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**NASSAU COUNTY
BUS TRANSIT COMMITTEE
MEETING**

**Nassau Inter-County Express
700 Commercial Avenue
Garden City, New York 11530
December 20, 2018
5:46 p.m.**

BEFORE: SHELDON SHRENKEL, Chairman

COMMITTEE MEMBERS PRESENT:

**Dawn Falco
Jaclene D'Agostino
Jack Khzouz, NICE CEO**

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2 CHAIRMAN SHRENKEL: We'll call the meeting
3 to order. As you know, we ordinarily conduct a
4 public hearing. And in order to conduct a
5 public hearing as far as the members of the
6 committee, we needed one other member. And I
7 guess due to the traffic and a lot of other
8 situations and the holidays someone got jammed
9 up and we're going to have to go ahead. Our
10 counsel generally comes to the meetings, who is
11 not a member, Pete DiSilvio, he apparently had
12 a family situation and he e-mailed me earlier
13 today that he could not attend.

14 What we're going to do is officially this
15 cannot be considered a public hearing in the
16 fact that we do not have a quorum. I'm Sheldon
17 Shrenkel. I'm the chairman of the committee.
18 I'd like to introduce my committee members. To
19 my left we have Ms. Jaclene D'Agostino and my
20 right we have Ms. Dawn Falco.

21 And an acknowledgment from the members who
22 are here today of who received a copy of the
23 minutes of our last minutes held
24 September 27th?

25 MS. FALCO: So received.

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2 MS. D'AGOSTINO: (Raises hand.)

3 CHAIRMAN SHRENKEL: Please note the record
4 accordingly that the present members
5 acknowledge receipt of the last Nassau County
6 Bus Transit Committee meeting.

7 We will conduct this meeting as if it were
8 a public hearing, and I will continue the
9 format. Please also understand, my opinion,
10 it's not extremely relevant that we cannot
11 officially call it a public hearing. But we
12 have no votes on the agenda at the moment. So
13 therefore, I don't know there's anything
14 critical that the public is missing and the
15 fact that you folks are here today and you
16 folks come to express your opinions and your
17 comments, you will have that opportunity and we
18 have a court stenographer. And she will
19 happily put your comments on the record.

20 I will give that record to counsel when he
21 returns. Hopefully he could still post in the
22 area that it can be seen. And of course, we
23 have the executives here from NICE
24 Transportation who could be of help in anything
25 you have to say.

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2 So I don't really have much more comments.
3 What we're going to do is we're going to hear a
4 presentation from the CEO or NICE
5 Transportation, Jack Khzouz. And after that
6 there's only three or four of you. We
7 generally give you three minutes to frame and
8 design your thoughts and you could tell us what
9 you like and we'll record it properly. And
10 maybe at the end of that little session if
11 there's something we feel that Mr. Khzouz
12 thinks is relevant or the members of the
13 committee think it's relevant, we'll try to
14 respond to you and help.

15 With that, Mr. Khzouz. Thank you.

16 MR. KHZOUZ: Thank you, Mr. Shrenkel.
17 Thank you everybody for being here. We
18 appreciate your patience with the process.

19 I have a few slides. As Mr. Shrenkel has
20 pointed out, we don't have anything necessarily
21 to vote on tonight. Most of the slides we're
22 going to talk about are really just updates on
23 the discussions we've been having. There's
24 also some other pieces we need to discuss.

25 Our agenda tonight really is to talk about

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2 the updated budget outlook and where we are so
3 far as we know. The budget process is somewhat
4 long and lengthy. It starts in as early as
5 October and won't end until April. So it's a
6 long process. We're also going to talk about
7 our score card from the last quarter and we'll
8 do some service updates to give everybody an
9 idea of where we're going.

10 I do want to give everybody an update on
11 the budget, what we know and what we don't know
12 currently. So last month the County did vote
13 and approved the discretionary total for the
14 year, which is great news. We appreciate the
15 County's support obviously. They very much
16 believe in transportation as an asset and as an
17 infrastructure that is an investment in the
18 future. So that's what we know. We have that
19 checkmark there.

20 The other two pieces, which are very
21 important we don't know. State Operating
22 Systems Fund, which comes from New York State,
23 won't be known until the end of March. So we
24 won't have a final on our budget until that is
25 in place. So that's the last piece of the

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2 puzzle. We do that every year. So currently
3 our budget shows a two percent -- we're
4 assuming a two-percent increase in state
5 operating funds. That has been the general
6 trend the last few years, so we're optimistic
7 that that will continue. We hope it will.

8 The last piece of the puzzle is a proposed
9 MTA fare increase. I'll talk about that in a
10 minute. We won't know that -- we won't know
11 what the MTA does until really the first
12 quarter of the year prior to knowing what STOA
13 ends up doing. We'll have that piece of the
14 puzzle filled pretty soon. So let's talk a
15 little bit at about that.

16 So the MTA fare increase scenarios, there
17 are two scenarios currently. The first column
18 is obviously the fare type. Second column is
19 current fare. Third column, proposal one is
20 the first proposal. And proposal two is
21 obviously a second proposal. Really it comes
22 down to two different things.

23 Proposal one is really just a reduction in
24 the bonus on 30-day cards. It really doesn't
25 involve us having to do anything. We'll just

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2 adopt it because we have no control over that.
3 As you know, about 40 to 50 percent of our
4 riders use the MTA card. 40 percent plus
5 transfer into the MTA system. So it's an
6 important aspect that we take the MTA card.
7 It's very, very important for our customers.

8 The second proposal is where we'll have to
9 get back together and we'll propose to adopt
10 the base fare increase to 3 dollars. Currently
11 it's \$2.75. The base increase will go to \$3.
12 But it's offset with an increase in the bonus
13 as you can see on the second part. So the
14 bonus goes from five percent to ten percent
15 which offsets that increase a little bit. And
16 the actual effective net increase really isn't
17 much to us but it does play into our total
18 budget.

19 So what happens? Where do we go from
20 here? The MTA will continue to understand,
21 study these proposals. They're holding public
22 hearings now on these proposals. Sometime in
23 we believe January, possibly February we'll get
24 a notice from them on what their intentions are
25 and based upon those one or two proposals we'll

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2 follow along with it. It's part of our
3 operating structure, our operating structure
4 for next year.

5 What happens if we decide not to go along
6 with the MTA fare increase? Really the County
7 doesn't benefit from the dollars in customer.
8 In most cases will still pay that extra fare
9 but that fare will go to New York City instead
10 of staying here, which means we end up having
11 to reduce service. So again, this fare
12 increase is baked into the budget that's
13 proposed currently.

14 So obviously we are on a growth trend
15 right now. Let's knock wood. And we don't
16 want to go backwards. So again, they're not
17 easy choice. We have some mitigation plans in
18 the works to help offset those fare increases
19 for the most needy. And we can talk about
20 that, if need be as we go forward. But that's
21 what's going on in fare increase so far.
22 Again, not a lot of finalization there, still a
23 lot up-in-the-air information.

24 I want to move onto -- that's really it on
25 the budget side of it. So again, the only

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2 thing we really know right now is the County's
3 discretionary budget for the bus system is
4 fully funded.

5 So I want to talk about our scorecard, the
6 third quarter scorecard. And again, the
7 scorecard is something we do and report on
8 quarterly. There are a few metrics here, both
9 on the fixed route side and the ParaTransit
10 side. I'll go through them very quickly.

11 Our on-time performance for the third
12 quarter -- the third quarter is always most
13 troubling because it is back to school and many
14 of our routes go into Nassau Community College
15 and around this area. We all know how
16 September is here. It tends to be a little bit
17 hectic. So we get impacted quite a bit. Our
18 on-time performance slipped from our general 70
19 71, 72 percent KPI down to 68.44. That is
20 slightly higher than last year at the third
21 quarter but not where we want it to be. It's
22 not enough to trigger damage or reward. It
23 just didn't hit our goal.

24 So again, currently we're close to back
25 the 70 percent. We'll see what happens with

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2 the holidays. This time of the year, again,
3 it's very difficult with so much traffic on the
4 road.

5 The next KPI we look at is the missed pull
6 outs, the number of pull outs that don't go out
7 in the morning. Our goal is zero. We've been
8 kind of back and forth between -- as high as
9 two percent. But this last quarter it was less
10 than one -- about one half of one percent or
11 .65 percent. Again, not close to the zero that
12 we want but again, not enough to trigger a
13 penalty or a reward.

14 The last KPI are the accidents per hundred
15 thousand miles. Last quarter we are not proud
16 of our performance. We had 1.62 accidents per
17 hundred thousand miles. Remember we classify
18 accidents as something as minor as a mirror
19 ding or a light brush, backing into a curb or
20 hitting a curb with a bus tire we consider an
21 accident. So that doesn't represent major
22 collisions but all sorts of different
23 accidents. But still that number is higher
24 than we would like it to be.

25 As a point of reference though our year to

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1
2 date number is a decrease of number of
3 accidents over the last year which is a
4 decrease over the year before. So we've had a
5 trend of safe operation for many years. Though
6 that quarter again with the increase in traffic
7 and back to school tends to peak up. So that
8 did trigger a penalty to us and shows up as
9 \$5,000 as credit in that column.

10 We'll jump down to ParaTransit. Again our
11 call-answer ratio, that means the number of
12 calls coming into our call center for
13 reservationists, we were within our goal area.
14 84.22 percent of the calls were answered.
15 Again, we want it to be a little higher. We
16 want it to be to 90. We've got plans in place
17 now to increase our staffing and some other
18 technology that will help us get there. But it
19 wasn't enough, again, to trigger a damage or
20 incentive there.

21 Our on-time performance, 82 percent there,
22 was very good. We did a good job with staffing
23 and a good job getting those buses to where
24 they need to go efficiently. So as far as that
25 particular line goes, we do get a \$5,000

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2 incentive on that line. Again, these aren't
3 actual dollars. These are just credits back
4 and forth. So no one exchanges dollars here.

5 Missed pull outs, again, a little higher
6 than we want it to be, though better than Q2 at
7 .78 percent though, again, nothing was
8 triggered. There was no incentive or damage
9 placed there.

10 Again, accidents we go to accidents and
11 again, that's higher than we want it to be by
12 quite a bit. It was a tough quarter for us.
13 But again, we're trending -- when you look at
14 the whole year as we're finishing out the last
15 few days of December, we're trending about a
16 four-percent decrease on our total accidents
17 for the year. So we're not satisfied for that
18 performance but we're happy that it's
19 continuing to trend downwards.

20 Then lastly, our productivity. That means
21 passengers per trip. We want that productivity
22 to be about 1.3. That's where it hit. So
23 we're in good shape there. So liquidated
24 damages for the quarter, you can see we owe the
25 County \$5,000. Again, that goes against our

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2 credits. So I think the news there really is
3 we need to do a little bit better in our
4 accident prevention. And we have some
5 mitigation plans there to help us get back in
6 line.

7 Any questions about the scorecard?

8 CHAIRMAN SHRENKEL: Were there any major
9 accidents?

10 MR. KHZOUZ: There were a couple of major
11 accidents. Accidents are determined either to
12 be preventable accidents or non-preventable
13 accidents. In other words, someone turns right
14 in front of us and we end up T-boning the car.
15 Or for some reason, let's say, we don't use as
16 much caution going through in making a
17 right-hand turn and strike another vehicle.

18 There were a couple of what we consider
19 major accidents, minor -- one was a minor
20 injury accident. The other was no injuries at
21 all.

22 CHAIRMAN SHRENKEL: You're talking about
23 personal injury now?

24 MR. KHZOUZ: Yes. So those are the type
25 of things that we look at.

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2 So let's talk a little bit about service
3 updates. There's a few very interesting
4 service updates that we really want to talk
5 about. The first thing I really want to talk
6 about is as you know, the middle of last year
7 we launched a pilot called Link. That was a
8 service that was an on-demand service that you
9 hail from your phone. If you were in a seven
10 square mile area north of Freeport train
11 station. That pilot is coming to an end it.
12 It will the end of this month, January 1st.
13 That was the pilot length.

14 We learned a lot from the pilot. We have
15 a lot of data. We have a lot of understanding
16 of how customers use it, that kind of thing.
17 Ideally it would have been better used, more
18 usage. It wasn't well-accepted which was
19 disappointing. I think the industry as a whole
20 is still trying to figure out this micro
21 transit thing. No one really across the nation
22 has really figured it out yet. We do have an
23 evolution of that. I'm going to show that to
24 you in a minute.

25 But I wanted to start by saying the Link

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2 pilot is coming down in December. Everybody
3 has been notified. We've called all the
4 customers that use the service and let them
5 know. Again, there is an evolution of that
6 coming up that we've learned from.

7 First thing I want to talk about is the
8 frequency service. As we've talked about in
9 the past, we've been moving our service away
10 from scheduled time-point service. I'm
11 standing at this corner. I expect a bus at
12 9:00 a.m., at 9:20, at 9:40. We're moving away
13 from that and we're going to what we call a
14 headway service. That is I'm going to go to my
15 main street. I'm going to get there at
16 whatever time, but I know a bus will be there
17 within 10 minutes, every ten minutes throughout
18 the day.

19 So that's frequency. So there's no
20 schedule. But we know we are now managing the
21 gap between buses so that there's frequency of
22 service throughout the day. More like a train
23 or subway runs in the city. So we are moving
24 the frequency on our top route starting
25 January 21st. That is the N6 from Hempstead to

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2 Jamaica. Approximately 20,000 riders use that
3 service a day. So there's going to be a big
4 benefit to riders there.

5 So you'll have 10-minute service --
6 actually less than 10-minute service when you
7 include the express from 5:00 a.m. to 7:00 p.m.
8 So basically eliminate the schedules from that
9 mid-point time -- that midday time and having a
10 group of service quality managers manage that
11 gap between buses. So it's worked really well
12 on the 4041 and the 3132 and now we're going to
13 the N6.

14 Our goal is to have about 55 or 60 percent
15 of our total service on headway by the end of
16 this year. So we think it's a big benefit to
17 our customers.

18 The other thing that we're doing and it's
19 a very interesting pilot. This is the
20 evolution of Link. It's called Buzz. What
21 this vehicle does or what this service does is
22 we've partnered with the Great Neck Park
23 District to offer a shuttle vehicle expressly
24 to alleviate parking issues around the Great
25 Neck train station.

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2 The idea here is that you buy a
3 subscription for a week on this vehicle for a
4 trip and the vehicle will come to the end of
5 your block. So we're just asking you to walk
6 to the end of your block. It will pick you up
7 and take you directly to the train station.
8 The trip is less than 10 minutes. In the
9 evening you're guaranteed a trip home. The
10 goal of the Great Neck Park District was to
11 alleviate or free up about 200 parking spaces a
12 day.

13 So we're launching on January 14th. The
14 first 60 days of service is free for -- to get
15 people signed up to give it a try. So again,
16 to alleviate that parking, the park district
17 really has been aggressive on this and our
18 really creative team and creative schedules and
19 planning team came up with this idea and
20 partnered with them. We think it'll be
21 successful.

22 The good thing about this service is it's
23 very efficient. We start with one vehicle. As
24 soon as that vehicle sells out we start a
25 waiting list for the second vehicle. And as

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2 soon as we're 80 percent of the wait list, we
3 deploy another vehicle. And the service grows
4 generically over time. And because it's a
5 subscription-based service, we know exactly how
6 many people are going to be on those vehicles
7 every day. It's again, a great way to
8 alleviate that parking issue.

9 We've been to a few different seminars
10 this year on what it costs to build a parking
11 space in our villages now. Parking decks or
12 structures are about \$40,000 per parking space
13 to build out. And they don't generate tax
14 income other than the parking fee for that
15 developer. But there's no tax income really to
16 speak out of over time. And on top of that our
17 villages just don't have the room for them
18 anyway. So this would be a great way to solve
19 some of those issues, again, January 14th.

20 This takes some of the data and
21 understanding from Link and evolves it to a
22 much more focused and target customer. So we
23 think this will work and have much more
24 adoption and certainly be much more efficient.

25 Any questions?

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2 MS. FALCO: Logistically speaking with the
3 ride bus program how long before, let's say, a
4 scheduled train departure would a call have to
5 be made?

6 MR. KHZOUZ: Well in this case there's no
7 calls made. The Great Neck Park District what
8 happens is you have to go into their parking
9 district office to pay for your parking pass.
10 Right next to it is your Buzz sign up. So you
11 sign up when you pay for your parking pass.
12 For example, you have to -- it's a one -- for
13 example, you have to give us a week, a one-week
14 window or one-week lead time to get you on that
15 vehicle. So we just need a week.

16 MS. FALCO: But in other words, let's say
17 I have a 9:00 a.m. train departing --

18 MR. KHZOUZ: Right.

19 MS. FALCO: -- so how do I know when to go
20 to my corner or what time?

21 MR. KHZOUZ: So you will get -- when you
22 sign up, we find out what time your train
23 leaves and then we back into it. We tell you
24 we will pick you up at 8:47.

25 MS. FALCO: Taking into consideration the

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2 other stops that that bus --

3 MR. KHZOUZ: Exactly.

4 MS. FALCO: -- will have to make?

5 MR. KHZOUZ: Exactly. And we kind of back
6 into all the seats and that way we manage every
7 seat and every pick up. So we start with your
8 train and your location and back in from there.

9 MS. FALCO: And registration is conducted
10 at the parking lot, at the Great Neck parking
11 lot?

12 MR. KHZOUZ: It's at the parking district
13 office there or you can do it online. So
14 there's a link I think -- there's a link on our
15 website now for Buzz.

16 MS. RICHARDS: Not on our website now.
17 It's on the Great Neck Park District website.

18 THE STENOGRAPHER: Can you just identify
19 yourself for the record?

20 MR. KHZOUZ: That is Erika Richards,
21 marketing manager.

22 MS. RICHARDS: If you go to the park
23 district's website, they have a link to Great
24 Neck Buzz that will take you right to the
25 website if you need to verify -- just to expand

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2 about what Jack says, you must live within the
3 park district to qualify for the service. Once
4 we verify your address and that the service is
5 available to you, we then set up your account.
6 You need to go ahead and reserve your Buzz ride
7 by Wednesday the week before you want to ride.

8 MS. FALCO: I see. Thank you.

9 MS. RICHARDS: And then the reservation is
10 you reserve for that -- your seat for that
11 entire week.

12 MR. KHZOUZ: Thank you.

13 So the other thing we're excited about is
14 a service we've been working on for a while
15 with some groups here. And that's the Shore
16 Road Shuttle in Port Washington. This service
17 is really to connect the Port Washington
18 Railroad Station along West Shore Road down to
19 the Roslyn Railroad Station and some key
20 employers in between.

21 There's a large industrial complex. And
22 there's a new Hilton Garden off of Harbor Park
23 Drive. As you go north off of Farewell Drive
24 there's a large residential area there, a
25 senior residential area.

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2 UNIDENTIFIED SPEAKER: That's on the 23
3 route.

4 MR. KHZOUZ: 23 goes on the other side.
5 It doesn't come up this way. So it'll connect
6 to the 23. So there's lots of connections.
7 We've worked with Jonathan Feldman, who is our
8 manager of scheduling and planning, came up
9 with a very creative way to be able to have
10 frequency and connect all the trains both north
11 and south. We're excited about this. Our
12 marketing team -- you heard from Erika earlier,
13 she will start marketing this very, very soon.

14 It's a new service. It is a pilot also.
15 So we hope that and we're confident that there
16 will be lots of adoption here. There's
17 certainly lots of customers.

18 A couple of the stops will be on demand
19 which is again, a great, efficient way to do
20 this type of service. So it's a smaller
21 vehicle also, the same vehicle that we saw with
22 Buzz, same-sized vehicle that will be dedicated
23 to this. So it's a very efficient service. If
24 this service takes off, again, nothing says
25 that we can't eventually add more vehicles or

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2 larger vehicles as we need to.

3 Lastly, a couple of updates on some
4 infrastructure changes. We just installed a
5 new digital signing at the Mineola intermodal
6 center. The signing -- we have seven bays
7 there, seven bus bays. And these signs on both
8 ends, both on bay one and on bay seven show all
9 the bays and the arriving bus times, predicted
10 arriving bus times. So it's a great upgrade to
11 what was there, which has been kind of old
12 technology that had a real hard time staying
13 online.

14 These signs will certainly help and gives,
15 again, those -- these type of transit
16 infrastructure improvements really make the
17 system much more usable and more much -- the
18 experience for the customer is much, much issue
19 better.

20 Lastly, I want to make sure that everybody
21 knows we are very involved in our community.
22 The team here really did a great job this year.
23 Island Harvest had a Thanksgiving food drive
24 this last year. This team collected 2,800
25 pounds of food. That filled up a transit

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2 vehicle. You can see it on the right-hand
3 side. We dropped it off at 6:00 -- 5:00 in the
4 morning over in Bethpage. Along with that
5 Transit NICE bus gave a thousand dollar check.
6 So this team did a great job. They were very
7 proud to do that.

8 Those are the kind of things they do all
9 the time. We don't crow about it. But we try
10 to support communities that we serve in a lot
11 of different ways.

12 That's my presentation. If there's any
13 other questions from the committee?

14 CHAIRMAN SHRENKEL: My only question is
15 with some of those experimental Buzz rides
16 everything is accounted for in the budget. I
17 know the CFO is here.

18 MR. KHZOUZ: Yes.

19 MS. SANTIBANEZ: Great Neck is actually
20 funding the service.

21 CHAIRMAN SHRENKEL: Oh, Great Neck is
22 funding that service?

23 MS. SANTIBANEZ: Yes.

24 CHAIRMAN SHRENKEL: Will the be funding it
25 throughout if it's a success?

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MS. SANTIBANEZ: We hope. Right now we have a pilot that --

CHAIRMAN SHRENKEL: So in other words, aside from just -- NICE will get reimbursed for their service, their fuel and --

MS. SANTIBANEZ: Yes.

CHAIRMAN SHRENKEL: -- everything else going forward in the future if indeed they like the service?

MS. SANTIBANEZ: Correct.

MR. KHZOUZ: So those are questions about adoption, they don't really know because --

CHAIRMAN SHRENKEL: Port Washington service though, that's on you guys, right?

MR. KHZOUZ: That is on us, yes. That is on us through the County. The County understood the need for service there and funded it as a service.

CHAIRMAN SHRENKEL: Are there any other questions?

MS. D'AGOSTINO: No questions.

MS. FALCO: No, thanks.

CHAIRMAN SHRENKEL: The committee has no further questions.

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2 Moving our agenda along, we'd like to
3 offer you the opportunity of speaking to us and
4 of course Mr. Khzouz and his team here at NICE
5 Transportation. Again, in the format of a
6 public hearing we ask you to take three minutes
7 to speak at the podium. Please tell us if this
8 is individually for you, whether you represent
9 a group, what bus route is involved. So
10 provide your name for the stenographer and
11 again, the town you live in.

12 Sir, did you want to speak?

13 MR. WELLS: Good evening. My name is
14 Frederick Wells. I reside in Queens. I depend
15 on NICE bus every now and then.

16 CHAIRMAN SHRENKEL: Can you repeat the
17 name?

18 MR. WELLS: Frederick Wells. As an
19 employee of JFK there was a time we used to
20 have the JFK flyer. And there used to be a
21 Dutch Broadway route. I think it was called
22 the ENA. Both services were eliminated in my
23 area and it's a major necessity to bring both
24 of those services back considering that Nassau
25 County is very close to JFK and maybe even

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LaGuardia Airport.

CHAIRMAN SHRENKEL: You live in Queens?

MR. WELLS: Yes. I'm closer to the N4 route. I mean, considering that it's close to JFK Airport, people need direct transit access there. As far as -- I mean, as opposed to having a bus and trying to transfer to another route or have to take several buses or whatever.

And as far as the east side of Queens I'm speaking as a member of the Long Island Bus Riders Union -- the east side of Nassau, excuse me --

CHAIRMAN SHRENKEL: Are you representing the union?

MR. WELLS: Yes.

CHAIRMAN SHRENKEL: Okay.

MR. WELLS: Several of those routes on the east side like the N19 which run a heavy traveled car on Merrick Road, the 79, 72, we needs those services going back into Suffolk County, mainly for connectivity purposes. Because when those services were eliminated or cut back, you eliminated the convenience for

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people who live in like -- who either live in Hempstead and have to work in Suffolk County or vice versa.

And you need a direct transit route that's affordable. And of course the network in Nassau County needs improvement as well.

I know you mentioned on your website you're going to implement BRT and Manhattan Express. Maybe that's catering to Nassau County, but I'm pushing for that.

CHAIRMAN SHRENKEL: Mr. Wells, the first example you gave, the bus was going from where to where? I thought it started off in JFK.

MR. WELLS: It was JFK and --

CHAIRMAN SHRENKEL: And where was the bus come going from?

MR. WELLS: It went from JFK flyer to Hempstead, Downtown Hempstead. That was the route.

CHAIRMAN SHRENKEL: And that was the bust that went through Dutch Broadway?

MR. WELLS: No. The --

CHAIRMAN SHRENKEL: I got confused.

MR. WELLS: The N8 was Dutch Broadway.

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CHAIRMAN SHRENKEL: I'm sorry?

MR. WELLS: The N8 was the Dutch Broadway.

CHAIRMAN SHRENKEL: So that's a different line?

MR. WELLS: Yeah. The JFK flyer which was the N91, that went through all the terminals at the airport. That was when everything circled the airport. And then it went to the car area and then it came out, went through the conduit and then up to Merrick Road, up to Rockville Centre and then up into Hempstead Turnpike.

CHAIRMAN SHRENKEL: That route has been omitted entirely?

MR. WELLS: Yes. It's been omitted --

MS. RICHARDS: The MTA did.

MR. WELLS: The whole MTA Long Island Bus did.

CHAIRMAN SHRENKEL: Right.

MR. WELLS: I mean, it was a necessity for people in Nassau County who happen to work in JFK Airport because it got you from the airport to Hempstead in one hour. You were able to connect with whatever bus you have to connect to to take you home. Now you have to take

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2 maybe three buses or pay -- come out their
3 pocket and they can't afford it.

4 CHAIRMAN SHRENKEL: Thank you.

5 Sir?

6 MR. TORCIVIA: My name is Joe Torcivia. I
7 represent myself and, you know, other people in
8 my general neighborhood with whom I've spoken
9 about this. And since I've not quite yet
10 turned blue in the face, I'm here once again to
11 talk about the bus service on Newbridge Road on
12 the N49. Surprise. Surprise. I'm too far
13 south of Old Country Road and too far north of
14 Hempstead Turnpike to have any other bus option
15 other than the one that has undergone major
16 reductions in the last few years.

17 Not very long ago weekday service on
18 Newbridge Road was every 30 minutes between the
19 N49 or the N50. Then it became every hour when
20 was the N49 only with the 50 being eliminated.
21 And with the last round of service cuts the
22 intervals on weekdays are one hour and ten
23 minutes.

24 Weekday rush hour has only two N49
25 departures from the Hicksville Railroad Station

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2 between 4:20 and 7:00 p.m. That's hardly
3 usable. And I actually see twice the number of
4 trips on the Port Washington afternoon proposed
5 shuttle than I see on the Newbridge Road route,
6 which at least to my recollection has existed
7 since the 1960s when I was a kid.

8 So innovations are great but let's revisit
9 some of the older things as well. But enough
10 of my old news. I really want to propose
11 something new for your consideration this time.
12 Rather than ask for restoring N49 service
13 levels, maybe this could be a more innovative
14 approach and NICE does seem open to
15 innovations.

16 Instead of a restoration of cut service on
17 the 49, which does have duplicative service
18 with the N48 along the Front Street portion of
19 the route, why not have the existing N49
20 augmented by a shuttle that would operate
21 between Broadway Mall, Hicksville Railroad
22 Station and Newbridge Road and Hempstead
23 Turnpike? At Hempstead Turnpike you could
24 transfer to a Hempstead bus on 70, 71 or 72 and
25 make the trip to Hempstead you might otherwise

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2 have made on the 49.

3 It would only be a short run that would
4 take up the slack of the service cuts and it
5 would serve only that portion of the 49 that
6 has no alternative service. Let's say, hourly
7 or even 90 minutes on weekdays from 7:00 to
8 7:00 it could be a small bus like the NICE Link
9 was or a regular bus. And if turning the bus
10 around at Newbridge Road and Hempstead Turnpike
11 is not an easy thing to do, consider a loop
12 traveling down Newbridge Road and up the
13 abandoned 73 and 74 route back to Hicksville.

14 It would serve area that's not served by
15 NICE Link and restore many of the previous
16 service reductions. I'd just like to throw
17 that out there for your consideration. Thank
18 you very much.

19 CHAIRMAN SHRENKEL: Thank you for your
20 creative ideas and I'm sure NICE will consider
21 things and not everything can get done too
22 quickly. I'm sure you understand.

23 MR. TORCIVIA: Boy, do I know.

24 CHAIRMAN SHRENKEL: Schedules -- even if
25 they change things, schedules have to be posted

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in advance and everything else. But thank you.

Who else would -- I welcome anyone else who wants to address the committee.

Ma'am, thank you.

MS. BADER: Dorothy Bader, Port Washington. Just talking briefly regarding the funding for the Port Washington shuttle, that two-thirds of it came from grants from our state senator and state assembly. So it wasn't funded by the County totaling one-third.

And I'd just like to say such good words about NICE, about Mr. Khzouz and the interaction we've had with him has been really positive. And we're so happy with -- we can't wait. We're all going to be out there on January 21st waiting to see the first bus go by.

CHAIRMAN SHRENKEL: Well you folks have been lobbying a long time.

MS. BADER: Yes. Three and a half years only.

CHAIRMAN SHRENKEL: As I said, things don't happen too quickly almost in anything. Nevertheless good luck to you and we welcome if

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2 you have good news and compliments and it will
3 be great for the commuters.

4 MS. BADER: Should be.

5 CHAIRMAN SHRENKEL: Sir, are you together?

6 UNIDENTIFIED SPEAKER: No.

7 CHAIRMAN SHRENKEL: You don't have
8 anything?

9 UNIDENTIFIED SPEAKER: I'm not saying
10 anything. She spoke for everybody.

11 MR. KHZOUZ: She spoke for the two of you.
12 All right. Thank you.

13 Sir, in the back?

14 UNIDENTIFIED SPEAKER: I'm good.

15 CHAIRMAN SHRENKEL: I thought you came for
16 comment.

17 Is there anyone else who would like to
18 address the committee? Going once? Going
19 twice? Going three times?

20 Certainly on behalf of the committee we'd
21 like to wish everyone a happy holiday, Merry
22 Christmas, Happy New Year, past happy Hanukkah
23 and anything else you celebrate. Thank you all
24 for coming. Thank you all for your comments.

25 We too have seen the progress of NICE

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Transportation, I myself for over five years. And we're pleased to have Mr. Khzouz at the helm and we know he's interested. He's got to protect his company. He's got to have a balanced budget. That's one of the things we have to watch. And that's primarily what we vote on. And we certainly like to hear happy comments and service. But there's nothing wrong with having anything critical because that's the only way we know something is wrong. So thanks again.

My committee members, any comments?

MS. D'AGOSTINO: No.

MS. FALCO: No.

CHAIRMAN SHRENKEL: Again, we'll format it as if it were a public hearing. So if someone would make a comment to adjourn our meeting?

MS. FALCO: I make a motion to adjourn.

CHAIRMAN SHRENKEL: Would someone please second it?

MS. D'AGOSTINO: Second.

(Continued on next page.)

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2 CHAIRMAN SHRENKEL: We have a motion
3 seconded. With that, this meeting is
4 adjourned.

5 (Time concluded: 6:27 p.m.)
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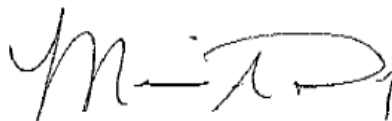
P R O C E E D I N G S

I, MELISSA A. DIAZ, a Notary Public within
and for the State of New York, do hereby
certify:

THAT THE BOARD MEETING, whose minutes are
hereinbefore set forth, was duly sworn by me
and that such is a true record of the minutes
given by such Board.

I further certify that I am not related to
any of the parties by blood or marriage, and
that I am in no way interested in the outcome
of this matter.

IN WITNESS HEREOF, I hereunto set my hand
this 2nd day of January, 2019.



MELISSA A. DIAZ

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