

TRANSIT MEETING 5/14/14

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**NASSAU COUNTY
TRANSIT COMMITTEE**

**May 14, 2014.
4:00 P.M.**

BEFORE: SHELDON SHRENKEL, CHAIRMAN

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A P P E A R A N C E S :

CHAIRMAN SHELDON SHRENKEL
VICE CHAIRMAN LAWRENCE BLESSINGER
BOARD MEMBER KATHY ANN COMERFORD
BOARD MEMBER JEAN DUROSEAU
BOARD MEMBER LIVIO TONY ROSARIO
SAMUEL LITTMAN - EXECUTIVE DEPUTY COUNTY
ATTORNEY AND COUNSEL FOR TRANSIT COMMITTEE.

MICHAEL SETZER- CHIEF EXECUTIVE OFFICER, VEOLIA
TRANSPORTATION.

YUKI ENDO
SHARON PERSUAD
RYAN LYNCH
JACK KHZOUZ

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1 CHAIRMAN SHRENKEL: Good afternoon, and welcome to
2 the Nassau County Bus Transit Committee Meeting.

3 I'm the Chairman of the Committee, Sheldon
4 Shrenkel. And I would like to introduce our members
5 through a rollcall.

6 To my left is Mr. Lawrence Blessinger, to my right
7 Mr. Tony Rosario, Mr. Jean Duroseau and Counsel to the
8 Board Mr. Samuel Littman.

9 And we have a new stenographer with us today,
10 welcome, Nechama. Thank you for taking the minutes.

11 I would like to see with a show of hands, if we
12 may, acknowledgement of a receipt of the transcript of
13 the last meeting held on March 27th. Those who
14 received it and read it.

15 And everyone has.

16 (Whereupon, at this time there was a show of hands
17 from all of the board members present)

18 CHAIRMAN SHRENKEL: Would you please say that
19 that's unanimous.

20 We have one board member, unfortunately, who's on
21 the way in transit. We received a phone call that Ms.
22 Kathy Ann Comerford, we do expect her to attend the
23 meeting and she'll probably be here, my guess, in ten
24 to fifteen more minutes. So we have a seat reserved.

25 I believe our objective today is to listen to a

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1 presentation by the Chairman of NICE Transportation,
2 Mr. Michael Setzer. It would be concerning approving a
3 budget in the change of a fiscal year of a nine month
4 period. That is today's objective and today's
5 objective only.

6 Today's objective should not be focused on any
7 reduction in services and/or any increments in fares at
8 the moment.

9 I will let Mr. Setzer talk about his plan in
10 detail and with that I would like to introduce the
11 Chairman of NICE Transit.

12 MR. SETZER: Thank you, Mr. Chairman.

13 Community Members, good afternoon.

14 BOARD MEMBERS: Good afternoon.

15 MR. SETZER: As the Chairman said, our sole
16 function today is to complete the 2014 budget process.

17 So you have a document in front of you but I would
18 like to cover some information including a little bit
19 of the background of how we get to today and then to
20 make some recommendations to you.

21 So, if you remember, about six weeks ago we had a
22 committee meeting in the same room and you gave
23 conditional approval to a budget for the twelve month
24 period starting April 1st of this year and going
25 through the end of March of 2015.

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1 The total amount was 122 million dollars,
2 approximately, for the twelve months. And we had set
3 goals no change in fares and no change in service
4 level.

5 You conditionally approved it because we didn't
6 quite have all of the searching of financing
7 identified, and okay.

8 So what I would like to do is just touch briefly
9 about that presentation on the 27th, just to refresh
10 your memory and update it today just based on new
11 information.

12 We went over four main reasons why operating costs
13 were rising this year compared to 2013. For reasons
14 that were mostly beyond our control, at least in the
15 short run.

16 The first one was we have a negotiated wage
17 increase in our labor contract that took effect April
18 1st, took a three percent wage increase with the
19 contract we were obligated to do that so that added
20 about 1.4 million dollars to our operating costs for
21 2014.

22 Secondly, and this is no surprise, because just
23 about every employer has experienced an increase of
24 healthcare costs.

25 We were seeing both an increase in the premium

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1 that we pay for our employees' health coverage as well
2 as a shift in the enrollment that also increased costs.

3 People were moving from single to family or some
4 people who had been grandfathered in another plan they
5 would retire out and new employees who would come in to
6 replace them. They would come to the regular
7 healthcare plan.

8 All those things together raised our costs
9 significantly for healthcare and again not that much we
10 can do about it.

11 Thirdly, natural gas which we use to heat our
12 facilities as well as to fuel most of our -- all of
13 our fleets, over four hundred buses, experienced a
14 steep rise in price at the beginning of 2014.

15 Some of it undoubtedly driven by weather so we
16 expect it to come back down somewhat. But nevertheless
17 we never expect it to return to it's old level so we
18 are forecasting a twenty-five percent increase in our
19 gas costs during the rest of this year.

20 And the fourth reason that's driving up our
21 operating costs is the obligation to meet all of the
22 requests for ABLE Ride services.

23 You probably remember under the American of
24 Disabilities Act, every eligible request for an ABLE
25 Ride trip from an eligible passenger must be served.

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1 We don't have the ability, under the law, to say
2 sorry we are out of space; you have to wait for the
3 next service. We have to serve all of those.

4 So as we saw a steady increase. This chart shows
5 the calendar of 2013 month by month. A very steady
6 increase in the amount of service demanded; enough for
7 the number of hours of operation that we have to plan
8 for before we are planning for an increase in the
9 number of hours during 2014. Also, because this trend
10 appears to be sort of an ongoing trend it's not a one
11 time thing. Population ages, people get more familiar
12 with ABLE Rides; we are delivering better service
13 today.

14 So we think this can likely be continued and must
15 budget for it first before we budget for Fixa.

16 So those four things together, these are all
17 slides we saw six weeks ago. There is nothing new here
18 but these are the things that are driving our costs.

19 We also then took a look at overall costs here and
20 whether or not this rise in operating costs was
21 deluding the bargain that Nassau County was gaining.
22 And I think what this chart shows is that after three
23 years, even with those increase in costs it's still
24 twenty-five dollars an hour less than the alternative;
25 than Long Island Bus was delivering back in 2011.

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1 Our cost structure is just a lot lower than MTA's
2 for a whole lot of reasons. So I think what this chart
3 shows is while we would love to see costs stay flat,
4 it's still remaining a pretty good bargain.

5 If there were a Long Island bus budget for 2012,
6 '13, and '14, presumably, it would be marching up too.
7 So I think that significant gap of twenty-five or
8 thirty dollars, it would still be representative there
9 if we had data for 2014.

10 Again, this is a chart that you saw last time.
11 And in that budget this was the 122 million dollar
12 revenue side of the budget.

13 The two big parts were the State Operating System
14 was the largest part over half of it and then Fare Box
15 of 45 million and 5. That's the twelve month version
16 that you tentatively approved last time -- I'm sorry I
17 should have used -- so that little green wedge at the
18 bottom of this pie chart that's the 3.3 million dollar
19 difference between what we knew we'd had available or
20 what we reasonably believe we had available as of
21 March. And what it would take to fund a zero change in
22 service budget. And that's a 3.3 million dollar wedge
23 that's where we left off and that's why you
24 conditionally approved where we had to find ways to
25 fill that gap.

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1 So at that time the State Legislature was still in
2 session. The budget had not been set so we prudently,
3 I think, waited to see what the State decided to do
4 since in 2013 during that final budget process they had
5 added some more revenue for the downstate systems.

6 It was not out of the question that we might have
7 the problem solved entirely in Albany.

8 It turned out that didn't happen. That the
9 budget, when it was finally passed about midnight on
10 the 31st of March, included the two percent increase
11 for downstate systems that the governor had recommended
12 and no more.

13 Just for comparison, in that budget there is a
14 three and a half percent increase for the MTA, there
15 was a smaller increase for the upstate system and they
16 did get yet another increase in that final budget but
17 the downstate MTA systems did not; we stayed at 2.0.
18 So we didn't pick up anything in the final budget.

19 So as we went through that discussion six weeks
20 ago you said if we don't get it from STOLA we will have
21 to get it from other sources and we had some luck with
22 that which we will describe in a minute.

23 Or ultimately, as a last resort, which I think we
24 all agreed, the last resort would be we would have to
25 reduce service if we do not fill that gap with some

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1 other source. So that's where -- and I think the thing
2 amongst all of us was that when you provide a service
3 as vital as transportation and people make their
4 decisions about where they work and where they live and
5 where they get services based upon available
6 transportation, we have a responsibility to keep that
7 transportation in place as long as we possibly can.

8 In addition to that, here is a chart that you
9 haven't seen before but I think it also supports the
10 importance of keeping service stable.

11 The green line represents numbers of complaints
12 received per hundred thousand passenger trips roughly
13 per a weekday service. This is complaints received
14 through the Call Center ; letters, calls, e-mails,
15 social media; we keep track of those. And you will see
16 in 2013 there were a couple of peaks there, January and
17 September.

18 What was common about those two peaks those were
19 both service changes.

20 So in September it was up to almost nineteen
21 complaints per a hundred thousand. Even though you
22 might remember September was all additional service.
23 We weren't taking any service away we were actually
24 adding service and improving things. But every time you
25 change schedules you get this kind of peek.

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1 So we were up to almost nineteen in September of
2 last year. Then the blue line represents the first
3 four months of this year.

4 If you track that at the beginning of September,
5 we haven't changed service since September in a
6 meaningful way. There is a steady downward trend as
7 customers particularly get used to the schedules and
8 get the right information.

9 One of the things we found, which I have observed
10 many times, that no matter what you do many people
11 don't get the messages and they still have the old
12 timetable in the their pocket or in their head and it
13 takes a while to work through that.

14 It also takes a little bit of time for drivers,
15 even the best, most experienced driver to get really in
16 the groove when there is a change in their schedules
17 especially if they are changing routes. They need to
18 know to how to time the lights, which lanes to be in
19 and where the delays are likely to occur and those
20 types of things.

21 It takes a little while but that's what you see
22 going on as both, drivers and customers, get used to
23 the new program to steady decline in the complaints.

24 You see a little bit of a left in January of this
25 year, a little bit of a backup, although nothing like

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1 September. That was most certainly driven by the
2 weather that the snow and we all enjoyed --

3 Good afternoon.

4 BOARD MEMBER COMERFORD: Good afternoon. I'm
5 sorry.

6 MR. SETZER: The snow we all enjoyed in January of
7 this year which made keeping a schedule very difficult.

8 Then it continues onto this year, no change in
9 service.

10 Now, we are down below for April and May, we are
11 down below five complaints for a hundred thousand trips
12 in almost every category -- it's not just schedule --
13 but in every category the complaints went down. That's
14 because the factor of both, drivers and passengers,
15 getting used to the new schedules.

16 So our customers are telling us, keep the service
17 just the way it is if you possibly can. That's the
18 message of this particular slide.

19 So how can we do that for 2014? We got a proposal
20 here and some recommendations. I want to -- just let
21 me catch up here.

22 Okay.

23 So now I want to discuss a solution that will
24 allow us to maintain service. If I -- oh, I know what
25 I'm doing.

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1 So the first part of the solution is to -- it
2 really didn't start out as a budget solution. The
3 County has requested that we change to a calendar year
4 from the April 1 fiscal year. Primarily, for the
5 County's internal management purposes.

6 The County's own fiscal cycle is a calendar year.
7 So the current arrangement where we have an April 1
8 year and The County has a January 1 year they are
9 always having to go back and forth between budgets and
10 appropriations and things to cover the payments.

11 So for their purposes it would be helpful to
12 change to a calendar year.

13 It also will conform to the State's disbursement's
14 cycle. Even though The State's budget, we don't learn
15 it until the end of March, The State actually disperses
16 things on a calendar year basis.

17 Same with a federal reporting cycle. We report
18 to the federal government -- the County does actually
19 report to the federal government on the calendar year
20 basis.

21 So The County proposed and requested that we amend
22 the contract to move to the calendar year basis for
23 management reasons not for budget balancing reasons.

24 Sharon Persaud, here, she's our primary contact
25 with Nassau County. We work with Sharon virtually

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1 every day. She is the champion of this idea.

2 So did I represent it accurately?

3 MS. PERSAUD: Well done.

4 MR. SETZER: Any comments you want to make?

5 MS. PERSAUD: No, that's fine.

6 MR. SETZER: So, we are in an agreement with this.

7 So it should smooth some management issues between
8 us and the -- not issues I don't mean disagreements
9 just some of the process.

10 Coincidentally then it also carves down the size of
11 the deficits that we have to deal with.

12 It does it only by pushing the last three months
13 into 2015. Which means we don't have to deal with them
14 today, we have to deal with them later.

15 But it means this is a nine month year. And so
16 from here on out we will be talking about a 2.67
17 million dollar deficit that we have to solve rather
18 than a 3.3 that we ended with last month. So
19 everything here on out will be on a nine month basis.

20 Are there questions or comments about the fiscal
21 year? It's up to you if you want to --

22 (Whereupon, at this time there was no response.)

23 Alright.

24 So let's just move on.

25 So everything from here on out is on a nine month

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1 basis.

2 The three steps we proposed to close the 2.67
3 million dollar gap are an increase in the County's
4 funding. Secondly, a very small limited fare increase.
5 And thirdly, a contribution from Veolia Corporate that
6 together closes this gap.

7 Let me take them one at a time.

8 The County has agreed to add one million and
9 eight to the funding that they previously planned on.

10 So that addition reduces the gap to only eight
11 hundred thousand dollars left to fill.

12 The County, I think, I don't want to put words in
13 their mouths, I think they also share the idea that we
14 all have of maintaining the service level if we could
15 possibly do that. That's an important thing to do.
16 That's the first part of it and the main part of it.

17 Second part is to raise the cash fare by another
18 twenty-five cents.

19 Now, I think, you probably remember that last
20 March when the MTA was raising its fares; both metro
21 card and cash, after some deliberations and a fare
22 amount of back and forth we recommended and you
23 approved that we follow suit on metro card rates
24 because it didn't make sense if we didn't do that.

25 Some of Nassau County riders would be paying the

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1 higher metro card rate but we wouldn't enjoy any of it,
2 here, in Nassau County. And so it made sense for us to
3 follow them on metro card but not on the cash rate.

4 So today the metro card rate is 2.50 in Nassau
5 County it's 2.50 and the cash rate is 2.25.

6 We are proposing to catch up the cash rate to the
7 same as the metro card rate which also, incidentally,
8 is the same as what a cash rider in the five boroughs
9 or in Westchester County would pay.

10 So while it's been very nice to be able to offer
11 this twenty-five cent discount for over a year I think
12 it's no longer possible to do that. And the
13 alternative to raise this fare is something even less
14 desirable.

15 So we are proposing that you consider and begin
16 the process to raise the fare by twenty-five cents.

17 It could not take effect before September 1
18 because there is a public participation process. And
19 that's required by, both, the public law and Nassau
20 County as well as federal requirements that we have to
21 go through before doing something like a fare increase.

22 We will get to the timing on that in just a few
23 minutes.

24 Now, the third piece that closes the gap is that
25 Veolia Corporate has agreed to contribute 400 thousand

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1 dollars in the form of a credit on an invoice and that
2 brings the gap down to zero and allows us to continue
3 with our current service levels.

4 So here's some chart similar of what you've seen
5 but now it's on a nine month basis. So the operating
6 expense for April 1 through December 31 of this year is
7 91,782,000.

8 If you, remember looking at this chart before, I
9 think, on a twelve month basis observing that the four
10 big wedges; there are driver's wages and mechanic's
11 wages and other wages and fringe benefits. And that
12 takes up two thirds of the expense pie. But it's a
13 very intensive business. So on a nine month basis that
14 number is instead of 122 million it's 91,782,000.

15 Here's the fare revenue then on a nine month
16 basis. Remember, that's the second biggest part of the
17 revenue pie.

18 This is with the twenty-five cent increase in cash
19 fares effective September 1st. So with that -- that's
20 based on 2013 actual plus the twenty-five cent increase
21 in September.

22 And as you look at it you probably wonder well,
23 why is it going down by a hundred thousand dollars
24 instead of going up. That's in effect of timing.

25 When we get -- two-thirds of our revenue, fare box

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1 revenue, comes through the metro card. When you pay
2 your fare in cash, on a NICE Bus, it's virtually
3 instant; we get that money and account for it the day
4 it's paid and it's daily. So cash fares are on that
5 basis.

6 Metro card revenues are not on that basis. Metro
7 card revenue because it goes through the MTA process we
8 get it the following week.

9 So if you swipe your metro card on Monday we will
10 see it Monday or Tuesday of the next week. Just
11 because of the way the calendar falls this year we get
12 one less transfer metro card money in 2014 and that's
13 why it's lower.

14 Ultimately, it makes no difference at all. It's
15 just a timing thing. We've gone back and redone the
16 whole table based on that actual calendar of 2014.

17 I know that's a little bit confusing --

18 What's your question, sir -- well, I would wait
19 for questions at the end unless you would like to stop
20 here?

21 (Whereupon, at this time, there was no response.)

22 MR. SETZER: Okay.

23 So then take that new fare box revenue and this is
24 the revenue pie this 91.97 million dollar budget for
25 nine months. The light blue wedge is the fare box.

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1 The dark blue wedge is the same State Operating System
2 which you saw in March.

3 What's new on this chart is that the green wedge
4 at the bottom that's the new 1.870 that the County has
5 agreed to provide. So that, plus the red wedge next to
6 it are the County's contributions for the nine months
7 which is 3.7 million dollars, I think, combined.

8 That's the significant increase in the County
9 support for a NICE bus and it appears the most
10 important piece in making sure that we don't have to
11 reduce service.

12 So that brings us to the recommendations.

13 First recommendation is that you adopt a nine
14 month budget in the amount of 91,782,643.

15 And secondly, that you begin the process to hold
16 public hearings on the twenty-five cent fare increase,
17 that was described a few minutes ago, some time around
18 mid July.

19 Those dates are proposed because between the two
20 different laws that apply here, this is all based on
21 getting to September 1 implementation of a fare
22 increase. We have to have the public participation
23 process about that time in July in order to meet all
24 the requirements for your hearing the comment of the
25 public deliberating on that and then making a decision.

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1 If your decision is to implement the new fares
2 September 1 we have to have begun the public
3 participation process in mid July.

4 So that's the presentation, that's how we propose
5 development budget.

6 And can we respond to some questions?

7 BOARD MEMBER COMERFORD: On the scheduling, if you
8 keep scheduling as is, does that include the Jones
9 Beach schedule that you added this past summer?

10 MS. SETZER: Yes.

11 BOARD MEMBER COMERFORD: So that would be
12 maintained?

13 MR. SETZER: Yes. We are planning to run, not
14 exactly the way we did it last summer, we are going to
15 combine a little more service for some parts where we
16 had the most demand for service but yeah essentially,
17 it's the same.

18 Yes, sir, Mr. Chairman?

19 CHAIRMAN SHRENKEL: Can that public hearing be
20 moved up a week if necessary?

21 MR. SETZER: You mean later in July?

22 CHAIRMAN SHRENKEL: Early in July?

23 MR. SETZER: Earlier in July, we can't.

24 CHAIRMAN SHRENKEL: You can't. Probably the 8th or
25 the 9th?

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1 MR. SETZER: That would be the earliest.

2 The federal law says no later than, the County
3 says no earlier than so it's a fairly narrow window.

4 CHAIRMAN SHRENKEL: So we are good for that week?

5 MR. SETZER: Mm-hmm.

6 CHAIRMAN SHRENKEL: I just want to make sure the
7 committee members have some leeway so we have
8 attendance because we are talking probably about in two
9 meetings.

10 MR. SETZER: One of the things I should have said
11 before is that we are also required to do a called
12 Title 6 Analysis. Remember Title 6, we adopted it last
13 last year where we analyzed the effect of service
14 changes or fare changes on low income, minority and
15 limited english population.

16 We haven't done it yet, we will have that analysis
17 done in time for public participation process. So you
18 can also take that into consideration as well.

19 CHAIRMAN SHRENKEL: Do the committee members have
20 any other questions for Mr. Setzer?

21 Counsel?

22 BOARD MEMBER COMERFORD: I'm sorry. I have one
23 more question.

24 So right now the fare box cash is only accompanied
25 one third -- two-thirds come from metro cards?

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1 MR. SETZER: Correct.

2 BOARD MEMBER COMERFORD: And do you see that maybe
3 increasing with the scanning ability?

4 MR. SETZER: Possibly. Since the advantage of, the
5 price advantage of paying in cash would disappear I
6 expect that may cause people to move over to metro
7 cards for convenience sake.

8 Plus, there is also the new app that would allow
9 people -- I should have mentioned that -- that's at
10 2.50 also.

11 So we are catching the cash fare up with that. And
12 we started the data test that's about three weeks old
13 now. So it looks like in June and then we will make
14 that available to all riders. We have a small test
15 group now.

16 So people may also move over to that. I think,
17 you are probably right that the total amount comes in
18 in cash would --

19 BOARD MEMBER COMERFORD: Probably decrease.

20 MR. SETZER: And the other forms would go up.

21 CHAIRMAN SHRENKEL: Any other questions for
22 Mr. Setzer from the committee members?

23 (Whereupon, at this time there was no response.)

24 CHAIRMAN SHRENKEL: Okay.

25 Thank you.

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1 MR. SETZER: Thank you.

2 BOARD MEMBER COMERFORD: I'm sorry.

3 Can I ask one more question.

4 When do you expect that to be rolled out. I know
5 we are data testing, are you expecting September 1?

6 MR. SETZER: Right, probably early June.

7 BOARD MEMBER COMERFORD: Okay.

8 So it would be in place, if this fare increase was
9 effected in September this would be in place already?

10 MR. SETZER: Right. And we priced that at the
11 metro card -- at the 2.50.

12 BOARD MEMBER COMERFORD: Exactly.

13 MR. SETZER: No change there.

14 BOARD MEMBER COMERFORD: I'm sorry, I'm done. Long
15 time on the Long Island Rail Road to think of
16 questions.

17 MR. SETZER: Okay.

18 Thank you.

19 CHAIRMAN SHRENKEL: For the people that came in
20 late let me also introduce Ms. Kathy Ann Comerford, she
21 had a little problem with the Long Island Rail Road.
22 Thank you for getting here and for making it a
23 perseverance.

24 At this time we would like to hear some public
25 comments.

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1 However, we prefer, that these comments be
2 addressed to this nine month budget which the committee
3 of course has to approve.

4 And I know often we have a lot of other comments
5 that relate to a lot of other issues; a late busing
6 would have you.

7 I'm sure Mr. Setzer would handle those complaints
8 outside of the meeting he or his designee and of course
9 probably will handle it in far more depth that we can
10 solve here in the short time that you would be able to
11 speak.

12 However, you are free to speak your mind.

13 Our procedure is when you come up to speak, think
14 really about what you have to say because you have
15 three minutes. And tell us of course if you are
16 representing yourself, a group of people, or an
17 Institution and who you are and where you reside.

18 Is there anyone who would like to address the
19 committee and or Mr. Setzer? Please feel free to come
20 to the podium.

21 Mr. Endo?

22 Okay.

23 Mr. Endo, would you prefer that Ms. Comerford read
24 this? Would that be okay?

25 MR. ENDO: Yeah.

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1 Okay. Thank you.

2 BOARD MEMBER COMERFORD: "My name is Yuki Endo,
3 Jackson Heights Queens. And I am a member of the Long
4 Island Bus Riders Union. I am not happy wit Nassau
5 County Buts Transit Committee for scheduling NICE Bus
6 hearing today because I was supposed to go to Albany
7 with Animal Rights Activists with ASCPA and Humane
8 Society of New York to meet/talk with the elected
9 officials but I had to cancelled it because you guys
10 schedule public hearing hearing on today.

11 Cath sorry about that.

12 I have witnessed many issues this month on Sunday,
13 May 11 around 14:40 p.m. when I got off 13:54 N27
14 Hempstead number 1757 at Roosevelt Field Mall, I was
15 waiting for 14:20 the N22 Jamaica that schedule to show
16 up at 14:50 but it never showed up. So I was forced to
17 take the 14:45 N35 Baldwin Harbor to connect to 15:37
18 N4 Jamaica in order to make the library advocate
19 meeting in Brooklyn Heights via Q44 and Long Island
20 Rail Road.

21 On Monday, May 12th on my way to Nikon USA Company
22 in Melville, New York to repair my camera 12:15 N20
23 Hicksville number 1607 departed Flushing-Main Street at
24 same time 12:35 N21 Glen Cove leaving 12:35. Male
25 driver on bus N1607 was telling passengers there is no

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1 air conditioner.

2 Near Plandmore Road approach, there was a little
3 labor truck accident, and bus was horrifying hot as
4 hell due to broken air conditioning and arrived at
5 Hicksville Station at 14:35, supposed to arrive at
6 13:38, estimate sixty minutes late. I still onboard
7 the steamy hot bus because I didn't want to take chance
8 on missing bus. I was able to make it to 14:48 N79
9 South Huntington number 1854 which left on time but
10 arrived at Walt Whitman Mall late at 15:30, six minutes
11 later from 15:24.

12 With bus transfer I started at 15 hundred the S1
13 Amityville which leaves mall at 15:30 I almost lost my
14 camera, but made the connection to Amityville number
15 1009 which was nice female driver and she was mush
16 nicer than new driver are on NICE.

17 After that Nikon, I ended up taking her bus on my
18 way to catch 17:30 N79 Hicksville. After internet
19 break at Apple Store/Bloomindale, I was at Walt
20 Whitman Mall bus stop waiting for N79 around 17:40,
21 16:48 N79 South Huntington number 1698 entered the mall
22 through unauthorized entrance at New York Avenue near
23 PetSmart parking lot which happened to be new male
24 driver and he was our 17:30 and N79 Hicksville number
25 1698 bus. I was shocked because of recent route path

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1 changed in the mall. He was supposed to follow the S1
2 route in path change in and out from the mall but he
3 made big mistake. I thought he might be new and stat
4 down hear him to make sure he was following S1 Halesite
5 route to Route 110 to make sure he didn't make mistake
6 and he didn't.

7 Also, he was supposed to arrive at Hicksville
8 Station at 16:05 but engine on Orion V CNG kept
9 stalling which we didn't arrive in Hicksville Station
10 at 16:27.

11 Okay.

12 Also there were huge delays on the N20, N21
13 Flushing. I boarded 18:25 N20 Flushing number 845
14 which departed at 18:52 and 18:40 N20 Flushing bus
15 didn't stop at first stop because of late bus boarding
16 passenger and I got on, got to Jericho Whole Food at
17 19:02 via bus number 1845 and another N20 Flushing
18 passed by as I went for errand at Whole Food.
19 Announcement on talking system weren't working.

20 Then after that 19:00 N20 Flushing number 1834
21 came late at 19:20, twelve minutes behind schedule at
22 19:08 and supposed to arrive Flushing at 20:19 but
23 didn't arrive until 20:47.

24 I also don't like the idea of sending N87 Jones
25 Beach-Hicksville through Sunrise Highway because Jones

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1 Beach Hotel in Wantagh will lose bus service.

2 I prefer N87 following N19 bus between Wantagh
3 Avenue and Freeport Station.

4 Also, on Saturday, April 26th, NICE bus forgot to
5 post detour in Flushing due to small Falun Da Parade
6 and I was able to watch 11:25 N20 Hicksville was able
7 to access south-eastbound Kissena Boulevard, however,
8 got held up for thirty minutes.

9 After the parade started 12:25 N20 Hicksville and
10 other Roslyn drivers were forced to make detour via
11 39th Avenue.

12 NICE bus really need to get straight on detour
13 because they can't keep up with every detours.

14 Under MTA operation, MTA were quick on detour
15 information.

16 Thank you for your cooperation."

17 CHAIRMAN SHRENKEL: Thank you, Mr. Endo. I assume
18 you deem appropriate you will hand this onto the
19 designee. Somethings needs to be fixed here.

20 MR. SETZER: We will. And I do appreciate the
21 completeness of the information.

22 When we have a bus number and a date and a time
23 that's much easier to identify exactly what the issue
24 is.

25 CHAIRMAN SHRENKEL: I presume things will be a lot

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1 easier after we get the GPS system --

2 MR. SETZER: They will undoubtedly.

3 CHAIRMAN SHRENKEL: How is that coming?

4 MR. SETZER: Well, the planning process is just
5 about finished.

6 We've started the training to make sure that the
7 people who are -- we actually sent them to a couple of
8 other locations that have other similar technology in
9 place so we can make sure that our staff is prepared to
10 take advantage of the new capabilities.

11 I think all of them have gone. We sent six or
12 eight people so far. All of them who have seen this
13 kind of technology and actually came back very excited
14 about the new capabilities.

15 CHAIRMAN SHRENKEL: You think it would be wide
16 year round?

17 MR. SETZER: Much of it will. If not all of it,
18 most of it will.

19 We have changed the order a little bit because we
20 had a pipe burst here about six weeks ago right above
21 back there. And unfortunately, right above the control
22 center.

23 So it burst at night and so it ran for quite a
24 while, flooded the second floor but then leaked through
25 and flooded the control center including damaging some

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1 of the radio equipment.

2 Right now we are just struggling along with barely
3 functional technology. But it's good that it happened
4 before rather than after the new stuff was installed.

5 So we are speeding that up as much as we can.

6 CHAIRMAN SHRENKEL: At this time, I would like to
7 invite anyone else who would like to address the
8 committee or comments for Mr. Setzer.

9 Please, come up to the podium.

10 Again state your name, town, whoever you
11 represent; yourself or an institution.

12 MR. LYNCH: I should come up here?

13 CHAIRMAN SHRENKEL: Mm-hmm.

14 MR. LYNCH: Good evening, everyone.

15 Sorry I'm late. I think I had the same train
16 trouble as you.

17 CHAIRMAN SHRENKEL: Try to limit yourself. You
18 have three minutes.

19 MR. LYNCH: Sure. Of course.

20 Thank you for the opportunity to testify.

21 My name is Ryan Lynch. I'm associate director for
22 the Tri-State Transportation Campaign.

23 Thank you Mike and to The Committee for having
24 this hearing and for outlining a plan that always
25 provides some stability at least for the next nine

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1 months for riders on terms of service.

2 I think it's very important that riders have the
3 bare minimum of maintenance of level of service that
4 they have been accustomed to since last September as
5 well as the businesses who have to depend on their
6 riders and businesses who have to depend on customers
7 coming to their store from the NICE system.

8 Unfortunately, part of the plan is, you know, a
9 fare hike on cash riders.

10 We think that's a tough thing to do to people that
11 are inordinately making less. We are balancing the
12 budget on the backs of at least 400 thousand dollars of
13 the budget of the poorest of the poor. That's tough
14 for riders.

15 And we are also balancing part of the budget on
16 Veolia's good will about giving you know seeding 400
17 thousand dollars worth of profits. I don't expect them
18 to do that in the future.

19 I think The County Executive and Legislature
20 should be apart of the finding of that 1.8 million
21 dollars keeping that in the system.

22 But the challenge moving forward is that this is a
23 one year proposal.

24 You know, there is no guarantee that this money
25 will be there next year. And the shift in the budget

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1 from, I guess, from April to March and from January to
2 December puts an extra pressure on the deficits that
3 are anticipated next year with higher costs expected in
4 health care costs.

5 And I think, in addition, the shifting of the
6 budget is a little bit concerning in the sense that we
7 are creating a little more uncertainty in the funding
8 protection.

9 Budgeting is sort of an art, not science. And the
10 further we push the budget estimate out from when the
11 actual money comes in, the loser of those statements
12 are going to be and not a solid moving forward. That's
13 a concern.

14 I think, the important thing moving forward is
15 that really needs to be, I think, this is less for you
16 and more for the Legislature and County Executive, but
17 there needs to be a predictable funding that NICE can
18 operate to know what they are going to have in terms of
19 what their budget is going to be moving forward.

20 I think this is great that they are filling the
21 gap, creating stability.

22 But moving forward, the County Executive and
23 Legislature needs to have a real hard discussion about
24 how they are going to identify the predictable and
25 sustainable funding mechanism to support the system.

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1 Not only to just to pay more to maintain the status quo
2 but to invest more in the system so we can expand it.

3 We work with NICE and with some legislatures to
4 identify potential service improvements.

5 Moving forward, based on certain levels of funding
6 that would add hundreds of thousands of dollars in the
7 system but that doesn't happen if the revenue -- I'm
8 sorry, the funding for that system is there.

9 So we need -- the County Executive, he, should be
10 applauded for finding this funding, but we need him to
11 have a serious conversation with the Legislature and
12 stake holders to identify a predictable and sustainable
13 funding mechanism.

14 So thank you for your time.

15 I hope you support -- I hope you reconsider the
16 fare hike on cash paying riders.

17 And I urge you to endorse the least free money
18 from Veolia and increase contribution from the County
19 Executive and Legislature.

20 Thank you.

21 CHAIRMAN SHRENKEL: Thank you very much.

22 Is there anyone else who would like to address the
23 committee? Comments to Mr. Setzer? Please feel free
24 to come to the podium.

25 (Whereupon, at this time there is no response.)

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1 CHAIRMAN SHRENKEL: There is no one else.

2 Okay.

3 With that, I would like to ask any members if they
4 would like to make a motion to the committee regarding
5 the amendment to the 2014 annual budget plan.

6 BOARD MEMBER BLESSINGER: I'll make that motion.

7 CHAIRMAN SHRENKEL: We have a motion for
8 resolution to approve the amended 2014 annual plan and
9 budget.

10 Would someone like to second that motion?

11 BOARD MEMBER ROSARIO: Second.

12 CHAIRMAN SHRENKEL: Second.

13 At this time, then we would be voting on, today,
14 with this resolution is for a nine month budget, for
15 91,782,000 dollars. Going forward from now through
16 December 31st.

17 At which time we are not voting on the date,
18 Mr. Setzer. Certainly public hearings would be
19 planned, you know, in order to define which method, of
20 course, we would do to achieve this budget and of
21 course we acknowledge the proposal you have set forth.
22 But, you know, with time and further public comments
23 there would be a second vote regarding that.

24 At this time, I would like to ask the Counselor if
25 he can help and like to take a vote, if we may, on

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1 approving this resolution.

2 By a show of hands if you call members and have a
3 vote.

4 COUNSELOR LITTMAN: Okay.

5 And just to emphasize the fact that the Committee
6 Members are voting today on amended budget proposed by
7 Mr. Setzer.

8 We are not voting on any fare increase or any
9 service reduction that vote, if a vote will come, will
10 come after public hearing which would be held in July.

11 CHAIRMAN SHRENKEL: Correct.

12 COUNSELOR LITTMAN: So if that's clear I would call
13 the members of a role of the committee and please
14 acknowledge by either voting yes or no on the approved
15 budget.

16 Ms. Comerford?

17 BOARD MEMBER COMERFORD: In favor.

18 COUNSELOR LITTMAN: Mr. Blessinger?

19 BOARD MEMBER BLESSINGER: Yes.

20 COUNSELOR LITTMAN: Chairman Shrenkel?

21 CHAIRMAN SHRENKEL: Yes.

22 COUNSELOR LITTMAN: And Mr. Rosario?

23 BOARD MEMBER ROSARIO: Yes.

24 COUNSELOR LITTMAN: And Mr. Duroseau?

25 BOARD MEMBER DUROSEAU: Yes.

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1 COUNSELOR LITTMAN: The record should reflect that
2 all members voted in affirmative and the amended 2014
3 annual planned budget has been unanimously approved.

4 Thank you.

5 CHAIRMAN SHRENKEL: Thank you.

6 I would like to ask if there is any other
7 resolutions coming before The Committee by any other
8 members before anyone makes a motion to adjourn our
9 meeting.

10 Are there any other comments from the members?

11 Questions for further questions to Mr. Setzer?

12 (Whereupon, at this time there was no response.)

13 CHAIRMAN SHRENKEL: Okay.

14 With that, I make a motion to adjourn the meeting.

15 Would someone like a second?

16 BOARD MEMBER BLESSINGER: Second.

17 CHAIRMAN SHRENKEL: Thank you.

18 Meeting is adjourned for today.

19 Thank you very much for coming.

20 (Whereupon, the Nassau County Bus Transit
21 Committee was concluded. Time noted 4:50 p.m.)

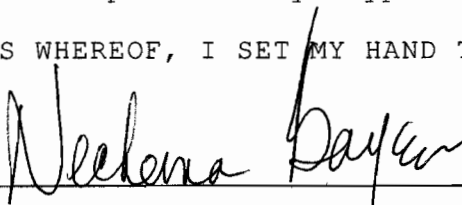
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CERTIFICATE BY COURT REPORTER

I, NECHAMA BAYEN, a Professional Court Reporter and Notary Public in and for the State of New York, do hereby certify that the foregoing testimony taken in the matter of May 14, 2014 Nassau County Bus Transit Committee consisting of pages 1 through 36 inclusive is an accurate transcription of my cryptic notes.

IN WITNESS WHEREOF, I SET MY HAND THIS DAY.



NECHAMA BAYEN
CERTIFIED COURT REPORTER
NORTH SHORE COURT REPORTERS
NOTARY PUBLIC STATE OF NEW YORK