought to ask them by way of the resolution, then, it  
20 sort of gets that ball rolling.

02:26PM 21  
22 **MR. HILLMAN:**

23 Understood.

24  
25 **LEG. CILMI:**

26 Okay. Any other objections?

27  
28 **MR. HILLMAN:**

02:27PM 29 My final point is that DPW, even if we were to study only county  
30 intersections, does not have the resources to complete this work in  
31 a timely manner. So it would need to go to a consultant. There's  
32 no funding associated with this resolution. Unfortunately a number  
33 I'm about to throw out to you is going to be a little bit of a  
34 sticker shock, but to do the level of study that I think you would  
35 be happy with and that these intersections would deserve, it would  
36 be on the order of \$50,000 per intersection. That's 1.25 million  
37 if it was only 25. But the way it's worded, it'll probably result  
38 in about intersections, I'm guessing. So we're in a range of 1.25  
39 to 1.5 million. Again, if we only focus on county intersections,  
02:28PM 40 that number would be reduced but it's still a significant number.

41  
42 **LEG. CILMI:**

43 Okay. So, within our budget which we're doing now, we allocated a  
44 portion of the red light camera revenue towards this type of study,  
45 that would satisfy that objection. Additionally, what if we were  
46 to increase the length of time that you have to complete the study?

47  
48 **MR. HILLMAN:**

02:28PM 49 Yeah, we would definitely need to increase that. And, again, these  
50 type of discussions, while all this legislation can't really govern  
51 the results of DOT and the timing of DOT because they're a higher  
52 agency than us, I think we would at least want to maybe get some  
53 input from them before. But I would say that at least we would  
54 need 12 months from when the contract is executed for the  
55 consultant, at least on the county intersections. So, when the  
56 funding is appropriated and we've gone out to RFP and we have a

1 contract signed with the consultant -- the consultant's going to  
2 need at least 12 months.

3  
4 **LEG. CILMI:**

5 Do we not have the expertise to do this in-house? I know we don't  
6 the time, but do we not have the expertise?

7  
8 **MR. HILLMAN:**

9 No, we definitely have the expertise.

02:29PM 10  
11 **LEG. CILMI:**

12 We definitely have the expertise.

13  
14 **MR. HILLMAN:**

15 Absolutely.

16  
17 **LEG. CILMI:**

18 So, how much time do we need as a county to employ our own  
19 resources without going out to a consultant and do this; or maybe  
02:29PM 20 the question is better put how many intersections can we actually  
21 do within a, you know, six-month or a one-year period.

22  
23 **MR. HILLMAN:**

24 Not many, unless there's massive modifications to our existing  
25 workload, which is not realistic.

26  
27 **LEG. CILMI:**

28 So, let me be frank with you.

29  
30 **MR. HILLMAN:**

31 Sure.

32  
33 **LEG. CILMI:**

34 I sort of pulled 25 intersections out of the air. And I pulled  
35 that number out of the air using this thinking: Two intersections  
36 from each legislative district is 36, that's probably a lot, we  
37 thought that would be a lot to undertake. So we figured at least  
38 one from -- and it allows room for several more. And I wanted it  
39 to be from each legislative district because I think it's important  
02:30PM 40 that we look at these issues in every legislative district  
41 throughout the County. I didn't want a situation where you had,  
42 you know, 12 intersections in Presiding Officer Gregory's district,  
43 another half a dozen in my district or whatever and, you know, and  
44 then everyone else is sort of sitting around, you know, we're  
45 spending this money, we're making this effort, why aren't we  
46 looking at my district?

47  
48 But ultimately the goal is to make intersections safer for our  
49 drivers. So, if you said to me we can do six and, you know what,  
02:31PM 50 Tom, there are six county intersections that have a relatively high  
51 number of right angle accidents at them, then let's identify those  
52 six and I'll amend the bill and let's move forward with those six.  
53 But I need to get what that number is from you.

54  
55 **MR. HILLMAN:**

56 I really don't want to comment on that without first talking to my

1 staff.

2  
3 **LEG. CILMI:**

4 Sure, I appreciate that.

5  
6 **MR. HILLMAN:**

7 But I can say this: The number's going to be extremely low. In my  
8 estimation, from where I sit, again, I'm not -- I wouldn't be the  
9 people -- I wouldn't be part of the crew that would be churning  
10 through the numbers and doing the field work, but from where I sit  
11 they are extremely busy. And we can barely keep up with the  
12 workload that we have. This is a significant workload, but I would  
13 like to be able to get back to you.

14  
15 **LEG. CILMI:**

16 Yeah, I would appreciate that. And I understand that in the  
17 propose operating budget there's a surplus. So perhaps some of  
18 that surplus could be allocated to more engineers for Department of  
19 Public Works. But I mean the reality is that at the intersections  
20 with the most number of right angle crashes, there are significant  
21 number of right angle crashes. And so whatever we can do to reduce  
22 the number of right angle crashes, we're basically making those  
23 intersections safer potentially saving lives. And, you know, we  
24 should make an effort, I think, to do that even if it is going to  
25 cost us money. And let's face it. We're netting somewhere in the  
26 neighborhood of 20, \$22 million a year, I think, from the County's  
27 Red Light Program. That money is a result of us allegedly trying  
28 to make intersections safer; so, why not use some of that revenue  
29 for this purpose? It only makes sense to me.

30  
31 So, I'll withdraw, Mr. Chair, my motion to approve and instead over  
32 a motion to table with the hope that I can work with the department  
33 and the Administration and come up with sort of compromise here  
34 that gets at my goals and that will be supported by the  
35 Administration as well as by the Legislature. So, if that's okay,  
36 I'll change my motion to approve to a motion to table. And I thank  
37 you and I look forward to working with you, Bill.

38  
39 **CHAIRPERSON KRUPSKI:**

40 Second by Legislator Muratore. Before we get to a vote, Legislator  
41 Donnelly has a comment. But I think what we need to do today,  
42 because there seems to be two other resolutions here, and I'm going  
43 to need the advice of our engineer, they seem to be all very  
44 similar in what we're trying to achieve here, which is greater  
45 safety and review of the program. So, I think, we have to look at  
46 all three of these in kind of in the same context, 1850 and 1853  
47 seem to be very similar, also. And it seems like we need to either  
48 pick one and not do all three. I'm not sure how -- again, it goes  
49 to staffing time and managing, you know, the workload and trying to  
50 achieve the goal, which I think we all have the same goal, so.

51  
52 Legislator Donnelly.

53  
54 **LEG. DONNELLY:**

55 Thank you, Mr. Chairman. So, Legislator Cilmi's point is well  
56 taken. I believe what he's saying has merit as well. So, I think

1 the question, Bill, is really -- so, I'm going to be a little more  
2 specific. The McLean report identified 15 intersections. Without  
3 a question, that should be the starting point for making  
4 intersections safer. This was a professional report that was  
5 commissioned by this body. They identified 15 intersections as  
6 dangerous. So, somehow, and I understand the staffing issues and  
7 perhaps, you know, we can work on that, but if it requires sending  
8 it out to a consultant again, then, we should use the revenue, some  
9 revenue from the Red Light Camera Program to study those  
10 intersections with -- and it's not just about -- to me it's just  
11 not about the timing; there could be other external factors that we  
12 don't know about specific to that intersection. But, you know, if  
13 we're committed as a government to making our roadway safer, then,  
14 Legislator Cilmi's bill does. And as Chairman Krupski said, there  
15 are those of us who have put other bills in which all have similar  
16 language. So, you know, to try and kind of put it in one package  
17 might be a very professional bipartisan approach to making our  
18 roads safer.

19  
20 **CHAIRPERSON KRUPSKI:**

21 Thank you.

22  
23 **MR. HILLMAN:**

24 I don't disagree. I think 1850, 1750 and -- what is the other one?

25  
26 **CHAIRPERSON KRUPSKI:**

27 1853.

28  
29 **MR. HILLMAN:**

30 1853, right, all have the similar tone.

31  
32 **CHAIRPERSON KRUPSKI:**

33 Yeah.

34  
35 **MR. HILLMAN:**

36 They all have, again, jurisdictional issues. I understand your  
37 point. There are 60 percent of those intersections that are 15.  
38 Of the 15, 60 percent of them specifically are New York State DOT  
39 jurisdiction and we have those same concerns.

40  
41 I would just point out that the one intersection that we've been  
42 discussing, Legislator, we did take a quick look at it and, you  
43 know, there's only -- and this goes to the broader discussion of  
44 red light -- the idea that red light cameras are causing accidents.  
45 There's only one -- there's four approaches on this intersection.  
46 New York State 109 at Great Neck Road. There's only one camera on  
47 the approach. The high level review that McLean did, did not go  
48 into that. It just identified that the intersection, as a whole,  
49 had increased right angle accidents.

50  
51 Well, the studies that we're all talking about now would provide a  
52 deeper dive. And what could result is that the other three  
53 intersections are the problem -- or the approach is. The other  
54 three approaches are the problem. The one approach that has the  
55 red light camera's not the problem. And maybe we're going to put  
56 three more red light cameras in on the other approaches. I'm not

1 saying that is the answer. I'm just saying that is a potential  
2 answer and no one is taking that into consideration at this time.

3  
4 **LEG. DONNELLY:**

5 So, thank you. Thank you for your efforts on that particular  
6 issue. I know myself and the Presiding Officer have been working  
7 on it with the various public safety groups.

8  
9 So, the last point I just want to make, and I support the Red Light  
02:38PM 10 Camera Program, I think it's good; we gotta make it better, though.  
11 That's my point in this.

12  
13 And just lastly I would say is that the individual Legislators who  
14 have these safety cameras in their respective districts, you know,  
15 we're answerable to our constituents, you know, and it's important  
16 that I believe and my bill is specifically directed at that, that  
17 the county, the government, not the vendor, have better operational  
18 control over the cameras. And I believe that if we're answerable  
19 to our constituents, then, we need to have better control than a  
02:38PM 20 vendor, but still listening to the subject matter experts.

21  
22 **CHAIRPERSON KRUPSKI:**

23 Thank you. So, we'll continue this. As we go through the agenda I  
24 think we'll get into that nitty gritty on the last two, at the end  
25 of this, try to find some resolution. So I've got a motion and a  
26 second to table. All in favor? Opposed? Abstentions? So moved.  
27 **(VOTE: 8-0-0-0. PO GREGORY INCLUDED IN VOTE)**

28  
29 **IR 1803, Authorizing \$150,000 in funds for a Timetable Study for**  
30 **the Suffolk County Transit Bus System, accepting and appropriating**  
31 **Federal and State Aid and County Funds (CP 5655). (Co. Exec.).**  
32 Motion by Legislator Fleming; second by Legislator Calarco. So,  
33 there was a comment -- wait. Mr. Hillman's leaving. Don't leave,  
34 Bill. We're going to need all the help we can get here. And  
35 anyone else who would like to join us who you think would be  
36 appropriate, the Acting Commissioner should come up, we've gotta  
37 lot of things going on here. Welcome.

38  
39 So, we have a motion and a second. So, on the motion there was a  
02:39PM 40 comment made by Paul Pressman about who we can hire who would  
41 actually know the ins and outs of the bus system. And can you  
42 comment on who would be capable of trying to change the timing and  
43 the routes of this.

44  
45 **ACTING COMMISSIONER TYSON:**

46 Sure. So the funds that we're using, you know, to perform this  
47 study are from the FTA. Specifically it's 5307 funds. And so  
48 there's a requirement of those funds. We are required to advertise  
49 and select sort of nationwide. We cannot sort of provide, you  
02:40PM 50 know, preferential treatment, you know, to any particular group,  
51 whether they be local or national. So, that's a requirement that  
52 we have. Ideally it would be somebody that -- I think anybody  
53 selected would have to be qualifications-based, they would need to  
54 come here to the area and be knowledgeable about, you know, local  
55 travel patterns. This whole effort is about updating the  
56 schedules, using new data that we have. And then there's also a

1 public process, so.

2

3 **CHAIRPERSON KRUPSKI:**

4 But would you in your department be able to give whoever is  
5 assigned this, the information available to do a competent job and  
6 not have a study that is going to say, you know, the routes should  
7 be made more efficient and run on time.

8

9 **ACTING COMMISSIONER TYSON:**

02:41PM 10 Yes. I mean, that's the expectation. I mean, what we have this  
11 year that we, say, did not have two years ago is fresh data from  
12 the AVL system that's operating systemwide. So, we now know sort  
13 of with more current times how long it takes for each of our 42  
14 routes to go from end to end. So, that's new information, specific  
15 information that we will provide to the consultant.

16

17 **CHAIRPERSON KRUPSKI:**

18 And would this be -- would this study -- is the expectation of this  
19 study would come with suggestions and recommendations of changing  
02:42PM 20 routes and changing times?

21

22 **ACTING COMMISSIONER TYSON:**

23 Running times, yes; route systems probably not. This is really --  
24 it's an effort to refresh the schedules. And it's something that  
25 we would have actually have done on, say, a handful of the 42. We  
26 did provide -- update our schedules for the S 92. I think we also  
27 did the 10 B and the 10 C. It's something you can do kind of on a  
28 one by one route but -- sort of within the department. But when  
29 you're talking about, you know, all 40 routes, connection points in  
02:42PM 30 Patchogue and Babylon that need to be timed accurately, that's  
31 where you have the complexity and that's why we need somebody else.  
32 But certainly they have to work with us.

33

34 **CHAIRPERSON KRUPSKI:**

35 Thank you. Anyone have any questions about this proposal?

36

37 **MR. PRESSMAN:**

38 I can do that.

39

40 **CHAIRPERSON KRUPSKI:**

41 We have a motion and a second. All in favor? Opposed?  
42 Abstentions? So moved. (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN  
43 VOTE)

44

45 **IR 1807, Amending the 2019 Capital Budget and Program and**  
46 **appropriating funds in connection with Coastal Resiliency**  
47 **Management (CP 5384). (Fleming). Motion by Legislator Fleming;**  
48 **second by Legislator Cilmi. Anyone have any questions about this?**  
49 **All in favor? Opposed? Abstentions? So moved. (VOTE: 8-0-0-0.**  
50 **PO GREGORY INCLUDED IN VOTE)**

51

52 **IR 1823, Calling a public hearing for the purpose of considering**  
53 **increasing the maximum amount to be expended for improving**  
54 **facilities for Suffolk County Sewer District No. 6 - Kings Park (CP**  
55 **8144). (Co. Exec.). I'll make that motion; second by Legislator**  
56 **Muratore. All in favor? Opposed? Abstentions? So moved. (VOTE:**



1 8-0-0-0. PO GREGORY INCLUDED IN VOTE).

2  
3 IR 1825, Authorizing execution of an Agreement by the  
4 Administrative Head of Suffolk County Sewer District No. 3  
5 Southwest with Wyandanch Village 11 Park Drive (1477.1-016). (Co.  
6 Exec.). Motion by Presiding Officer Gregory; second by Legislator  
7 Cilmi. All in favor? Opposed? Abstentions? So moved. (VOTE:  
8 8-0-0-0. PO GREGORY INCLUDED IN VOTE)

9  
10 02:44PM IR 1826, Authorizing execution of an Agreement by the  
11 Administrative Head of Suffolk County Sewer District No. 3  
12 Southwest with Wyandanch Village Building E3 (1477.1-017). (Co.  
13 Exec.). Same motion, same second. All in favor? Opposed?  
14 Abstentions? So moved. (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN  
15 VOTE)

16  
17 IR 1827, Authorizing execution of an amendment to the existing  
18 connection Agreement by the Administrative Head of Suffolk County  
19 Sewer District No. 3 Southwest and 515 Broadhollow Rd. (HU-1438).  
20 (Co. Exec.). Same motion, same second. All in favor? Opposed?  
21 Abstentions? So moved. (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN  
22 VOTE)

23  
24 IR 1828, Authorizing execution of an Agreement by the  
25 Administrative Head of Suffolk County Sewer District No. 11 Selden  
26 and Heatherwood Golf (BR-1666). (Co. Exec.). Motion by Legislator  
27 Muratore to table; I'll second the motion. All in favor? Opposed?  
28 Abstentions? So moved. (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN  
29 VOTE)

30  
31 IR 1833, A resolution making certain Findings and Determinations  
32 and an order for the increase of the maximum amount to be expended  
33 on certain improvements for Suffolk County Sewer District No. 7  
34 Medford (CP 8194). (Co. Exec.). is that a motion by Legislator  
35 Fleming?

36  
37 LEG. FLEMING:  
38 Sure.

39  
40 CHAIRPERSON KRUPSKI:  
41 Second by Legislator Calarco. All in favor? Opposed?  
42 Abstentions? So moved. (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN  
43 VOTE)

44  
45 IR 1834, A resolution making certain Findings and Determinations  
46 and an order for the increase of the maximum amount to be expended  
47 on certain improvements for Suffolk County Sewer District No. 23  
48 Coventry Manor (CP 8149). (Co. Exec.). Same motion, same second.  
49 All in favor? Opposed? Abstentions? So moved. (VOTE: 8-0-0-0.  
50 PO GREGORY INCLUDED IN VOTE)

51  
52 IR 1835, A resolution making certain Findings and Determinations  
53 and issuing an Order in relation to the increase and improvement of  
54 facilities for Sewer District No. 1 - Port Jefferson (CP 8169).  
55 (Co. Exec.). Motion by Legislator Muratore; second by Presiding  
56 Officer Gregory. All in favor? Opposed? Abstentions? So moved.

1 (VOTE: 8-0-0-0. PO GREGORY INCLUDED IN VOTE)  
2

3 IR 1836, Accepting and appropriating 80% federal grant funds from  
4 the New York Metropolitan Transportation Council (NYMTC) in the  
5 amount of \$350,000 for the preparation of a Suffolk County Mobility  
6 Implementation Plan. (Co. Exec.). Motion by Legislator Muratore;  
7 second by Legislator Calarco. On the motion, Legislator Cilmi.  
8

9 LEG. CILMI:

02:46PM 10 Can Commissioner explain what this is exactly.  
11

12 ACTING COMMISSIONER TYSON:

13 Certainly. So this RFP that will be coming out, is actually  
14 improving upon a countywide mobility study that was conducted. I  
15 think it concluded last year -- or earlier this year, rather. So,  
16 what it did was, it made suggestions as to the various modes that  
17 operate around the County, whether we're talking about bus or bike;  
18 and made recommendations as to how to upgrade the transportation  
19 system.  
20

21 So this is the second phase of that effort. It should, I guess,  
22 contain the comprehensive transit system evaluation. This study  
23 will make recommendations on restructuring the transportation  
24 network, which could also be on a route level; could be optimizing  
25 the routes and operate as well. As a prior notice there will be  
26 more community engagement to get their input on how they would like  
27 to see the system in the future. They will be looking at  
28 redesigning the transportation network as well, cost estimates and  
29 optimization -- I'm sorry -- an implementation strategy.  
30

02:48PM 31 LEG. CILMI:

32 So this is Phase II. How much did Phase I cost?  
33

34 ACTING COMMISSIONER TYSON:

35 I can get you the figure, but I believe that it was -- I'm going to  
36 say it was 150 K but I can -- I can get you the --  
37

38 LEG. CILMI:

39 And this is 350 K.  
40

41 ACTING COMMISSIONER TYSON:

42 Yes.  
43

44 LEG. CILMI:

45 So half a million dollars. And what exactly are we getting?  
46

47 ACTING COMMISSIONER TYSON:

48 So the idea at the end of this this would be to -- a new framework  
49 for the transportation system.  
50

02:48PM 51 LEG. CILMI:

52 What does that mean, a new framework?  
53

54 ACTING COMMISSIONER TYSON:

55 The thought is if we -- we wouldn't. But if we were to say, blow  
56 the transportation system, the bus system that we have, the 42

1 routes I spoke about.

2

3 **LEG. CILMI:**

4 This is specifically with regard to the bus system.

5

6 **ACTING COMMISSIONER TYSON:**

7 Yes.

8

9 **LEG. CILMI:**

10 So if we were to what the bus system?

11

12 **ACTING COMMISSIONER TYSON:**

13 If we were to basically scratch and restart it.

14

15 **LEG. CILMI:**

16 Okay.

17

18 **ACTING COMMISSIONER TYSON:**

19 You know, sort of what routes would you operate, how often would  
02:48PM 20 you operate them, what destinations would you serve? Because the  
21 existing system is kind of -- it's grandfathered. It's kind of --  
22 it's been there; maybe the turnover routes from generation to  
23 generation. This is about doing the whole system differently.

24

25 **LEG. CILMI:**

26 Wouldn't that sort of analysis be incumbent in the rescheduling  
27 process?

28

29 **ACTING COMMISSIONER TYSON:**

02:49PM 30 Not exactly. This is more like a longer range effort. I guess the  
31 updating of the schedules could have happened and probably should  
32 have happened some time ago.

33

34 **LEG. CILMI:**

35 How long range?

36

37 **ACTING COMMISSIONER TYSON:**

38 We're probably talking -- some of it could be near term because  
39 you're talking about -- you know, some of the things you could do  
02:49PM 40 would be to reapportion the existing system. So it could be that  
41 if you take the top 10 routes that operate and provide more service  
42 on them, that's something that could come as short range.

43

44 **LEG. CILMI:**

45 And we're spending half a million dollars to see if we need to do  
46 that? Paul, we can't -- I'm sorry. I see you frantically waving  
47 your hand over there, but we've passed the public portion point.

48

49 **MR. PRESSMAN:**

02:49PM 50 Traffic study.

51

52 **ACTING COMMISSIONER TYSON:**

53 So that was Phase I of the ARUP study. So Phase I of the ARUP  
54 study said, *hey, we think that the bus system should be upgraded.*  
55 *We think that bike share would work in a particular neighborhood.*  
56 *We think that we should consider micro-transit.* This is moving

1 forward with that; actually meeting with the public and coming up  
2 with an implementation plan. So it's a little bit from planning  
3 through design to implementation.

4  
5 **LEG. CILMI:**

6 This is us throwing away \$350,000.

7  
8 **ACTING COMMISSIONER TYSON:**

9 I would hope not. I think we're talking about a system that spends  
02:50PM 10 \$30 million a year. We need to figure out how to configure it in a  
11 plan to fashion and how to operate it efficiently.

12  
13 **LEG. CILMI:**

14 But aren't we doing that everyday? I don't understand. I mean,  
15 aren't we looking at that? Do we have transportation people that  
16 are looking at that everyday? You're undertaking -- we just  
17 approved \$150,000 to redo our schedules for the buses. You're  
18 telling me that that's not going to -- they're not going to look at  
19 what bus routes are more busy and what bus routes aren't more busy  
02:50PM 20 and they're not going to take into consideration future trends and  
21 --

22  
23 **ACTING COMMISSIONER TYSON:**

24 Your \$150,000 basically takes the schedules that have been the same  
25 since the 1990s and it updates them to 2010.

26  
27 **LEG. CILMI:**

28 Based on what?

29  
30 **ACTING COMMISSIONER TYSON:**

31 The actual running times. The running times that they're operating  
32 off of. The running times they're operating off today have been  
33 largely the same for decades.

34  
35 **LEG. CILMI:**

36 I get that.

37  
38 **ACTING COMMISSIONER TYSON:**

39 So, the 150,000 actually just updates those with information that  
02:51PM 40 we just now kind of got and have and are able to use. Looking  
41 forward, we have to talk about what the system will look like and  
42 it's not just the buses.

43  
44 **LEG. CILMI:**

45 This is a total -- I'm sorry to interrupt you, Darnell. This is a  
46 total waste of money. If we were going to spend \$350,000, whether  
47 it's county money, federal money, state money, it's still  
48 ultimately money. Then, let's spend it on a couple of employees  
49 that can do this and not pay some contractor. I would assume the  
02:51PM 50 same situation holds true for this grant money where as we would  
51 have to go through the country, we have to just seek out proposals  
52 from -- without regard to geography?

53  
54 **ACTING COMMISSIONER TYSON:**

55 We would bid competitively. That means, anyone that meets the  
56 qualifications is eligible to apply, yes, nationally.

1  
2 **LEG. CILMI:**

3 Okay. I still don't exactly -- and at the end of the day, after  
4 we pay this additional \$350,000, and the first 150 went to one  
5 contractor so it's conceivable that this 350 would go to a  
6 different contractor?

7  
8 **ACTING COMMISSIONER TYSON:**

9 I think it would be -- again, it's open to everyone.

02:52PM

10  
11 **LEG. CILMI:**

12 So it could go to a different contractor.

13  
14 **ACTING COMMISSIONER TYSON:**

15 Yes, it could.

16  
17 **LEG. CILMI:**

18 What if this new contractor looks at the work that was done by that  
19 first contractor and says, *oh, we disagree*.

02:52PM

20  
21 **ACTING COMMISSIONER TYSON:**

22 I guess -- typically when you have a study, one of the first things  
23 you do would be a review of other documents, you know, to see  
24 what's out there in the industry. I guess it is a possibility that  
25 someone could come up with a completely different approach. But I  
26 think when you're talking about best practices and you're talking  
27 about what to do with things, it kind of -- there aren't that many  
28 different ways that you can look at a problem like you need to  
29 certify destinations better.

30  
31 **LEG. CILMI:**

32 So why do we need to spend another \$350,000? If there aren't that  
33 many ways to do it, then why are spending another \$350,000?

34  
35 **ACTING COMMISSIONER TYSON:**

36 I think there's a difference in planning through a plan design and  
37 implementation. What Phase II is to give us is an implementation  
38 plan. We did not have that out of Phase I.

39  
40 **LEG. CILMI:**

41 But an implementation plan on how to change a bus service? We're  
42 spending \$350,000 for a plan on how -- I mean, let's -- assuming  
43 County Executive Bellone wins reelection this year so a policy  
44 continues the way it's been for the last eight years, let's just --  
45 assuming that would happen, right, it may not happen and direction  
46 may totally change in January. But let's assume that it does  
47 happen, haven't we already been set on a plan -- doesn't he have a  
48 policy sort of in his mind on where he wants that transportation  
49 system to be in the next four years, six years, eight years, ten  
50 years, whatever it is?

02:54PM

51  
52 **ACTING COMMISSIONER TYSON:**

53 Yes, I don't disagree with that.

54  
55 **LEG. CILMI:**

56 I don't understand -- why do we have to spend \$350,000 on this?

1 The federal government is saying *we'll write you a check?*

2  
3 **ACTING COMMISSIONER TYSON:**

4 No. Because there are probably other parts -- I think for us, yes,  
5 the County Executive is great about presenting a vision for how  
6 things should move forward. And it's our job, and frankly the  
7 transportation DOT cannot do it right now. They have many  
8 different operational things that they have to do. So, they don't  
9 have the time to put on there so the long-range planning had and  
10 say, this is what we want to do differently with the system. And I  
11 would also add we're not just dealing with the bus system. It's  
12 also micro-transit. It's also other modes that could be a part of  
13 a larger transportation network.

14  
15 **LEG. CILMI:**

16 Okay, so here's the report. The report says *XY and Z bus routes*  
17 *change them because populations migrating eastward, we were*  
18 *deficient on bus service in XYZ hamlets so make sure we do that;*  
19 *and we should also add bicycling to the -- which we've already sort*  
20 *of started to do; and we should also have plans in place to connect*  
21 *things through running trails and through waterways. And it should*  
22 *all be connected through a network of railroad stations.*

23  
24 We've already done this. The County Executive already has a  
25 vision. It's called connect Long Island. We're going to pay  
26 somebody \$350,000 to condense that all into yet another report with  
27 a few couple hundred pages of stuff that we've already seen? We're  
28 going to go back and forth here. I don't think we're going to come  
29 to an agreement. There no way I can support this. It's a total  
30 waste of money in my view; my humble view.

31  
32 **ACTING COMMISSIONER TYSON:**

33 I will just say that the difference what will come out in his  
34 report would be details. What we had out of Phase I was the  
35 framework; a planning framework.

36  
37 **LEG. CILMI:**

38 What details? I don't understand what details?

39  
40 **ACTING COMMISSIONER TYSON:**

41 How much would it cost to revise the system; how much would it cost  
42 to upgrade the top 10 routes; how much would it cost to have a bike  
43 share program countywide; how much would micro-transit cost if it  
44 was implemented countywide? I mean, there are specifics that we  
45 did not get into before.

46  
47 **LEG. CILMI:**

48 Okay. We already started studying for millions and millions and  
49 millions of dollars, whether or not bus rapid transit on Nicolls  
50 Road was a viable thing. Millions of dollars. So now we're going  
51 to spend 350 figuring out what our plan is for transportation? Why  
52 didn't we do this before we sank millions of dollars into deciding  
53 whether or not putting buses on Nicolls Road made sense? And I  
54 just don't get it, Darnell. And what details are we talking about?  
55 You mean to tell me that the Budget Office -- you guys with the  
56 Budget Office can't figure out how much it's going to cost to do

1 bike sharing? We just signed up some company to do it for nothing.  
2 Am I missing something? I mean, I feel like I'm in the twilight  
3 zone here. What are spending \$350,000 on?  
4

5 **CHAIRPERSON KRUPSKI:**

6 I have other comments. So, I have a question about, you mentioned  
7 meeting with the public and community engagement. So a couple of  
8 months ago, something came up that said, you know, we're going to  
9 put bike trails all the way to Orient Point. And it wasn't thought  
10 out well because a lot of the bike trails were proposed over  
11 navigational waterways where it would be impossible to traverse  
12 through private property, property where development rights are  
13 sold on farm fields. And it wasn't -- and somehow the line got put  
14 on the map anyway. And supposedly -- and this came from New York  
15 State. It was some sort of -- the description was there was a lot  
16 of -- based on community input, which clearly wasn't the case.  
17

18 So, when you say community engagement and meeting with the public,  
19 I would expect more than what happened in that scenario, right?  
20 Which is still unresolved because as far as I know there's still a  
21 line on the map that goes through areas that are inappropriate for  
22 any sort of public access.  
23

24 **ACTING COMMISSIONER TYSON:**

25 I would tend to agree. I mean, I think what you would have could  
26 be a series of public meetings, which you get folks together in a  
27 room, you have them talk about their destinations, where they live,  
28 where they work. Again, that's what this whole process is about;  
29 is about working with the public to come up with a new better,  
30 improved system with their input.  
31

32 **CHAIRPERSON KRUPSKI:**

33 And a lot of towns have alternate transportation committees and  
34 transportation commissions that are engaged in this and do have  
35 input into all transportation systems. And I would hope that they  
36 would be engaged also to make this -- if you're going to have a  
37 product here, to make it into a product that's going to be  
38 meaningful.  
39

40 **ACTING COMMISSIONER TYSON:**

41 Certainly. That could be a technical advisory committee. You  
42 know, the thought is this would build off of studies such as the  
43 one -- the two that were conducted out east. You certainly would  
44 want to keep folks countywide engaged. So, yes, I would agree with  
45 you.  
46

47 **CHAIRPERSON KRUPSKI:**

48 Legislator Berland has a comment.  
49

50 **LEG. BERLAND:**

51 I just have a question, Darnell. I'm looking at the resolution.  
52 And it said this started in 2018 and will end on March 31st, so --  
53 of 2020. So, you said this is just the continuation and the next  
54 phase to go to the next piece. Am I like missing something or is  
55 that really what this is?  
56

1 **ACTING COMMISSIONER TYSON:**

2 Yeah, I do -- what probably happened was, there was probably a bit  
3 of inaccuracy because I think that this current phase of study, I'm  
4 anticipating to take 18 months. So that would put it, I guess,  
5 into 2021.

6  
7 **LEG. BERLAND:**

8 All right. But the money would have to be accepted during this  
9 time period? Is that what it is, then, probably?

03:00PM

10  
11 **ACTING COMMISSIONER TYSON:**

12 Yes, and the money from the FTA would be accepted. I should also  
13 add to this that this is -- since it's FTA money, it's a typical  
14 80/20 split. We the County are paying 20 percent into this. So if  
15 it's 350,000 K, we're spending 70 K so it's not the County putting  
16 up all the funding for this.

17  
18 **LEG. BERLAND:**

19 It seems to me that we should continue what we started and make  
20 sure we get it to fruition and get those final answers so that we  
21 can go from there. I would think so. All right. Thank you.

03:01PM

22  
23 **ACTING COMMISSIONER TYSON:**

24 Thank you.

25  
26 **CHAIRPERSON KRUPSKI:**

27 I do have a number of other comments. I'll let everyone else go  
28 first. Legislator Calarco.

29  
30 **D.P.O. CALARCO:**

31 Thank you, Mr. Chairman. I'm going to take a crack at  
32 understanding what's going on here. I think I do but I could be  
33 wrong. So, Commissioner, so my understanding is in the recent  
34 past, we've installed systems on all the buses so we can start  
35 tracking where they're going and their timeliness in getting from  
36 point -- one point to the next point and how many riders are  
37 getting on the buses at each location that they're doing those  
38 things. We started gathering that data; right?

39  
40 **ACTING COMMISSIONER TYSON:**

41 Yes, it started with all the time tables.

42  
43 **D.P.O. CALARCO:**

44 Okay. So for the grant that we already accepted, 150,000 for that  
45 study that we did earlier on the agenda today, that's actually just  
46 a nuts and bolts, these are the routes we're returning, these are  
47 the stops they're supposed to be making. But as we're clearly  
48 understanding, sometimes they're not actually meeting the mark in  
49 terms of getting there at the time that we're supposed to be  
50 getting there, for whatever reason, and we need to readjust those  
51 schedules so that they're accurate; right?

03:02PM

52  
53 **ACTING COMMISSIONER TYSON:**

54 That is correct.



1 **D.P.O. CALARCO:**

2 Okay. And I know a real good example of a location where we need  
3 to do that because at the Patchogue Train Station where we created  
4 this, this location that's supposed to be a transfer hub, it's not  
5 working because the schedules aren't accurate. And so instead  
6 people are transferring at the district court location because  
7 that's where they can make their transfer and not miss the bus and  
8 not have to wait an hour. So, clearly there's a need for us to get  
9 those timings in line now.

03:02PM 10

11 **ACTING COMMISSIONER TYSON:**

12 Yes.

13

14 **D.P.O. CALARCO:**

15 And what's the timeframe for that to get done?

16

17 **ACTING COMMISSIONER TYSON:**

18 So it is intended that the RFP for that would be released in  
19 October of this year. The contract will be awarded two months  
20 after that. So in December, in the year timeframe. And the intent  
21 is to have the new schedules in place by June of 2020.

03:03PM 22

23 **D.P.O. CALARCO:**

24 So by the summertime you're expecting to have new schedules in  
25 place so that people are at least getting bus service where they  
26 understand when and where the bus is going to show up and it's  
27 accurate.

28

29 **ACTING COMMISSIONER TYSON:**

30 Correct.

03:03PM 31

32 **D.P.O. CALARCO:**

33 Okay. So, but the next part that we need to do besides just making  
34 sure that our schedules are accurate for right now is to make sure  
35 that our buses are actually running routes that serve the needs of  
36 the population; right?

37

38 **ACTING COMMISSIONER TYSON:**

39 Correct.

03:03PM 40

41 **D.P.O. CALARCO:**

42 So now that we started collecting the data about where people are  
43 going and getting off, and especially since we've eliminated some  
44 bus service, are seeing some increase in state monies and are  
45 looking potentially reinstitute some bus services, we want to make  
46 sure that we are running routes that best serve the needs of the  
47 residents of Suffolk County.

48

49 **ACTING COMMISSIONER TYSON:**

50 Current needs and future projected needs, yes.

03:04PM 51

52 **D.P.O. CALARCO:**

53 And that's what this \$350,000 study is to do; is to ensure that we  
54 are going to now potentially change some of our bus routes and  
55 schedules so that we are actually meeting the needs of the riders  
56 who are getting on those buses.

1  
2 **ACTING COMMISSIONER TYSON:**  
3 Correct.

4  
5 **D.P.O. CALARCO:**  
6 And the thought process there is not only are we actually better  
7 servicing them, but that we may even increase the amount of riders  
8 that we're getting because now we're providing buses that meet the  
9 needs of the population.

03:04PM 10

11 **ACTING COMMISSIONER TYSON:**  
12 Yes. The idea is about making the system better.

13  
14 **D.P.O. CALARCO:**  
15 Okay. So this 350,000 is actually going to start designing new  
16 routes that better meet the transportation needs of the residents  
17 of Suffolk County versus just extenuating -- and making sure at  
18 least that our schedules are accurate in terms of timeliness.

19  
20 **ACTING COMMISSIONER TYSON:**  
21 Yes.

22  
23 **D.P.O. CALARCO:**  
24 Okay. So it's really like a two phase thing: One, make sure  
25 people know when the buses are showing up right now so people  
26 aren't waiting around; and, two, let's make sure our buses are  
27 meeting the needs because I know that I get constant question of  
28 when can we restore service to Brookhaven Town Hall. Because one  
29 of the routes that was cut was the route that went -- started down  
30 in the Mastic/Shirleys and ran to Brookhaven Town Hall and  
31 eventually made it to the, I think, the Community College and went  
32 all the way up to the north shore. So we need to understand if  
33 there's routes that we need to improve or alter so that people can  
34 get to where they gotta go.

03:05PM 30

35  
36 **ACTING COMMISSIONER TYSON:**  
37 Similarly there can be some other destination or some other local  
38 that was, you know, important 15 years ago that is just not.

39  
40 **D.P.O. CALARCO:**  
41 Just isn't anymore.

42  
43 **ACTING COMMISSIONER TYSON:**  
44 Right.

45  
46 **D.P.O. CALARCO:**  
47 Yep. So that's why this study is to do.

48  
49 **ACTING COMMISSIONER TYSON:**  
50 Yes.

03:05PM 50

51  
52 **D.P.O. CALARCO:**  
53 Okay. So what's the timing on this study? Is that 18 months?

54  
55 **ACTING COMMISSIONER TYSON:**  
56 Yes. So, the timeframe that I have for current projection will be

1 a 18 to 24 month time period.

2  
3 **D.P.O. CALARCO:**

4 Okay. So we're looking at a year-and-a-half, two years and we're  
5 going to get these back and then we're going to have to implement  
6 them and probably work with our transportation providers because we  
7 don't actually run any of the buses to change these schedules and  
8 figure out what the staffing needs are to do that.

9  
10 **ACTING COMMISSIONER TYSON:**

11 Yeah.

12  
13 **D.P.O. CALARCO:**

14 Okay. So, I understand, I think, what's going on here and I'm  
15 comfortable with this grant. Thank you.

16  
17 **CHAIRPERSON KRUPSKI:**

18 Thank you, Legislator Calarco. So, before we get to Legislator  
19 Cilmi's question, will this report at all reflect or comment on the  
20 fiscal condition of the bus system if we're running at such a  
21 massive deficit? Will this give any recommendation towards how to,  
22 you know, restore some of that fiscal viability to public  
23 transportation?

24  
25 **ACTING COMMISSIONER TYSON:**

26 It's possible. I mean, I think even out of Phase I, one of the  
27 suggestions was to reallocate the existing funds or perhaps  
28 reallocate those resources to routes that are already performing  
29 well. So, I would expect that Phase II would have at least a high  
30 level, similar recommendations.

31  
32 **CHAIRPERSON KRUPSKI:**

33 That would be helpful. Legislator Cilmi.

34  
35 **LEG. CILMI:**

36 Thank you. So, Commissioner, looking at Legislator Calarco's  
37 questions and your answers at face value, shouldn't we be doing  
38 this before we expend another \$150,000 on redoing the schedules?  
39 Why are we going to redo the schedules for \$150,000; then take an  
40 overall look at what our transportation needs are. Wouldn't we  
41 then have to spend another \$150,000 or some similar number to redo  
42 the schedules again?

43  
44 **ACTING COMMISSIONER TYSON:**

45 Not necessarily. What we're talking about doing now is actually  
46 kind of like a quantum leap in terms of changing and updating the  
47 schedules. And it's overdue.

48  
49 **LEG. CILMI:**

50 Wait a minute. So, the \$150,000 was the quantum leap or this is  
51 the quantum leap?

52  
53 **ACTING COMMISSIONER TYSON:**

54 The \$150,000 is. Because this is, again, if you're thinking about  
55 the S 16 run which runs from Patchogue up to Port Jefferson, it has  
56 like 55 minutes to run. It runs 75 minutes every day now. Like,

1 we need to change that now.

2

3 **LEG. CILMI:**

4 Change what exactly?

5

6 **ACTING COMMISSIONER TYSON:**

7 The running time. To update it. So that it's accurate so that our  
8 customers when they look at our schedules can expect the bus to  
9 show up at the time that we represent.

03:07PM 10

11 **LEG. CILMI:**

12 Okay. So, let me ask the question that I was going to ask before  
13 Legislator Calarco asked his questions. What else can this -- can  
14 these federal funds be used for? What's the parameters of the  
15 grant funding? What are some other possibilities?

16

17 **ACTING COMMISSIONER TYSON:**

18 Typically the planning studies, those are concepts that are in  
19 design when you're talking about maybe the design of shelters or a  
20 intermodal transportation, you know, location, it'd be a planning  
21 study. So they're not -- they're not funds typically used for  
22 construction. So it needs to be a design topic.

03:08PM 23

24 **LEG. CILMI:**

25 Are there other sorts of design topics that we're in need of?

26

27 **ACTING COMMISSIONER TYSON:**

28 Not that comes to mind.

29

30 **LEG. CILMI:**

31 Really?

32

33 **ACTING COMMISSIONER TYSON:**

34 Right now fixing the existing system is the prime thing that we  
35 need to do.

36

37 **LEG. CILMI:**

38 But you just said that the \$150,000 was a quantum leap. So,  
39 assuming that's going to fix the existing system, then, what I'm  
40 asking is aren't there other priorities that we could use this  
41 planning money for versus doing what it seems like we're already  
42 doing? You know, I'd like to see -- I'll offer a motion to table.  
43 And I'd like to see the actual grant and the criteria and the  
44 parameters of the grant to see if there's anything else that in  
45 this Legislature's view we could be using this money for that would  
46 be more impactful for the residents of our County. Because it  
47 doesn't seem like this is going to be impactful for the residents  
48 of our County.

03:09PM 49

50 **CHAIRPERSON KRUPSKI:**

51 Is there a second to the motion to table? Seconded by Legislator  
52 Muratore. All right. If we're talked out, then we'll take a vote.  
53 We have a motion to table and a motion to approve. So the motion  
54 to table goes first. All in favor? A show of hands to table?  
55 Two. Against tabling? The majority. Abstain?

56

1  
2 **LEG. FLEMING:**

3 I'll support your tabling motion.

4  
5 **CHAIRPERSON KRUPSKI:**

6 So, three to table. Five against tabling. So motion to approve?

7  
8 **MS. ELLIS:**

9 Can I just have a clarification on the motion and second to  
03:10PM 10 approve?

11  
12 **CHAIRPERSON KRUPSKI:**

13 Oh, okay. Who made the motion to approve? That's why I asked did  
14 we have a motion to approve. Motion by approve Legislator Calarco.  
15 Is there a second? Second by Legislator Berland. All in favor to  
16 approve? Opposed? One, two. Abstentions? So moved. (VOTE:  
17 6-2-0-0. PO GREGORY INCLUDED IN VOTE. OPPOSED: LEGISLATORS  
18 CILMI, MURATORE)

19  
03:11PM 20 And in the meantime could you please get that grant for this to  
21 Legislator Cilmi as soon as possible so he could take a look at it.  
22 And if he has -- you know, this is going to come to the meeting on  
23 next Wednesday so you have time to take a look at it, make your  
24 case there if you have an alternative proposal to spend this money.

25  
26 **LEG. FLEMING:**

27 If I could get a copy as well, it would be helpful. Thank you.

28  
29 **ACTING COMMISSIONER TYSON:**

03:11PM 30 I will find the grant and make sure I share it, sure.

31  
32 **CHAIRPERSON KRUPSKI:**

33 Thank you.

34  
35 **IR 1839, Approving a voluntary land exchange between the County of**  
36 **Suffolk and SV Greenport LLC (CP 5526 Phase III). (Co. Exec.).**  
37 I'll make a motion to approve; second by the Presiding Officer. On  
38 the motion, if we can get an explanation for the Committee and a  
39 little history.

03:12PM 40  
41 **MR. HILLMAN:**

42 Sure. This is a land swap between Suffolk County and the owners of  
43 the Soundview Motel and Restaurant. There have been several  
44 accidents; pedestrian accidents at this location. This project  
45 will -- let me back up even further.

46  
47 **LEG. CILMI:**

48 Accidents at which location? The county-owned property or the  
49 other? Just be specific about --

03:12PM 50  
51 **MR. HILLMAN:**

52 Absolutely, sure, I can do that. So there's a parking lot on the  
53 south side of the roadway. The facility's on the north side of the  
54 roadway. And there are pedestrians that cross the roadway. And I  
55 believe at least three of them have been injured. So, in addition  
56 the facility on the north side backs out almost -- almost onto

1 County Road 48. Their parking is situated such that they're nosed  
2 in and it's so close to the edge of the roadway when they back out,  
3 they're essentially backing out onto County Road 48, which at this  
4 location is fairly straight and flat and promotes speeds; higher  
5 speeds than we would like.

6  
7 So the idea is to swap -- this restaurant and hotels owns property  
8 on both the north side of the road and the south side of the road.  
9 We own parcels within the compound, I'll say, also. And we are  
03:14PM 10 swapping county right-of-way on the south side -- on the north side  
11 to make their facility parking a little bit bigger. We are gaining  
12 property on the south side so that we can shift the roadway. And  
13 we're also disposing of county property within the facility.

14  
15 So it's a win/win all around. We are widening the roadway, putting  
16 in pedestrian medians for refuge. The owner of the facility has  
17 agreed to maintain the plantings in the medians and along the  
18 shoulders, which is the whole idea of a median and tightening up  
19 the roadway with vegetation. It's a typical and very tried and  
03:14PM 20 true traffic calming measure to -- so we believe that this, again,  
21 realignment of the roadway, medians and plantings will have a  
22 dramatic effect on the speeds in front of this facility and the  
23 medians will also provide a refuge for two stage crossing for the  
24 pedestrians. So, it's again a win/win.

25  
26 **CHAIRPERSON KRUPSKI:**

27 This is a very heavily traveled road. I'm familiar with it. Is  
28 this going to -- are you going to elevate that part of the road  
29 that gets flooded to the east side of the restaurant?

03:15PM 30  
31 **MR. HILLMAN:**

32 Yes, that is included.

33  
34 **CHAIRPERSON KRUPSKI:**

35 Because that's been -- that road's been flooded a number of times  
36 and actually closed to traffic because of that. And this is part  
37 of the reconstruction of 48 throughout the whole stretch between  
38 Greenport Village and -- I don't know where you start there.  
39 Peconic or Cutchogue?

03:15PM 40  
41 **MR. HILLMAN:**

42 Yes, this is the final phase of -- it's a third and final phase of  
43 that program, yes, of reconstructing the roadway.

44  
45 **CHAIRPERSON KRUPSKI:**

46 Legislator Cilmi.

47  
48 **LEG. CILMI:**

49 Thank you, Mr. Chair. So, the property that's being swapped, the  
03:16PM 50 private business owner owns property on the north side of the --

51  
52 **MR. HILLMAN:**

53 And the south side. They own --

54  
55 **LEG. CILMI:**

56 Oh, they own both. But the property that he is swapping, in other

1 words, that we are taking --

2

3 **MR. HILLMAN:**

4 Yes.

5

6 **LEG. CILMI:**

7 -- is on the north side or the south side?

8

9 **MR. HILLMAN:**

03:16PM 10 We are getting property on the south side.

11

12 **LEG. CILMI:**

13 We're getting property on the south side. And we're giving him our  
14 property on the north side.

15

16 **MR. HILLMAN:**

17 Correct.

18

19 **LEG. CILMI:**

03:16PM 20 Okay.

21

22 **MR. HILLMAN:**

23 And there's a net positive to the County of \$300,000 they are  
24 paying because there was not an equal share.

25

26 **LEG. CILMI:**

27 Okay.

28

29 **MR. HILLMAN:**

03:16PM 30 The property owners in addition to swapping the property, they are  
31 paying \$300,000.

32

33 **LEG. CILMI:**

34 Because the value of their property now will be improved by that  
35 much more than --

36

37 **MR. HILLMAN:**

38 I'm really not qualified to really explain why the \$300,000 -- I  
39 think it had to do with more the quantity of property than the  
40 value of the property. But, again, that's more of a real estate --

41

42 **LEG. CILMI:**

43 Right.

44

45 **MR. HILLMAN:**

46 -- issue than an engineer.

47

48 **LEG. CILMI:**

49 Right. Do you know if we did appraisals on --

03:17PM 50

51 **MR. HILLMAN:**

52 Yes, we did, yes; County did, yes.

53

54 **LEG. CILMI:**

55 This wouldn't come to us, right, in ETRB?

56

1 **CHAIRPERSON KRUPSKI:**

2 The appraisals did not, I don't believe.

3

4 **LEG. CILMI:**

5 But you are -- you've have seen the appraisals?

6

7 **MR. HILLMAN:**

8 Yes.

9

10 **LEG. CILMI:**

11 Okay. And, I mean, we're getting a good deal for lack of a better  
12 way to say that? I mean, is it a fair deal here?

13

14 **MR. HILLMAN:**

15 Being an engineer --

16

17 **LEG. CILMI:**

18 You don't know.

19

20 **MR. HILLMAN:**

21 I have really no expertise to say that. Based on I do know from an  
22 engineering standpoint that we have a lot of issues on the roadway.  
23 The contractor is set and ready to go and --

24

25 **LEG. CILMI:**

26 Okay. So this guy is improving the value of his property; in turn  
27 we're getting some money. We're getting some property. Does the  
28 property that we're getting help us in any way?

29

30 **MR. HILLMAN:**

31 Oh, absolutely. It allows us to shift the roadway.

32

33 **LEG. CILMI:**

34 Okay. So that's what's going to help us make the roads more safe.

35

36 **MR. HILLMAN:**

37 Oh, yes. Without the property, we really can't do that.

38

39 **LEG. CILMI:**

40 Okay. Thanks.

03:18PM

41

42 **CHAIRPERSON KRUPSKI:**

43 And it'll alleviate closing it when it floods, which is pretty  
44 important. Anyone else? All right, we have a motion and a second.  
45 All in favor? Opposed? Abstentions? So moved. (VOTE: 8-0-0-0.

46 **PO GREGORY INCLUDED IN VOTE)**

47

48 IR 1841 has been recommitted to Ways and Means.

49

50 **MS. SIMPSON:**

51 It's being reassigned.

52

53 **CHAIRPERSON KRUPSKI:**

54 Reassigned.

55

56



1 **MS. SIMPSON:**

2 Pending amendments, yes.

3  
4 **CHAIRPERSON KRUPSKI:**

5 Thank you. Do we have to vote on that? Or, we're just making that  
6 announcement? Okay.

7  
8 I'm going to skip over 1850 and 1853 'til the end.

9  
10 **1854 is being reassigned to Ways and Means.**

11  
12 I'll make a motion on 1859, (Adopting Local Law No. -2019,) A  
13 Local Law to establish an Independent Director of the Traffic  
14 Control Signal Monitoring Program. (Gonzalez). I'll make a motion  
15 to table for public hearing; second by Legislator Berland. All in  
16 favor? Opposed? Abstentions? So moved. (VOTE: 8-0-0-0. PO  
17 GREGORY INCLUDED IN VOTE)

18  
19 **IR 1860, Requiring that the Contract for renewal of the Traffic**  
20 **Control Signal Monitoring Program be ratified by the Legislature**  
21 **prior to execution. (Trotta). Motion by Legislator Cilmi; second**  
22 **by Legislator Muratore.**

23  
24 **LEG. FLEMING:**

25 On the motion.

26  
27 **CHAIRPERSON KRUPSKI:**

28 Wait. I have a motion to table, Legislator Calarco; second by  
29 Legislator Berland. And on the motion, Legislator Fleming.

30  
31 **LEG. FLEMING:**

32 I guess it's on either of the motions.

33  
34 **CHAIRPERSON KRUPSKI:**

35 Right.

36  
37 **LEG. FLEMING:**

38 Can we just hear from -- I guess -- I don't know who would most  
39 appropriately answer the question of how from a legislative  
40 procedure standpoint this works. Is it -- what is required sort of  
41 legislatively to support this; what seems to be a new  
42 responsibility or authority on the part of the Legislature to  
43 ratify contracts. I know we ratify labor contracts. Under what --  
44 under what circumstances do we have as a Legislature ratify a  
45 contract generally?

46  
47 **MS. SIMPSON:**

48 So generally we ratify contracts when the award is to only -- when  
49 there is RFP let and there is only one responsible respondent. If  
50 there's only one respondent, then, the Legislature has to ratify  
51 those contracts. This piece of legislation is looking to make an  
52 exception to that only in the case of this particular contract to  
53 have the Legislature ratify who receives the contract -- the award  
54 of the contract pursuant to the RFP.

1 **LEG. FLEMING:**

2 But is it legal for us make to make an exception that way? I mean,  
3 is this -- from where does the authority derive to ratify a  
4 contract?

5  
6 **MS. SIMPSON:**

7 Well, we have the authority to ratify the contracts that are --  
8 that we do ratify. I believe that's expressly in the Charter and  
9 in the administrative code. This would be a different -- this  
10 would be new, to be quite honest. And it's not something that we  
11 -- that I know that we have done in the past. So whether we have  
12 the authority is -- it's a reasonable question. I don't know how  
13 many respondents are going to get to the RFP, so, that's the other  
14 issue.

15  
16 **LEG. FLEMING:**

17 I guess my question, is it permissible under the current law?

18  
19 **P.O. GREGORY:**

03:22PM 20 If I may, through the Chair, I know in the past we have, what  
21 immediately comes to mind is several instances, at least two, of  
22 contracts or agreements for sale for the Foley Nursing Home that  
23 have come before the Legislature. I can't think of -- I think  
24 there's at least one or two others, but it doesn't come to mind but  
25 Foley certainly comes --

26  
27 **LEG. CILMI:**

28 EnXco. We ratified a contract with EnXco.

29  
30 **P.O. GREGORY:**

31 Yes, yes, yes.

32  
33 **LEG. CILMI:**

34 Most of us remember that one.

35  
36 **CHAIRPERSON KRUPSKI:**

37 All right. So we have a -- I assume -- so the sponsor's not here.  
38 I can only assume that -- what he's -- his intention is to make  
39 sure that in that contract, it seems like an appropriate contract  
03:23PM 40 that would serve the County toward safety purposes.

41  
42 **LEG. CILMI:**

43 If I may try and articulate, I cosponsored this. And the reason I  
44 cosponsored is because many of us, and I'd have to look at the  
45 record, I'll just say many of us, most members of this Legislature,  
46 I would say, who voted in favor of the Red Light Camera Program and  
47 those of us who voted against the Red Light Camera Program  
48 expressed concerns with respect to the way the program was being  
49 implemented and some concerns with respect to some of the perhaps  
03:23PM 50 unintended consequences of the program. And so during the debate  
51 on whether or not to extend the Red Light Camera Program, I  
52 remember folks saying *I'm supporting it, but this has to change.*  
53 Whatever that "this" was, whether it was where the cameras were  
54 placed or, you know, how the fund was being managed or whatever.

55  
56 So the only way to ensure that all of this Legislature's concerns

1 were taken into consideration in a new contract is to give this  
2 Legislature the authority to approve that contract. And that's  
3 what this resolution seeks to do. And that's why I wholeheartedly  
4 support it.

5  
6 **CHAIRPERSON KRUPSKI:**

7 Excuse me. We have a motion to table. The tabling motion goes  
8 first. I have an approval motion also. All right. Yes, Presiding  
9 Officer Gregory.

03:24PM 10

11 **P.O. GREGORY:**

12 I think it would be -- I mean, I know there were some conversations  
13 with the Administration that they would, at least what was said, I  
14 don't know if that's been confirmed, that they would be willing to  
15 meet with Legislators or present the contract without necessarily  
16 having to come before the Legislature. I don't know if that's -- I  
17 don't want to speak out of turn, if that's been determined or not.  
18 I think that certainly could be helpful instead of just kind of  
19 voting in the dark as to what the terms of an agreement that we  
20 won't see otherwise.

03:25PM 21

22 **CHAIRPERSON KRUPSKI:**

23 Right. No, absolutely. You know, there were a lot of concerns  
24 expressed about the contract. And, you know, I think we all want  
25 to make it a better work product. So, do you have -- what's your  
26 suggestion, then, on this?

27  
28 **P.O. GREGORY:**

29 I think if the Administration's willing to make a commitment to  
30 that, I think that's certainly from my mind, from my perspective  
31 would kind of end the discussion and address the concerns that --  
32 the people's concerns are in the actual contract language instead  
33 of just the RFP, which the language can be different, not extremely  
34 different, but there could be some things in there that people  
35 don't approve of.

03:25PM 36

37 **CHAIRPERSON KRUPSKI:**

38 Legislator Donnelly.

39  
40 **LEG. DONNELLY:**

41 Just, I agree with the Presiding Officer. I think that, you know,  
42 the concerns that some of us have and the final product we should,  
43 whether a review is conducted by -- under your supervision, under  
44 the Public Works Committee, I think it's appropriate and speak now  
45 or forever hold your peace, kind of.

46  
47 **CHAIRPERSON KRUPSKI:**

48 Okay. So the tabling motion goes first. All in favor to table?  
49 No, don't be sorry, you can vote anyway you want. Vote your  
50 conscience. (Laughter) Against tabling? Do I need a head count?  
51 I need a head count, then. If you're against tabling, raise your  
52 hand.

53  
54 **LEG. MURATORE:**

55 (Indicating)

56

1 **LEG. CILMI:**  
2 (Indicating)

3  
4 **CHAIRPERSON KRUPSKI:**  
5 Okay, so then it's tabled.

6  
7 **MS. SIMPSON:**  
8 It's all in favor? Opposed? Abstentions?

9  
10 **CHAIRPERSON KRUPSKI:**  
11 Okay, all in favor to table? Okay, one, two, three. So all  
12 against tabling raise your hand? Okay. So it is not tabled. Now  
13 the approval motion. All in favor? Opposed? Abstentions? So it  
14 does pass. All in favor? Just do a show of hands for the Clerk.  
15 All in favor? All in favor to approve? Okay. To approve contract  
16 review. Yes. Five. I see five.

17  
18 **MS. SIMPSON:**  
19 This is ratification. Ratification and review are two different  
20 things.

21  
22 **LEG. BERLAND:**  
23 Yeah, right. Counsel, can you explain the difference between  
24 ratification and review? Because I think the -- my understanding  
25 was that we would be able to review and comment and look at it.  
26 But ratification is significantly a different thing than you're  
27 voting on.

28  
29 **MS. SIMPSON:**  
30 So, reviewing the contract would be -- we would have to look at it  
31 and at least be able to see the language. But it does not require  
32 that we affirmatively vote to issue the contract to that  
33 individual. Ratification of the contract is saying we're approving  
34 this contract fully. And that would be a condition of the contract  
35 going into effect.

36  
37 **LEG. DONNELLY:**  
38 Didn't you do this -- hasn't this body done that before?

39  
40 **D.P.O. CALARCO:**  
41 There are two examples where we ratified contracts. The sale of  
42 the Foley Nursing Home was an act of this body because we had to  
43 surplus the property and put it up for sale. We can't sell -- the  
44 County Executive can't sell any property of the County without  
45 approval by this body. And the EnXco, it's a similar line in that  
46 we leased County property. And the County Executive can't lease  
47 County property without an act of this body. So both of those  
48 cases are very different than a typical RFP where you go out and  
49 find a vendor to provide us a service. Those both require an act  
50 of the body to do that because of the type of action being taken.

51  
52 **LEG. CILMI:**  
53 Can I chime in?

54  
55 **CHAIRPERSON KRUPSKI:**  
56 I think Legislator Donnelly had something to say first. No?

1 Legislator Cilmi.

2

3 **LEG. CILMI:**

4 Yeah, is there anything in the Charter preventing us from doing  
5 this or in our laws that prevent us from doing this?

6

7 **MS. SIMPSON:**

8 I don't see anything that expressly prohibits us from doing this.

9

10 **LEG. CILMI:**

11 Okay. And if it sets a precedent where from time to time we can do  
12 this, then from time to time we'll do it when we want to do it.

13

14 **CHAIRPERSON KRUPSKI:**

15 So we never voted. We never confirmed the vote.

16

17 **LEG. BERLAND:**

18 Can I ask a question?

19

20 **CHAIRPERSON KRUPSKI:**

21 Yes, yes, yes.

22

23 **LEG. BERLAND:**

24 I thought if it's not expressly prohibited, that that doesn't mean  
25 that you can do it. Is that --

26

27 **MS. SIMPSON:**

28 Well, it's also not -- it's not expressly authorized but there are  
29 other times at which we have authorized -- we've ratified contracts  
30 in other situations.

03:31PM

31

32 **LEG. BERLAND:**

33 But have we ratified RFPs in any other situation other than the two  
34 that were --

35

36 **MS. SIMPSON:**

37 The leasing of EnXco was an RFP that was let and they came back  
38 with bidders and that was --

39

40 **LEG. BERLAND:**

41 But other than having to do with property, other than those two  
42 that had to do with property, have there been any others?

43

44 **MS. SIMPSON:**

45 That I can recall? No.

46

47 **LEG. BERLAND:**

48 Okay.

49

50 **CHAIRPERSON KRUPSKI:**

51 So we had the vote and it was approved. All right.

52

53 **LEG. BERLAND:**

54 Can I ask that we maybe recall the tabling vote again now that  
55 maybe everybody might be clarified in ratification versus review?

56

1 **LEG. CILMI:**

2 If I may, Legislator Berland, this will be before the full  
3 Legislature on Wednesday, so I mean we'll all vote then.

4  
5 **LEG. BERLAND:**

6 Assuming it gets out of Committee, it'll be there.

7  
8 **LEG. CILMI:**

9 But we've already voted to send it out of Committee.

03:32PM

10  
11 **CHAIRPERSON KRUPSKI:**

12 I'm going to ask the clerk, did we vote?

13  
14 **MS. ELLIS:**

15 (Indicating)

16  
17 **CHAIRPERSON KRUPSKI:**

18 I believe we voted.

19  
20 **D.P.O. CALARCO:**

21 I thought Legislator Donnelly started asking questions in the  
22 middle of her calling the vote.

23  
24 **LEG. DONNELLY:**

25 I apologize.

26  
27 **D.P.O. CALARCO:**

28 No, that's okay. No, it's okay. I say that because if you were  
29 asking questions in the middle of the vote, I don't think the vote  
30 actually got called.

03:32PM

31  
32 **LEG. DONNELLY:**

33 Yeah, I don't want to get into -- I don't want to be involved in  
34 any theatrics.

35  
36 **D.P.O. CALARCO:**

37 So I'm just --

38  
39 **LEG. DONNELLY:**

40 My point on 1860 is pretty simple; that this Committee at least be  
41 able to to review the contract to address our concerns. So I'm  
42 more in favor of the tabling motion so that we can get the wording  
43 right as opposed to ratify. Because pursuant to the Presiding  
44 Officer's history lesson, it's not really something that this body  
45 does, so to speak. But I think that we all have concerns.

03:32PM

46  
47 **CHAIRPERSON KRUPSKI:**

48 Would you like to reconsider the vote then?

49  
50 **LEG. DONNELLY:**

51 Sure.

52  
53 **CHAIRPERSON KRUPSKI:**

54 All right. There's a motion to reconsider. Is there a second?

55  
56

1 **LEG. BERLAND:**

2 (Indicating)

3  
4 **CHAIRPERSON KRUPSKI:**

5 Second by Legislator Berland. So, after we -- all in favor -- all  
6 in favor to reconsider? Opposed? (Unanimously approved to  
7 reconsider). Okay, so now we have a motion passed to reconsider.  
8 Now we're going to have the debate again.

9  
10 **LEG. BERLAND:**

11 So can we start with reconsideration of the tabling motion?

12  
13 **CHAIRPERSON KRUPSKI:**

14 I think what we need to do, honestly I think what we -- we need to  
15 consider this in context with the other two -- the other two  
16 resolutions that we haven't considered yet this afternoon. And  
17 that's how this program is going to run in the future.

18  
19 **LEG. CILMI:**

03:34PM 20 With due respect, Mr. Chairman, this is totally different from --  
21 this is not in any way changing the material substance of the  
22 program or even the contract. It's just saying that we get to say  
23 whether or not the contract is what we expect it to be. That's all  
24 that this is -- that's all that this is saying. This has nothing  
25 to do with the actual program itself. This is just saying that  
26 reflective of this body's wishes, as articulated at our last  
27 General Meeting, there are certain concerns that members of this  
28 body expect to be addressed within the confines of that contract.  
29 And this is saying *bring it back to us, let's make sure that*  
03:35PM 30 *everyone's concerns are satisfied in the context of that -- you*  
31 *know, bring it us just to kind of look at and say, well, thanks for*  
32 *showing it to us.*

33  
34 We have to see it anyway. It's a public document. We all get the  
35 opportunity to look at it. But looking at it is one thing.  
36 Whether or not we have a say on whether or not it has, in fact,  
37 addressed all of our concerns is a whole other thing. So, you  
38 know, if there's -- and if there's hesitance to approve for  
39 whatever reason, then I would suggest that we discharge it to the  
03:35PM 40 floor but --

41  
42 **CHAIRPERSON KRUPSKI:**

43 Is that a motion; is that in the form of a motion?

44  
45 **LEG. CILMI:**

46 I mean, I've already made a motion to approve. If the members that  
47 are queasy about approval are --

48  
49 **LEG. DONNELLY:**

03:36PM 50 It's not queasy. Let's not use the word queasy. I'm not looking

51 --

52  
53 **LEG. CILMI:**

54 Okay.

1 **LEG. DONNELLY:**

2 I have concerns. I don't like that word. I don't like that word.

3  
4 **LEG. CILMI:**

5 No, I don't mean that -- I'm sorry. I didn't mean to -- I'm sorry,  
6 Tom. I don't mean it disrespectfully in any respect. So forgive  
7 me.

8  
9 If there are members who are apprehensive for whatever reason --  
03:36PM 10 can I use that word? Apprehensive?

11  
12 **LEG. BERLAND:**

13 Why don't you use "disagree"?

14  
15 **LEG. CILMI:**

16 About approving -- what's that?

17  
18 **LEG. BERLAND:**

19 Why don't you just say "don't agree or rather table".

03:36PM 20  
21 **LEG. CILMI:**

22 Or don't agree, whatever. If there are members who don't want to  
23 approve it, that would be more okay with discharging it, then I'm  
24 fine with discharging it.

25  
26 **CHAIRPERSON KRUPSKI:**

27 Is that a motion?

28  
29 **LEG. CILMI:**

03:36PM 30 Sure.

31  
32 **CHAIRPERSON KRUPSKI:**

33 All right. So, there's a motion by Legislator Cilmi to discharge  
34 without recommendation.

35  
36 **LEG. CILMI:**

37 Right.

38  
39 **CHAIRPERSON KRUPSKI:**

03:36PM 40 Is there a second? Second by Legislator Muratore. Is there  
41 another motion?

42  
43 **LEG. BERLAND:**

44 A motion to table.

45  
46 **CHAIRPERSON KRUPSKI:**

47 Motion to table by Legislator Berland.

48  
49 **LEG. DONNELLY:**

03:37PM 50 Second.

51  
52 **CHAIRPERSON KRUPSKI:**

53 Second by Legislator Donnelly. Tabling motion goes first. Okay.  
54 Show of hands all in favor to table?

55  
56



1 **MS. SIMPSON:**  
2 Do a roll call.

3  
4 **CHAIRPERSON KRUPSKI:**  
5 Can you do a roll call, please. Thank you.

6  
7 *(Roll called by Ms. Ellis, Chief Deputy Clerk of the Legislature)*

8  
9 **CHAIRPERSON KRUPSKI:**  
10 This is to table.

11  
12 **LEG. BERLAND:**  
13 To table, yes.

14  
15 **LEG. DONNELLY:**  
16 Yes.

17  
18 **CHAIRPERSON KRUPSKI:**  
19 No.

03:37PM 20  
21 **LEG. MURATORE:**  
22 No.

23  
24 **LEG. FLEMING:**  
25 No.

26  
27 **D.P.O. CALARCO:**  
28 Yes.

29  
30 **LEG. CILMI:**  
31 No.

32  
33 **P.O. GREGORY:**  
34 Table, yes.

35  
36 **MS. ELLIS:**  
37 Four.

03:37PM 38  
39 **CHAIRPERSON KRUPSKI:**  
40 Okay. So the next is the motion to discharge without  
41 recommendation. Roll call, please.

42  
43 *(Roll called by Ms. Ellis, Chief Deputy Clerk of the Legislature)*

44  
45 **LEG. CILMI:**  
46 Yes.

47  
48 **LEG. MURATORE:**  
49 Yes.

03:38PM 50  
51 **CHAIRPERSON KRUPSKI:**  
52 Yes.

53  
54 **LEG. FLEMING:**  
55 Yes.

56

1 **D.P.O. CALARCO:**

2 No.

3

4 **LEG. BERLAND:**

5 No.

6

7 **LEG. DONNELLY:**

8 No.

9

10 **P.O. GREGORY:**

11 Yes.

12

13 **MS. ELLIS:**

14 Five.

15

16 **CHAIRPERSON KRUPSKI:**

17 All right.

18

19 **(VOTE 5-3-0-0. APPROVE: LEGISLATORS CILMI, MURATORE, KRUPSKI,**  
20 **FLEMING, GREGORY. OPPOSED: LEGISLATORS CALARCO, BERLAND,**  
21 **DONNELLY)**

22

23 **CHAIRPERSON KRUPSKI:**

24 All right. Now, the next two are very similar and I'd like to seek  
25 the wisdom of our DPW people here because the next two to me are  
26 related and they're also related to an earlier resolution, IR 1750.  
27 So, and I think we need to do one and not three, but that's just my  
28 opinion after looking at these.

29

03:38PM

30 So, IR 1850, Directing the Traffic and Parking Violations Agency,  
31 the Department of Public Works and County contractors to implement  
32 a review, report and react procedure to improve safety at red light  
33 camera monitored intersections (Donnelly). Motion?

34

35 **LEG. DONNELLY:**

36 Yeah, I'm going to make a motion to table and work with Legislator  
37 Spencer and Cilmi on perhaps putting together one package on this.

38

39 **LEG. CILMI:**

40 Second.

03:39PM

41

42 **CHAIRPERSON KRUPSKI:**

43 Second by Legislator Cilmi. All in favor? Opposed? Abstentions?  
44 So moved. **(VOTE: 8-0-0-0. PO GREGORY INCLUDED IN VOTE)**

45

46 **IR 1853, Directing the Department of Public Works to complete a**  
47 **study reviewing certain intersections. (Spencer). Same motion,**  
48 **same second.**

49

50 **LEG. DONNELLY:**

51 Sure.

52

53 **CHAIRPERSON KRUPSKI:**

54 All in favor? Opposed? Abstentions? So moved. **(VOTE: 8-0-0-0.**  
55 **PO GREGORY INCLUDED IN VOTE).**

56

1 And I think that's what we need. I think that the spirit is there  
2 in offering resolutions. And I think if they work with our  
3 engineers, we can achieve, you know, improvements there.

4  
5 So, if there's no more -- nothing else on the agenda, we are  
6 adjourned.

7  
8  
9 **THE MEETING CONCLUDED AT 3:39 PM**  
10 **{ } DENOTES SPELLED PHONETICALLY**  
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