MEETING SUMMARY

FIRE ISLAND NATIONAL SEASHORE OFF-ROAD DRIVING REGULATIONS NEGOTIATED RULEMAKING ADVISORY COMMITTEE

SESSION II

JULY 26-27, 2002

Dowling College, Oakdale Campus, New York

Attendees: See attached attendance list of Principal Representatives, Alternates, Technical Advisors, and individuals who provided public comment.

Introduction/Review Draft Agenda

The second session of the Fire Island National Seashore Negotiated Rulemaking Advisory Committee for Off-Road Driving Regulations ("The Committee") began at approximately 9:10 AM with opening remarks by the mediators and a review of the Draft Agenda by the Committee.

Update on Alternates Nomination Process

Barry Sullivan of the National Park Service (NPS) reported that nominations were received in all categories except for the On-Island Contractors and that two nominees were received for the Visitor Advocate Alternate. Nominations will be submitted to the Secretary of Interior and there will be a thirty-day public comment period.

During the first day of this negotiation session, J. Lee Snead resigned from his Committee position as Principal Visitor Advocate Representative due to other obligations. The two nominees for Visitor Advocate agreed to serve as Principal and Alternate. Until formal appointment by the Secretary of Interior, all nominees will serve provisionally on the Committee.

Mediators' Role

The Committee and the mediators discussed the role of the mediators. One participant noted that there had been a disconnect between the explanation and execution of the mediator role in light of the NPS permit system concept proposed in the June session and hoped that this would improve in the future.

Park Leadership Transition

The NPS announced that Fire Island National Seashore Superintendent Costa Dillon has accepted the Associate Director position for the NPS Training Facility at Grand Canyon National Park and will be leaving his current post in September. Thereafter, Barry Sullivan will serve as Acting Superintendent of Fire Island National Seashore until a new Superintendent is appointed. With regard to this Negotiated Rulemaking Committee, current NPS Alternate Barry Sullivan will become the NPS Principal Representative and Chief Ranger, Wayne Valentine, will be nominated to serve as NPS Alternate for the remainder of the negotiations.

Opening Comments by Representatives

Regarding the permit system concept introduced by the NPS in Session I, the National Park Service reiterated that it is based upon NPS interests and perspectives developed through internal Park Service consultations at national, regional and local levels. NPS further expressed its desire for reaching a consensus-based agreement in these negotiations.

In response to questions as to whether the results of this Regulatory Negotiation process will be reflected in the regulations, NPS stated that there is no change in its commitment to go forward with a consensus reached in these negotiations. As detailed in the groundrules, if a Consensus Agreement is reached in these negotiations, the NPS will prepare draft regulations based on the consensus. The process does provide for a review by the Office of Management and Budget, the Fish and Wildlife Service, a public comment period, and an Environmental Assessment, each of which could have an affect on the final regulations.

The mediators stated that in developing a proposed Consensus Agreement, it is the responsibility of all Committee Representatives to have the authority and buy-in from their respective constituencies.. Should the Committee reach a Consensus Agreement, the NPS will prepare draft regulations based on the consensus. The reg-neg Committee will then review the draft to ensure consistency with the Consensus Agreement. Once any differences are resolved, the NPS will proceed with promulgating the new regulations including publishing the proposed regulations in the Federal Register for public comment. As in all negotiated rulemakings, Committee members agree to refrain from commenting negatively on proposed regulations developed by Committee consensus.

Comments by Committee Members on their reactions to the NPS concept introduced in Session I included:

- A road along the island is unequivocally unacceptable.
- Concern that if the Burma Road is designated as a "Road" it will be taken out of the purview of this Committee, which is charged only with Off-Road Driving Regulations.
- NPS has suggested a road to end beach driving. However, Burma Road is simply not a viable option.
- The Burma Road must be federally regulated from Robert Moses State Park to Kismet.
- Closure of the East End beaches will serve to isolate four communities, which constitutes further damage than that caused by cars.
- Concept should be discarded and the Committee should amend the current regulations to resolve the problem areas addressed at the last committee meeting.
- The majority of problems with the current regulations are created by weak enforcement.
- NPS must continue as a regulatory authority with respect to driving on Fire Island in light of Public Law 88.587 (1964), the Park’s enabling legislation.
- Island life and culture must be protected.
- A history of mistrust has led to a flawed process here. A choice must be made whether it is worth the time and effort to proceed.

- Traffic on the beach was not what was envisioned by those who supported creation of Fire Island National Seashore and opposed the road proposed by Robert Moses.
- It does not matter how we got to this point in the negotiations. We now have an opportunity to reach a consensus that will be acceptable to all of us.
- There are time and funding limitations to this process. If the process does not work, it is not because we did not participate in good faith.

In response to questions about the Burma Road, the NPS stated that all driving within Fire Island National Seashore, except recreational driving, is negotiable under this Negotiated Rulemaking process and that reaching consensus is an important objective of the NPS.

NPS reported on the different criteria in determining the status of a road in response to questions that arose last session about the Burma Road and federal highway funding.

- There can be "Park Roads" paid for only out of NPS funds.
- There can be roads that meet the Federal Highway Administration (FHA) criteria, which are also eligible for federal highway funds.
- The FHA's mandate for public access; means that a road is not eligible for federal highway funds if the road restricts public access.
- Therefore, the point after which the public cannot proceed without a Town permit is restricted and is not eligible for future federal highway funding.
- If the Burma Road is designated a public road, then no off-road permit is needed.
- Off-road driving routes must be specifically authorized in the regulations.

With regard to the Burma Road, NPS noted that, according to FHA rules, it constitutes a road only in that portion from Robert Moses State Park to the Checkpoint. The NPS does wish to continue receiving the FHA funding because it is necessary for maintenance and repair of this area.

One Committee Representative suggested that there are four issues on which this Negotiated Rulemaking process should focus: (1) Permitting Process; (2) Implementation Jurisdiction;

(3) Regulations; (4) Funding (not necessarily from a single source). Further, for each of these issues, the following questions must be answered: Who? How? What funding? How bound? What penalties?

Understanding and Clarifying Underlying Interests

NPS Concept

In response to a question as to whether the NPS would withdraw its concept as presented in Session I, NPS stated that the concept met the principles of the NPS and is one of a number of potential options NPS enumerated the principles with regard to any new regulations as follows:

1. Protect Park resources
2. Protect Park visitor safety
3. Comply with relevant public laws, Park policy and regulations
4. Intercommunity interests are best served and managed by the community and not necessarily the federal government

Committee representatives discussed their underlying interests and concerns. They included the following.

- Safety issues with regard to emergency vehicles, evacuation, and numerous pedestrians support the position that the "road" must end at Robert Moses State Park.
- The increase in driving on Fire Island must be addressed, but any beach closure also presents safety issues.
- The current regulations do not adequately address the reality of today's workday (contractors working from 7 AM until 7 PM, for example).
- Intra- and inter-community traffic (which may never leave the Island/pass through checkpoints) contributes to the volume.
- The East End does not have adequate ferry service in the winter months.
- A lack of on- and off- island staging areas hinders the ability to expand container shipping in bulk to reduce the number of trips for contractors and other businesses.
- Emergency services and law enforcement must have unimpeded access to provide health and safety services to visitors, residents and workers at Fire Island National Seashore.
- Volunteer firefighters rely on their own permits. If they cannot drive, they cannot respond to emergencies.
- Reducing vehicular traffic helps protect flora and fauna.
- The NPS concept does protect the resource in a meaningful way.
- There is no desire to increase the number of permits.
- Family life issues identified in Session I were reiterated.
- Permits for Island residents should be issued to vehicles rather than individuals.
- Fire Island's two seasons should be regulated by two different sets of criteria.
- Availability of water access year round is key.
- Important stakeholders have not been attending Committee sessions and should be urged to participate, including: Fire Island Law Enforcement Council, Verizon, and LIPA.
- The Village of Saltaire stated that it will close its borders to through traffic if no consensus is reached through this negotiated rulemaking process and if beach closure results in increased traffic.

Law Enforcement

Representatives asked about the authority of the Suffolk County Police. The SCPD can enforce any state/local law on Fire Island at any location, including on federal property. However, they do not have the authority to enforce federal rules and regulations.

Looking to the Future: Principles of Driving Regulation, Issues for Discussion, and Principles of Negotiation

The negotiators developed the following list of principles as part of the foundation for a negotiated Consensus Agreement.

Principles of Driving Regulation

The Negotiated Rulemaking Committee agreed by consensus that the following Principles must be met in a Consensus Agreement for Fire Island Off-Road Driving Regulations:

1. Protects the jewel that is Fire Island
    a. Including its natural resources; and,
    b. Its communities.
2. Abides by relevant existing laws and regulations.
3. Ensures fair and equitable, funded, and effective enforcement
4. Addresses seasonal nature of life on Fire Island.
5. Reduces the amount of driving on the Island.
6. Ensures public safety of all.
7. If it can come by water, it should come by water.
8. Recognize interconnectivity among
    a. Water and land
    b. Beach and interior
    c. Park and communities
9. Applies consistently across jurisdictions
10. Strives for simplicity
11. Achieves the appropriate balance of consistency, clarity, and flexibility
12. Reflects the current situation and anticipates future conditions
13. Is reasonable, rationale, and practical
14. Can be amended by the Committee by consensus

Issues For Discussion

The Committee identified the following topics for discussion and resolution with regard to off-road driving regulations. Other issues may be added to the list as the negotiations proceed.

- Permitting system
- Ferry service
- Season, size, year round access, schedules, costs, fees, staging areas, specific community needs and limitations
- Enforcement
- Jurisdictions, three strikes rule, fines, by whom
- Permits fees and Funding
- Nexus to services
- Points of compliance
- Field 5, lighthouse, new park headquarters
- Seasonality of driving
- Intra-Island driving
- Golf carts, enforcement
- Education
- Future relationship
- Permit categories
- Year round and part-time
- Essential services
- Contractors
- Issue to person or vehicle
- Number of permits
- Equity across categories
- Travel routes

Principles Of This Negotiation Process

The Negotiated Rulemaking Committee agreed by consensus on the following Principles of Negotiation to guide them in developing the Fire Island Off-Road Driving Regulations:

1. Establish a partnership among NPS and its stakeholders
    a. Focus on long-term relationships
    b. Full and active participation
    c. No surprises
2. Be open and creative
    a. Forward looking
    b. Setting aside limitations (e.g., perceived funding should not exclude discussing new means of permitting and enforcement)
3. All driving within the Park (with the exception of recreational driving) up for negotiation and possible future regulation and enforcement.

The Use of Current Regulations ("The Blue Book") as the Means for Further Discussion

The Committee discussed the option of using the current regulations ("The Blue Book"), in the context of the principles agreed upon above, as an outline for developing the new regulations. The NPS noted that the Blue Book is not consistent with the agreed upon principles in that it does not comply with the subsequently enacted Executive Order 11164 and the Endangered Species Act. The NPS broke for caucus to examine the question of using the Blue Book as a guide for the Committee's work in light of the four NPS Principles set forth above. The NPS then returned from caucus and offered the following comments regarding each section of the "Blue Book" with an eye toward distinguishing areas of joint interest and primarily community interest. This list represents NPS' current thinking, not necessarily the view of the entire Committee.

1. Definition
    - Consider addressing later in the negotiations, after the regulatory scheme is further developed
2. Routes for travel
    - Park Service is especially concerned about driving impacts within 20 feet of the toe of the dunes.
3. Alternative means of transportation
    - NPS agrees this needs to be addressed jointly
4. Permit is required
    - NPS agrees this needs to be addressed jointly
5. Permit eligibility
    - Primarily a community concern. The Park does have an interest in the number of trips and other parameters that may affect the natural resources
6. Standards for Issuance of Permits
    - Consider addressing later in the negotiations, as options for the regulatory scheme are being developed
7. Vehicles restriction
    - Primarily a community concern. NPS is concerned about vehicle weight, types of vehicles and other parameters that may affect the natural resources and visitor safety
8. Limitation on number of permits
    - Primarily a community concern. NPS is concerned about driving impacts on natural

resources.

9. Permit limitations
    - Primarily a community concern. NPS is concerned about how limitations affect safety and impacts on natural resources.
10. Authorized travel
    - Primarily a community concern. NPS is concerned about how limitations affect safety and impacts on natural resources
11. Rules of travel
    - NPS agrees this needs to be addressed jointly.
12. Violations
    - NPS agrees this needs to be addressed jointly. NPS desires a seamless interjurisdictional system. Different jurisdictions could co-adopt regulations or the NPS regulations could be structured to automatically incorporate consistent municipal and county regulations.

Public Comment

Laurie Farber of the Long Island Sierra Club asked that the Committee recognize that, although some Committee representatives stated in Session I that they wanted to "think outside of the box" the Committee is now jumping back in with regard to the Blue Book. The communities are getting the opportunity to direct their own future. The NPS concept was a shock, but after contemplation, it meets many objectives. For example, it could remedy the current illegal use of bicycles and could solve the stated enforcement concerns (if the communities develop their own regulations that are enforced by the SCPD)

John Fritz of the Long Island Beach Buggy Association expressed opposition to any arbitrary ban on driving on the East End of the Island and stated that Suffolk County Parks should be included in this process and expressed concern that these negotiations could be a precursor to limiting driving on the beach for recreational users on the east end.

Reading from a letter, Claire Siegel, a Blue Point Beach resident, explained residents' dependence upon vehicle access to their homes as well as services provided by utilities and trades people within the Seashore District, such as the Spatenga's Walk area. Ms. Seigel further introduced written comments by Gary Divis, which conclude that regulations eliminating vehicular access would violate the Public Trust Doctrine.

Gary Divis' written comments provided through Committee Representative John Lund regarding vehicular access to Spatenga's Walk, Water Island, were distributed to Committee Representatives and are available for review as part of the Administrative Record.

Updates

The mediators and others provided the following updates:

Information Requests

With regard to information needs identified in Session I, the following have been provided:

- Committee Contact List to each negotiator
- Cape Cod National Seashore negotiated consensus agreement and the regulations ultimately adopted
- Driving regulations and jurisdictions of NPS, towns and villages
    1. Town of Islip
    2. Town of Brookhaven
    3. Ocean Beach
- Ferry service currently offered (more needed)
- Written description of NPS permit system concept that was introduced in the June session
- Constituency Statements (East End Residents; Suffolk County Police Dept.; West End Residents Alt. Rep.; Environmental Organizations (1); Suffolk County Water Dept.; FI Fire Chiefs Council; FI Year Round Residents)
- General Management Plan: NPS has document available for review
- Impacts on beach/water/other resources from both driving and recreation: NPS distributed a copy of the Abstract: *Final Rpt. On Effects of Off-Road Vehicles on Beach and Dune Systems.* Full document is available for review
    - Beach Driving Closures Related to Endangered Species Habitat, 1998-2002

The following will be provided:

- Village of Saltaire driving regulations (via e-copy)
    - Permitting and enforcement information
    - Names of permit holders and the waiting lists for each jurisdiction
    - List of off-island contractors and their contact information (to off-island contractor Committee representative)
    - Number of golf cart permits
    - Statistics: Number of passes monthly, for East and West Ends, by permit type
    - Maps for Committee use showing roads, jurisdictions, land ownership
    - Burma "Road" ownership and easements

Session I Meeting Summary

With regard to the Session I Draft Meeting Summary, the mediators reported that one comment was received to clarify the US Fish and Wildlife Service invitation to participate in this negotiated rulemaking. The revised language was accepted as proposed and the meeting summary approved by consensus. The final Session I Meeting Summary will be forwarded to Committee Representatives and Technical Advisors and will be made available to the general public.

Proposed "Process Map" For Way Forward

The mediators offered the following possible timeline to guide the Committee's work:

<u>August/September</u>: Generate options through subcommittees and informal caucuses

October/November: Committee Session III: Review options/linkages as the basis for a draft Consensus Agreement

November/December: Begin to develop a written draft Consensus Agreement through subcommittees/caucuses

January: Committee Session IV: Refining the Consensus Agreement

The Committee discussed its charge in light of the timeframe for developing and implementing new regulations as described by the NPS. New Fire Island National Seashore off-road driving regulations are slated by NPS to go into effect in January of 2004. The Charter of this Committee ends in September of 2003 under the Federal Advisory Committee Act (FACA). The process in the meantime would include:

- January 2003: Reaching consensus or otherwise conclude the negotiated rulemaking plenary sessions of this Committee
- April 2003: Committee review of draft regulations for consistency with Consensus Agreement.
- Summer 2003: Draft Regulations (in a Question & Answer format) published in Federal Register for review and comment.
- January 2004: Regulations go into effect.

The Committee further recognized that local town and village budget and policy processes would need to be considered in this timeline.

Questions to The NPS by Non-federal Committee Members

The following is a list of questions asked to the NPS by non-federal Committee representatives and the responses provided by the Park Service.

The Blue Book placed regulatory responsibility with the NPS in 1986/87. Why the change in focus now?

Environmental issues have changed since 1985-87 when the regulations were being developed. There are now six Rare, Threatened and/or Endangered (RTE) Species (3 plants and 3 animals) on the beach.

The NPS stated that the Blue Book is not in compliance with the 1972 Executive Order 11164. Why was this not considered in the 1987 Blue Book?

The conditions have changed since 1987, and those regulations are no longer in compliance with Executive Order 11164, particularly with regard to Section 3, Zones of Use, which mandates that all areas and trails be located to minimize impacts to the Park resource. Further, in 1987, the thought was that if driving was far enough away from the rhizome area, it would be okay, however, current knowledge (along with the 1997 invertebrate studies) shows that the regulations are not working to protect the rhizome, beach layer and dune face.

Regarding the four stated interests of the NPS, are these presented in order of priority? And, regarding the "Park Resource" – are communities part of that resource?

Each stated interest is important to the NPS and was not listed in any priority. Moreover, human life and safety always must come first

When the NPS delineated responsibilities in its presentation of Blue Book Sections, it indicated that it would "help" in those areas it is delegating to the community. What does the NPS mean by this?

When we said we would help, we meant that we coordinated this process to work out solutions and we are prepared to link these new regulations with town and community regulations, offering to link enforcement and promote a seamless process (i.e. sharing violation information, offering to consider the use of a federal gate system, etc.). The NPS perceives this as an opportunity for local communities to address directly issues very important to them. If regulations are developed at a community level, they are much more responsive to local needs and they can be changed without the federal process.

When the NPS indicates "community responsibility" as above, to what degree is the NPS taking leave of its current responsibility?

The NPS will not abrogate its responsibilities.

Regarding beach protection, why is the NPS focus only on the beach when the "Park" encompasses the whole Island?

At this time, there are 6 state and federal species listed as RTE and they are all present primarily on the beach. Moreover, the 1964 enabling legislation establishing the Park did placed paramount focus on the beach and dunes.

Is the NPS amenable to limiting travel west of Kismet without a permit, and if so, at what point?

Yes, NPS is amenable to this.

Is every regulation on the books complied with? Is the importance/relevance with regard to the environment or the law?

Most important is whether the proposed regulations are consistent with existing laws, as this will be a focus of the review by OMB and DOI Solicitors.

Framework For Proceeding

The non-federal stakeholders, in caucus, developed the following Framework for negotiating a consensus of this Committee. At the request caucus participants, the mediators presented the Framework to the full Committee. After discussion and an NPS caucus, the Committee adopted the Framework by consensus. The mediators stressed two points: (1) the words are imprecise given the limited amount of time to develop the exact language and that the negotiators have accepted this Framework provisional on the details being worked out in further deliberations in a

way that meets each member's interests; (2) the non-federal negotiators have sought to take the needs and goals of the NPS into account in developing this framework.

After discussion and an NPS caucus, the Framework was adopted by consensus by the Committee.

1. Need to reduce amount of driving (how this is to be accomplished is the subject of further deliberations), and;
2. Need to have permitted driving on the beach that addresses three interests important to NPS and others:
    - Endangered Species Protection
    - The Rhizome Rule
    - Visitor Safety And Enjoyment
1. Need to have uniform regulations adopted by all jurisdictions.
2. Need to shift much of the enforcement to Suffolk County Police Department.
3. Need federal enforcement to be primary at access points to Fire Island.
4. Need Burma Road to continue as an Off-Road Driving Route only.
    - Must Address Bicycling Need within this designation as a route.

NEXT STEPS:

The following next steps were identified.

- Mediators will circulate a memo to Committee Representatives describing the Committee's agreements on subcommittee operations and will include the mediators' advice about how the subcommittees can work most effectively. (*See memo re: Subcommittees dated August 6, 2002).
- Mediators will review the schedule information provided by Committee representatives and notify the Committee of the October or November dates for Session III.
- Committee Representatives will submit names of subcommittee members to mediators ASAP. Mediators will circulate the list to the full Committee.
- Mediators will prepare a Draft Meeting Summary for Committee review.
- Identified information needs will continue to be gathered and forwarded to Committee Representatives by NPS.
- Ocean Beach has offered assistance in obtaining a grant to help cover the cost of this reg-neg process beyond the three sessions originally planned. Fire Island National Seashore and the Secretary of the Interior's Office have offered to provide some additional funding.

Documents Distributed During the Meeting*

Title Source_____

1. Ocean Beach Code Town of Ocean Beach

2. Cape Cod National Seashore Off-Road Vehicle Use Environmental Mediation

Negotiated Rulemaking Advisory Committee Services

3. Abstract: Final Rpt. On Effects of Off-Road Vehicles

On Beach and Dune Systems National Park Service

4. Constituency Statement(s) East End Residents Rep.

Suffolk County Police Dept.

West End Residents Alt. Rep.

Environmental Organizations

Suffolk County Water Dept.

FI Fire Chiefs Council

FI Year Round Residents

5. Fire Island Transportation (Overview of Ferry Service) Environmental Mediation

Services

6. Beach Driving Closures Related to

Endangered Species Habitat (7/22/02) National Park Service

7. Suffolk County Executive Invitation to Participate

As Technical Advisor to the Committee (7/22/02) National Park Service

8. Common Interests/Shared Goals Non-federal Stakeholders

*All documents distributed during meetings of the Negotiated Rulemaking Advisory Committee are available from:

Superintendent

National Park Service

Fire Island National Seashore

120 Laurel Street

Patchogue, NY 11772

631 289-4810

MEETING ATTENDANCE

JULY 26, 2002

Name Organization/Stakeholder Group

PRINCIPAL REPRESENTATIVES

Cannava, Ernest J. Town of Islip

Clock, Forrest On-Island Contractors

Dillon, Costa National Park Service

Esposito,Tom Freight Companies

Finkenberg, Jack Environmental Organizations

Gill, Anna Hannon Village of Saltaire

Gillespie, Kevin Fire Island Year-Round Residents

Goldhirsch, Suzy West End Residents

Kassner, Jeffrey Town of Brookhaven

Lund, John East End Residents

Miller, Andrew Village of Ocean Beach

Murray, Robert L. Suffolk County Water Authority

Read, Bill Suffolk County Police Dept.

Reich, Walter C. Island-Wide Stakeholders

Snead, Lee Visitors

Stoddard, Gerald Year-Round and Seasonal Residents

Thornberg, Robert Fire Island Fire Chief's Council

Wetherall, Barry Carters

ALTERNATE REPRESENTATIVES

Jerome, Bev West End Residents

Kaufman, Luke Ferry Companies

Ostfield, Marc East End Residents

Seymour, James Environmental Organizations

Sullivan, Barry National Park Service

Thornberg, Bea FI Year Round Residents

Weinstein, Arthur West End Residents

Zaccaro, John Jr. Village of Saltaire

Zysman, Joe Environmental Organizations

MEMBER ORGANIZATIONS/STAKEHOLDER GROUPS NOT REPRESENTED

Utility Companies

Fire Island Law Enforcement Council

TECHNICAL ADVISORS

Fritz, John NY Sportfishing Federation

NPS ADVISORS/STAFF

Bitmonson, Dale National Park Service, Regional Director for

Park Operations

Lepore, Robin DOI Office of Regional Solicitor

Lippert, Jay National Park Service

Valentine, Wayne National Park Service

INDIVIDUALS WHO PROVIDED PUBLIC COMMENT

Farber, Laurie Long Island Sierra Club

Fritz, John NY Sportfishing Federation

Siegel, Claire Blue Point Beach Resident

JULY 27, 2002

Name Organization/Stakeholder Group

PRINCIPAL REPRESENTATIVES

Cannava, Ernest Town of Islip

Clock, Forrest On-Island Contractors

Esposito,Tom Freight Companies

Farber, Laurie Visitors

Gill, Anna Hannon Village of Saltaire

Gillespie, Kevin Fire Island Year-Round Residents

Goldhirsch, Suzy West End Residents

Kasner, Jeffrey Town of Brookhaven

Lund, John East End Residents

Miller, Andrew Town of Ocean Beach

Reich, Walter C. Island-Wide Stakeholders

Murray, Robert L. Suffolk County Water Authority

Stoddard, Gerald Year-Round and Seasonal Residents

Sullivan, Barry National Park Service

Wikso, Jim Off-Island Contractors

ALTERNATE REPRESENTATIVES

Beqaj, Sedat Town of Islip

Cassidy, Brian Suffolk County Police Dept.

Dobert, Ron Island Wide Stakeholders

Jacob, Guy Visitors

Jerome, Bev West End Residents

Kaufman, Luke Ferry Companies

Ostfield, Marc East End Residents

Seymour, James Environmental Organizations

Vogel, Peter Garbage Carters

Weinstein, Arthur West End Residents

Zaccaro, John Jr. Village of Saltaire

Zysman, Joe Environmental Organizations

MEMBER ORGANIZATIONS/STAKEHOLDER GROUPS NOT REPRESENTED

Utility Companies

Fire Island Law Enforcement Council

TECHNICAL ADVISORS

Fritz, John NY Sportfishing Federation

Papas, Steve US Fish and Wildlife Service

NPS ADVISORS/STAFF

Lippert, Jay National Park Service

INDIVIDUALS WHO PROVIDED PUBLIC COMMENT

None

Return to Fire Island National Seashore Negotiated Rulemaking webpage.