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		2	minutes of our public record. By a show
		3	of hands, for the committee members, I
		4	would like an acknowledgment of receipt
	NASSAU COUNTY	5	of the transcript of our meeting of
	BUS TRANSIT COMMITTEE	6	December 8, which was a public hearing?
	MEETING	7	(All members raise hands.)
		8	CHAIRMAN SHRENKEL: Please record
		9	the minutes unanimously?
	N 1 1 2 1 5	10	I would like an acknowledgment of
	Nassau Inter-County Express 700 Commercial Avenue	11	receipt of the Title VI, Service Equity
	Garden City, New York 11530	12	Analysis found in the book here, together
	February 16, 2017	13	with an acknowledgement of receipt of
	3:05 P.M.	14	customer comments within the package.
		15	(All members raise hands.)
		16	CHAIRMAN SHRENKEL: Thank you.
	BEFORE: SHELDON SHRENKEL, CHAIRMAN	17	Everybody all set up over there?
		18	MR. LITTMAN: Mr. Chairman, the
	COMMITTEE MEMBERS PRESENT:	19	record should reflect that all the
		20	members indicated that they received a
	SAMUEL LITTMAN, ESQ.	21	copy.
	Joel Berse Jean Duroseau	22	CHAIRMAN SHRENKEL: Yes. Thank you
	LIVIO TONY ROSARIO	23	UNKNOWN SPEAKER: Try moving the
	AARON WATKINS-LOPEZ	24	microphone over here a little bit.
	DAWN FALCO	25	CHAIRMAN SHRENKEL: You still can't
	1		3
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2	CHAIRMAN SHRENKEL: Would everybody	2	hear me? Thank you. This is such a
3	please take their seat? Thank you very	3	small room most of the time I don't even
4	much. Welcome, welcome to the first	4	use a microphone and everyone hears me.
5	public hearing today for the Nassau	5	UNKNOWN SPEAKER: Sometimes you have
6	County Bus Transit Committee. We have	6	people with hearing disabilities.
7	another public hearing tonight scheduled	7	CHAIRMAN SHRENKEL: We will try to
8	at 6:00. First to remind myself and can	8	use the microphone and if any committee
9	you please put your cell phones on	9	members need the microphone, it seems
10	vibrate. Thank you.	10	like they are all close to one.
11	I'm Sheldon Shrenkel. I'm the	11	This afternoon, our agenda is to
12	chairman of the committee. I would like	12	first hear a presentation by the CEO of
13	to introduce our members of the	13	NICE Transportation, Mr. Michael Setzer.
14	committee. To my far left is Dawn Falco.	14	After which we will give virtually
15	MS. FALCO: Good afternoon.	15	everyone an opportunity to speak, to hear
16	CHAIRMAN SHRENKEL: Mr. Aaron	16	the public comments concerning Mr.
17	Watkins-Lopez.	17	Setzer's presentation and/or your
18	MR. WATKINS-LOPEZ: Good afternoon.	18	comments otherwise concerning NICE
19	CHAIRMAN SHRENKEL: Mr. Tony	19	Transportation. We do ask in these
20	Rosario.	20	public comments that we have rules and
21	MR. ROSARIO: Good afternoon.	21	the rule is, we have a three minute rule,
22	CHAIRMAN SHRENKEL: Mr. Jean	22	and we have two public hearings today, so
23	Duroseau. Mr. Joel Berse. Counsel for	23	please think about what you have to say,
24	the committee, Mr. Sam Littman. Thank	24	so that you can say it in three minutes
25	you, Kathleen Anderson, for taking the	25	and the same rules will apply to any
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2	public officials, who may attend the	2	will probably be more agencies, but those
3	hearing, whether it's this afternoon or	3	are the six we're starting with. Each of
4	this evening. So with that, I would like	4	those agencies has a supply of free two
5	to introduce the chairman of NICE	5	ride MetroCards useable on any NICE Bus.
6	Transportation, Mr. Michael Setzer.	6	Unfortunately, they don't provide a
7	MR. SETZER: Thank you, Mr.	7	transfer to MTA buses, but they're
8	Chairman, and good afternoon, members of	8	available through those agencies to their
9	the committee. I would like to welcome	9	clients. This is an effort to make sure,
10	everybody from the public and see some of	10	as the title says, everyone who needs a
11		11	
12	our elected officials here and I very	12	bus, can ride NICE. It is we use 2016
13	much appreciate your interest and your	13	money, but it actually provides a little
	participation in this.		bit of a benefit in 2017 in that it comes
14	I would like the agenda, as you	14	back into NICE in the form of fare
15	mentioned, includes a budget presentation	15	revenue. Also, I would like to report on
16	but we've got a proposal to change	16	the delivery now of five new articulated
17	service. I have a couple of other items	17	buses. These have been received, they
18	that I would like to cover quickly that	18	are on the property here, they are about
19	aren't strictly speaking budget items,	19	to be inspected and we presume approved,
20	but they do bear on the budget a little	20	by the New York State DOT, which is a
21	bit, tangentially at least. The first is	21	mandatory approval, and they will go into
22	I would also like to report on the	22	service in April. Along with the April
23	weather last week, as you recall on	23	service changes, these also were
24	Thursday we had a pretty fair snowstorm	24	purchased with 2016 dollars, and while
25	on top of a slight coating of ice and it	25	they make only a small contribution, they
	5		7
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2	really affected bus service. We ended up	2	actually help our efficiency a little
3	beginning to curtail service midday and	3	bit. We'll use them on the Route 6 which
4	had all of the service in off the street	4	is the busiest route in the system. They
5	about 6:00 PM that night. Lots of	5	will be full immediately. They provide a
6	accidents, 17 of them, none of them	6	little improvement in efficiency, in that
7	serious, no injuries, that's good, but it	7	the most of the cost of operating a bus
8	taught us a lesson about how challenging	8	is the professional driving that bus,
9	it is to operate in the snow. The day	9	when he or she has 60 seats behind him
10	before it was like April, and that's what	10	instead of 40 seats, it's just a more
11	you see in this picture. That was the	11	efficient operation, so it also bears
12	kickoff day for the Everyone Rides NICE	12	very tangentially on the 2017 budget, so
13	Organization. Everyone Rides NICE is a	13	I wanted to bring them up just as news
14	not-for-profit corporation. It's	14	items for you. We also have our regular
15	separate from NICE Bus. It's funded with	15	quarterly review of the key performance
16	a million-two from Transdev, and it's	16	indicators. These are the indicators
17	purpose is to distribute free MetroCards	17	that are specified by the contract.
18	to low income people through several	18	Three of them for fixed route and five of
19	agencies that are in touch with their	19	them for Paratransit. We look at them
20	clients. So in this picture you see our	20	each quarter and we've set goals which
21	partner, the United Way of Long Island,	21	you see in the second column and then if
22		22	the actual performance is either five
22	who administers this program with us.		
23	who administers this program with us. And who distributes the free MetroCards	23	percent more or five percent less than
	· •		•
23	And who distributes the free MetroCards	23	percent more or five percent less than
23 24	And who distributes the free MetroCards to the six agencies whose logos appear on	23 24	percent more or five percent less than the established goal, then something

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2	we owe you, we owe the county liquidated	2	under one, which earns us a \$5,000
3	damages in the amount of \$5,000. So this	3	incentive credit. And the last thing,
4	is the year end report. I will just go	4	productivity passengers per hour 1.3,
5	over it real quickly. On-time	5	passengers per hour, we're right around
6	performance of a fixed route, goal 70	6	that, either five percent over or under.
7	percent, we're hitting right around 70	7	So for the year the net was \$10,000
8	percent. Next month we're going to do a	8	credits earned by Transdev, which are
9	more detailed presentation on on-time	9	just credits, it's not cash, those are
10	performance because it is actually	10	credits that we can bank for a while to
11	getting significantly better through some	11	use, if we ever have to have something to
12	of the technology that we have discussed	12	pay liquidated damages. At some future
13	in the past. The second goal is missed	13	meeting, this is our first full year of
14	pullouts on fixed routes. The goal is to	14	using these incentives, so at some future
15		15	_
	have none, we are close to none. No	16	meeting when we don't have as much on the
16	not enough to reach the five percent		agenda, I would like to go over these in
17	threshold, so there is neither a	17	detail and we will consider whether those
18	liquidated damage nor an incentive there.	18	goals are too high or too low and how you
19	And we have the safety goal accidents per	19	might want to change them. But for now
20	hundred thousand miles of 1.20 accidents	20	this just is with the fourth quarter year
21	per hundred thousand miles. We just	21	end report.
22	barely made that goal this year, but we	22	So now I would like to get into the
23	did make the goal, so again, no	23	main subject for today's meeting, that's
24	incentives or no liquidated damages.	24	the annual plan and budget for 2017. And
25	Paratransit, there are five different	25	there are some significant service
	9		11
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2	goals. The first one is calls answered	2	changes associated, which I will ask you
3	ratio, 90 percent, we missed that goal,	3	to consider later today. Let me update
4	so we owe you a \$5,000 liquidated damage	4	you to begin with. In December we had a
5	payment for missing that goal. And	5	meeting anticipating the 2017 budget and
6	on-time performance, however, we exceeded	6	at that point you considered what was
7	the goal of 70 percent by more than five	7	then a proposed \$6.8 million dollar
8	percent, so we earn a \$5,000 credit which	8	reduction in county funding, the budget
9	we can use to pay that. Missed pullouts,	9	hasn't been adopted yet or hasn't been
10	goal is zero, it was actually a little	10	approved. You also heard about some
11	bit higher because there was some fleet	11	likely increases in our operating costs
12	problems this year which are pretty much	12	in 2017. We proposed a program of early
13	behind us now because of a new fleet, but	13	service reductions to take place in
14	it also doesn't rise to the five percent	14	January, last month, in order to get a
15	threshold. By the way, missed pullouts	15	head-start on the budget deficits that we
16	and Paratransit do not mean that a	16	had, and you rejected those, and we also
17	passenger was not carried. It means that	17	reviewed the range of unknowns that we
18	a bus that was scheduled to go out the	18	were dealing with at that time. This is
19	gate didn't at the right time, but those	19	the slide that was up on the screen about
20	trips were then rescheduled on to other	20	the unknown factors. The STOA, which is
21	vehicles that were already in service, so	21	the State Operating Assistance, it's the
22	it doesn't mean an abandoned passenger.	22	largest single source of revenue for NICE
23	Accidents per hundred thousand miles,	23	Bus, was unknown at that time, the
24	again, the goal is 1.2, we beat that by a	24	governor's budget had not been published.
25	lot. By the end of the year we were	25	The legislature hadn't begun the budget
-	.st. by the sha of the year we were		The registrature ridding begun the budget
	10		12

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2	process. We also didn't know what the	2	while that remains a possibility that
3	MTA was going to do with the MetroCard	3	that could change, it's my view, at
4	charges which does have an effect on our	4	least, that it's very unlikely to change
5	revenue. We also knew we were facing a	5	in any significant way. Not enough to
6	new collective bargaining agreement to	6	solve our problem. We did get a
7	take effect in the spring of this year	7	resolution on the MTA MetroCard rate,
8	and of course, at that time negotiations	8	they basically they raised the prices
9	hadn't begun, so we didn't know what	9	of the MetroCard, and so there is nothing
10	effect that would have on our costs,	10	that the BTC needs to do. We will garner
11	still don't, and there was not, at that	11	about 800,000 more fare box revenue as a
12	point, an approved 2017 county budget.	12	result of increases in the price of the
13	As you recall, probably the county was	13	MetroCard. Don't be confused, the base
14	going back and forth with NIFA and we	14	fare stayed the same, but the discount on
15	didn't know for sure what the budget was	15	the pay per ride cards was reduced, which
16	going to be.	16	is effectively a price increase, and the
17	Let's update that a little bit. You	17	price of the seven and thirty day cards
18	added another one. You also added the	18	actually went up, so we will get a little
19	potential of new money. You were	19	bit of the benefit out of that. The new
20	persuaded that there might be some new	20	collective bargaining agreement is no
21	money coming from some source before too	21	where near resolution. Negotiations have
22	long, so that was, I think, that was the	22	just begun. We had one meeting, so we
23	primary basis for rejecting the changes.	23	got no further information about what to
24	Let's update on all those unknowns.	24	expect on the operating costs on it.
25	STOA, at the governor's budget has	25	Since that time the county budget has
20	STOA, at the governor's budget has	23	Since that time the county budget has
	13		15
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2	been published in late January. There is	2	been approved by NIFA, and the \$6.8
3	no increase of STOA for Nassau County or	3	million dollar proposed reduction is
4	any other transit system in the state.	4	still there, and lastly there has been no
5	Everyone was kept at the same level	5	new money, though I visited with many
6	except for the MTA, which actually went	6	local and state legislators and I think
7	down by a very small increment. Most	7	there's a deep understanding and a full
8	state programs were kept at the same	8	concern for the effects that the current
9	level as 2016. The STOA amount could	9	funding will have on riders, there is no
10	still change. It is possible. Because	10	new money. There is no new money around
11	the legislature hasn't adopted the	11	which we build the budget. There are
12	budget, and as you probably know, the	12	some ideas, some thoughts, but nothing
13	process is the governor publishes the	13	that we can incorporate into the budget.
14	executive budget, the legislature works	14	This is a slide, we all used to look at
15	on it for awhile and comes back with	15	it in the budget discussions in the very
16	proposed changes and the governor either	16	beginning, this is the balanced budget, I
17	accepts those or vetoes it and sends it	17	call it the balanced budget, this is
18	back. As of today there is no new money	18	language from the contract which this is
19	in the state budget for Nassau County,	19	adopted by law and it essentially says
20	NICE Bus or any other bus in the state.	20	that after all revenues have been
21	I have been to Albany several times since	21	accounted for, it is our obligation at
22	then, it is a very difficult year to get	22	NICE Bus to adjust the amount of service
23	increases in the state budget in	23	hours to whatever revenue is available.
24	anything. Most other state programs are	24	In other words, we have no method to
25	also zeroed out as far as increases, so	25	finance other than through the revenues
	14		16

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2	available to the county. We can't borrow	2	levels to balance the budget, is that as
3	money, we can't deficit finance, we can't	3	you get rid of service expense, you also
4	print money, we are obligated to adjust	4	get rid of fare box revenue. After five
5	service hours to the available revenue.	5	years of trying to economize every place
6	So when we go to balance the budget,	6	we could on service, the kinds of service
7	there are basically three ways you can do	7	that we have to eliminate now involves
8	it, you can increase revenues, you can	8	significant amounts of fare box revenue
9	reduce non service costs and if those two	9	also. So to overly generalize, in order
10	aren't sufficient to maintain the level	10	to get a million dollars savings, you
11	of service, you can reduce service or you	11	have to get rid of \$2,000,000 worth of
12	must reduce service too. So I want to go	12	service because you're also throwing away
13	through it in that order, I want to go	13	a million dollars worth of fare box
14	through what the current situation looks	14	revenue. We're in to that kind of
15	like. And my thing just stopped. Sorry	15	service now and that's the real tragedy
16	about that. It seized up here.	16	of doing this, and something that all of
17	•	17	•
18	Here's the revenue outlook next year based on what we know today. Make this	18	us at NICE Bus absolutely hate doing. We should be and could be and would be
19	full screen. Sorry. Where are the	19	
20	technologies, stumbling.	20	putting more service on the street to
21	9	21	serve our customers if we could, but
22	So here's the revenue outlook based	22	we're stuck with the available
23	on some of the things we just talked	23	revenues available to the county. So the
23 24	about. Let's just go line by line.	24	bottom line here is that the budget for
25	First line, STOA, State Operating	25	last year of \$130.5 million dollars goes
∠5	Assistance, no change. It's the same	25	down to \$121.6 million dollars for 2017
	17		19
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2		2	
3	amount as it was in 2016, which by the	3	based on all the information we have
4	way, is the same amount it was in 2015, so three years in a row, \$66,657,000.	4	available to us today. Here's a graphic
5	The next line Nassau County required STOA	5	representation of the same thing. The
6		6	pie chart, the big light blue wedge is
7	match, so this is the minimum local match	7	the state funding. The dark blue wedge
8	in order to earn that in order to get		is the fare box. As you can see that's
	that state money, so that remains at	8	most of it. The orange wedge is the
9	\$2,539,000, again no change there.	9	required local match, the two and a half
10	Nassau County discretionary share, I	10	million that the county must provide in
11	would call it, goes from \$6,751,000 to	11	order to get the \$66 million dollar
12	zero. This is the \$6.8 million dollar	12	state. And the gray wedge is the \$6.8
13	reduction that I was talking about a	13	million, that's the one that's there in
14	minute ago. The MTA amounts are	14	2016, not there in 2017. Sometimes the
15	essentially formula, there is no	15	picture makes it easier to understand
16	opportunity to dramatically increase	16	what's happening, but that's the same
17	revenue from there. Passenger revenue,	17	information that you just saw, and if I
18	this is the one that may surprise you.	18	can just give you a little historical
19	Passenger revenue is going down. This is	19	perspective on it, here's what's happened
20	the net effect of the increase in the	20	and here's what brings us to today's
21	MetroCard rates and the loss of revenue	21	situation. The blue columns here
22	that is associated with the service	22	represent the county's discretionary
23	changes that I'm going to talk to you	23	funding in the years up through 2011.
24	about in just a minute. One of the	24	That's Long Island Bus years, as can see
25	ironies or tragedies of using service	25	it was fairly steadily around eight to
	18		20
		1	20

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2	nine million dollars through 2010, and	2	our facilities, the Rockville Centre
3	then in 2011 the battle starts and the	3	garage, the smaller fixed garage. There
4	MTA cancels service, and the county goes	4	are some fairly expensive service
5	looking for a new operator. You can see	5	contracts there that are associated with
6	how it suddenly begins to drop off. The	6	maintaining the compressed natural gas
7	orange columns represent county	7	system and those show up in the fuel
8	discretionary funding during the NICE	8	lines. So if we can close down one
9	Bus, the five years of NICE Bus, so you	9	compressed natural gas facility and just
10	can see a little bit of it in 2012,	10	use this one, we can save some money
11	that's the first orange column. None in	11	there. This one, a third element is that
12	2013. A little bit comes back in '14, a	12	this one is, we currently have a grant to
13	little more in '15, quite a bit more in	13	replace it with a newer, more efficient
14	'16 and then in '17 right back down to 0.	14	compressed natural gas facility and in
15	This looks a little bit like a roller	15	doing that, we have the ability to
16		16	operate it using some federal grant money
17	coaster, and it is, I'm pointing this out	17	
18	just to be factual, this is not meant to	18	for the first part of the year, so that
19	be blaming or indicting or anything, but this is the worst possible way to run a	19	also reduces the costs here and then we
20			found a tax rebate program for using
21	business, I would say. You can't produce	20 21	alternative fuels, compressed natural gas
	predictable, dependable services with		in our case and we are applying the tax
22	this funding pattern, so eventually my	22	rebates to this also, so we are able to
23	plea to everybody, to every elected	23	drive down the fuel cost by \$2.2 million
24	official, and everyone that I can get to	24	dollars and that should be a fairly
25	listen, you got to disconnect us from the	25	reliable reduction because we've been
	21		23
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2	Nassau County general fund in the budget.	2	able to lock in some of those prices.
3	We can't deliver what the county needs	3	The second part of this, I already
4	with that kind of funding cycle, and so	4	mentioned, if we reduce service by at
5	some other funding method must be found	5	least 40 buses, then we can close the
6	in the future or we will be looking at	6	Rockville Centre garage and we can reduce
7	this roller coaster again and again in	7	personnel costs, and utility costs, and
8	future years.	8	security costs that compressed natural
9	So after you look at revenue,	9	gas service contract and some other
10	remember that chart, after you look at	10	things, we can save a million and a half
11	revenue, the next thing you look at are	11	in the remaining eight months of this
12	non service costs. So I'm very pleased	12	year by closing that facility. That
13	to tell you that we have been able to	13	converts to about \$2,000,000 next year if
14	find \$5,000,000 in non service costs.	14	we remain a single garage, fixed route
15	The biggest chunk is in fuel. Now that	15	operation next year. And lastly we found
16	fuel reduction consists of a number of	16	some other miscellaneous savings equal to
17	things. Partly, it's playing the fuel	17	about 1.3. These involve, by the way, I
18	market well. Right now the fuel market,	18	don't want to go into a lot of detail
19	I'm talking about natural gas, the	19	because these involve some head count
20	natural gas market is fairly volatile, we	20	reductions which are pretty sensitive and
21	have had some very good luck at locking	21	pretty painful, but we believe that
22	in prices that are lower than last years.	22	before we take anything out of service,
23	That's one component of this. The second	23	we have to be able to say we've taken
24	component is that we propose in the	24	everything out of non service that we
25	service reduction, to also close one of	25	can. So here's \$5,000,000 that
	22		24
		1	21

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2	essentially offsets completely the	2	that, so during the year we will try this
3	natural inflation in operating costs that	3	out and see if we can make Able-Ride more
4	will take place next year, I'm sorry,	4	efficient by using taxis for non
5	this year. The natural inflation costs	5	wheelchair trips, and we'll do it in a
6	that will take place this year. Like any	6	way that's at the discretion of the
7	business where the primary costs are	7	rider, would you just assume have a taxi,
8	personnel costs, they go up year after	8	and if they would, then we will dispatch
9	year. We have a labor contract coming,	9	a taxi and using a taxi voucher, they
10	I'm not prepared to tell you how that's	10	will have vouchers, they will be able to
11	going to come out, but it's probably not	11	underwrite the cost of the taxi ride. We
12	going to reduce our costs. So we've	12	will see if that works.
13	looked at revenues, we looked at non	13	So now we get into the really tough
14	service costs, now we look at service.	14	part here. In order to close this six
15	Able-Ride is, my recommendation is that	15	million dollar, \$6.8 million dollar gap,
16	we do nothing with Able-Ride. While the	16	we must reduce the fixed route service.
17	service cuts in fixed routes that I'm	17	We've proposed here, as you will see, to
18	about to show you would make it legal for	18	completely eliminate ten routes. Some of
19	us to also reduce the Able-Ride service,	19	these routes like the ones at the top of
20	I propose not to do that. And from a	20	the list are very high subsidy routes,
21	financial point of view, it might seem	21	they carry very few people and therefore
22	like we should, it's a very expensive	22	they're a very high subsidy. The first
23	service, ten percent of our customers	23	one carries about 35 trips a day, and for
24	one percent of our customers use ten	24	the \$2.75 or whatever the amount is that
25	percent of our budget, but those	25	the passenger pays, the taxpayer
	25		27
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2	customers also are, in many cases, quite	2	contributes over \$36.00. For those 35
3	vulnerable and Able-Ride is the	3	people, this is great service, but for
4	difference between being isolated from	4	the taxpayers, it's a very inefficient
5	opportunity, from job opportunity and	5	use of their tax dollars. At the bottom
6	educational opportunity and being able to	6	of the list, it's quite a different
7	access those opportunities, so I believe	7	story, when we get down to the n57, we
8	we ought to save Able-Ride from any	8	are talking about a service that's quite
9	further from any reductions at all	9	productive, it's fairly productive where
10	even though we could. I also believe	10	the riders are paying 25 to 30 percent of
11	that we should keep the Able-Ride fare	11	the cost. So the taxpayers are getting a
12	the same for the reasons I was just	12	better deal, but still as we put routes
13	talking about as well as the fact that	13	in rank order, depending on their
14	Able-Ride fares contribute the	14	ridership and their the amount of tax
15	financial effects of raising Able-Ride	15	subsidy they require and we go down until
16	fares is de minimis, it wouldn't help	16	we get to 6.8 million, we end up with the
17	with the \$6.8 million dollar problem. It	17	n57. This is where it begins to get very
18	doesn't affect the budget immediately,	18	painful to remove this service. This is
19	but we are going to experiment this year	19	valuable service that serves I think
20	with the use of taxis as a way to offset	20	that carries about 600 trips a day. It's
21	some of the Able-Ride costs. We don't	21	a small route, but it serves about 600
22	know if that's going to work or that it's	22	people a day. The subsidiaries are not
23	going to work or that it's going to save	23	bad. But the only alternatives to it are
24	us any money, but we entered into an	24	even less attractive or even worse.
25	agreement to begin experimenting with	25	There are four routes where we propose to
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	26		28

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1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	do significant reductions.	2	route reduction program also, but don't
3	UNKNOWN VOICE: Just scroll down.	3	require BTC approval. On the map here
4	One of the routes is covered.	4	the lines in blue are mostly unchanged.
5	MR. SETZER: Thank you, 78, 79,	5	They're lines that would get either no
6	excuse me. We also propose to reduce	6	change or change below the 25 percent
7	service on four routes, greater than 25	7	threshold. The ones in green are the
8	percent, 25 percent plus reduction,	8	ones that would remain, but would be
9	requires BTC approval.	9	changed by an amount greater than 25
10	UNKNOWN VOICE: What routes are	10	percent, and the ones in red are the ones
11	those? It's hard for me to see because	11	that would disappear altogether based on
12	I'm visually impaired.	12	this proposal. So if we do all of those
13	MR. SETZER: I will read them. So	13	things, the revenue increases that we've
14	the routes that we propose to eliminate	14	been talking about, the non service
15	entirely are the Freeport shuttle; the	15	reductions we talked about, and the
16	Hicksville-Wantagh shuttle; the Rockville	16	service reductions, here's how the 2017
17	Centre shuttle; the n19, Freeport-Sunrise	17	budget would compare with the 2016
18	Mall; the n36, Lynbrook-Freeport; the	18	budget. I like to go down these lines
19	n45, Bellmore-Roosevelt Field; the n47,	19	one by one. So operator wages go down
20	Hempstead-Bellmore; n51, Roosevelt	20	because we are running a lot fewer hours
21	Field-Merrick; n57, Great Neck loop; and	21	of service, about ten percent fewer hours
22	the n78, n79 Hicksville-Plainview. The	22	of service. Maintenance wages go down a
23	routes where we propose 25 percent or	23	little bit, and that's because we are
24	more reductions are the Elmont shuttle;	24	still playing a bit of catch up with the
25	the n27, Roslyn-Glen Cove; the n77, 71,	25	maintenance and we are beginning to get
	the hzr, hosiyir dien dove, the hrr, ri,		maintenance and we are beginning to get
	29		31
1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	72 and the n80, 81. These changes would	2	some good results there, but we don't
3	go into effect April 9 of this year which	3	think we can really thin out the
4	is Sunday. That's and one comment I	4	maintenance work force very much at all.
5	need to make is that there's a	5	There will be a little reduction, a
6	significant lead time to adding or	6	natural one through attrition. Other
7	removing services, we can't do it	7	ways a little bit of a reduction there,
8	overnight. There are both public notice	8	not very much there to be reduced. Some
9		9	of those are associated with the
10	and labor contract provisions that require a pretty significant lead time,	10	Rockville Centre closing, if we close
11	so the changes can't be implemented	11	Rockville Centre closing, if we close Rockville Centre, we don't need the same
12	immediately which is one of the reasons I	12	supervisory force there. Fringe benefits
13	will be asking you to approve this so we	13	go down because of the reduction in head
14	can begin the work to make these	14	count. Services go down and fuel and
15	reductions. If we postpone making the	15	lubricants go way down. This is all
16		16	
17	reductions until later in the year, then	17	those four factors that I described
18	they have to be deeper. Then there's	18	before plus a reduction in mileage, gets
19	less time to garner those savings.	19	us over a \$3,000,000 reduction in the
20	Here's what the reductions look like	20	fuel and lubricant line. Parts and
21	on a map. The blue lines are lines that	21	repairs, this is the one thing I really
	are most I left one thing out. There		enjoy on this, we are beginning to
22	are also adjustments in service that fall	22	significantly reduce our cost for miles
23	below the 25 percent threshold that do	23	for parts as our maintenance function
24	not require your approval, mostly on	24	gets better and better, so that's the
25	weekends, and so they're part of the	25	main reason that's going down. Other
	30		32

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1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	materials and supplies stays about the	2	hourly rates, so because of the changes
3	same. Marketing and legal and other fees	3	that we've recommended, assuming that we
4	goes down. Utilities goes down and	4	proceed with those, our monthly fixed fee
5	that's because the Rockville Centre	5	goes down. Largely because of closing of
6	closing. Casualty and Liability stays	6	Rockville Centre. The fixed fee covers
7	pretty flat. Casualty and Liability, by	7	those costs that don't vary with miles of
8	the way, is actually not this year's	8	hours of service. Our fixed rate, fixed
9	costs, so much as it is the cost of	9	route variable rate however, also goes
10	claims incurred in previous years. As	10	down. This is something that hasn't
11	you probably know it takes a long time	11	happened before. This is the result of
12	for a claim to mature and be paid out, so	12	the \$5,000,000 in savings that we can
13	every year we have to evaluate claim	13	squeeze out of the operating budget
14	costs. The fact that it's staying flat	14	before touching service levels. So the
15	doesn't mean we plan to have more	15	hourly rate for fixed route service is
16	accidents per hundred thousand miles, it	16	virtually unchanged, actually it's a few
17	means that claims that were incurred in	17	cents cheaper in 2017. Paratransit, we
18	previous years from accidents are	18	didn't find a lot of economies there, so
19	generally go up over time as they work	19	the Paratransit rate goes up, but not by
20	their way through the legal system.	20	very much, 88 cents. So these are
21	Leases and Rentals, nothing significant	21	monthly and hourly rates that go with the
22	there or depreciation. Corporate	22	\$121 million dollar budget that we just
23	Overhead goes down. Corporate Overhead	23	described for you. Here's what actually
24	is a figure that's a percentage of the	24	happens to service hours, in fixed route
25	total budget and Margin at Risk which is	25	it's about a ten percent reduction in
23	total budget and Margin at Kisk Which is	23	it's about a ten percent reduction in
	33		35
1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	profits before taxes, goes down a little	2	service hours this year versus last year.
3	bit, and also this figure has a as a	3	That's a significant amount as you saw
4	percentage of the total budget, and	4	when you looked at the routes. In
5	additionally within the extension from	5	Paratransit, we're budgeting for
6	the county of our contract, they post	6	essentially the same level of services
7	slightly lower levels on profit in	7	that we provided this year. Paratransit
8	amounts above \$23,000,000, so I guess it	8	demand actually went up in 2016, we are
9	doesn't really have much effect this year	9	carrying more trips than we did in 2015,
10	but it's there. So the total of those	10	so we are assuming that that trend will
11	totals are the same ones you were looking	11	continue in 2017. I would like to end
12	at before, 130 million last clear, 121.6	12	with this, in spite of all these things
13	million this year. This is the budget,	13	that we just talked about which are
14	that same data arranged as a pie chart,	14	hardly pleasant, not at all what we would
15	and I will go through this. This is	15	like to be talking about, I think it's
16	driver's wages, this is maintenance	16	important to keep in mind that the NICE
17	wages, this is all the other wages and	17	Bus project that the county and Transdev
18	salaries and this is fringe benefits for	18	undertook together is still continuing to
19	all three of those groups, so as always	19	deliver significant benefits for the
20	• ,	20	•
21	two-thirds of the pie are people costs,	21	county and for riders. Our costs of
	that's the way the transit business is.		delivering service is a lot lower than
22	The rest of these are various	22	your previous provider. You see the
23	miscellaneous amounts, here's profit,	23	numbers, an hour of fixed route service
24	here's overhead. And then these get	24	using MTA's current published rates for
25	converted into rates, into monthly and	25	bus operation would be about \$216.00 to
İ	34		36

11 that you saved compared to the cost of operating under the MTA, and that really 12 operating under the MTA, and that really 13 is a better way to think of that is \$209 13 with your service contracts year after 14 year, and try to avoid these kinds of 15 then preserved for the last five years 15 crisis sessions and keeping the bus 16 that would have been gone otherwise. 16 system going and perhaps increasing 17 So that's the end of my 17 service. So back to my question on the 18 presentation. I would be happy to 18 respond to questions or comments from the 20 committee. 20 committee. 21 CHAIRMAN SHRENKEL: Mr. Setzer, one 21 of the things I was just contemplating 22 about, I notice some of these routes, for 23 about, I notice some of these routes, for 24 example, go to Roosevelt Field and the 25 vendors of Roosevelt Field and the mall 25 vendors of Roosevelt Field and the mall 25 challenge of the thought of asking for grant money from 27 corporations within Nassau County and I 8 would particularly say, I guess, the 9 Simon Company that owns Roosevelt Field? 9 the name in Indiana. 21 CHAIRMAN SHRENKEL: Yeah, that's 12 CHAIRMAN Shrenkel: Yeah, that's 13 what I said. So has that ever been 13 absolutely right that the companies in the vordinary, is it something that you don't 15 corporations within part and to the companies or the companies an interest in	our \$141.00. Even another private operator like the Bee-Line in Westchester doubt with a private company, it's been there for quite awhile, is about 5 been there for quite awhile, is about 6 \$40.00 an hour higher than our operating 6 cost, so the net result of that over five 7 reserved for other things, I won't go into that, but we all know that that's 9 That's Massau County L and B's numbers, 9 That's Massau County L and B's numbers, 10 not our numbers. \$209 million dollars 11 that you saved compared to the cost of 11 that you saved compared to the cost of 12 operating under the MTA, and that really 13 is a better way to think of that is \$209 million dollars worth of service that's 14 million dollars worth of service that's 15 then preserved for the last five years 16 that would have been gone otherwise. So that's the end of my 17 respond to questions or comments from the 18 presentation. I would be happy to 19 respond to questions or comments from the 20 committee. 20 of the things I was just contemplating 21 about, I notice some of these routes, for 21 MR. SETZER: Yes, there are some, I don't know about Simon Properties, but there are. 21 Listelf, stand to lose revenue by virtual 3 people not getting there. 3 about, I notice some of these routes, for corporations within Nassau County and I would particularly say, I guess, the 9 Simon Company that owns Roosevelt Field? 10 UNKNOWN VOICE: Simon Properties is 10 the name in Indiana. 11 CHAIRMAN SHRENKEL: Yeah, that's 12 MR. SETZER: We an interest, the thought of considered, is it out of the			1	
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1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	say you should help us with this. I	2	MR. SETZER: Yes.
3	don't think they would be just knowing	3	CHAIRMAN SHRENKEL: What are you
4	most retailers, I doubt that they would	4	allocating money for that, if any?
5	be very interested in doing that, but it	5	MR. SETZER: Not much. Jack, do
6	certainly doesn't hurt to ask.	6	you?
7	CHAIRMAN SHRENKEL: I would ask a	7	MR. KHZOUZ: Can I hear the
8	particular, like Simon, that's losing	8	question?
9	revenues in people not coming.	9	CHAIRMAN SHRENKEL: The pilot taxi
10	MR. SETZER: Sure. And Simon also	10	voucher, did you allocate anything in the
11	depends on a lot of entry level workers,	11	budget for this?
12	or Simon's tenants, need lots and lots of	12	MR. KHZOUZ: No, we are, at this
13	people at entry level pay rates to serve	13	point, based upon our modeling, it is a
14	their stores, to operate the stores and	14	wash, in other words, the cost of
15	provide all the services that a shopping	15	providing current Able-Ride service
16	mall needs, so they may have even more of	16	versus the taxi service, we've zeroed out
17	an interest as an employer or as a	17	each. We think, though, that as we look
18	landlord to employers than they do as a	18	at the model and understand the model,
19	retailer. And if I could, you made a	19	that we will actually gain some savings,
20	comment at the end also about the	20	but it's very difficult to model, because
21	dedicated source of funding, I always	21	it depends on the dead heads. It depends
22	like to make the point, one of the	22	on how many people are on a bus at one
23	differences between NICE and most other	23	time, how we can schedule those, so
24	transit systems, cite the MTA, is that	24	that's why Mike referred to it or Mr.
25	they have a dedicated source, they have a	25	Setzer referred to it as a pilot, we will
	41		43
1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	pretty good idea what next year's revenue	2	give it a two month window and see how
3	is going to be and they have some growth	3	that performs.
4	built in it. For instance, they have the	4	CHAIRMAN SHRENKEL: It could
5	payroll commuter tax, so even though	5	surprise you, a lot of people could start
6	that's not certain, you can get a pretty	6	using that, it would cost money.
7	good idea what it's going to produce next	7	MR. KHZOUZ: We'll have to see how
8	year, unlike our situation, we don't know	8	we can mix and use the most efficient
9	what the state is going to do and what	9	routes and filter those rides directly.
10	the county is going to do from year to	10	MR. SETZER: If it's not at least
11	year and here we are seven weeks into the	11	neutral, then we it probably won't go
12	year and we still don't know. So there	12	on very long.
13	is a real built-in challenge for NICE Bus	13	CHAIRMAN SHRENKEL: Committee
14	that most other systems don't have.	14	members?
15	Every really successful transit system	15	MR. WATKINS-LOPEZ: Just two
16	around the country has a dedicated	16	questions for you, Mr. Setzer. One, what
17	source, it's a sales tax, it's an	17	taxi company are you looking to start
18	employment tax, it's a something	18	this program with? Is there a specific
19	that's built into legislation so that	19	vendor you're looking to start the
20	they have a pretty good sense that there	20	contract with, have you got an RPF out or
21	will be money there next year, it will	21	have you already picked and chose?
22	grow a little bit and it is predictable.	22	MR. SETZER: We have been in
23	We don't have any of this.	23	discussion with All Island Taxi.
24	CHAIRMAN SHRENKEL: Small question,	24	MR. WATKINS-LOPEZ: Okay. And then
24	CHAINMAN SHINLINGLE. SHIdii question,		With With King Edit EE. Gray. This then
25	this pilot taxi voucher?	25	I want this very bluntly said, right
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1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	now, you filled the natural deficit that	2	definite; right?
3	we had at the end of 2016, at this point	3	MR. SETZER: That's a good question
4	what we are lacking is the \$6.8 million	4	and a complicated one. If a lot of money
5	dollars that the county has taken away	5	came back, so that we were maintaining
6	from NICE Bus, I want that to be as clear	6	the level of service, then it would stay
7	as day for everyone.	7	open, we would need it. If the amount of
8	MR. SETZER: That's correct. You're	8	if we reduce our peak hour bus
9	absolutely right.	9	requirement by about 40 buses, then we
10	MR. WATKINS-LOPEZ: At this point it	10	can squeeze everything into this
11	is not a structural issue with NICE Bus,	11	facility. Whether it would be available
12	but the fact that the county is not	12	in the future, if there were an expansion
13	providing adequate funding for the bus	13	in the down the road, which is
14		14	
	service and that's why we cannot grow the		something we would all like to see,
15 16	service, yes?	15	depends, if the county owns it, it
	MR. SETZER: It is a funding issue,	16	depends on what the county does with it.
17	a hundred percent, yes.	17	MR. ROSARIO: Thank you.
18	MR. WATKINS-LOPEZ: Thank you.	18	CHAIRMAN SHRENKEL: Any other
19	CHAIRMAN SHRENKEL: Just a little	19	committee members have a question? Mr.
20	counter to that comment is, of course,	20	Watkins-Lopez?
21	you have grown the system over five years	21	MR. WATKINS-LOPEZ: What part of the
22	too and increased ridership which creates	22	budget or the pie graph that we were
23	additional cost, but yes, comparing it	23	given accounts for the money that was
24	from last year to this year in absolute	24	spent to reinstate the routes, because I
25	dollars and it just turns out that the	25	know that it was about a million dollars
	45		47
1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	the same number that it was raised and	2	
3			that we spent, so was that also counted
3 4	quite frankly it was raised, that money	3	in the deficit, is that part of a
	came through after this committee, well,	4	specific point in this budget, where was
5	we had to have a balanced budget, to cut	5	that money in 2016, where can we see it?
6	the service, and then the money was	6	MR. SETZER: Do you mean the three
7	found.	7	million that was appropriated by the
8	MR. SETZER: That's right. If I	8	county after the year began that we used
9	could that's a very good point, if I	9	to put service back?
10	can follow up on that. That is the worst	10	MR. WATKINS-LOPEZ: No. I remember
11	way to do this, in that when you cut the	11	in the budget we were given at end of
12	service and then put it back, the riders	12	last year, there was a million dollar
13	don't all come back so they were cut	13	cost to reinstate the routes, whether
14	originally because they were less	14	that was making the new schedules,
15	productive, when they were put back, they	15	because I know you said you need time in
16	were even less productive.	16	order to cut routes and restore routes,
17	CHAIRMAN SHRENKEL: Mr. Rosario?	17	so there was money spent to make new
18	MR. ROSARIO: With the Rockville	18	schedules, there was money spent to hire
19	Centre closing, so is that a definite	19	the new drivers back, to reroute.
20	goal or should the money again show up,	20	MR. SETZER: Train.
21	is it still a possibility that you would	21	MR. WATKINS-LOPEZ: What was the
22	reopen it again as more ridership comes	22	cost of that and where is that in the
23	back even though you say you lose	23	budget?
24	ridership, so you're saying that that	24	MR. SETZER: I don't know what the
25	Rockville Centre closing is almost a	25	exact cost of it was, but each of those
	Asserting control closing is difficult a		SAGE COSE OF IT Was, but Cach of those
	46		48

1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	costs that were associated with that,	2	of Mr. Littman's question and your
3	like training and driver wages and	3	answer, in short, NICE has to operate
4	printing are all within the existing line	4	within a balanced budget, that budget is
5	items, it's not set out separately.	5	not balanced as of April, Mr. Setzer gave
6	MR. WATKINS-LOPEZ: Okay.	6	some permutations, so that NICE would
7	CHAIRMAN SHRENKEL: Any other	7	hang around for awhile.
8	questions for Mr. Setzer?	8	Are there any other questions?
9	MR. LITTMAN: May I ask a question?	9	MR. WATKINS-LOPEZ: Last one, just
10	MR. SETZER: Certainly.	10	the last one, I'm clarifying a point.
11	MR. LITTMAN: Mr. Setzer, what is	11	The proposed drop in fare box revenue
12	plan B if this committee decides to vote	12	accounts for the reduction in services,
13	against the service reductions, do you	13	so this is our projection if we were to
14	have a plan B to talk about?	14	reduce those ten reduce and eliminate
15	MR. SETZER: That's a great	15	those ten routes?
16	question, Mr. Littman. I wouldn't call	16	MR. SETZER: Yes.
17	it a plan B, but I can describe what the	17	MR. WATKINS-LOPEZ: That's
18	alternatives are. Plan B, let's say that	18	\$2,000,000 for the whole year; correct?
19	new money doesn't materialize because it	19	MR. SETZER: For the eight months.
20	doesn't seem likely at the moment, then	20	MR. WATKINS-LOPEZ: For the eight
21	plan B might be that you would be asked	21	months that are left.
22		22	MR. SETZER: Yes.
23	to come back to a meeting in say April,	23	
24	and the list of route cuts would be	24	MR. WATKINS-LOPEZ: I'm just, I guess I'm confused on how we can give up
25	twenty instead of ten because more of the	25	• .
25	year would have gone by, we couldn't put	25	\$2,000,000 if we still have this deficit,
	49		51
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2	them in place until mid year, so there	2	if we didn't give up those ten routes,
3	would have to be more. If you would like	3	then that would be two million less in
4	me to go on, plan C would be to eliminate	4	deficit, no? Or am I just not thinking
5	40 or 24 percent which wouldn't require	5	about that in the correct way?
6	BTC approval, 24 percent of most routes,	6	MR. SETZER: Well, yes, but the two
7	which would be grotesque is the only word	7	million lost revenue is associated with
8	I can think of, that would mean cutting	8	the seven million dollars reduced
9	vital services to many, many people and	9	expense. The two million, you can't get
10	throwing away millions of more dollars in	10	rid of the service and still keep the
11	fare box revenue, but we are still under	11	fare box revenue. So we've assumed that
12	the mandate to reduce the number of hours	12	of those ten routes eliminated
13	to whatever the county can afford, so	13	completely, all of the fare box revenue
14	this isn't a plan or a proposal at this	14	that they collect would also be lost.
15	point, but I am just sort of answering	15	MR. WATKINS-LOPEZ: Do you have even
16	your hypothetical question. And plan D	16	preliminary projections of what the
17	would be to do nothing until the money	17	deficit would look like next year?
18	runs out, about early November, and then	18	Because even in the event we cut these
19	lock the gates. And say, see you all in	19	ten routes, because when we did come
20	January. Even more absurd and grotesque,	20	together in December there were talks
21	but those are the kinds I don't think	21	about having to cut routes a second a
22	there's an acceptable plan B. I can't	22	time come June, which we've seen before,
23	think of one. There's no nice plan or	23	where we either had to raise fares at the
24	easy plan B that's available to us.	24	start of the year and then raise fares in
25	CHAIRMAN SHRENKEL: In furtherance	25	June to make up the deficit, cut routes
	50		52

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2	and then raise fares, so we have seen all	2	for Mr. Setzer? No, okay.
3	different types of combinations. What	3	MR. SETZER: Thank you.
4	would be the projected deficit for 2018,	4	CHAIRMAN SHRENKEL: Thank you, Mr.
5	because it just seems to me that we are	5	Setzer.
6	not actually solving anything, that we	6	We are going to ask the public to
7	are just plugging it for this year, very	7	address themselves at the microphone,
8	band-aid kind of approach to it. Do we	8	please, introduce yourself with your
9	have any projections for that, would we	9	name, the town you live in, and of
10	expect double this deficit? What could	10	course, the bus route that you're talking
11	we expect?	11	about. Sir, red jacket?
12	MR. SETZER: Well, this is funding	12	MR. JOHN TARANTINO: I'm John
13	driven that's a good question, and	13	Tarantino.
14	that's part of the frustration for all of	14	CHAIRMAN SHRENKEL: Do you need a
15	us at NICE Bus is that because we have no	15	microphone?
16	predictability about a couple of the	16	MR. JOHN TARANTINO: I'm John
17	major funding sources including the	17	Tarantino.
18	state, we don't know we really can't	18	CHAIRMAN SHRENKEL: Thank you.
19	give a good answer to that answer, so	19	MR. JOHN TARANTINO: I live in
20	hypothetically, if the state kept STOA	20	Levittown. I'm John Tarantino, I live in
21	the same in 2018 and Nassau County	21	Levittown. Why I'm here is specifically
22	provided only the minimum, two and a half	22	about the route n72. I take that twice a
23	million, yes, we would be back here with	23	week to go to a commitment and I need to
24	a worse discussion than we just had.	24	get out to Babylon. The route, the
25	MR. WATKINS-LOPEZ: Thank you.	25	proposal for it going just to
23	IVIR. WATKING-LOFEZ. THAIR YOU.	23	proposal for it going just to
	53		55
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2	CHAIRMAN SHRENKEL: Can we go back	2	Farmingdale, there would be no way I
3	to our last meeting? What would we have	3	would be able to honor my commitment.
4	accomplished, of course we kept the buses	4	There is, I would have to leave the
5	running, how much would we have saved to	5	county, I would be no more I wouldn't
6	cut into that hole had we discontinued	6	be any value to where I have to go. With
7	the fewer routes proposed back in	7	that being said, I think there should be
8	December?	8	some ideas about funding, including
9	MR. SETZER: We had proposed those	9	contacting Governor Cuomo's office. If
10	• •	10	_
11	routes as sort of an early start on this, hoping that the funding picture would get	11	the county here can't budget, balance the budget, let the state take it over. Let
12		12	<u> </u>
13	better, but that it wouldn't get a hundred percent better. We would have	13	the state run the county. Maybe they can do a better job than what's going on here
14	·	14	
15	saved about \$2,000,000 by having almost	15	right now, if you know what I'm saying.
16	12 months of those cuts. They would have	16	Also, the Trump administration is
17	been some of the ones at the top of the		supposed to be friendly to business and
	list, so we would be talking about a \$4.8	17	public transit agencies like this. Why
18	million dollar hole to fill today.	18	not get in contact with them? But I
19	CHAIRMAN SHRENKEL: So we would've	19	really need this. I really need this 72
20	had two pretty busy lines going?	20	to go to Babylon. And also, if you want
21	MR. SETZER: Yes.	21	to eliminate waste, waiting at the corner
22	CHAIRMAN SHRENKEL: At least?	22	of Hempstead Turnpike and Newbridge Road,
23	MR. SETZER: Probably, yes.	23	I see five n47's at like 5:30 in the
24	CHAIRMAN SHRENKEL: Are there any	24	morning going by before I see my n72,
25	other questions from committee members	25	they're all coming east on Hempstead
	54		56
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2	Turnpike making a right going south on	2	unfortunately the people that created
3	Newbridge Road. I see a lot of buses not	3	this mess, I will start with my speech,
4	in service heading east, that's a waste.	4	but unfortunately, the people that
5	And if you really want to cut out the	5	created this mess, namely the Nassau
6	waste, get rid of the call center. They	6	County Executive, Ed Mangano, and the
7	just refer you to the website anyway. So	7	Nassau County legislature, most of them,
8	just eliminate that, and everybody go to	8	they're not in this room, they may have
9	the website. Is there and also with	9	talked about saving bus service, but
10	your marketing person, Erica, proposed	10	their actions or lack thereof speak
11	for me to do was to get to Sunrise Mall	11	louder than words. While I understand
12	and then have to take three buses. That	12	the financial predicament of the county
13	would increase my commute time from two	13	and appreciate the attempts to reach out
14	to four hours. I don't want to do that.	14	to the state for additional transit
15	And that's each way. So is there any	15	assistance, time is just about to run
16	help for me?	16	out. The state doesn't approve their
17	·	17	• •
18	CHAIRMAN SHRENKEL: Well, you asked a lot of questions, but we can't answer	18	budget for months. That won't save bus
19	many of those, so I want to thank you for	19	service. I've spoken at the Nassau
	•	20	legislature a number of times, they are
20 21	your comments and with that, is there	20	the whole reason the MTA left Nassau
	anyone else who would like to address the	22	County to begin with, and now they are
22	committee?		selfishly throwing the lives of bus
23	MR. JOHN TARANTINO: Please keep	23	riders to the taxi wolves and they
24	that n72.	24	wouldn't even let us hold this hearing in
25	CHAIRMAN SHRENKEL: Thank you. Let	25	the legislature building. That's
	57		59
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2		2	
3	me remind you, we are under three minute rule.	3	shameful. There's plenty of folks that
4	MR. JOHN MICHNO: Can I stand over	4	drive and think nothing of cutting bus service, but people will lose their jobs,
5	there?	5	people will have to drop out of college
6	CHAIRMAN SHRENKEL: Absolutely. If	6	
7	3	7	and people will be left prisoners in their own home. The arrogance and
	anyone wants to go to the podium, we	8	g .
8	prefer it. Do you have a mike there?		ignorance of so many, however, will not
9	MR. JOHN MICHNO: Yeah, exactly. My	9	make them immune to the effects of these
10	name is John Michno, M I C H N O. I live	10	cuts. Rise in crime will affect
11	in Westbury and I depend on the n35 and I	11	everybody and so will businesses having
12	will say that first of all, I appreciate	12	to close because they are unable to get
13	very much this proposal minimizes cuts to	13	help and taxes will surely rise due to
14	the bus routes I take, but thousands of	14	the economic hit. Not everyone can
15	other bus riders will be impacted. Many	15	afford a car or is able to drive, and
16	left with no alternative. Now I have	16	taxis, you've got to be kidding me.
17	come out with some other ideas for	17	These crooks rip off stranded riders
18	service reductions if you want to look at	18	everyday, they profit a great deal off of
19	them, some of them may be implemented	19	suffering riders. I wonder how many of
20	already, but I figured I can share them	20	you have connections with them? I have
21	with you if you're interested, because	21	been trying to convince many of the
22	some of these routes, particularly the	22	importance of the bus system for many
23	n79 is miles away from any other public	23	years, though it seems that only rich
24	transportation system, is used quite	24	people are welcome in this county. How
25	heavily in the Plainview area,	25	else are we supposed to feel when our
	58		60
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1 2/16/17 - Session #1 2 buses are cut and there's more luxury 3 cars on the road than ever? How can you understand when only one of you depends 5 on the buses, Aaron, he's the only one 6 that depends on the buses. I've pretty 7 much done everything I can do about this, 8 all I can say, in conduction, as you drive around in your personal vehicles as 10 thousands of people lose their did, you need to think long and hard about what you're doing when you sleep at night. We are human beings, we are supposed to look out for one another and do right by God and shouted the provided human being. This goes to the legislature as well as you, obviously 18 there aren't many members of the legislature here, but I figured — I do have none question though, what If you you to to approve these cuts and they do find the money? 23 CHAIRMAN SHRENKEL: John, thank you. 24 Ten seconds. Okay? 25 UNKNOWN VOICE: Can I ask that we — 61 27 CHAIRMAN SHRENKEL: Mr. Scizor, first of all, I don't know how many people are standing there. Is it possible to get a few more chairs in? 29 CHAIRMAN SHRENKEL: Is that seat empty? 30 CHAIRMAN SHRENKEL: Is that seat empty? 31 CHAIRMAN SHRENKEL: Is that seat empty? 32 CHAIRMAN SHRENKEL: Is that seat empty? 33 CHAIRMAN SHRENKEL: Is that seat empty? 34 CHAIRMAN SHRENKEL: Is that seat empty? 35 CHAIRMAN SHRENKEL: Is that seat empty? 36 CHAIRMAN SHRENKEL: Is that seat empty? 37 CHAIRMAN SHRENKEL: Is that seat empty? 38 CHAIRMAN SHRENKEL: Is that seat empty? 39 CHAIRMAN SHRENKEL: Is that seat empty? 30 CHAIRMAN SHRENKEL: Is that seat empty? 31 CHAIRMAN SHRENKEL: Is that seat empty? 32 CHAIRMAN SHRENKEL: Is that seat empty? 33 MS. DOROTHY SMITH: No, I will stand here. 34 CHAIRMAN SHRENKEL: Is that seat empty? 35 CHAIRMAN SHRENKEL: Is that seat empty? 36 CHAIRMAN SHRENKEL: Is that seat empty? 37 CHAIRMAN SHRENKEL: Is that seat empty? 38 CHAIRMAN SHRENKEL: Is that seat empty? 39 CHAIRMAN SHRENKEL: Is that seat empty? 40 CHAIRMAN SHRENKEL: Is that seat empty? 51 CHAIRMAN SHRENKEL: Is that seat empty? 52 CHAIRMAN S			1	
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map that was shown, and it serves several important establishments such as the 9 hospital in Plainview, GEICO, several 5 hospital in Plainview, GEICO, several 5 hosping centers including fairway and 5 shopping centers including fairway and 5 urgently implore that the n79 bus be 5 maintained because it's an indispensable 7 route for commuters in this part of 1 Nassau. Thank you very much. 6 CHAIRMAN SHRENKEL: Thank you, sir. 1 In the front? 6 MR. ALLEN ASHERMAN: Thank you, sir. 1 In the front? 7 MR. ALLEN ASHERMAN: Thank you, My name is Allen Asherman. My wife and 1 live in Plainview. This is also about 1 the 78 and the 79 buses. Whenever we are 6 on the buses in rush hour, we see it 1 live in Plainview. This is also about 1 the 78 and the 79 buses. Whenever we are 6 on the buses in rush hour, we see it 2 completely filled with people who are 2 going to work. They are not rich people, 2 we are not rich people, 1 it is just 1 the 78 and the 79 buses. Whenever we are 6 on the buses in rush hour, we see it 2 completely filled with people who are 2 going to work. They are not rich people, 1 it is just 1 the 78 and the 79 buses. Whenever we are 3 didition to causing, as you mentioned, 2 unthinkable that the buses will be cut 2 was renot rich people. It is just 1 the 79 back on weekend service 3 addition to causing, as you mentioned, 4 reduced, then one possibility might be 4 reduced, then one possibility might be 5 cutting the n79 back on weekend service and/or midday service and/or late evening 4 service. Now, another possibility, which 8 the previous speaker mentioned, would be 6 eliminating the n78 bus, which operates 9 eliminating the n78 bus, which operates 9 eliminating the n78 bus, which operates 9 eliminating the n78 bus with the 10 docks past the intersection of Old 1 docks past the intersection of Old 1 do	6	-	6	
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66	∠5	example, the Long Island Railroad is	∠5	MS. LAURA CURRAN: Thank you for the
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1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	opportunity. I'm Nassau County	2	use that bus for recreational use, going
3	Legislator Laura Curran. And while we	3	to Westfield Mall, and I've seen people
4	are waiting for Albany to decide whether	4	ride that bus going to work and I can't
5	to use a portion of the MTA payroll tax	5	see that bus being eliminated because
6	or ride sharing proceeds from Lyft and	6	then if people wanted to go to Westfield
7	Uber and the like, we have other	7	Mall, they have to take they have to
8	opportunities to save bus routes from	8	go to Hempstead Terminal and transfer and
9	being cut. These are local solutions to	9	get the 54, 55 and that bus takes long to
10	a local problem and I think it needs to	10	go to the mall or people have to find
11	be addressed immediately. Yesterday, the	11	other alternatives to go to Westfield
12	county executive announced an \$80 million	12	Mall. They either have to take the LIRR
13	dollar surplus and \$10.7 million more	13	or drive or take taxis or find
14	than budgeted in fines, such as red light	14	alternatives. Some buses I can see being
15	camera revenue, so that is 10.7 more in	15	eliminated like the 51, I think that one
16	that kind of revenue. More than what was	16	is a low ridership. I've ridden on the
17		17	•
18	expected. So I propose using part of	18	bus once, but not too many people ride on that bus. Some of them I can see
19	that revenue, which is recurring, to fund service. Another option, the county just	19	eliminating, but don't eliminate the 19,
20		20	_
21	implemented a public safety fee, which you may have read about, which is set to	21	people really need that bus. And also I
	3		saw they were eliminating the 36, and
22	reap \$29 million dollars this year, 2017,	22	that's in Freeport also. I feel that the
23	going forward, let's commit a portion of	23	buses that have low ridership, they
24	that public safety fee, which went into	24	should eliminate. I can see that, but
25	effect January 1, for our buses. I find	25	don't eliminate the 19 and 36, when
	69		71
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2	it unconscionable to cut services when	2	people need that bus either to go to
3	the county fund balance is many millions	3	work, go to school, recreational use,
4	of dollars above the county's own limits.	4	even going to doctor's appointments. I
5	Again, a million dollars above what the	5	thank you for the opportunity to speak.
6	county policy is for fund balance. I	6	CHAIRMAN SHRENKEL: Thank you very
7	understand Michael may not approve of	7	much.
8	that, but it's still a policy decision	8	MR. TED PRUETT: Good afternoon, my
9	that the administration can make.	9	name is Ted Pruett and I live in South
10	Furthermore, we have areas of opportunity	10	Merrick, Nassau County. I'm a disabled
11	in the equipment, general expenses,	11	American veteran, and eliminating the
12	contractual expenses and utility expenses	12	n19, I go out to Sunrise Mall, I have a
13		13	_
13	when comparing the 2016 year end results	14	doctor out there. I have a doctor out in
15	to the 2017 budget. I think if this	15	Babylon. Sometimes I take the 71 or the
	administration would make buses a		72 on Hempstead Turnpike out to Babylon
16	priority, we have plenty of funds to save	16	or Sunrise Mall. Those are on the
17	our service. Thank you very much.	17	chopping block. Also, it's about four
18	CHAIRMAN SHRENKEL: Thank you.	18	miles from where I live in South Merrick,
19	MS. TONYA WALKER: Hi, good	19	I've been living there since the '60's,
20	afternoon. Thank you for the opportunity	20	since I was a small child and there's
21	to be able to speak. My name is Tonya	21	always been bus service. I mean once my
22	Walker and I live in Freeport, New York.	22	parents passed away and I didn't have a
23	And I'm concerned about the n19 as being	23	car, you know, you're really stuck,
0.4	_	C 4	The second secon
24	eliminated because that's the bus that I	24	either you have to walk to the train
24 25	_	24 25	either you have to walk to the train station or you have to walk up to the bus

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2	stop. I live just down the block from	2	these changes, the ones that are low
3	the bus stop on Babylon Turnpike and	3	ridership, go ahead, cut those. I mean
4	Merrick Road, but still it's about a two	4	really, I named a few bus routes, but the
5	to three mile walk to the Merrick train	5	n19 that affects the entire south shore
6	station or approximately a four mile walk	6	of Long Island from Massapequa Park,
7	to the Freeport train station. I have	7	Massapequa, Wantagh, Seaford, Bellmore,
8	arthritis, I have a partially herniated	8	Merrick, parts of Freeport, you can't
9	disc in my back, when it's not hurting, I	9	screw over all those people, you have to
10	can walk a couple of miles, but when it	10	have it. There's also up over Hempstead
11	is hurting, that walk would be	11	Turnpike, those buses run just once an
12	impossible. I work by the DMV in East	12	hour and those buses are always crowded,
13		13	-
14	Garden City, so I have to have a way to	14	so please keep those. Thank you very
	get to work in the morning. It's just a	15	much. I have to go catch a bus now.
15	part-time job and I'm allowed to work a	16	Thank you.
16	part-time job there. I believe that		MR. CORNELL MARTIN: Good afternoon,
17	there's other bus routes that have very	17	gentlemen, my name is Mr. Cornell Martin
18	low ridership that can be cut, like the	18	and I'm from Long Beach, New York. When
19	51 or the 45 or the 46 or the 47.	19	you slash the 70, 71, and 70, it's going
20	There's also the 48 and 49 that goes to	20	to cost me more money than my paycheck
21	Hicksville, one of those could be cut.	21	where I have to travel from Long Beach
22	There's things that can be done. There's	22	all the way to Freeport, and then wait
23	also, I mean I'm not sure who decides,	23	for the train. And then, after I get off
24	but whether it's the County Legislature	24	the train, I got to wait for the S1 to
25	or the State, who exactly appropriates	25	get all the way to Brush Hollow Road, so
	73		75
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2	the funding for the bus and how much	2	eventually my paycheck is gone. The
3	money goes to Nassau County. I just	3	money that I work for, all that money is
4	think that there's other areas that can	4	gone. And when you take away the rides
5	be cut, because everybody who lives in	5	that the people need to get back and
6	Nassau County pays a lot of taxes, and so	6	forth to work, the people who work hard
7	I believe that those extra high taxes,	7	for their money, put in 40 or more hours
8	which are among the highest in the	8	a week, and then someone messes up or
9	5 5	9	something went wrong somewhere, it's
10	nation, should pay for all the services	10	c c
11	that everybody needs, from the Department	11	going to cost the people a lot of money and it's going to cost them a lot of
12	of Social Services, to the trains, to the	12	
13	bus, and to everything else that people	13	pain. And a lot of people is going to be
14	need. This is a crowded urban area and	14	hurt and a lot of businesses is going to
	now people need the services and to put		fail. Nassau County is one of the most
15 16	myself in a position where I have to walk	15 16	productive places in New York City today.
	between eight and nine miles a day,		But when you take away what we have built
17	because I can't afford the \$10.00 each	17	over the years and established, and you
18	way in a taxi. That's what it costs to	18	allow one person to destroy it all, then
19	go from Freeport to Merrick or Merrick to	19	we won't have a leg to walk on. And I
20	Freeport. I don't have a hundred dollars	20	hope that you come to a decision that we
21	a week. I'm only bringing home about	21	can come together and straighten this
22	150. It doesn't make sense to spend more	22	mess out, so when these people get up in
23	money on taxis than I'm actually making	23	the morning and go to work, they know
24	at the part-time job that I'm working.	24	that that bus is running and that
25	So if you guys can reconsider some of	25	everything is going to be all right. But
	74		76

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2	whatever affects us is going to affect	2	destinations like railroad stations,
3	you too, because one day you are going to	3	hospitals, restaurants, community centers
4	be looking for that same bus to ride on,	4	because there's no money to keep the bus
5	and you are going to think about that,	5	routes going, would be a grave disservice
6	that bus is gone because you couldn't	6	to the community. What about students
7	come to a decision to save these rides	7	who ride the buses, students don't own a
8	not only for me, but for these people	8	car or their families work during school
9	also, and I hope that you come to a	9	hours, they have no transportation to get
10	decision that you can just turn this	10	to and from school. Put kids on the
11	thing around. Because like I said	11	streets, you're leaving them more open to
12	before, whatever affects the people in	12	gun violence. What about the elderly
13	the State of New York, is going to affect	13	that don't drive cars any more, what
14	you too one day, because one day you	14	about the elderly who don't have cars,
15	won't be riding that car no more, one day	15	they rely on public buses to get to and
16	you're going to need that bus and then	16	from work, to go to and from homes, to
17		17	3
18	when you think about it, when you go to	18	senior centers, to hospitals, to
19	that bus stop and you know that bus ain't running no more, remember who made that	19	supermarkets. These buses have served the community for many years and many,
20	S .		3 3 3
21	decision. Thank you.	20	many people rely on them day after day to get to important destinations. To
22	MR. ANDREW KLYDE: Thank you, Ladies		
23	and Gentlemen, for giving me and other	22	eliminate the bus routes without
	members of the public the opportunity to	23	providing for alternative means of
24	address you today. My name is Andrew	24	transportation is shortsighted and
25	Klyde, K L Y D E. The lifeline of any	25	effective in no way to serve the good
	77		79
1	2/1//17 Cassian #1	1	2/1//17 Cassian #1
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2	great community is its public	2	citizens of this community. I say tweak
3	transportation system. People of	3	but don't destroy. If you have no other
4	Plainview and surrounding towns can be	4	choice, increase the bus fare, combine
5	whisked into Manhattan safely,	5	routes, reduce the frequency of buses
6	comfortably and quickly using the Long	6	traveling along routes. For people who
7	Island Railroad, but to avail ourselves	7	clean houses and offices for a living,
8	to the railroad, we have to be able to	8	bus routes provide an essential means to
9	get to the railroad station. For many	9	enable them to maintain their livelihood.
10	the method of transport is an automobile,	10	You say there are no monies forthcoming
11	but for many others, public	11	from the state legislature, very
12	transportation, the Nassau Inter-County	12	unlikely. Governor of our state is up
13	Express Buses provide the means to get to	13	for re-election more sooner than later
14	the railroad station. Public buses here	14	and reportedly has aspirations for higher
15	are clean, efficient and come frequently	15	office and arguably he has an incentive
16	along established bus routes. There are	16	to help supplement the NICE budgets. In
17	numerous bus stops located along Old	17	conclusion, I am here today to add my
18	Country Road and other major roads which	18	voice to the voices of my fellow
19	lead to the Long Island Railroad station	19	commuters and I ask you to please, please
20	in Hicksville, which concerns me	20	find funds to keep these vital bus routes
21	personally, and other popular	21	going. The future of this community
22	destinations on major roads. To	22	depends on a vital and essential public
23	eliminate these essential bus services	23	transportation system. Without the buses
24	would be a sin. To deny riders the	24	targeted for elimination, the system, to
25	opportunity to get to important	25	say the least, would be woefully
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2	inadequate and the lives of many decent	2	depreciate at a greater rate and will be
3	hardworking people would be unfairly	3	exposed to inclement weather, hardly a
4	disrupted and with dire consequences.	4	good investment for the county.
5	Thank you.	5	Reference was made to a \$5 million dollar
6	CHAIRMAN SHRENKEL: Sir?	6	grant, well in reality, the county
7	MR. LARRY PENNER: Thank you. My	7	received 10.8 million in federal funds,
8	name is Larry Penner, Great Neck	8	plus match. It's the county's decision
9	resident, transportation advocate,	9	in their Program of Projects to decide
10	historian, former U.S. Department of	10	how much money they want to spend on
11	Transportation Federal Transit	11	preventative maintenance. The problem is
12	Administration employee, retired two	12	that the county programs more funds for
13	years ago. The Rockville Centre bus	13	preventative maintenance, it's robbing
14	garage, formerly Bee-Line, was rebuilt in	14	Peter to pay Paul, there's less money for
15	the late '80s for close to 10 million, 8	15	replacement buses and improvements for
16		16	
17	million federal share, 1 million matched		the capital facility structure, so it's a
18	from the county and the state.	17 18	horrible choice. So in the end the
18 19	Subsequently, millions of dollars in	19	county can end up owing the funding
	improvements have been put into that		agencies more money than the 1.5 million
20	facility. The county, based on the	20	that NICE Bus would save by closing the
21	annual certification of insurances and	21	Rockville Centre bus garage. I really
22	master grant agreement has a legal	22	question the amount of savings in
23	obligation that all federally funded	23	day-to-day operation of buses that were
24	transit assets reach their full use for	24	assigned to Rockville Centre to this
25	life. The county has to engage in a	25	facility, given the amount of distance
	81		83
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3	formal dialogue and conclude that	3	they have to travel to the south shore
4	dialogue with the funding agencies for disposition of the facility, whether it's	4	back and forth, I really don't know where
5	,	5	that savings is going to come from. You
	mothballed or permanently shut down.	6	want to find money? Governor Cuomo says
6	There is a requirement where 20 percent	7	he is going to find \$2 billion dollar for
7	spare ratio for any bus operator who		the mainline third track, we are looking
8	receives federal funding, if NICE Bus	8	for chump change here. Six million more
9	reduces the fleet by 40 buses, again, the	9	in STOA money, where is it? Every member
10	county, the legal owner of the system,	10	of the county legislature and majority
11	has to have a dialogue, and conclude that	11	party, assembly and state senate has
12	dialogue with the funding agencies,	12	access to what is known as member item
13	federal and state, for permission to	13	pork barrel projects. On the state level
14	reduce the size of fleet. The Mitchell	14	it is hundreds of millions. I challenge
15	Field bus garage was rebuilt in the late	15	our elected officials, program some of
16	'80s to accommodate a fleet for heavy	16	the money for some of the routes that
17	maintenance of 325 buses, but only to	17	might be closed down. That will keep the
18	operate 225 buses. To consolidate buses	18	bus in service. I guarantee that NICE
19	from two facilities into one facility	19	will put a free placard on the side of
20	leaves a longer line outside the apron to	20	the bus, that this route service
21	fuel those buses, clean those buses, and	21	preserved by assemblyman, state senator,
22	store those buses. This facility was not	22	or member of the county legislature
23	designed to store buses from two	23	through their grant. Thank you very much
24	facilities indoors. Subsequently, if	24	for your time. And again, I offer my
25	more buses are stored outside, they will	25	services to you for more background in
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2	your relationship to the federal and	2	almost 45,000 residents of the community
3	state government. I hope this committee	3	and many of these people would be
4	is familiar with the federal documents of	4	significantly inconvenienced by the
5	certs and insurances, master grant	5	elimination of route n57. There are
6	agreements and the whole grant process in	6	actually many people who use this
7	general for federal and state funding.	7	routinely to go to the train station and
8	Thank you.	8	to their homes. This proposal will add
9		9	more pressure to the commuter parking
10	CHAIRMAN SHRENKEL: Thank you for waiting. I just wanted to make a note.	10	· · · · · · · · · · · · · · · · · · ·
11		11	lots, impact workers, home health aides,
	Three minutes, please.	12	nannies, housekeepers, and the families
12	MS. ELLEN BIRNBAUM: Hi. I'm County		that depend on them and of course, would
13	Legislator Ellen Birnbaum and of course	13	impact the residents, who prefer to ride
14	it's a pleasure being here and just	14	the bus rather than drive. I urge you to
15	hearing the presentations, and listening	15	abandon this ill conceived proposal. It
16	to everybody, and I understand that NICE	16	is extremely detrimental to the
17	Bus needs a dedicated source of funds	17	community. I do believe eliminating any
18	from Nassau County to operate within a	18	of the ten routes would be detrimental to
19	balanced budget, but unfortunately I	19	every community that would be impacted by
20	believe our County Executive, Ed Mangano,	20	it, but I implore you to go over the
21	has not prioritized the bus as being an	21	routes again and particularly the n57
22	important need for Nassau County	22	which is utilized all day long, but
23	citizens. We are trying to help the	23	mostly morning and evening, so perhaps
24	public. The public relies on	24	there could be cuts to routes during the
25	transportation, and the bus system, as it	25	day when less riders use those specific
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2	is, is a public-private enterprise, but	2	routes. I believe there's a lot that can
3	we are forgetting the public, and I	3	be fixed in the system. The closing of
4	really believe that any bus route that's	4	the Rockville Centre yard would be the
5	eliminated impacts so many people. And I	5	bulk of the cost and I think a lot of
6	come here to speak specifically about	6	these routes don't really account for a
7	route n57 which is in the district where	7	majority of savings. So I too ask for
8	I reside. That's the Great Neck loop.	8	you to reconsider the elimination of
9		9	-
10	By Mr. Setzer's own admission it is	10	these ten routes and specifically the
11	fairly productive, riders pay 25 to 30	11	n57. Thank you.
	percent of the cost and around 600 people		CHAIRMAN SHRENKEL: Yes, ma'am?
12	a day use that bus. Those who can least	12	MS. MICHELE DARCY: Good evening.
13	afford to lose the bus will find such	13	My name is Michele Darcy. I'm the
14	difficulty traveling to work if this	14	Minority Director of Finance for the
15	route is cut, and I have before me a	15	Nassau County Legislature and I know
16	letter from a mayor, many of the mayors	16	several of the constituents mentioned
17	in Great Neck, which is comprised of nine	17	that of the legislature is not
18	villages, are very upset about this.	18	represented here today. So I wanted to
19	There is the Great Neck Village Officials	19	just put on the record that obviously
20	Association and the vice president of	20	Legislator Curran is here from
21	that group is Mayor Susan Lopatkin, she	21	Legislative District 5. Legislator
22	is from the Village of Kensington, she	22	Birnbaum, thank you, from our Legislative
23	wanted me to read to you that as the vice	23	District 10. Also Legislator DeRiggi
24	president of the Great Neck Village	24	from Legislative District 11 has a
25	Officials Association, she speaks for	25	representative here including myself and
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2	so does Legislator Carrie Solages from	2	the way down to the bay. All right. I
3	the Legislative District 3 has a	3	would like an effort for the walk. It
4	representative here including myself.	4	would be good to bring the 62 bus, to
5	This evening at 6:00 PM, Legislator Siela	5	restore that. That's no good cutting the
6	Bynoe from Legislative District 2 will be	6	buses and that's very evil, to get rid of
7	here. Legislator Kevan Abraham, our	7	the buses, that's very, very evil. When
8	Minority Leader from Legislative District	8	they shouldn't be thinking about cutting
9	1 will also be here. And Legislator	9	buses, that's punishment for us. It
10	Arnie Drucker from Legislative District	10	punishes me and it punishes the rest of
11	15 will also be here. I've been taking	11	them. And those people are a hundred
12	notes, several have made complaints about	12	percent right, I really agree with them.
13	the reductions for cuts to n78 and 79,	13	I thank some of them for a long time ago.
14	that's Legislator Drucker's area. I will	14	And the 72, sometimes I use the 72 to see
15	make sure he gets those, and if you need	15	some friends too. Because we need the
16	to contact him and you don't know how, I	16	72, and they should run more often, the
17	·	17	•
18	will give you my business card at the end	18	72. So we have to get the 62 bus back,
19	of this meeting and also n29 is Legislator DeRiggi's area, in LD 11, we	19	the n62, which goes Freeport, Nautical Mile. We got to get the 62 bus back. I
		20	3 3
20 21	will also make sure she gets those	21	know people that ride, you shouldn't cut
	comments. Like I said, we're taking		the 19 bus. I see plenty of people on the
22	notes and we are recording and all of our	22	19, I see tons and tons of people on the
23	legislators are being represented, all	23	19. That's ridiculous to cut the 19.
24	seven of them, the minority and the	24	19, I would never cut it, if it was my
25	legislature. We will be working with Mr.	25	decision I would extend the 19.
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3	Setzer to address your concerns as we have been, you have been very willing to	3	CHAIRMAN SHRENKEL: Just finish up,
4	work with us and I thank you, board, for	4	please.
5	for letting me speak today.	5	MR. JAMES LAMBOS: Okay. I have a few minutes. We used to run the Babylon
6	CHAIRMAN SHRENKEL: Thank you.	6	•
7		7	which was good, run by the Sunrise mall,
8	MR. JAMES LAMBOS: Good afternoon,	8	I hope they build the 19 bus good and
	folks. How are you doing? My name is		sturdy.
9	James Lambos. I live in Far Rockaway by	9	CHAIRMAN SHRENKEL: Okay, sir.
10	the foot of the Atlantic Beach Bridge and	10	Thank you.
11	I use the 36 bus too. The 36 bus I go to	11	MS. ROSEMARY MASCALI: Hi, my name
12	see plenty of friends, 36 bus should not	12	is Rosemary Mascali. I'm manager of
13	be cut. It's no good to have the 36 bus,	13	Transit Solutions, which is a federally
14	that would hurt me and I agree with all	14	funded program of the MTA. Its mission
15	the people, there are a hundred percent	15	is to improve Long Island's air quality
16	right, no buses should be cut. Everybody	16	by increasing transit ridership. I also
17	is right, there's tons of reasons people	17	chair the Sustainable Transportation
18	need the buses. Tons and tons, tons.	18	Committee for the U.S./Greenville
19	The 36 bus should be running all the	19	Council, Long Island Chapter and I
20	time. I know it doesn't run Sundays, but	20	co-chair the Car-Free Day Long Island
21	it would be nice if it runs on Sunday,	21	event. As manager of Transit Solutions,
22	the n36. And the 62, we use to go to	22	I help build awareness of the available
23	Nautical Mile during the week, they run	23	transit options by conducting
24	during the summertime. I get off by	24	transportation days and many of Nassau
25	Atlantic Avenue and make the walk all	25	County's major employers and colleges as
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2	well as companies that have major	2	to see what the cost per ride subsidy is
3	employment centers in Suffolk county	3	for Nassau County. I was trying to
4	including Route 110 corridor. At these	4	calculate it, and I think it is somewhere
5	transportation days I help employees and	5	between ten and twenty cents a ride.
6	students to find transit alternatives to	6	Suffolk County is something like \$5.00.
7	get to work and school. I can tell you	7	There is something and as a resident
8	from this experience and frankly, from	8	of Manhasset, Nassau County, I'm ashamed
9	listening to everyone in this room, and	9	to say that I can only give ten or twenty
10	hearing the same thing, the NICE Bus	10	cents per ride to the bus riders. If we
11	service is in many cases the only option	11	are not using the buses or trains and we
12	employees and students have to get to	12	are driving our cars, we're contributing
13	work or to school and for seniors to get	13	to the air quality. These people here
14	to their medical appointments.	14	are helping that. What are we doing?
15	Oftentimes, workers and students take	15	Really, what are we doing?
16	multiple buses to get to their	16	CHAIRMAN SHRENKEL: Thank you very
17		17	much. Sir?
18	destination, so you start to cut some	18	
19	routes and they can't get to where	19	MR. REIN NAGRONI: Hi, good afternoon. My name is Rein Nagroni. I'm
20	they're going even using the other	20	· ·
21	routes, so I think your revenues are	21	part of a Long Island bus union, bus
22	going to fall in your other routes as	22	union here, I'm here from Baldwin, New
	well. Oftentimes NICE Bus routes are		York, hear everybody about the complaints
23	also used by Nassau County residents and	23	of the proposed cut for the n19, going
24	workers as a feeder routes to the Long	24	from Freeport all the way to Sunrise Mall
25	Island Railroad station, those comments	25	in Babylon and n36 to Freeport all the
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2	came out several times here. The	2	way to the destination go to is
3 4	proposed cuts will affect access to and	3	Lynbrook and that's a really big problem
5	from many communities and their Long	4	for everybody in the county here, and
	Island Railroad stations, including	5	then really bad for persons who has low
6	Rockville Centre, Freeport, Wantagh,	6	ridership, and it's not really good. And
7	Hicksville, Lynbrook, Bellmore, Merrick,	7	we cut that one, we cut those and it's
8	Great Neck, Elmont, Glen Cove, and	8	going to be jeopardizing the ridership,
9	Farmingdale. That's access to Long	9	and people going to work and stuff, it's
10	Island Railroad or get into the city,	10	not good and it's going to be like
11	that's vehicle miles traveled that's	11	containing of insubordination, if you do
12	impacting our air quality. Elimination	12	that, now I don't know if you can do
13	of these feeder routes will exacerbate	13	if you have contingency plans or
14	also the parking problems at these Long	14	something, I'm not sure, but made this
15	Island Railroad stations because more	15	up, where I'm from, the other part of
16	people will have to take their cars to	16	town, but here's another one, if I'm not
17	get to the railroad stations. In	17	going to make a statement, which I
18	addition to the negative economic	18	forgot, which is the other one that I
19	consequences, the reduced transit actions	19	know of, I used to go from Queens and
20	will have negative environmental	20	there's the n22L, n22L, actually starts
21	consequences. Nassau County does not	21	from Hicksville station to the Jamaica,
22	meet EPA air quality standards and cars	22	Queens and then you have to go from all
23	are a major contributor to our poor air	23	these destinations point view going to
24	quality. Reducing bus options will make	24	the major streets on the n22L, which is
25	this problem worse. So I would love	25	going to like, going stop service on
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2	Broadway, Hicksville, Northern Boulevard,	2	disabilities and working families will
3	Grand Avenue, Bryant Avenue going on	3	not have the means to get around. I
4	Northern Boulevard and then going to I	4	humbly request that you reconsider making
5	made a mistake here, I'm sorry. That's	5	these cuts before moving forward. I hope
6	not on the n22, I'm sorry, from the	6	we can talk, please call my office and
7	Prospect Avenue, West Charles Street,	7	anyone can take down this number,
8	Westbury Avenue, to Hillside Avenue,	8	(516) 882-0630. Thank you for your time
9	that's on the n22L and then you have to	9	and attention to this matter. Senator
10	introduce the different service back from	10	John E. Brooks. Please do not eliminate
11	January of 2012. And they're the same	11	any of the following routes, Freeport
12	group from the n22 and n28, the corridor,	12	Community shuttle; Hicksville-Wantagh
13	like come from the express, to Jamaica to	13	Community shuttle, n19 Freeport-Sunrise
14	Williston Park and then we have, it does	14	Mall, n36 Lynbrook, Freeport, n45
15	not serve from the Willis Avenue,	15	Bellmore, Roosevelt Field, n47 Hempstead,
16	Roosevelt Field and rush hour service.	16	Bellmore, and n51 Roosevelt Field,
17		17	Merrick. Any questions?
18	What I would like to say, maybe if I could, if you want to restore that	18	CHAIRMAN SHRENKEL: Well, you can
19	•	19	tell him to get the money.
20	service, you may, I'm not sure if you want to do so, but we need one of these	20	
21		21	MS. TAMMIE WILLIAMS: Okay. Thank
22	contingency plans if you want to get the	22	you.
	n22L back. Because n22L is from Jamaica		CHAIRMAN SHRENKEL: Thank you. I
23 24	to Hicksville, if I'm not mistaken,	23 24	guess that ends our public comments and I
25	because it has the signs, it should be to	25	would just like to bring back Mr. Setzer
∠5	be pointing to that one. If I'm not	25	for a minute. And there would be no
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2	mistaken, if you want to put that route	2	public comments now. And this will not
3	back, that would definitely eliminate	3	be a discussion with him. Unless Mr.
4	congestion and traffic and that's it. So	4	Setzer, if you want to address any of the
5	I just want to say thank you very much.	5	public comments individually or together,
6	CHAIRMAN SHRENKEL: Thank you. Yes?	6	by all means, take a couple of minutes to
7	MS. TAMMIE WILLIAMS: Hi, I'm here	7	do so. I just have two questions for you.
8	from Senator John Brook's office.	8	MR. SETZER: Well, thank you, Mr.
9	CHAIRMAN SHRENKEL: Three minutes,	9	Chairman. I think I would like to
10	please.	10	address them in the aggregate.
11	MS. TAMMIE WILLIAMS: Good	11	Most of what you just heard, I have
12	afternoon. Senator Brooks and Mayor	12	absolutely no argument with at all. I
13	Kennedy of Freeport are both opposed to	13	think what you heard is that the service
14	these cuts. I have heard and this is	14	that is on the block here is vital
15	from his quote, I have heard from many	15	service. That it's very important to
16	members of the community and caregivers	16	people, that people's lives are adversely
17	about our crucial need for NICE Bus in	17	affected if that service is gone. Many
18	our community. It would be devastating	18	people said, well, don't affect this
19	to see this service eliminated or reduced	19	service, affect that service, but in fact
20	in many areas across Long Island. NICE	20	there's no non vital service left.
21	is currently the only means of	21	There's nothing available to cut that
22	transportation going north and south in	22	isn't very harmful to the people who use
23	the county. If the service is	23	it. As I said earlier, this is not what
24	eliminated, many people in the community	24	we want to be doing, we would much rather
25	including many conjers, poople with	25	be developing new service and improving
	including many seniors, people with	23	be developing new service and improving
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2	and enhancing the service that's there.	2	check with them in-between sessions here
3	But we collectively, the committee and	3	to make sure we didn't hear anything that
4	your operating partner are stuck with the	4	we missed before in combing through the
5	very unpleasant responsibility of	5	service over and over again looking for
6	balancing the budget and that is, I think	6	the least harmful cuts. It's always
7	we all hope, I'm sure every member of the	7	possible that we missed something. We
8	committee as well as everybody who works	8	will double check that again, but I will
9	3 3	9	-
10	at NICE Bus wishes and hopes that there	10	be surprised.
	were some other way to do this. I assure	11	CHAIRMAN SHRENKEL: The other
11	you that everybody that works here is		question is the Rockville Centre
12	appalled at the need to make these kinds	12	facility, okay.
13	of cuts. However, to say it one more	13	MR. SETZER: Yes.
14	time, we have very few choices, as time	14	CHAIRMAN SHRENKEL: You're moving
15	goes by, and the revenue is not	15	out of it, you moved out of it already,
16	available, we can't build a budget based	16	where are we?
17	on might be available, on promises, on	17	MR. SETZER: If the service cut plan
18	that sort of thing. We are obligated, I	18	like we described or something like it
19	think, as people interested and committed	19	goes forward that reduces our bus fleet
20	to this, to do what we have to do. It's	20	then we would vacate it probably in May.
21	unfortunate, I hope something happens	21	We would run the current service, which
22	that it's not, but as I say, we are	22	requires two garages, through the April 9
23	really out of time to continue to hope	23	would be the implementation of the
24	for improvements.	24	reduced service, so it would take a
25	CHAIRMAN SHRENKEL: Mr. Setzer,	25	little bit of time to get everything out
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2	based on some of these public comments	2	of there.
3	that you heard today and unfortunately	3	CHAIRMAN SHRENKEL: Who owns the
4	I'm not that familiar with knowing the	4	facility?
5	traffic on all these routes, is there	5	MR. SETZER: Nassau County.
6	anything that convinced you to make any	6	CHAIRMAN SHRENKEL: What is that
7	changes, not in the absolute dollars, in	7	facility worth?
8	•	8	MR. SETZER: I don't know, but it is
9	which this committee may have to look, have to vote on in our second at the	9	
10		10	probably a fairly valuable piece of real estate in Rockville Centre.
	end of our second public hearing, but to	11	
11	sort of make any switches within your	12	CHAIRMAN SHRENKEL: What's the size
12	recommendations, you know, I hear save	13	of it, do you know?
13	the 78, not the 79 or vice versa, because		MR. SETZER: I don't know offhand.
14	I believe once you're granted these cuts,	14	Anybody? It holds about a hundred buses,
15	these will be the precise routes of your	15	it's a good size facility.
16	recommendations that will be cut.	16	CHAIRMAN SHRENKEL: Okay. After you
17	MR. SETZER: They would if, because	17	move out, I don't know if you discussed
18	we couldn't cut a route without the BTC	18	this with the county, what's going to
19	approval. This is not the plan that	19	happen to that facility, can they sell it
20	we have on the screen is not something	20	for money and can the money go into the
21	that we arrived at quickly or easily.	21	operating budget?
22	CHAIRMAN SHRENKEL: I'm sure.	22	MR. SETZER: We have alerted the
23	MR. SETZER: It is not without a lot	23	county that we may be vacating it and no
24	of analysis. Our service planning staff	24	longer needed for transit operations.
25	is here listening to all this, I will	25	The decisions about how to dispose of it
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2	or whether to dispose of it are the	2	today. I don't think it's new news.
3	county's. I think as Mr. Penner pointed	3	CHAIRMAN SHRENKEL: I thought I was
4	out, there are some other obligations	4	onto something to get you some money.
5	that impinge on the county.	5	Mr. Rosario?
6	CHAIRMAN SHRENKEL: Is it the	6	MR. ROSARIO: How are you doing, Mr.
7	county's obligation in the event this	7	Setzer?
8	facility is unwound?	8	MR. SETZER: Very fine, thank you.
9	MR. SETZER: Yes.	9	MR. ROSARIO: There was a valid
10	CHAIRMAN SHRENKEL: With some	10	point brought about that if you close the
11	potential liability.	11	Rockville Centre, these buses are going
12	·	12	to have to come over here, because of the
13	MR. SETZER: There may be, I'm not	13	
	sure about that. There has been some		closed facility, do you see any more
14	discussions at the county. The savings	14	costs incurred because drivers are going
15	that I described coming from vacating the	15	to be pulling into these lines, these
16	Rockville Centre garage are just	16	lines are which is a valid point,
17	operating costs savings, they have	17	these lines are going to be crazy long,
18	nothing to do with monetizing the	18	that's going to compensate, bus drivers
19	property or using it in any other way or	19	get paid by the minute, I know that for a
20	selling it. They're basically, they	20	fact, so isn't that cost going to be
21	basically come from reduced utility	21	incurred with the overtime and the
22	costs, reduced staffing costs and reduced	22	ridership of buses coming in and which
23	security and other kinds of services.	23	are going to pull out for the evening of
24	CHAIRMAN SHRENKEL: You're saving	24	the lines that are still going to be
25	how much by moving out again?	25	available, you know I'm taking, I know
	105		1.05
	105		107
1	2/16/17 - Session #1	1	2/16/17 - Session #1
2	MR. SETZER: About a million and a	2	you probably looked at all of this, but
3	half this year and two million on an	3	just for the people to know this.
4	annualized basis.	4	MR. SETZER: Mr. Rosario, that's
5	CHAIRMAN SHRENKEL: They are well	5	right. You know transit operations very
6	aware of this already, everyone at the	6	well. There will be higher dead head
7	county?	7	costs because of the southern routes will
8	MR. SETZER: Yes.	8	have to come up here when they pull or
9	CHAIRMAN SHRENKEL: Are you sure	9	leave from here, in the morning when they
10	about this?	10	pull out or when they come back in, we've
11	MR. SETZER: Yes, the people that we	11	taken those dead head costs into account,
12	• •	12	
13	reported to are aware of it.	13	there are also some costs with modifying
	CHAIRMAN SHRENKEL: Counselor, will		the parking arrangements. It's a one
14	you note your records accordingly to make	14	time cost to modify the parking
15	sure whoever at the county is in charge	15	arrangements, so that we can squeeze
16	of disposition of the real estate, the	16	everything in. It is certainly not an
17	fact that this facility may be vacant or	17	ideal situation, it is far from ideal,
18	potentially sold, if it can be sold,	18	but again, we are in this tradeoff
19	because there are a couple of things I	19	situation, if we don't take that million
20	think go beyond the scope of the	20	and a half available savings, then it's
21	committee and our knowledge.	21	got to come out of something else and the
22	MR. LITTMAN: Mr. Chairman, I'm sure	22	something else would be service.
23	that the people who need to be aware at	23	MR. ROSARIO: Okay, thank you.
24	the county, are aware and have considered	24	CHAIRMAN SHRENKEL: Mr. Setzer, I
25	everything that Mr. Setzer is telling us	25	have nothing further for you. If the
	106		108

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2	committee members don't do you have a	2	CERTIFICATION
3	question?	3	I, KATHLEEN ANDERSON, a Notary Public in
4	MR. WATKINS-LOPEZ: I will be quick.	4	and for the State of New York, do hereby
5	This is less of a question for you, Mike,	5	certify:
6	and more of just a statement for	6	THAT the foregoing record was taken by me
7	everyone. All of the public that came	7	on the 16th day of February, 2017 at the
8	out today, we appreciate that, and I want	8	aforesaid time and place, and it is a true and
9	you to know that there are three people	9	accurate transcript of my stenographic notes.
10	that you really need to be hounding on	10	IN WITNESS WHEREOF, I have hereunto set my
11	their doors, and that is Ed Mangano, that	11	hand this 2nd day of March, 2017.
12	is your local senator and that is Senator	12	La Company of the Com
13	Flanagan. At the end of the day, this	13	Karhleen Anderson
14	committee right here, we are appointed,	14	KATHLEEN ANDERSON
15	we have no control over the budget, over	15	
16	operating costs, we have none of that,	16	
17	but I can point you in the right	17	
18	direction and those three people can.	18	
19	They have to listen, they should listen,	19	
20	they are your representative and those	20	
21	are the people that you need to get to,	21	
22	because those are the people with the	22	
23	power and those are the people with the	23	
24	money, but I appreciate everybody coming	24	
25	out and talking about the issues on their	25	
	109		111
	109		111
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2	routes because we can't hear what's		
3	happening on the road, I mean as one		
4	speaker did say, I'm the only bus rider		
5	here, we don't know, but we appreciate		
6	that, but those three people, Ed Mangano,		
7	your local senator and Senator Flanagan,		
8	who is the majority speaker, those are		
9	the three people that you need to be		
10	hounding, because they have the money,		
11	they have the power.		
12	CHAIRMAN SHRENKEL: Maybe NIFA will		
13	help understand this is open.		
14	I would like to make a motion to		
15	adjourn our meeting. We have a public		
16	hearing scheduled at 6:00, same location.		
17	Would anybody like to make a motion?		
18	MR. ROSARIO: Motion.		
19	CHAIRMAN SHRENKEL: Mr. Rosario.		
20	MR. BERSE: Second.		
21	CHAIRMAN SHRENKEL: Second. Thank		
22	you. Meeting adjourned. Thank you for		
23	coming.		
24	(Time noted: 5:00 P.M.)		
25			
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