

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

BOARD OF DIRECTORS MEETING

MAY 26 AND MAY 27, 2016

PUBLIC HEARING

AGENDA ITEM #9

PROPOSED SERVICE REDUCTION

WATSONVILLE CITY COUNCIL CHAMBERS

MAY 26, 2016 - 5:00 P.M.

SANTA CRUZ CITY COUNCIL CHAMBERS

MAY 27, 2016 - 8:00 A.M.

Reported by:

Lisa McMillan, CSR No. 10383

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APPEARANCES:

P.M. SESSION: (5/26/16)

- MIKE ROTKIN, CHAIR
- JIMMY DUTRA, VICE CHAIR
- DENE BUSTICHI, DIRECTOR
- NORM HAGEN, DIRECTOR
- ED BOTTORFF, DIRECTOR
- DON LANE, DIRECTOR
- JOHN LEOPOLD, DIRECTOR
- DONNA BLITZER, EX-OFFICIO DIRECTOR
- KARINA CERVANTEZ, DIRECTOR
- JIMMY DUTRA

A.M. SESSION: (5/27/16)

- MIKE ROTKIN, CHAIR
- JIMMY DUTRA, VICE CHAIR
- DENE BUSTICHI, DIRECTOR
- ED BOTTORFF, DIRECTOR
- KARINA CERVANTEZ, DIRECTOR
- CYNTHIA CHASE, DIRECTOR
- DON LANE, DIRECTOR
- JOHN LEOPOLD, DIRECTOR
- BRUCE McPHERSON, DIRECTOR
- ZACH FRIEND, DIRECTOR
- NORM HAGEN, DIRECTOR

METRO EMPLOYEES:

- ALEX CLIFFORD, METRO CEO/GENERAL MANAGER
- LESLYN SYREN, METRO DISTRICT COUNSEL
- ANGELA AITKEN, FINANCE MANAGER
- BARROW EMERSON, PLANNING AND DEVELOPMENT
MANAGER

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PUBLIC SPEAKERS:

P.M. SESSION: (5/26/16)

- CARL HILLER
- RHONDA BOYCE
- JANET LYNN WILLIAMS
- ZOVE
- ERNESTINA SALDANA
- ELISE CASBY
- DAN STEVENSON
- SUSAN SANFORD
- FELIPE DE LEON
- BECKY TAYLOR
- JACK NELSON
- PAT MELLO
- STEVE PLAIGE
- JANE GALLAGHER
- MANNY MARTINEZ

A.M. SESSION: (5/27/16)

- BRIAN PEOPLES
- DAN STEVENSON
- EDUARDO MONTECINO
- MICHELLE SAUCEDO
- MATHEW DAVIS
- SUSAN SANFORD
- ERNESTINA SALDANA
- FRANK VENEDIZE
- LUPE ORTIZ
- PAT MELLO
- FELIPE DE LEON
- ERMA VALASCO
- JASON GABRIEL
- LARIALO
- MARIA
- MS. CRUZ
- MARIN TORREZ
- GUADALUPE GUIZAR
- SHERRY KATSIAMA

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WATSONVILLE CITY COUNCIL - 5:00 P.M.

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CHAIR ROTKIN: Buenos Tardes. Good afternoon.
We're going to call together the Santa Cruz Metropolitan
District meeting for May 26th.

And begin with the roll call, please.

UNIDENTIFIED SPEAKER: Director Bottorff.

DIRECTOR BOTTORFF: Here.

UNIDENTIFIED SPEAKER: Director Bustichi?

UNIDENTIFIED SPEAKER: Director Cervantez?

DIRECTOR CERVANTEZ: Here.

UNIDENTIFIED SPEAKER: Director Chase.

DIRECTOR CHASE: Here.

UNIDENTIFIED SPEAKER: Director Dutra.

Director Friend?

Director Hagen?

DIRECTOR HAGEN: Here.

UNIDENTIFIED SPEAKER: Director Lane.

DIRECTOR LANE: Here.

UNIDENTIFIED SPEAKER: Director Leopold?

Director McPherson.

Director Rotkin.

CHAIR ROTKIN: Here.

UNIDENTIFIED SPEAKER: We have a quorum.

CHAIR ROTKIN: Thank you.

1 Some announcements. I see some folks have
2 posters or banners. It's perfectly fine to show those,
3 but please don't block other people's views. So either
4 have them in the back or on the sides. People will be
5 able to see you on television with your signs, and the
6 board, of course, will be able to see them, but don't
7 sit in the middle somewhere and have people have to look
8 through your sign to be able to participate.

9 Thank you.

10 We also have Spanish translation services.

11 (In Spanish.)

12 THE TRANSLATOR: (In Spanish.)

13 CHAIR ROTKIN: Thank you.

14 I also want to announce that tomorrow morning
15 we'll start with a closed session at 8:00 for the board.
16 The public meeting will be at 8:30 as previously
17 scheduled. And I'll announce that again later in the
18 meeting to remind people about it.

19 This meeting is being televised by Community
20 Television of Santa Cruz County on channel 26. Our
21 technician today is Alex Sayeda, and on the 27th it will
22 be Victor Herman working for Community Television to
23 broadcast our meeting.

24 I also need to announce that Ed Bottorff, who
25 is the mayor of Capitola, will need to leave the meeting

1 early. It's not because he's not interested in the
2 items here -- and he's going to bring himself back up to
3 speed by talking to us -- but he has to run the city
4 council meeting which unfortunately is scheduled at the
5 same time in Capitola.

6 So when he leaves, it's not because he's not
7 interested or disgusted, it's because he has to be at a
8 meeting and run it. Without him the meeting can't even
9 start. So that's why he'll be leaving early.

10 And, frankly, I'm not sure where other board
11 members are. They're arriving now. They probably got
12 stuck in traffic. Telling you something about what goes
13 on on Highway 1.

14 DIRECTOR LEOPOLD: Well, I called Jimmy Dutra
15 to tell him I was running late, and he was coming from a
16 garden ribbon cutting that he's involved with, Kerri's
17 Garden. So he said that he'll be here about five, ten
18 minutes.

19 CHAIR ROTKIN: Traffic in Watsonville, not just
20 to Watsonville, is a problem.

21 Okay. In front of your desk there is some
22 information for the board members. There's the fiscal
23 year '17 and '18 operating budget and fiscal year
24 capital budget, which is the same material that we
25 received on the 13th of May at our meeting. There's

1 also weekday and weekend proposals and maps.

2 Those are also available for the public in that
3 back side of the room if you want to see the -- when we
4 start to talk about specific routes, you can get that
5 information from looking at that information there.

6 We also have information about the
7 comprehensive operational analysis, which is these
8 decisions about route changes and cuts. And there's
9 public -- and we also have in front of you comments from
10 the public at our earlier meetings and from other places
11 where we've gathered public input, at bus stations and
12 stops and at farmers' markets and public places around
13 the county. And so those comments have been summarized
14 for us. Actually, each one listed and then summarized.

15 And so you have in front of you comments by
16 route as of May 14th, comments by -- overall comments
17 that we've had since the 14th as well, and then various
18 kinds of themes where we've gathered together where
19 people made similar comments. So we've grouped them
20 together so the board could see that there's more than
21 one person making the same point. And so an issue might
22 be of concern to a larger group than one member of the
23 public.

24 We also have a copy of something in front of us
25 that tells us about the Watsonville health facilities

1 that will be served by Metro routes in the proposal
2 that's being presented to us today. And then there's
3 news clips of interest where we've clipped news stuff
4 about Metro and the proposed changes.

5 Finally, members of the public will be allowed
6 to speak during the meeting, during the major discussion
7 about our route changes. And there's a little sheet
8 that -- where can they find these now?

9 Right over here on the side.

10 If you would like to speak, please fill one of
11 these out. And I'll call them in the order that I get
12 them. And when I get to that -- it will be a little
13 while -- but when I get to that I will announce the
14 person who should come up to speak and the person behind
15 them so we don't have to wait for a person to walk all
16 the way from the back of the room. Try and speed things
17 up.

18 There are not a lot of people at the meeting
19 right now, so my plan is to let people speak for a full
20 three minutes; but if a lot of people show up at the
21 last minute, we may have to modify that because we do
22 want to make sure everybody has a chance to speak to us
23 at this meeting.

24 MR. CLIFFORD: Mr. Chair.

25 CHAIR ROTKIN: Alex.

1 MR. CLIFFORD: Would you mind if we just double
2 back real quickly to the roll call.

3 CHAIR ROTKIN: Yes.

4 Let me also point out that Donna's here, and
5 her name was not inadvertently --

6 MR. CLIFFORD: Yes, that's why I wanted to
7 double back, yes.

8 CHAIR ROTKIN: So we should recognize the
9 people that were here.

10 All right.

11 Next, this is an opportunity for members of the
12 board of directors who have comments for us on items not
13 on today's agenda, general kinds of comments they'd like
14 to make.

15 Are there any comments from the board?

16 Seeing none.

17 This is an opportunity for members of the
18 public to talk to us about any transit issue that's not
19 on today's agenda. So this is not the time to come up
20 and tell us how you feel about the route proposals or
21 specifically about the budget cuts we're making or how
22 we're trying to address those, but other issues related
23 to transit in Santa Cruz County, or the world for that
24 matter, but transit issues. Please come up. And you
25 can have three minutes to speak.

1 MR. PEOPLES: Thank you, sir. My name is Brian
2 Peoples from trailnow.org. I'm here, and within your
3 packet we've put a communication on our recommendation
4 for the upcoming tax measure. We support Metro, we
5 think Metro's important. We think you need to invest in
6 Metro.

7 Dr. Rob Quinn, who is the president of Santa
8 Cruz Medical Group, is part of our group. And he wanted
9 to be here, but he wasn't able to make it. And he
10 really wanted to point out the importance of what Metro
11 is to the disabled and the people that don't have that
12 car to drive. It's very important.

13 So again, we're here from Trail Now to really
14 help send the message that we supported Metro, but we're
15 hopeful that the tax measure is more adjusted that fits
16 better with our goals as well as Metro goals. And we've
17 provided that in the package. Because right now the
18 Metro -- the RTC's tax measure is really focused on the
19 train. And we're confused by that.

20 We believe that the RTC believes that they're
21 going to create another transit agency for the train,
22 wherein you're cutting bus service? We believe that the
23 busses are -- we need to invest in the bus routes. And
24 what we like to point out is freeway-based transit
25 system. You want to focus on bettering our Metro, focus

1 on that. Don't diversify. Don't go and try to
2 diversify and create another transit agency. That
3 doesn't work.

4 We've been reaching out to the various
5 commissioners, and we actually met with RTC staff to
6 find out exactly where they're heading with the tax
7 measure and finding out how they're getting their
8 guidance. And they actually said that they're not the
9 ones guiding it, the board members of the RTC are
10 designing the tax measure. They said they're not doing
11 it, which was really confusing to us because we assumed
12 that the staff was the ones that were directing that.

13 So we need the public to start realizing that
14 the RTC is diverting millions of dollars to the train,
15 to the trail, spending millions more than they have to
16 on the trail when we need that for the busses.

17 So again, trailnow.org, encourage the public to
18 start being aware of how the money in that tax measure
19 that's coming up, and again we want to support it. We
20 think it's a good thing. But I think it's important for
21 us to understand as a team how to better our community.

22 Thank you.

23 CHAIR ROTKIN: Thank you for your comments.

24 Are there other comments from the public not on
25 the item that's before us today?

1 Please come up.

2 Good afternoon.

3 MR. STEVENSON: Good afternoon. My name
4 is Dan Stevenson, I'm one of the drivers for the Metro
5 Transit District, not one of the commuters that drives
6 cars back and forth.

7 I just want to just follow up on that last
8 speaker's comments about what's at stake with the
9 various funding efforts that are going on to try to fund
10 Metro.

11 I think there's a little bit of a misimpression
12 that polling that's done with the public is a really
13 good measure of being able to establish what's going to
14 be voted on come November. And the reason I say that, I
15 think it's important to really understand that if the
16 measure has some really logical failures to it, then
17 what will happen is that there will be really ample room
18 for opponents of that measure to make really compelling
19 arguments in the voter pamphlets. And that will really
20 sway the vote in November.

21 So preliminary information about how people are
22 going to vote needs to be weighed with the types of
23 things that might be said later that will influence that
24 vote.

25 So if -- if things that are involved in that

1 measure are not articulated in a way that makes sense to
2 voters, you might not get that measure passed at all,
3 let alone with whatever allocation seems to be popular.
4 So I just wanted to make you aware of that.

5 Thank you.

6 CHAIR ROTKIN: Any other oral communications or
7 items not on today's agenda, so not about the transit
8 cuts or proposals for route changes?

9 I don't see anybody else raising their hand or
10 coming forward.

11 I'm going to close that part of the meeting.

12 Next we do have a written communication from
13 the Metro Advisory Committee that makes specific
14 comments about route changes and suggestions about ones
15 that are of interest to the members of our Metro
16 Advisory Committee. They're particularly concerned
17 about issues dealing with disabled riders and senior
18 riders, and that's what those comments are addressing.

19 This is an opportunity for any of our labor
20 organizations who would like to come and make comments
21 this morning to us -- this morning -- it's afternoon.
22 So used to morning meetings.

23 Good afternoon.

24 MR. MONTECINO: Good afternoon. Eduardo
25 Montecino.

1 I do want to start off the comment by these
2 sheets. I know last time they were only used here in
3 the city of Watsonville because of a comment about a
4 fire lane. And the city of Watsonville council member
5 or mayor pro tem would say all of the people that walk
6 up in the city, we do have notes, whoever wants to fill
7 them out, but they just stand in the road, they don't
8 have to give their name and be announced because it's
9 intimidation for a lot of folks. A lot of folks, the
10 last time that you saw, they didn't get up because they
11 were intimidated by being called by their name. It's
12 just one thing to consider.

13 And the other one now with you guys bringing a
14 security guard, that's a little bit more intimidation
15 that the community is seeing.

16 So you got to be aware of the impacts that
17 you're sending and the messages that you're sending out
18 to the community when you're doing stuff like this,
19 because that's what they're getting back. And you want
20 to be more open, more aware of how the community's
21 feeling.

22 But on the message for us, we're really engaged
23 in the service. We're helping the community understand
24 what the impacts for the community that these service
25 changes are going to play out. Yes, some people are

1 going to be accommodated, but still in the realm of
2 25 percent service cut. And for a lot of people,
3 they're going to be standing waiting, waiting for a bus
4 too. And if they miss that bus, they're going to be
5 waiting, waiting, waiting. So you've got to be aware of
6 those impacts.

7 And the Paratransit, there are going to be
8 Paratransit folks that are going to feel the impact, not
9 just because you didn't change the parameters but
10 because you're laying off two individuals from
11 Paratransit. So there's going to be less drivers there
12 to get people to their destination. That in itself is
13 going to bring you now more people that are going to be
14 in that Paratransit bus a longer time. So just things
15 to be aware.

16 But like I said, the frustration of the
17 employees is relevant, the people that are on the
18 cut-off line are really feeling the pressure. And we
19 can't answer yet the question of there's 43 positions,
20 but because of retirements and everything else we can't
21 answer them where the line is.

22 So there is a lot of frustration, lots going
23 on, a lot of emotional impact. They don't know if
24 they're going to be here today or going to be gone
25 tomorrow. So I just wanted to report that out.

1 Thank you.

2 CHAIR ROTKIN: Thanks for your comments.

3 Are there any other labor organizations with
4 comments this afternoon?

5 Seeing none.

6 We're to the main event of this afternoon. I
7 noticed there are not that many people that have filled
8 out these forms, so I'm actually not going to use them.
9 When we get to the public testimony, I'll suggest people
10 line up on either side and I'll suggest alternating
11 between the two sides. Don't get up yet because it's a
12 ways till we get there.

13 Also, the record should know that Jimmy Dutra
14 has arrived, so part of our meeting today, from the
15 Watsonville City Council.

16 Let me explain what we're up to. It's a little
17 confusing. I want everybody to understand exactly
18 what's going on.

19 Today's meeting includes the public hearing
20 regarding the proposed service changes. And we're going
21 to open this meeting to take public testimony because we
22 wanted to make sure that people from Watsonville and
23 south county generally -- actually, east county,
24 generally were not disenfranchised in the process of
25 giving us their feedback about the proposals that we're

1 making. But we're not going to make any decisions at
2 today's meeting.

3 This meeting is going to continue to a meeting
4 tomorrow morning at the Santa Cruz City Council
5 Chambers, 809 Center Street in Santa Cruz. And that
6 meeting, we're going to start with a closed session at
7 8:00, but at 8:30 the public meeting will open up to
8 continue the discussion. And at the end of that meeting
9 this board will make at least its preliminary decisions
10 about the final route rearrangements that we're talking
11 about.

12 Just so people understand the full process,
13 it's still possible for us to make additional changes in
14 the routes up through our June meeting, but we're hoping
15 to have a pretty close picture to what we're going to
16 actually end up doing by the end of our meeting tomorrow
17 morning so that people have a good sense of what's real
18 and what's really starting to happening and we can start
19 to do more planning and arrange to make those route
20 changes in a way that's systematic and people know
21 what's going on. What we don't want is people standing
22 at a bus stop waiting for a bus that's not going to
23 come. So we need to get people educated about the
24 changes and make sure those are clear to everybody.

25 On the back table, I said this earlier, if you

1 want to look at the maps that we're going to be talking
2 about in a moment about what routes are actually being
3 changed and which ones are being -- the frequencies
4 being cut and so forth. If you go over to that table in
5 the back and pick up the maps that show what we'll be
6 talking about.

7 Prior to this -- that's not the first time
8 we've given people information. On our website, as
9 we've been making proposed changes, there have been maps
10 put up on the website. And so we've over the last
11 month, actually, we've been making a lot of changes in
12 our initial proposal, and those have been on our website
13 over time, but they're now summarized, at least up to
14 today, with the maps that are in the back of the room.

15 Today's discussion is going to begin with a
16 brief budget discussion from our finance manager, Angela
17 Aitken, who's going to explain the context. We're not
18 just capriciously cutting routes because we feel like
19 cutting them. Nobody up here wants to cut any routes.

20 We have to balance our budget. So you need to
21 understand what our budget situation is. And this
22 presentation is very similar to the one we had a month
23 ago, but we want to make sure everybody understands what
24 is the context for these difficult decisions that we're
25 making.

1 Then Barrow Emerson, the planning and
2 development manager, will follow with an update on what
3 are the changes that we've gone through so you'll
4 understand. And we're doing this not so you have to sit
5 here through another, you know, bunch of information,
6 but we want your testimony to be as useful as possible
7 to us, and it's most useful if you understand what we're
8 actually proposing.

9 So you can come up and say anything you like
10 about the route changes, this is a public hearing. Hope
11 everybody will be civil to each other and the board, but
12 you're welcome to say anything you like about these
13 proposals; that's fine. But you'll be most effective if
14 you actually respond to the proposals that we're making,
15 not the proposals that we made a month ago that we've
16 already changed.

17 So it will be important to pay attention to
18 what's actually going on in the presentation so your
19 testimony can be the most effective in getting us to do
20 what you'd like us to do. So we have to understand what
21 you're asking us.

22 I think that's basically my introduction.

23 So I'm going to start with Angela explaining
24 the budget situation that we're in that's leading to
25 these route transformations and changes.

1 MS. AITKEN: So clarification. You did say
2 brief. Did you want me to start at the beginning of the
3 presentation or in the middle like I did two weeks ago?

4 CHAIR ROTKIN: Like the one you did two weeks
5 ago.

6 MS. AITKEN: The one I did two weeks ago.

7 CHAIR ROTKIN: That was pretty brief and to the
8 point. Because these people may not have been at that
9 meeting and they may not know what it was you said
10 there.

11 MS. AITKEN: Correct.

12 CHAIR ROTKIN: And we'll listen to it again
13 with dismay. Please tell us what's going on.

14 MS. AITKEN: Page 16 of the presentation is
15 where I'm trying to get here.

16 Okay. So on May 13th we presented to you our
17 draft budget. And today I'll be going over what we did
18 present on May 13th. It's the exact same information.

19 On March 25th we gave you a consolidated budget
20 for FY17 and FY18, our operating budget. That was a
21 very high-level one so that we could do a claim to the
22 RTC for some of the money that we receive for them.

23 On May 13th we went forward, and now we're
24 giving you the details to that budget that we put
25 together.

1 The changes that we've had between March 25th
2 and May 13th, on the revenue side we've had -- we
3 revised budget projections on all the fare accounts.
4 And this is everything as of February 2016, actuals, and
5 then the rest of it is forecasting through the end of
6 this year and all of next year. So that's how our
7 revenues for the fare side was put together. All of
8 this information is as of April 15th, the actual
9 information that we had at that time.

10 We are estimating a budget decrease in fares
11 due to the service reduction. And this is based on the
12 service reduction that was presented by planning a month
13 or so ago. We're estimating about a \$500,000 decrease
14 in the fares. We don't know what kind of fares, whether
15 it's going to be discount or full fare or anything like
16 that, so it's just a number of about a half a million
17 dollars that we'd be reduced because of the fare
18 reduction.

19 We are putting 100 percent of the STIC into the
20 operating budget this year instead of the capital
21 budget, and if you go to the back of the slide set that
22 you have, there's a glossary back there, and it will
23 tell you all of the acronyms that I'm using. So STIC is
24 the Small Transit Intensive Cities program. It's a type
25 of funding that we receive.

1 We have significant decreases in the transfer
2 from operations sustainability reserve account as a
3 result of implementing many budget efficiencies and
4 their service reductions. We have kept numerous
5 positions open, and we've unfunded numerous positions.
6 We've had a lot of savings on the operating side of the
7 non-personnel expenses also.

8 On the expense side, we have unfunded vacant
9 positions of about 4.5 FTEs. And I listed the positions
10 there. That's about a \$600,000 savings per year.

11 Our budget savings from retirements, this is
12 something that Eduardo alluded to earlier. We don't
13 know what that number's going to be. We have a number
14 that changes every single day because we've been getting
15 people presenting their paperwork saying that they're
16 interested or do want to retire by the time September
17 rolls around, but we don't know what that number's going
18 to be until September.

19 We are eliminating positions due to service
20 reductions. We do have mechanics, three of them. We
21 have van operators, two of them. And we have bus
22 operates at 43. And that could equate to savings of
23 about \$3.8 million.

24 Retirement separation incentives, we currently
25 have in the budget \$85,000. This is the \$17,000

1 incentive that we are offering to the employees right
2 now that may be laid off. As of the date that this
3 report was put together, it was 85. I can tell you that
4 that number has gone up because we do have more people
5 that have taken us up on that incentive.

6 The conversion of a facility maintenance worker
7 to a custodian service worker, that is saving us
8 \$15,000. We converted a position that we need versus
9 one that we had.

10 And then we had budget savings from
11 consumables. These are our non-personnel expenses.
12 Fleet and facilities have been doing a great job of
13 trying to find places where they can save on their
14 expenses.

15 And so for 2017 and '18 we've come up with
16 almost a million dollars.

17 Increases in the fleet maintenance cost is
18 actually the flip side of that. Because of our aging
19 fleet and we're unable to put money into the capital
20 budget for new busses, we are actually going to -- we're
21 anticipating that we're going to be incurring about
22 \$350,000 a year in expenses because of the fleet that's
23 getting older.

24 CHAIR ROTKIN: Extra money to maintain these
25 older busses.

1 MS. AITKEN: Correct.

2 CHAIR ROTKIN: Extra money to maintain these
3 older busses.

4 MS. AITKEN: Yes.

5 So moving on to the projected reserve balances.

6 What this is is money that we have in reserve,
7 and this is our best guess at this time, that as of
8 June 30th 2016, what we think our reserve buckets will
9 have at that time.

10 So on the top left we have workers'
11 compensation. This is reviewed biannually. And so
12 right now the board has set a target of \$3.5 million,
13 and we only have 2.1 in there. So we do have a deficit
14 in that reserve bucket of a 1.4 million.

15 On the bottom left we have liability insurance.
16 This is based on outstanding claims. That is reviewed
17 every year. And right now we are balanced with the
18 right amount of money in that bucket.

19 Operation sustainability reserve, the board has
20 set a target of 7.1, we only have 6.5 in there, so we
21 are a little bit deficient on that one. This is two
22 months of operating expense. That's what that bucket is
23 supposed to be covering.

24 The cash flow on the top right, the board has
25 set a target of 3 million. We do have 3 million in

1 there. That bucket we use for reimbursement of grants.
2 So say we receive a grant to buy five busses. We have
3 to put that cash up up-front. When that grant is
4 awarded, they don't send us the money. They wait for us
5 to incur the expense of those busses, and then they
6 reimburse us for the expense of those busses. And we
7 have to float that money in the meantime. And that's
8 what the cash flow bucket is for.

9 And then the bottom right is for operating
10 capital reserves. Right now we only have \$638,000 in
11 there. I think your slide says 638 million. That is a
12 typo. I wish we had 638 million. We only have \$638,000
13 in there. And right now that is committed to a grant
14 for busses, the 5339 grant.

15 CHAIR ROTKIN: That's committed to two grant
16 applications, one for three electric busses and three
17 CNG busses, correct?

18 MS. AITKEN: I believe that is true.

19 Oh, no.

20 MR. CLIFFORD: Federal dollars that we're using
21 for some non-revenue vehicles. It's actually an
22 allocation we got last year. So that's the match.

23 CHAIR ROTKIN: Okay.

24 MS. AITKEN: We have two of them in there. I
25 get them confused. But it is 5339.

1 All right. So moving on to the things that
2 affect our budget that are non-controllable from an
3 operating perspective.

4 So on the revenue side, we have passenger fares
5 and Paratransit fares. These fares fluctuate with the
6 service reductions. And as I said at the beginning, we
7 have about a half a million dollars worth of revenue
8 that we don't believe we will be receiving with the
9 service reductions that we have in place -- or going to
10 be having in place in September.

11 The STA money, we use the majority of this
12 funding for our operating bulletin. We should be using
13 this for our capital budget to buy equipment, such as
14 our busses or Paratransit vans and other equipment to
15 run the agency, but unfortunately we're unable to do
16 that. We have to put that money into the operating
17 budget to keep it balanced.

18 Our STIC, same situation. Service reductions
19 are taking place. And some of those factors may be at
20 risk. I believe there are 10 -- 12 of those factors,
21 and if we do not meet all 12, the amount of STIC that
22 comes through will be reduced by every factor that we do
23 not meet.

24 The alternative fuel tax credit, this is
25 something that has to be renewed every year.

1 Historically it's been significantly delayed. And it's
2 based on our CNG use. So if we have reduced service,
3 that means that we have reduced CNG busses that we use
4 which means that we have reduced use of CNG and that
5 credit will go down. We receive approximately 600,000,
6 \$660,000 a year on that. So that could go down.

7 Federal FTA 5307, STIC, and 5311, those are
8 also subject to federal appropriations. If the
9 appropriations don't go through, we do not receive our
10 operating money.

11 Sales tax, consumer spending may stall. We are
12 sitting at about a 5 percent increase over last year
13 right now, but it is leveling out, it is not going up.
14 And so with all the different layoff news that you keep
15 hearing, I do not anticipate that to go too much farther
16 up.

17 And then we have PEPRA, which is our
18 retirement -- our new retirement system through CalPERS.
19 We have potential impacts on the cash flow with the
20 Department of Transportation. I believe that might have
21 been rectified by now, but there's always something out
22 there that if they come through with a new rule and
23 we're unable to comply with it, that operating money
24 again is in jeopardy.

25 On the expense side, CNG and diesel engine

1 failures, we had a few of those in the last couple
2 weeks.

3 Fuel cost volatility, the -- our contracts for
4 diesel and for CNG are based on wholesale prices that
5 are -- one of them is changed on a weekly basis and one
6 of them changed on a monthly basis plus a percent. So
7 depending on what those wholesale prices are depends on
8 how much we pay for our fuel.

9 Workers' comp insurance, we've been doing
10 really well in that in the last couple years, but there
11 is a possibility that our workers' comp insurance can go
12 up if we have more injuries.

13 Medical insurance, we never know what those
14 final costs are until the January after this budget is
15 adopted. We take our best guess as what we think it's
16 going to be. It has been in the double digits for a few
17 years now. We anticipate that to continue if not go up.

18 Contract renewals and rebids, we constantly
19 have contracts that are being renewed or rebid, and
20 they have CPI increases in them. They have increases in
21 them that we don't even know about yet. So that's
22 always something that's a risk out there.

23 Settlement costs, we have had a few of those in
24 last couple years. We always budget for one -- because
25 we're self-insured, we budget for one of those.

1 Sometimes we get through a year and we never have to use
2 that money, and sometimes we have to use that money and
3 then some.

4 Utility maintenance and insurance on the new
5 ops building, the new ops building opened a couple
6 months ago, we do not have any history on that building.
7 It is substantially larger than our old operations
8 building, and where we were running out of the Dubois
9 buildings, so we do not know what our costs are going to
10 be there, although we do anticipate they're going to be
11 significantly larger.

12 And then the aging fleet as I alluded to
13 before, increased maintenance costs. \$350,000 a year we
14 have in there for '17 and '18. It could go higher.

15 And then changes in unfunded mandates. ADA is
16 a good example of that. A mandate came through with no
17 money to go with it. And so we always have the
18 possibility of more unfunded mandates coming through
19 that we would have to fund.

20 For our '17 and '18 budget, we have recurring
21 revenues of about \$40 million in '17 and over 41 million
22 in '18. We are supplementing that with STIC and STA to
23 the tune of 2 million and about 1.6. And then we're
24 also using some of our reserves to balance that out to a
25 total revenue of 44.8 million and 45.8 million for those

1 two fiscal years.

2 The expenses to go against those revenues, we
3 have recurring personnel expenses of almost 37 million
4 in '17 and 38 million in '18. And then we have
5 non-personnel expenses of 8 million in '17 and '18.

6 Our capital budget for 2017, since we only do
7 it one year at a time, is 5 million. We have had
8 capital budgets significantly larger than that because
9 of the operations building that we've been working on
10 for the past few years. This does not include very much
11 money in there since we are closing that project out.
12 So this is true capital that we would be working on in
13 2017.

14 Any questions?

15 CHAIR ROTKIN: Questions?

16 John?

17 DIRECTOR LEOPOLD: Thank you, Chair.

18 In the presentation you just gave, have -- this
19 is the same presentation that we received May 13th. On
20 that date it was just days after the Cabrillo College
21 vote, and there was a lot of questions about that. As
22 we work towards making a decision about route changes,
23 understanding that number and having that incorporated
24 in our budget decision seems to be imported --

25 MS. AITKEN: I'm hoping to -- oh, sorry.

1 DIRECTOR LEOPOLD: -- but this does not reflect
2 it here. So I'm wondering before we make a decision,
3 are we going to know that?

4 MS. AITKEN: I am hoping that we get to that
5 point come June 24th when the budget is presented and
6 the final COAs presented. We are working towards three
7 things right now. The Cabrillo piece of the \$40 per
8 student, we have a VTA piece that we're working on
9 revenue-wise, UCSC is a piece that we are working on
10 revenue-wise, and the sales tax at this point will not
11 be included because it will be way after June.

12 I do anticipate coming back with a revised
13 budget in November, but at this time in June I am hoping
14 to have Cabrillo in place, and I'm hoping to have UCSC
15 and VTA at a minimum in the revenue numbers for June.

16 DIRECTOR LEOPOLD: Well, I have another
17 question also.

18 The recent California Transportation
19 Association conference held this week, I understand we
20 got some news about -- from Josh Shaw, our lobbyist,
21 about the STA funds. I'm wondering if you can share
22 with us what that news was.

23 MR. CLIFFORD: Well, let me start off first
24 with the bad news, which is in in the governor's May
25 revised budget, the governor yet again revised diesel

1 sales tax revenues as being down further than he did in
2 January. The fact to us is estimated at another
3 \$300,000 loss there. So that couldn't have come at a
4 worse time, just like the prior million-one decrease
5 couldn't have come at a worse time.

6 In the way of optimism, there is a bill
7 sponsored by Senator Beall, B-e-a-l-l, but pronounced
8 "bell." It's Senate Bill X11. And that bill would
9 propose to raise the diesel fuel tax. And if it were to
10 pass in its current state, it could potentially triple
11 our STA allotment.

12 So I just got back from Sacramento yesterday.
13 Eduardo was there with me in Senator Beall's office, and
14 we certainly cheered on his efforts. But Josh is
15 careful to caution us to not be overly optimistic. The
16 partisan politics of Sacramento right now potentially
17 stand in the way of that bill going very far.

18 DIRECTOR LEOPOLD: Well, I thought there was
19 information about the formula that -- where we lost
20 1.1 million.

21 MR. CLIFFORD: Okay. That would be the trailer
22 bill.

23 DIRECTOR LEOPOLD: Sure.

24 MR. CLIFFORD: So the trailer bill which
25 attempts, if passed, to reverse the methodology that

1 impacted us in part several months ago is still moving
2 along the process. That one we're pretty optimistic
3 will pass. If it passes, it will at least for the last
4 two quarters of the year revert back to the previous
5 methodology.

6 So what does that mean to us? Well, of the
7 million-one, roughly million-one that we lost in the
8 January governor's budget, about, roughly, I think it's
9 300,000 of that was related to the methodology. So
10 there might be a little short-term help there. I would
11 not recommend if it passes that you take it to the bank
12 and count it as recurring revenues only because we have
13 to immediately move into another process of trying to
14 reconcile what will be the methodology, and it might be
15 difficult to try to argue that all of those 106 transit
16 entities that made it into the new methodology should no
17 longer get any money at all. So the future is quite
18 uncertain on what all that means.

19 DIRECTOR LEOPOLD: So you announced to us in
20 January or February, I don't remember now, about this
21 unexpected cut in the state transit assistance totaling
22 about 1.1 million.

23 MR. CLIFFORD: Correct.

24 DIRECTOR LEOPOLD: Now that it looks like that
25 they're changing the methodology but it's only yielding

1 300,000, I wonder if you can just help me understand
2 that one.

3 MR. CLIFFORD: Well, the remainder -- thank you
4 for pointing that out. I neglected to mention the
5 bigger chunk of it, which is about 800,000, is actually
6 related to the lower diesel sales tax revenues. So the
7 biggest chunk of it is actually the projection on the
8 diesel sales tax. The smaller chunk, it related to the
9 methodology. But we won't be able to -- the reverting,
10 the reversing of the methodology if this trailer bill
11 goes through won't impact the \$800,000 portion of that
12 because they can't reverse their projections on diesel
13 sales. That's just what it is.

14 DIRECTOR LEOPOLD: So that wasn't a methodology
15 that somebody else was getting the money, that was only
16 really about a \$300,000 change.

17 MR. CLIFFORD: That's what we're estimating
18 right now, about 300. Yeah.

19 CHAIR ROTKIN: 800,000 were new transit
20 districts that didn't used to get state transportation
21 assistance and now are getting it. So they took it out
22 of our share, right?

23 MR. CLIFFORD: Yeah. Well, if the money were
24 stable and you allow 106 new properties in, our share
25 goes down. And then compounded by, of course, the lower

1 diesel fuel sales tax, that just hurt us. There was
2 some shifting of money around. MUNI saw their money go
3 down, and VTA saw theirs go up, but those examples are
4 sort of few and far between.

5 DIRECTOR LEOPOLD: But now I'm -- I'm sure
6 everybody else is confused. I know I'm confused.
7 Because I understood that the change that happened at
8 the beginning of the year with the methodology where new
9 properties got added, meaning new bus systems got added
10 so the pool of money was spread thinner, and so
11 therefore we lost a lot of money, at the time it was
12 reported as 1.1 million.

13 So now there's a trailer bill that's going to
14 go back to the old methodology, but you just said that
15 that would only yield about \$300,000 to us because the
16 other 800 has to do with diesel sales. Well, that
17 diesel sale doesn't seem like a methodology thing,
18 that's something that we've known that the sales tax on
19 or the gas tax on fuel was changing. So that's the part
20 that just doesn't seem to -- I'm just trying to figure
21 it out because it doesn't seem clear to me.

22 MR. CLIFFORD: Yeah. So the -- if we turn back
23 the clock to when we suddenly realized what the state
24 was doing and we announced that we'll have \$1.1 million
25 dollars in revenue less, at that point in time it was

1 fast-moving information, we had just learned about it
2 that week we reported it to the board. We were of the
3 belief that that was all related to the new methodology.

4 Then within one board meeting after that, we
5 came back to the board and clarified that there was
6 really this split; part of it, the biggest chunk of it
7 related to lower projections of diesel fuel sales, and
8 the smaller portion related to the methodology.

9 It is obviously confusing because two things
10 happened at one time here. We can't control the
11 projections for diesel fuel. That's the state
12 controller's office, I presume, that advises the
13 governor on that. And we're just sort of stuck with
14 what they project. And then now compounded further by
15 another 300,000.

16 DIRECTOR LEOPOLD: I guess the last thing,
17 leading up to where we're going in our vote tomorrow, is
18 the Chair announced that we're trying to give the
19 community as clear a sense of a picture of what the
20 route changes might be. But it seems like if we don't
21 include Cabrillo and UCSC and VTA, and I don't know
22 whether there's anything after you settle all the dust
23 here with these, what we just talked about, but it's
24 over a million dollars. And so that seems like that
25 buys us back some routes. And I'm -- if we're trying to

1 give a clear picture, how can we do that if those are
2 big outstanding pieces?

3 MR. CLIFFORD: Yeah, they certainly are. And
4 we're continuing to operate sort of from the worst-case
5 scenario.

6 Obviously the Cabrillo College vote came, you
7 know, fairly recently. We need to make sure that we
8 don't direct -- we promised them that we would have a
9 collaborative effort with them. Certainly along these
10 last couple of weeks they've had graduation and some
11 time constraints. Barrow has had one meeting. He has
12 another one proposed, I believe, next week. He can talk
13 about that a little more if you'd like. But he's moving
14 as fast as he can. He feels at least at this point that
15 he'll have that resolved before your June 24th meeting.

16 We want to avoid a scenario, as we talked about
17 in your last meeting, of pulling service out and then a
18 couple weeks later putting it back. We wouldn't do
19 that.

20 We know there's some very real revenues there,
21 but we need to really have the college tell us how much
22 that is. They have to produce the number that shows
23 what their registration's going to be. And then the
24 student body and faculty there have to help us
25 understand what their strategy is going to be.

1 So we can't really pin a number down. I think
2 you're accurate in saying it could be in the realm of a
3 million dollars.

4 UCSC still -- Barrow's had numerous meetings.
5 That is progressing in a very good way. That right
6 there could about another 550, 500 to 550.

7 And then as you alluded to VTA discussions, we
8 have a verbal meeting of the minds. We have to get that
9 captured in writing. That could be upwards of about
10 50,000.

11 DIRECTOR LEOPOLD: So those are all good news
12 and a reflection of hard work by the staff, the
13 activities of the community, and our partners. So
14 that's good.

15 So I would just respectfully say to our Chair,
16 I don't think at the end of tomorrow we will be able to
17 have a full picture because there still seems to be
18 moving pieces. It will give some sense of maybe that --
19 as you call the worst-case scenario, but we know and we
20 can make a reasonable assumption, a reasonable risk
21 analysis to say there is going to be money that's going
22 to be put back, and by June 24th will really be the time
23 which we'll have a better sense about that.

24 MR. CLIFFORD: I really wholeheartedly agree
25 with that that you just said.

1 And I would just clarify one point. And that
2 is tomorrow we don't seek a decision from you, that
3 comes June 24th. Really at the conclusion of tomorrow's
4 public process, we seek for some additional guidance
5 from you so that if you see some things in there that
6 you want us to go back and reconsider based on what you
7 hear from the public both tonight and tomorrow, what
8 you've read in I think those hundred-plus pages of
9 public comment, those might influence you to tell us,
10 gee, you ought to go re-think this, maybe this frequency
11 would be better or this segment should be put back in.
12 It's that kind of thing that we're looking for by the
13 conclusion of the meeting tomorrow so that between then
14 and June 24th we can look at what we can put together
15 and still balance the budget.

16 DIRECTOR LEOPOLD: I appreciate that. And I
17 think that's why public testimony today will be
18 important, the public testimony we'll hear tomorrow, and
19 the public testimony that we receive to help influence
20 those decisions.

21 So thank you.

22 MR. CLIFFORD: Thank you for that
23 clarification.

24 CHAIR ROTKIN: And I think in the presentation
25 before we -- as the board gives you some general

1 direction, it would be helpful to be as specific as we
2 can about where those monies are likely to go.

3 The three that we can count on or -- it's not
4 done yet, but that look very promising, UCSC's money is
5 going to go for carrying UCSC students on UCSC routes
6 would be my guess. I mean, they're not going to give us
7 money to go fund something somewhere else in the county.

8 The Cabrillo vote is about mid-county service
9 that leads to Cabrillo from Watsonville and from
10 throughout the mid county, throughout the Live Oak area
11 and so forth.

12 So at least we have some idea of which routes
13 are likely to be affected by that money even if we don't
14 yet know which route we're going to fix until the
15 Cabrillo students tell us what's their priority because
16 they're the ones that voted the money. So we committed
17 to them that we'll let them do that.

18 But it would be helpful if at the end of -- if
19 we're able to sort of be a little more concrete, again,
20 without naming the route. I don't know that we'll be in
21 a position to say this will lead to two new 16 busses
22 going to UCSC, but for sure that money's going to go to
23 some bus that's going to UCSC, that's why they're
24 spending the money I'm going to assume.

25 MR. CLIFFORD: Mr. Chair, not to jump to the

1 last chapter in the book, but this is probably the best
2 way we characterize it: On the UCSC side of the
3 business, really what you're looking at is trying to
4 sustain what is operating today. So the hope is that
5 with the 500- to 550,000 there, that there would be no
6 changes or very minimal changes to UCSC.

7 CHAIR ROTKIN: I mean, they have to make some
8 changes because they're changing the bell times for when
9 classes meet, but the amount of service shouldn't
10 change.

11 MR. CLIFFORD: VTA dollars would be a net
12 increase in revenues, and there would still be some
13 minor trip thinning going on. There's some unproductive
14 runs that we can combine with other runs. They just
15 make sense.

16 And, you know, I don't want to preempt the
17 Cabrillo College process, but what we've heard from the
18 students is that they put a high value on the 91X, and,
19 of course, you know that's being deleted. So I think
20 that gives us some optimism there too.

21 CHAIR ROTKIN: Thank you.

22 Any other comments or questions from board
23 members before we open this up to the public?

24 Seeing none, next is Barrow who is going to
25 describe -- you have to listen carefully to this,

1 because these are what are currently being proposed as
2 the changes we're looking at, if I understand what
3 you're going to tell us right now.

4 MR. EMERSON: Thank you.

5 Good evening, Chair, Board Members, and the
6 public. I'm here to provide you a quick update on the
7 service proposal that has been significantly modified
8 since the initial March 25th proposal.

9 First I'd like to acknowledge the efforts of
10 the internal project team, Andrea Euss-Gil, Eduardo
11 Montecino, and Manny Martinez, who have worked with the
12 initial textbook proposal and modified its features to
13 better reflect local issues, needs, and priorities. I
14 can't thank them enough for the tweaking they've done to
15 the initial proposal while accomplishing it all with the
16 same number of hours. It's really important. They've
17 done a great job.

18 All right. I'm going to use the word
19 "baseline." The latest baseline proposal still achieves
20 the savings target. And by baseline, to speak to the
21 conversation that just happened, I'm referring to the
22 proposal that's -- that we've all seen that is on the
23 back table, the spreadsheets for both weekday route by
24 route, and maps matching those for all the services.

25 This does not include any reference to Cabrillo

1 or UC Santa Cruz yet as was made the point a moment ago
2 in the conversation.

3 The following are a number of positive service
4 changes that have been made to the proposal since March,
5 and I'm just going to mention about 12 of them. There
6 was never any intention to go route by route tonight.
7 Okay. Good. Good.

8 So first of all, we've made improvements in
9 weekend services, and in Watsonville specifically.
10 There were routes like the 72 that don't have weekend
11 service today, and the 79 that was proposed to lose it.
12 Both of those will now have weekend frequencies in the
13 current proposal; not extremely frequent, but they'll be
14 there to allow people to get out on Saturdays and
15 Sundays.

16 Secondly, the item you referred to earlier,
17 we've done a scan, and we feel that we're meeting the
18 needs to get to all of the health clinics in the
19 Watsonville area. There's a sheet with about 18 of them
20 over there, and the social security office and the high
21 schools. So we feel like we've done a good job there.

22 We've reinstated service to Bonny Doon and
23 Davenport. We have reinstated service to Rio Del Mar
24 and La Selva. The 66 was reinstated in conjunction with
25 reducing the 68 to peak a.m. morning peak and afternoon

1 service.

2 We've reinstated service along Clifford Street
3 in Watsonville by having every other trip take a
4 slightly different path on the route 71.

5 We have re instituted peak period, a.m.
6 and p.m. service, on the route 69A between Watsonville
7 and Santa Cruz. We've reinstated Route 4. It's no
8 longer tied into Route 35.

9 CHAIR ROTKIN: Goes to the Emeline complex?

10 MR. EMERSON: Yes, to Emeline. Excuse me.

11 Route 55, we've re instituted three trips a
12 day on weekdays to the Via Pacifica area.

13 On Highway 17 early discussions were to
14 eliminate service beyond Diridon. We are back to
15 running all trips to San Jose State. However, as Alex
16 intimated, out of the 64 one-way trips a day on weekends
17 and the 30 one-way trips a day on weekdays, we are going
18 to trim out approximately 10 trips. They're low
19 ridership. We may combine two together. And we will --
20 when we are back in June we will probably suggest that
21 we will no longer operate any trips from Soquel park and
22 ride for reasons that I'll get into more then. We're
23 still analyzing them.

24 Lastly, we were able to reinstate two
25 school-oriented services in the San Lorenzo Valley, the

1 Route 33 and 34.

2 Ultimately, the project team has been able to
3 create a network with a limited amount of complete
4 eliminations of service but for a few locations on the
5 extremities of our county and our network. The team has
6 been able to either reroute other services or there are
7 other services operating in the same area within a half
8 mile. So I feel like the team's done a good job with
9 the resources they have.

10 This baseline was endorsed by the board's COA
11 ad hoc committee at their meeting on May 9th where they
12 also confirmed -- and this is important given our
13 stretching of resources -- your ad hoc committee
14 reinforced the priority of coverage over frequency and
15 span of service at this point given the resources we
16 have to work with.

17 This baseline proposal was also used during our
18 nine public meetings, public open houses that were held
19 May 2nd through 13, which over 150 people attended. At
20 these public open houses there were basically two things
21 that people who came to those meetings wanted to talk
22 about. They either wanted to talk about the financial
23 big picture, why, how, and why is it X dollars.
24 Secondly, and a larger percentage of people were there
25 about route specific issues.

1 At these open houses, the staff had the
2 opportunity to discuss specific routes with individuals
3 one on one. We looked at big boards, we worked at the
4 spreadsheets. And we were able to in many cases allay
5 fears about services they thought were disappearing;
6 they found out they're either continuing to run, they
7 might be running less often or a shorter span or there's
8 now a different route that's been put down that street.
9 So they were very helpful exercises.

10 That process also helped the staff identify the
11 specific needs which will be considered if any
12 additional funding were to reappear. We now know the
13 most important things to consider.

14 Now, Metro has received over 200 public
15 comments from this process, either provided by the
16 testimony to our stenographer and making use of our
17 translator, or they submitted written comments. And all
18 those are in the package that you've all received in the
19 e-mail that directed you to an ftp site. And as of
20 today, that ftp site is now on the public project
21 website, anyone in the public can go there. There's a
22 big banner that says click here for all public comments.
23 And it also includes the summary roll-up documents we
24 provided all of you.

25 This is in addition to another 150 or so public

1 comments that we have received by mail, e-mail, phone,
2 et cetera, in the many months leading up to the public
3 open houses.

4 The board has been provided with all this
5 information. But what I want to summarize quickly, the
6 five major themes. And there were lots of issues
7 raised. But as someone said, there may have been 50
8 people who spoke to this issue. My point is there were
9 five issues that stood out above all the others. There
10 were a million issues that had one person comment, but
11 there were five that stood out.

12 Number one, reinstatement of the 91X. And I'll
13 speak to that again in the context of Cabrillo.
14 Maintaining current frequency for Route 71. Maintaining
15 frequency or service reintroduction of the midday for
16 the 69A. Keeping service past Diridon on the 17
17 Express. And keeping frequent San Lorenzo Valley
18 service so the residents can get to schools, medical
19 services, and employment.

20 Metro service planning staff will continue to
21 review the public comments that you already have, the
22 ones we will receive tonight and tomorrow, and return
23 incorporating those into our June 24th final proposal.

24 Among the things that will be part of the
25 June 24th proposal will be this baseline with any cost

1 neutral changes brought on by yours or the community's
2 suggestions that we think are better solutions than the
3 ones we have right now.

4 As part of this we will present you a Title XI
5 analysis which will identify any disproportionate or
6 disparate impacts on minority or low-income communities.

7 Secondly, and getting to the heart of what we
8 were talking about a moment ago, Cabrillo, since the
9 election I've met with them twice, we've been commuting
10 daily by e-mail, drafting contracts, discussing
11 concepts, and we're actually going to sit down and do
12 scheduling next week. And at the heart of the -- the
13 opening step of it is an assumption of 91X.

14 What we're waiting for is two important things:
15 For their planning office to confirm their enrollment
16 forecast which leads to an exact amount of money that
17 they can say they have to use. They aren't going to
18 propose to use 100 percent of that estimate right out of
19 the box. The second thing, last week they sent an
20 e-mail survey along with our thank you to the campus
21 asking six or seven very important questions about their
22 needs. So by the time we get started next week, we'll
23 have a scale of money and a preference of types of
24 services, which over a couple weeks we should turn into
25 a relatively final proposal.

1 Secondly, UCSC, same thing, working with them
2 daily. They were working through their decision-making
3 process. And as Alex said, their goal is to sustain
4 most of the services they have today in slightly
5 different configurations. They're changing some bell
6 times. We've come up with some smarter approaches to
7 meet their load demands. Will we get all the way back?
8 That's yet to be seen. UCSC has not finalized the
9 amount they can play in this exercise.

10 Next, Highway 17, I already mentioned to you --

11 CHAIR ROTKIN: Before we go on, I've been in
12 personal communication both with the chancellor and the
13 executive vice chancellor, neither of whom has committed
14 absolutely the money's coming; but they both understand
15 the problem, they understand the amount we need, and
16 think that what we're asking for is reasonable and
17 necessary.

18 So it's not signed on the dotted line, but it's
19 not as if Larry Pegler, the transportation guy,
20 understands it and the people that actually have the
21 money don't care. They're on the case, and they're
22 working on it. And I think they're going to come up
23 with that money. But it's not there until it's there.
24 But I was optimistic after I got comments from both of
25 them.

1 MR. EMERSON: Thank you very much for your
2 participation in that.

3 I already described what we're attempting to do
4 with Highway 17.

5 And lastly and unfortunately the topic that was
6 just mentioned, we were just hit last week with the
7 government's budget reestimate of STA, and that would
8 suggest we have to find an additional 300,000 reduction
9 in our service.

10 Just to give you a hint of the themes that we
11 have left available to us in this arena. Reduced
12 evening frequency. And you may even see when we come to
13 you in June to have you endorse a consistent and
14 standardized headway frequency theme for this system in
15 evenings and middays.

16 Secondly, reduced weekend service, which is
17 discouraging because we just spent a couple of months
18 putting a lot back.

19 Thirdly, and this came up in an earlier board
20 meeting when you asked us to go away and work on some
21 hypotheticals, what if there was no weekend, what if
22 there's no Saturday, what if there's this, maybe we
23 need -- one of those scenarios we reported to you was
24 there are some basic regional services on the weekend
25 and then there's local services. We will, of course,

1 look at trimming the weekend service down to the
2 regional. It's not preferred, but it's another thing
3 for us to analyze for its hourly impact.

4 And lastly, reduce services at the extremities
5 of the network. We've been able to cobble some pieces
6 back at the edges of the network in the last couple
7 months. I would say they're a bit at risk with this
8 remaining exercise.

9 So lastly I just want to remind everyone of two
10 important things. Metro is not reducing the ParaCruz
11 service area to match any of these proposed reductions.
12 And as Alex said, we are making no assumptions about a
13 November sales tax at this point. We can't.

14 So that concludes my remarks. And I'm happy to
15 answer any questions or --

16 CHAIR ROTKIN: Are there questions from the
17 board at this point?

18 DIRECTOR HAGEN: I would just like to say,
19 Barrow, thank you for the -- listening to the inputs I
20 personally have had and the passengers continually make
21 with me on a daily basis. But I do know that there's
22 been significant reinstatements, if you will, as opposed
23 to the original proposition. Thank you.

24 CHAIR ROTKIN: And also for those of you who
25 might not have heard this earlier, you should be aware

1 that all of the employees of this district, from the CEO
2 down to everybody that works here, basically took a pay
3 cut in effect by not -- by not accepting a pay increase
4 that had already been bargained and that they had a
5 legal right to take. And so they've already made a
6 significant contribution.

7 We'd be making more cuts if it weren't for that
8 generosity on the part of our employees who understand
9 the desperate straits that we're in. The board, of
10 course, appreciates that that was done by the people
11 that work for this district.

12 Other comments.

13 Jimmy.

14 DIRECTOR DUTRA: I too want to say thank you
15 for all the hard work that's been going into this. It
16 does look dramatically different than when we first saw
17 it some months ago. So we are seeing service going back
18 in, and that's a really positive thing.

19 So for the community I look forward to even
20 seeing more service being added once the Cabrillo money
21 gets put in here as well as the UCSC. I'm seeing that
22 maintained as well as the VTA going over the hill to
23 San Jose. So I look forward to seeing more stuff come
24 in as well.

25 This just really kind of says to us, the

1 public, how important it is for us to pass the tax in
2 November for us, because we need to become a self-help
3 county. There's no way around it.

4 A few of us went to D.C. to lobby for money and
5 to work with our representatives for helping us with
6 grants; and republican or democrat, they were shocked,
7 they were like, listen, you guys need to be self-help,
8 bottom line. And everyone was saying that.

9 So this November when we go to the ballot box,
10 we need to make sure that we vote for transportation
11 because that -- we need to be -- we need to be seen as a
12 community that wants to help ourselves. So please, in
13 November make sure that we all get there. And that's
14 going to bring a lot of money to Metro. Not only is it
15 going to be bringing us cash, but it's also going to
16 give us the ability to be competitive with grants. And
17 that's something that we need to do.

18 So it's a very big eye-opener, and this is
19 something that none of us want to do or go through, but
20 I do have to say where we've started, we've come a long
21 way. I look forward to seeing more routes added with
22 the addition of the Cabrillo funds. And I look forward
23 to adding a lot more routes once we pass this tax in
24 November. So we need to remember that.

25 Thank you.

1 CHAIR ROTKIN: Okay. So this is the public
2 hearing. We're interested in your input. We're going
3 to have three minutes each. I have a little clock here
4 that tells me when the three minutes are up.

5 Let me suggest that people who want to speak --
6 not everybody has to jump up because there's not that
7 many people that signed cards, the whole audience is not
8 that large, but I'd like to see maybe two or three
9 people on either side of the room who are getting ready
10 to speak so we don't have to take literally 30 seconds
11 between each person. And then we'll have time for
12 everybody to speak. No need to rush up because
13 everybody's going to get a chance to give us your
14 comments.

15 So here's our first speaker, Eduardo.

16 MR. MONTECINO: Eduardo Montecino representing
17 the bus operators and paratransit folks.

18 One of the things, one of the highlights that
19 you got to know is you're coming into the community here
20 in Watsonville with a lot of monolingual speakers, only
21 Spanish. And you brought all the materials in English.
22 It's concerning when we -- when we contract out
23 bilingual and we don't even take the time to translate
24 these documents for this community. It's embarrassing.

25 You know, there's a lot of work -- a lot of

1 work to be done. I encourage you to have another -- a
2 special meeting before the 24th because there are still
3 a lot of things that you guys have got to look at.
4 Because if you go down to D-day, on June 24th you're not
5 going to get to see a lot of the perspective.

6 Yes, we'll work hard -- we always gotta work
7 hard. I'm sorry people have vacations, I'm sorry, but
8 in staff we've got to recognize that this is a very
9 important issue that is going to carry us over for a
10 very long time. And there's still a lot of components,
11 a lot of moving pieces to the whole thing.

12 And I understand from the finance department
13 it's like all the gloom and doom perspective. Thank you
14 for that. But there's still highlights.

15 You know, it takes a lot of work. It takes a
16 lot of work. Cabrillo wasn't easy. You know, sales
17 tax, it's not going to be easy. But working together we
18 can make these things. Senator Beall, it was like
19 50/50.

20 A lot of people right now, the tension is
21 focused on the budget, and that's a lot of our matches,
22 but we've got to be out there still talking to those
23 members, educate them why the need for these transit
24 parts are so critical, especially here in a small
25 community like ours because we're still not a self-help

1 like Director Dutra was saying.

2 But it's not all doom and gloom. We gotta look
3 and we gotta fight for all these fights. We're all in
4 the same boat together. And the more we can work
5 together, we can achieve a lot. There's still a lot of
6 potential in this district.

7 I don't want to see the service cut being to
8 the detriment. And I'm going to be fighting for a lot
9 of these pieces to build into fruition. Like I said,
10 this is not the end. But we got to start working more
11 together to make all these pieces work.

12 Thank you very much.

13 CHAIR ROTKIN: Thank you for your comments.

14 This side. And then this person's going to be
15 next after he's done.

16 UNIDENTIFIED SPEAKER: Thank you,
17 Mr. Chairperson and Board and staff. And thank you,
18 Eduardo Montecino, for getting the ball rolling here.

19 First of all I just want to make a couple
20 comments about some of the presentations that were made
21 by staff.

22 Just happened to notice that the reserves that
23 were shown there in one of the slides by the financial
24 manager is exactly the same amount that the stated
25 structural deficit and the starting point for making

1 points was established with. So there is a choice there
2 as far as whether or not that money can be used, whether
3 reserve money can be used to stave off the cuts.

4 I know that reserves need to be protected for
5 critical situations that are happening. I think that
6 this level of impact on the community qualifies for a
7 very serious situation, especially since you already
8 established a fiscal emergency as a result of it.

9 The other thing is that I've noticed that very
10 rarely in the public comment period during the meetings
11 has there been any real enunciation of what sort of
12 grants, what sort of funding options have been pursued
13 by staff.

14 I know you, John Leopold, last year during one
15 of the meetings actually questioned that, and I don't
16 recall that there being any sort of response to that.
17 That was on the public record.

18 So I would really like to ask the board to
19 start pushing staff more for those types of information
20 to be available to the public.

21 And lastly, well, I just have a whole bunch of
22 comments regarding to the cuts specifically. I do have
23 a packet of information that I prepared for the board
24 and for public record including an alternative proposal.

25 I just want to emphasize that I disagree

1 strongly with the approach to cutting off the ends of
2 service on the ends of the days because people that
3 start off -- people that are starting off the day early,
4 riding a route really early or coming back really late
5 are not doing it by choice, they're doing it because
6 they have to; whereas people that are running on routes
7 in the middle of the day have routes on either side that
8 they have an option to take. So I think that's an
9 important consideration to make in terms of impact as
10 well as how many people are riding certain routes.

11 So I have this to provide.

12 I'm also just looking for collaboration from
13 board members and staff and anybody else in the
14 community. I think that we need to have an additional
15 meeting, either publicly or otherwise, a symposium of
16 sorts to gather public support to try to solve the
17 problems with the funding.

18 I do have some funding suggestions in this
19 packet here.

20 Also, I just wanted to make a comment on the
21 issue of capital versus operations. I know that's one
22 of the issues with regard to the reserves.

23 CHAIR ROTKIN: Unfortunately, we're not going
24 to have time to get into that.

25 UNIDENTIFIED SPEAKER: Let me just say that

1 historically operations and capital were funded equal in
2 the federal government and in governments, and then they
3 got whittled away starting with the Reagan
4 administration. And now I think what we just need to
5 recognize is that the board historically and staff under
6 Les White has recognized that issue and continually to
7 restore funds back to operations from capital. So to
8 suggest that operations are stealing funds from capital
9 is really a misrepresentation of the history.

10 Thank you.

11 CHAIR ROTKIN: Thanks for your comments. And
12 you can give your packet of stuff -- you can give your
13 packet of information to Angela, and she'll make sure we
14 get it.

15 This person over here's next. Please come up.

16 Then you'll be the next speaker after she's
17 done.

18 MS. SAUCEDO: Good evening. My name is
19 Michelle Saucedo. We are the people who stand in the
20 rain for bus services for social security Watsonville
21 and Santa Cruz and doctors' appointments, shopping, and
22 other things. We depend on the bus because it's our
23 only form of transportation. Most of us are on housing
24 authority and SSI. No bus that goes to a medical
25 facility should be stopped.

1 Thank you so much.

2 CHAIR ROTKIN: Thanks for your comments.

3 Next.

4 And when this person's done, you'll be the next
5 speaker over here on my right.

6 MR. DAVIS: Hi. My name is Mathew Davis. I'm
7 a Cabrillo student and I ride the busses. And I do
8 think that with sacrifice on everybody's part that we
9 can make this work. And it sounds like you guys are all
10 doing that. So thank you. And I think we can do this,
11 it just needs to be a team effort and we all need to
12 make our -- make sacrifices on our own parts.

13 Thank you.

14 CHAIR ROTKIN: Thanks for your comments.

15 You're next over here.

16 Good afternoon.

17 UNIDENTIFIED SPEAKER: Good afternoon. So as
18 someone mentioned earlier, I still think that we should
19 be able to hold another meeting maybe to discuss more
20 other ways being able to find sources of revenue.

21 And one thing I've noticed that has been
22 brought up by the public, not by the board as much, is
23 dealing with the fare, the daily fare, the month fare.
24 I haven't really heard the board speak about it. But I
25 have heard the public have a lot of comments about it.

1 And one thing I do believe is that the people
2 who really need it the most usually try to purchase a
3 month fare. It's their method of getting around. They
4 go buy a month fare and they use that to go everywhere.
5 Those that don't really use it usually are okay with
6 getting a day fare. Now, this may not apply to
7 everyone, but I'm noticing the majority who need it get
8 a month fare.

9 So what I believe that might work, something --
10 a method that might work out is to decrease the price of
11 a month fare to make it affordable to those who need it
12 and have a slight raise of fare -- the day fare or the
13 one-time fare for those who only use it once in a while.
14 I really think that those who need it should be able to
15 afford it whenever they need to. I hope the public
16 agrees with me on this.

17 But once again, I hope the public -- I mean the
18 board can have some interest in this because once again
19 I haven't heard the board mention it, but I heard the
20 public comments on this frequently.

21 So thank you.

22 CHAIR ROTKIN: Thank you. And just so you're
23 aware, we are -- the board has discussed having
24 discussions about our fares next year. We didn't think
25 it was smart to, like, talk about these kinds of cuts

1 and rearrangements at the same time that we're raising
2 the fare on folks, but that is one of the things we're
3 looking at in next year's budget. Because we're also
4 going to see the situation where our revenues don't
5 match our expenses again in about three or four years
6 out, and we certainly don't want to go through this
7 again.

8 So I appreciate your comments. Thank you.

9 UNIDENTIFIED SPEAKER: Thank you.

10 CHAIR ROTKIN: From this side.

11 Good afternoon.

12 UNIDENTIFIED SPEAKER: Good afternoon. This
13 might be more direct questions. So for -- I voted yes
14 on the Cabrillo pass.

15 CHAIR ROTKIN: Thank you.

16 UNIDENTIFIED SPEAKER: I'm wondering if that
17 includes the entire semester for it or including like
18 the rest of the month?

19 CHAIR ROTKIN: I'm not sure I understand your
20 question.

21 UNIDENTIFIED SPEAKER: Well, I mean the fall
22 semester is up until like the last couple weeks of
23 December. So I'm wondering if that also includes the
24 last weeks of December, if you guys have already talked
25 to Cabrillo about that.

1 CHAIR ROTKIN: My understanding is the
2 discussions are including that.

3 UNIDENTIFIED SPEAKER: Okay.

4 CHAIR ROTKIN: I'm saying that because I see
5 our staff nodding yes. I otherwise would not know the
6 answer to that.

7 But thank you for your question.

8 UNIDENTIFIED SPEAKER: And I already enrolled
9 for the fall semester, so that's already good for that
10 too.

11 So I hope you guys can figure out, because I
12 wasn't sure if you guys were keeping the 91X or not or
13 if that's still in talking with Cabrillo about it.

14 CHAIR ROTKIN: We're having discussions with
15 people at Cabrillo, other students and staff people
16 about exactly what cut. And apparently the early
17 comments are that 91X is the one that people have the
18 most interest in --

19 UNIDENTIFIED SPEAKER: Right.

20 CHAIR ROTKIN: -- but that decision's not yet
21 made. We're in the process of making that decision.
22 And Cabrillo is going to have a lot to say about that.
23 Since you people have voted for this, we think you
24 should be involved in that decision.

25 UNIDENTIFIED SPEAKER: Right.

1 CHAIR ROTKIN: We appreciate your voting yes on
2 the measure. Thanks.

3 UNIDENTIFIED SPEAKER: Thanks.

4 CHAIR ROTKIN: We're over on this side now,

5 UNIDENTIFIED SPEAKER: Hi. And thank you all
6 for being here. I do want to speak about something. I
7 did send a late e-mail to everyone on the board that
8 gave an address anyway. Because it's not just about how
9 it's going to impact us, which is very huge, but it also
10 has to do with what can we do to problem solve. And I
11 think that's a part that really hasn't been brought in
12 in a way that it really needs to. It's not just the
13 riders that should be handling what to do with this,
14 because maybe they don't know, have ideas.

15 I have a number of ideas. And those are in the
16 letter that I did send to you all. But I didn't get it
17 out till today. So I do want you to take a look at
18 that.

19 There are a couple of unknowns here. We don't
20 know about the fed and the state money for
21 transportation yet. And I think that it seems like
22 staff comes up with a lot of negatives, why we can't do
23 this, why we can't. And nobody on staff seems to say we
24 can do this, this, and this, other than, you know,
25 throwing the baby out with the bath water. When you cut

1 routes, you're cutting income. And that's what they
2 mentioned, how much income they're going to lose.

3 Income has been going up on the busses; you've
4 been getting more people riding the busses. I think
5 that's a way we need to look. We need to look at things
6 like, you know, the UCSC student who mentioned using
7 billboards and stuff.

8 Well, Santa Cruz doesn't like billboards, but
9 busses have outside areas that some of them have
10 billboards in, inside areas that they can put
11 advertising on, and both the Santa Cruz and the
12 Watsonville Metro Centers have lots of space for
13 advertisers.

14 I think that we need to approach this to the
15 employers in the area because many of the people take
16 the bus to get to and from work. And I think that's one
17 of the ways.

18 And I have quite a few other ideas that have to
19 do with a number of taxes and other things that can
20 help.

21 So I think we really need a group of people who
22 are going to talk about solving instead of just cutting
23 things out and hurting people along the way.

24 Thank you.

25 I want to mention also something about the 79

1 bus. Okay? You've cut that bus and cut that bus. It's
2 the only way I can get in and out of where I live. It's
3 one bus a day. One bus goes that way. I have to take
4 that bus to get to the Metro Center. Because of that, I
5 can no longer afford to do Metro ParaCruz because Metro
6 ParaCruz charges me for the fact I have to take two
7 busses. But I have no other choice.

8 And this is two huge communities of seniors.
9 And we're stuck with this. Paying \$6 just to go to CVS
10 and Safeway in Watsonville. Okay? And I think that
11 that is ludicrous and should be taken down. You need to
12 roll it back to \$4. It's not fair. We're the ones that
13 suffer. I know that there's some things in Santa Cruz
14 that do that. I think that's not fair. You can't look
15 at that that way. If we're going to do -- because I
16 know you didn't get your mileage thing because it's not
17 legal.

18 We need to look at the fact that a lot of
19 what's going on is not ADA approved either. You're
20 cutting out services to people who really need them.
21 There are about five or six people that I know take the
22 bus from my area to get places. And I just want you to
23 please read my letter.

24 CHAIR ROTKIN: We will.

25 MS. SANFORD: I'd be glad to assist on anything

1 like that. So consider that, okay?

2 Thank you.

3 CHAIR ROTKIN: Thank you.

4 We're over on this side now.

5 DIRECTOR LANE: She's going to -- she's been
6 waiting, sitting, so --

7 CHAIR ROTKIN: Thank you.

8 Please come up.

9 Thanks for pointing that out.

10 UNIDENTIFIED SPEAKER: (In Spanish.)

11 CHAIR ROTKIN: Gracias.

12 We'll have that translated now.

13 THE TRANSLATOR: Good evening. I don't want
14 you to reduce service because we really need it, people
15 like me. I go to the doctor, I go to clinics, to the
16 hospital. I am sick. A lot of us are sick. And we
17 really need the bus service. So we please ask you to
18 not cut it.

19 Thank you. May God bless you.

20 CHAIR ROTKIN: Thanks.

21 Good evening.

22 UNIDENTIFIED SPEAKER: (In Spanish.)

23 THE TRANSLATOR: Good evening. We are a group
24 of concerned bus riders in Santa Cruz County and are
25 here today to deliver a statement to the public and to

1 government bodies concerned with the future of our
2 transit system. We call ourselves the "Bus Riders
3 Association," and we want riders to have a powerful
4 voice in this community.

5 We come together now because our lives and
6 livelihoods are threatened by the proposed cuts to our
7 public transit system. We know funding for the Metro is
8 currently available and the cuts are a choice made by
9 Metro administration rather than a fiscal necessity. A
10 history of administrative failures to adequately manage
11 the Santa Cruz Metro transit district has resulted in
12 our current problems.

13 We have seen and researched the meeting logs
14 and reports and have found repeated instances of
15 wasteful and irresponsible spending on part of the Metro
16 administration. We see ongoing inconsistencies between
17 how the board characterizes the current crisis and how
18 it acts to address a supposed funding problem.

19 Additionally, we believe that the speed at
20 which the Metro board is making its decisions thwarts
21 the community agency ability to collectively solve the
22 budget crisis. We are shocked that in such an
23 environmentally friendly county that takes pride in its
24 progressive politics, we face the loss of our busses.

25 The Metro CEO is presiding over route reduction

1 at a time when public transit is one of our best options
2 to safeguard our environment and lower greenhouse gases,
3 emissions. We riders know that riding the bus is a way
4 of reducing pollution and consumption.

5 We have two major concerns to address today.

6 One, we propose a moratorium on the bus route
7 cuts until November when voters might approve more funds
8 for the Metro system.

9 Two, we want RTC's transit ballot measure
10 rewritten in order to allocate maximum funding for Metro
11 bus routes. We need public support now, otherwise,
12 these careless and vicious attacks on our transportation
13 system will result in this irreversible damage to our
14 community.

15 Ride the bus with us.

16 Thank you.

17 CHAIR ROTKIN: Thanks.

18 Good evening.

19 MR. VENEDIZE: Good evening, brothers and
20 sisters of our community. My name is Frank Venedize.
21 I'm here to speak my mind.

22 When I was here the last time, I was told that
23 gas taxes were short and that was the reason that there
24 was less money for bus transportation because of
25 electric cars. And I know the cars are made every day

1 and people are buying them every year. So to me
2 that's -- someone was uninformed or it's not true.

3 I was also told that lobbyists weren't getting
4 the money that they were sent to get and they were hired
5 from people here. So in my opinion maybe find new
6 lobbyist or find other ways to find the money.

7 I know there will always be a shortage of
8 money, no matter what, where you go. And there will
9 always be a way to find the money. So I don't think
10 that saying that a shortage of money should be the
11 reason that we stop the transportation for the people of
12 the community of Watsonville and Santa Cruz County.

13 I believe that this is a very special place
14 here in Santa Cruz County where you all reside and we
15 all reside and that our transportation should be our top
16 priority now. That's why I was here, to -- for the
17 people that don't have cars or money to buy cars that
18 have to go to work and where else they have to go to.
19 It's part of just keeping the community together, what
20 we have here in Santa Cruz County just holding it
21 together.

22 So I would challenge us here today to find ways
23 to keep all the routes in progress, to cut no routes.

24 That's all I have to say.

25 CHAIR ROTKIN: Thanks for your comments.

1 Good evening.

2 MS. ORTIZ: Good evening, Board Members. My
3 name is Lupe Ortiz. I'm a Cabrillo student, and I have
4 also participated with the ParaCruz service.

5 I hear some good stuff and I hear some
6 questionable stuff talked about today. I am -- I am
7 overcoming my stroke that I had in 2013. And I've been
8 at the hearings on ParaCruz where it affects people
9 outside the city limits having to pay \$6 just to get to
10 the store. And that makes \$12 a round trip. That's
11 another issue that we need to talk to because I brought
12 that issue up at the ParaCruz meeting. And here we are
13 with the public transit and Cabrillo and UCSC and the
14 people who live here in this community of Watsonville.

15 I have been a long-time resident, a long-time
16 political advocate for not only students but the
17 community and people like myself.

18 So I am asking you to really look at what you
19 have in front of you as to affecting us as the bus
20 riders to come to some understanding that there are
21 people here with disabilities, not just physical,
22 visual, speech, any kind. And we all need to get from
23 point A to point B. And if that means two bus fares,
24 it's going to be \$12, or if it's a one-day pass, which
25 is \$6, though I do get the discount because I have my

1 disability.

2 But not everybody can show their disabilities,
3 people who can't see right or who can't speak very well.
4 There are people that have these hidden disabilities
5 don't get these discounts or their services because they
6 can't prove their disability because they are -- they
7 almost normal. I don't know what normal is or what the
8 regular type of person or whose perfect sight is 20/20
9 or who can recite, well, Lincoln's speech. I don't
10 know. I can't because I don't remember him.

11 As for Cabrillo, that's another issue. I
12 didn't vote yes on that issue because it's charging
13 every student, those who ride, drive cars or ride
14 busses. It's a \$40 charge.

15 Well, thank you very much, and please --

16 CHAIR ROTKIN: Thanks for your comments.

17 Good evening.

18 MR. MELLO: Hello. Pat Mello, lifetime county
19 resident, and I'm also today on behalf of one of my
20 roommates with disabilities who relies on the Metro
21 system and ParaCruz to get around.

22 A group of us have kind of been getting
23 together around this issue and wrapping our heads around
24 it. And as Ernestina stated, we've come to sort of a
25 few ideas. And one that has a bunch of support in the

1 community right now is some sort of moratorium and
2 waiting to make this decision until we get the new
3 funding sources potentially in November. And then that
4 also buys us more time, as other speakers have said, to
5 really get creative with the solutions of bringing more
6 money to the table. Because I think as much as we're in
7 a really hard spot, we're always going to be in a hard
8 spot and we're always going to need to make this a moral
9 choice, not an economic one.

10 And there's certain economic realities, but
11 there's also political realities and real world
12 realities that we need to deal with, and I think cutting
13 this stuff right now is the wrong idea. We need to find
14 a way to bridge the gap and then as a community in the
15 future bring real new revenue sources to the table, you
16 know, not small sales tax increases and things. We need
17 some real new funding source that doesn't rely on poor
18 people and regressive taxes that really targets the new
19 wealth that is in this community and provides a real
20 transportation safety net and beyond something that
21 people can use to alleviate the other problems with the
22 environment and traffic that we have.

23 Thank you. And I hope that at the end of this
24 we can all raise our hand in celebration together.

25 CHAIR ROTKIN: Thanks.

1 MS. DE LEON: Hi. My name is Felipe de Leon.
2 I live here in Watsonville. I've been a bus rider
3 since '89. I have some more public comments that we
4 have been getting at events here in Watsonville and
5 other places in Santa Cruz. And I haven't really --
6 somebody had mentioned that you've been at farmers'
7 markets and other places. I haven't seen you here in
8 Watsonville, you know, making the public aware of the
9 changes that's going to be happening. I haven't seen
10 you here. I seen a few bus drivers telling people about
11 the meetings and stuff like that; but for you to say
12 that you've been getting comments at farmers' markets,
13 but not here. I haven't seen you here.

14 And then, like I said, before what Eduardo had
15 said in the last meeting, is that it's not only going to
16 affect us, but it's also going to affect the bus
17 drivers, but drivers I've known since '89. They have
18 taken me to school, to Cabrillo. It's going to affect
19 them; it's going to affect us. It's going to be the
20 mechanics that are being let go or anybody else that is
21 being let go. That's going to affect them too.

22 And my friend, she's here, she also rides the
23 79. And she also gets ParaCruz; so do I. I get
24 ParaCruz. But when I can't get ParaCruz I get the taxi,
25 which costs me \$11. Like when I go to my sister's

1 house, I pay \$11 to go to my sister's house. Sometimes
2 when it's a holiday, I pay \$11 to go and \$11 to come
3 back.

4 So, you know, and like I said, 74 is the one
5 that I take to my sister's house and I also take it to
6 go behind Target because it's a lot safer crossing the
7 street that way than it is on Main Street and Clifford.

8 Thank you.

9 CHAIR ROTKIN: Thanks.

10 I appreciate your comments. I do want to point
11 out that we very carefully spread all these input
12 sessions throughout the county equally, and Watsonville
13 certainly got its fair share of those. They were in a
14 variety of different places, not just farmers' markets.
15 The ones in Watsonville were at the transit center and a
16 number of other community locations. And so we really
17 worked hard to make sure we were not focusing everything
18 at one place in the county but heard from everybody.

19 Go ahead.

20 UNIDENTIFIED SPEAKER: I would like to use an
21 example. The Santa Cruz city schools built and
22 purchased a building out where the housing authority is,
23 and they found that running that building was too
24 expensive for their operation and had to eventually move
25 out to a smaller location. Maybe building the new

1 administrative buildings was the wrong time to do that.
2 And you need to find other things, other places to run
3 the office and get rid of that building that's expensive
4 that you have to use now.

5 Also, I think administrative needs to look at
6 really what other things like advertising can be done.
7 Maybe having a campaign where people in America ride
8 busses -- use their cars way too much and have campaigns
9 where people leave their cars at home and use busses so
10 our ridership can increase, because it does affect our
11 environment. And I just think these things need to be
12 looked at a little bit more closely.

13 And I am someone that is disabled. And I am
14 someone that uses the bus as my main means of
15 transportation because I don't have a lot of funds. And
16 I just appreciate you listening to my point of view.

17 I don't know the 91X cut. I think that
18 things -- the busses that go up past the mountain store,
19 there's like five elderly and other students that are in
20 the mountain store area. The busses, the school busses
21 can't run up there. If the Metro busses don't go up to
22 the mountain store, the students will have to find other
23 ways to get down the mountain store instead of having
24 their bus drivers come up and get them.

25 And that's really all I have to say. Thank

1 you.

2 CHAIR ROTKIN: Thanks for your comments.

3 Good evening.

4 UNIDENTIFIED SPEAKER: Hello. Hello. So I'm
5 going to speak first of all as a student, simply an
6 average student based on what's happening.

7 I just want to bring some of the hypocrisy with
8 which Cabrillo is being handled to the table. Us
9 students, it's pretty clear to you that 91X is the main
10 route that we use, probably 71 just as much, I'm not
11 exactly sure, but it's pretty clear that it's the main
12 route that we use. There is no need to hypocritically
13 state that your research has demonstrated the 91X is the
14 one that we want to maintain. Obviously if you're
15 completely cutting the route, which is the one that we
16 mostly use, your research will say, yeah, we want to
17 keep it. And if we have people like Jimmy Dutra coming
18 to the student center and saying if you don't pass this
19 fee, you're going to lose your routes, of course, people
20 will say yes to that. There's no -- I just want to
21 bring some perspective into how this Cabrillo issue has
22 been handled.

23 Now, I want to be pragmatic about it as well.
24 So, you know, as a student senator who has been directly
25 involved with this deal, I just want to bring some

1 warning about some (inaudible) that the planning has
2 neglected or simply oblivious about.

3 There's a very particular (inaudible) that
4 states as community college we can only charge \$70 for a
5 combined of parking and transportation fee. We already
6 charge \$40 for a parking fee, meaning that we can only
7 charge 30 for transportation, our potential
8 transportation fee.

9 The language and the language with which this
10 ballot was placed in front of the students had no
11 language that doesn't apply because of the fact that it
12 breaks some of our bylaws.

13 On the basis of these students, we do have the
14 power to stall this for another year until legal real
15 language is presented to the (inaudible) students. Of
16 course, like I said, we want to be pragmatic about this,
17 but it's not our decision to just place it for another
18 year; but yeah, don't expect that these plans that you
19 have brought, in clear consideration of the amount of
20 money that you're getting, not presenting some solutions
21 to students (inaudible) to subsidize 91X. And yeah,
22 it's -- don't expect all the money that your plans have
23 presented to our office as what you will actually be
24 receiving.

25 There are some other safeguarding mechanisms to

1 our fees to prevent simply a leak of money so outrageous
2 like this one. So it's more of a numbers deal, and we
3 have to -- Mr. Emerson will be there in that meeting
4 that we all have next week where we will be (inaudible)
5 the contracts. So yeah, I guess it's just good for you
6 to realize about this.

7 And, you know, it's pretty outrageous, this is
8 Santa Cruz County, it's the (inaudible) of income
9 inequality, how much the administration here makes, how
10 much the bus drivers make. And you're coming to
11 community college students to try to subsidize this
12 service. It's kind of, yeah, outrageous is probably the
13 only word that comes to my mind.

14 So thank you.

15 CHAIR ROTKIN: Thanks for your comments.

16 Good evening.

17 UNIDENTIFIED SPEAKER: Good evening. I would
18 like to speak to the paradigm that we're presently
19 operating in which is a paradigm where we are putting
20 out fires. And we have to be -- really have to be in a
21 completely different paradigm, because it's obvious that
22 with urban development going the way it is and growing
23 as fast as this county is growing, as fast as
24 Watsonville is growing, we have to think in terms of the
25 future. What paradigm do we need to be in? And that

1 paradigm includes expanding public transportation, all
2 forms of public transportation, the rail and the bus
3 system, and every other kind of transportation system we
4 can come up with as quickly as humanly possible.

5 So all of this discussion and all of this
6 energy and administrative money being wasted on this
7 kind of petty fire putting out, is, it seems to me,
8 frustrating, really, really frustrating. What we need
9 to do is think how many more areas can we cover with the
10 bus system, how many more people can we get into busses
11 and out of cars. How much less money can we spend on
12 highway development and highway maintenance and highway
13 lighting. More money on bus stops, more money on
14 lighting bus stops, more money on sidewalks, more money
15 on bike trails. For God sakes, anything. But we have
16 to think in terms of a totally new paradigm.

17 Thank you.

18 CHAIR ROTKIN: Thanks for your comments.

19 Good evening.

20 UNIDENTIFIED SPEAKER: Good evening. I'm glad
21 to come after that wonderful speech because I want to
22 talk about the 69A and the fact that the proposal to
23 provide only peak service, which as a rider, I mean, I
24 think I mentioned last time I spoke about how I decided
25 to get out of my car, and I'm hoping a lot of other

1 people are going to be making that decision based on
2 environmental concerns and also the fact that we don't
3 want to sit in traffic for two hours. So I've been
4 using the bus a lot, not during peak because I don't
5 want to sit in this traffic.

6 So it seems counterintuitive to say, okay, we
7 want to use -- we want to put more busses on the road
8 during peak and fewer busses on the road during the time
9 when the highway's actually accessible.

10 So I think that the goal is to get more people
11 who are able to ride the bus, retired people, disabled
12 people into the busses to do the things they need to do
13 during the day, shopping, doctors, meeting friends,
14 whatever, and cutting the 69A during the peak hours
15 doesn't fit into that approach. And so I'm kind of
16 questioning the logic to that.

17 Also, how are people going to get to the
18 hospital during the day?

19 If someone could speak to the 69A, I'd
20 appreciate it.

21 Thank you.

22 CHAIR ROTKIN: Thanks for your comments.

23 Your turn, but you're deferring to the other
24 side? Okay.

25 Please come up.

1 Good evening.

2 UNIDENTIFIED SPEAKER: (In Spanish.)

3 CHAIR ROTKIN: Gracias.

4 THE TRANSLATOR: Good afternoon. I am Erma
5 Valasco. I am a long-term care provider. And so on my
6 behalf I would like to very kindly ask you, and all of
7 you, because you need our support. Without our support
8 you wouldn't be there. So you're there, we are here.
9 We need your help; you need our help. Correct?

10 And so what I want to tell you is that you know
11 where to look for funds so that we don't face this route
12 cut. They're very beneficial for us. We will see
13 students on the street. They are getting ready for
14 their future, but what are they going to do. You will
15 leave them on the side, they will get into drugs, they
16 will have problems instead of preparing themselves for
17 their future.

18 To the elderly, they have already worked, but
19 what are they going to do? Take away their assistance
20 after they have worked a lifetime? Now that they can
21 use the bus so they can do things on their own. So all
22 of the routes are very important. They're excellent for
23 them. And I think that you should think about this.

24 And I want to mention this because I want to be
25 clear to you that it's very easy to take money away from

1 the powerless but it's not just. They have already
2 worked a lifetime. They have to pay for their medicine
3 when they can no longer work. If you take away the bus
4 routes, where are they going to go? They don't have
5 anyone to take them to hospitals, to clinics, to go
6 grocery shopping. So think about the excellent service
7 that the busses provide for them, that the bus drivers
8 provide, and how they treat the passengers.

9 I don't know if you have ridden the bus and you
10 have noticed this. And if not, I want to invite you, I
11 want to invite you, Mr. Dutra, you, Mr. Leopold, Karina,
12 all of you.

13 I have supported you. And so today I'm here to
14 tell you that we need your support for all of our
15 people, for all of our elderly that really need these
16 services, the powerless, the children, our students that
17 are getting prepared.

18 You know where the rich are, you know where the
19 funds are. Or maybe you don't know. But maybe we can
20 get together. Maybe we can meet with more people here.
21 They may know more. But together let's look for funds.
22 But please, our routes are very interest and very
23 important.

24 They're paying more taxes. Our elderly are
25 getting two bus passes, or two coupons. My dad is 91

1 years old, and he gets two passes. But what do I do
2 with two passes? He has four or five medical
3 appointments per month.

4 So with that, I want to ask you to support us.
5 And let's look together for more funds.

6 Thank you.

7 CHAIR ROTKIN: Thanks.

8 Good evening.

9 MR. GABRIEL: Good evening City Council.

10 My name is Jason Gabriel. And I've been born
11 and raised in Watsonville my whole life. And I've taken
12 the bus myself at the age of middle school, through high
13 school. I know how the bus is an integral part of our
14 community. We're just here also in solidarity with
15 activists from Watsonville and Santa Cruz to kind of
16 bring an update to you all on how we're kind of engaging
17 community, we're building awareness, we're starting
18 petitions, we're starting this bigger movement, and then
19 getting ourselves prepared if nothing will be done like
20 in -- through the -- you know, throughout September and
21 November. So we're getting prepared. We're getting the
22 community riled up.

23 We've collected over 700 signatures over the
24 last week. And, you know, this is important for our
25 other communities, for our younger generations to come.

1 This is going to affect everybody in a negative way.

2 And you know, busses are being cut, the people
3 are being left out. Bus conductors or people that drive
4 the bus are getting, you know, cut, getting shut out.
5 So where is administration getting shut out? You know,
6 if it's equal for everybody, then the administration
7 should also be taking cuts as well.

8 We're doing all we can, Watsonville Brown
9 Berets are there for the people, so the people are there
10 with us. So you know, we're asking city council to
11 provide solutions --

12 CHAIR ROTKIN: Sir, this is the transit board,
13 not the city council, just so you know.

14 MR. GABRIEL: Oh, sorry about that.

15 But yeah, that's all I want to say. Kind of
16 want to update you all. And we're willing to fight this
17 and continue in the long haul to provide more solutions
18 and, you know, just do this by any means necessary
19 because our community needs it more than ever.

20 Thank you.

21 CHAIR ROTKIN: Thanks for your comments.

22 Good evening.

23 UNIDENTIFIED SPEAKER: Good afternoon. Like my
24 comrade just said, we're the community of Watsonville,
25 Watsonville Brown Berets. I'm just going to read out

1 some statements that people have made in these petitions
2 that we got signed, like he said, over 700 already got
3 signed.

4 So one of the main ones would be, it would be
5 really difficult to get from school to work and to my
6 hometown. I won't be able to get to my job if the bus
7 is going to get cut. My son, my child has to take the
8 number 10 bus every day to get to his middle school.
9 The bus is my priority because of the transportation.
10 Less busses means less time for me to attend my job.

11 Thank you.

12 CHAIR ROTKIN: Thanks for your comments.

13 LARIALO: Good evening, Board. My
14 name is Larialo. I'm a UCSC student.

15 MARIA: My name is Maria (inaudible),
16 and I'm also a UCSC student.

17 UNIDENTIFIED SPEAKER: We come here today
18 representing the hundreds of students and community
19 members that weren't able to come today. Like our
20 comrade said, over the past week we've collected over
21 700 signatures from UCSC students and community members.

22 Part of the petition included a portion of
23 where they wrote some comments of how these routes would
24 affect them. And we're also going to read a couple of
25 these.

1 So a lot of -- a lot of the students, although
2 they do use some of the common ones such as the 1016,
3 they also mentioned to us how getting to Watsonville is
4 very vital to them, especially when they have worked and
5 volunteering in Watsonville.

6 So some of them include: The bus is my only
7 transportation.

8 UNIDENTIFIED SPEAKER: It's my transportation
9 from school to work.

10 UNIDENTIFIED SPEAKER: I need the bus.

11 UNIDENTIFIED SPEAKER: I won't be able to go
12 off campus often or for emergencies.

13 UNIDENTIFIED SPEAKER: I have no car.

14 UNIDENTIFIED SPEAKER: Okay. I would like to
15 end that portion and share my personal experience.

16 So I am just one of the thousands of people not
17 only from the UCSC community, but I consider myself now
18 part of the community here in Watsonville and Santa Cruz
19 because of Claudia's and I's involvement with community
20 work here and there. And so we really rely on public
21 transportation to get to our jobs, to get to school, and
22 then to also get to our volunteering work.

23 Let's see. I don't have the money like many
24 others of us who are here to be able to afford a car.
25 As a student who's going to graduate with more than

1 24,000 in debt -- sorry -- I urge you to find efficient
2 ways to resolve this issue so that the community won't
3 suffer like Ernestina mentioned because the consequences
4 of those in power.

5 UNIDENTIFIED SPEAKER: Cutting these busses
6 would just add on to a continuous multiple racialized
7 projects in our communities.

8 Thank you.

9 CHAIR ROTKIN: Good evening.

10 MS. CRUZ: Hi. My name is (inaudible) Cruz. I
11 am a part of this community, born and raised.

12 I think that taking away transportation from
13 our community is not the right way to help us. This
14 community is mostly people of color, and we try to come
15 up, we try to get an education, we try to help our
16 youth, we try to do a multiple of positive things for
17 our community. And by you doing this, it's not helping.

18 Do you think you are helping our community?
19 No. If anything, we need more local transportation. We
20 need to get out of Watsonville for an education.

21 Are you all aware that most of the people here
22 are students, they're elders, people that need
23 transportation?

24 You guys need to make our transportation
25 efficient. We need more transportation if anything,

1 every five minutes if possible, or ten minutes. We need
2 you to help us.

3 Fix -- fix our busses. Fix them. We ask for
4 you to fix our busses. They're breaking down, you know.
5 If you are trying to save money or -- I don't know what
6 you're trying to do, really, but you are not trying to
7 help our community by taking away what we have.

8 If anything, help us, help us by fixing the
9 busses, bringing more busses, helping save our
10 transportation that's our only transportation. If
11 anything, bring trains too, please, to get us from all
12 the way to the bay, across the bay. Don't try to take
13 away what we have.

14 I -- as a part of this community I ask you to
15 help this community, if anything. You are here to help
16 us. And bringing ideas to you, that's why we are here
17 for. We have big corporations here. Help them to
18 invest in this. We have Driscoll, multibillion
19 corporation. Help -- why don't you ask them to help
20 invest in our transportation, to help our local people
21 get an education. And I think that by taking away the
22 busses again is not a good idea.

23 Thank you.

24 CHAIR ROTKIN: Thanks for your comments.

25 MR. TORRES: Good evening. Martin

1 Torres, community member.

2 First of all, I'm going to repeat what he said.
3 It's kind of embarrassing that you don't bring stuff
4 translated, especially in this community which you know
5 speaks Spanish, but you bring a translator.

6 Another one of his -- the presentation was
7 really poorly done. You should have had a diagram of
8 what the routes are going to be, how you're going to
9 reroute them, but you don't show them. But you don't
10 show, you just say you're going to give peak routes.

11 Not everybody works at 8:00 in the morning and
12 gets off at 5:00. We have people working at 10:00,
13 11:00, going on.

14 Another one is, I don't know why there's a
15 security guard monitoring people since we got here.
16 It's kind of embarrassing. We're not doing nothing.
17 We're just speaking -- we're here to openly talk as
18 public members that elect you guys that are up here.

19 So, you know, do a better presentation next
20 time for the people at least.

21 Thank you.

22 CHAIR ROTKIN: Anyone else who hasn't spoken
23 who would like to share any thoughts with us this
24 evening. I'll wait a moment for people to get
25 organized. Looks like there's somebody thinking about

1 speaking.

2 Apparently not.

3 Okay. Well, this is the first half of the
4 hearing. We're going to hear from people again tomorrow
5 in -- there's still somebody coming down. Okay. We'll
6 wait.

7 Is there someone else that's going to speak?

8 I'm not clear.

9 GUADALUPE GUIZAR: My name is Guadalupe Guizar.
10 And I work in (inaudible) for 33 years and I take the
11 bus for 33 years. Every day. And I feel sad because I
12 need the bus, only that's my transportation. And I
13 don't have a family to give me a ride. And I need 71
14 Crestview and 69A. And for go to the hospital
15 sometimes, my appointments. And I is scared because,
16 you know, I needed these busses. And I don't want to
17 lose my job and my appointment doctors, because I don't
18 have another transportation.

19 Thank you.

20 CHAIR ROTKIN: Thank for your coming and
21 sharing your thoughts.

22 MS. GUIZAR: I appreciate you.

23 CHAIR ROTKIN: Is there anyone else?

24 Good evening.

25 MS. KATSIAMA: My name is Sherry Katsiama. I

1 am also a 69A bus rider. And I just do not want to be a
2 standby and watch the bus leave. And just hopefully you
3 guys have some hope that the 69A bus will stay because I
4 do not take the bus on the peak hours either.

5 Thank you.

6 CHAIR ROTKIN: Thanks for your comments.

7 Anybody else?

8 Okay. You can still send us e-mails at our
9 website, which is Metro forward -- S C Metro.

10 DIRECTOR LEOPOLD: Metroforward.com.

11 CHAIR ROTKIN: ScMetroforward.com. It's on the
12 material that's over there on the table. And we will be
13 able to take those. That can be any time between now
14 and our final decision. I would like to suggest earlier
15 is better, but this is not your last opportunity.

16 Anyone who's spoken this evening won't be
17 allowed to speak again tomorrow because it would be two
18 bites at the same meeting because it's just a meeting
19 stretched over two days.

20 So tomorrow morning at 8:00 the board will meet
21 for a closed session, but our open public meeting
22 continuing this hearing will begin at 8:30. We do have
23 a couple of small items of business first, but very
24 quickly we should be to this major item to hear for more
25 public input on this question. And at that point the

1 board will respond to the comments that we've heard as
2 they decide, individual board members or together.

3 As was pointed out, we're not going to be
4 making a final decision about the absolute final
5 structure of the -- the restructuring of the routes, but
6 there will be feedback from the board members about
7 concerns and things that we want further investigated.

8 I really appreciate people coming this evening
9 to speak to us and sharing your concerns and thoughts
10 about these varieties of issues. And I also want to
11 make clear that both myself and other members of the
12 board are available to meet with people outside of these
13 formal meetings.

14 It's not a good situation to have a dialog.
15 People ask a reasonable question that should get an
16 answer, and if you feel like you're not getting the
17 answer in some other way, please feel free to contact
18 us.

19 My phone number is in the phone book. I'm the
20 only Rotkin in the telephone book in Santa Cruz County.
21 Feel free to call me. I'd be happy to sit down and meet
22 with you and talk about these issues as would other
23 board members I'm sure.

24 Are there any quick board comments before we
25 recess the meeting?

1 John.

2 DIRECTOR LEOPOLD: Thank you.

3 I just want to thank everyone for coming out
4 tonight. I want you to know that the board of the Metro
5 is listening to people. We are trying to figure out
6 ways to put back as much service on the street as
7 possible and have the least impact as possible given
8 that we have to make some kind of cuts. We have tried
9 to pool and we have pooled from our reserves. Our
10 employees have given -- all of our employees have given
11 back. And we are looking to find other funding sources
12 to try to limit the cuts as much as possible.

13 But the testimony that people have given
14 through the series of hearings, through the public
15 meetings, and through the website do have an impact on
16 me and I'm sure my colleagues in terms of trying to make
17 very difficult decisions about what kind of system we
18 will have after this is all done.

19 We are out there looking for money. And as my
20 colleague Director Dutra said, there will be a chance
21 for people to weigh in on that in November with the
22 largest pool of money in terms of a transportation
23 measure of which there could be over \$2.5 million for
24 Metro each year.

25 So we are looking for different ways to find

1 funding. We are listening to the public. And we are
2 going to try to be as creative as possible to limit the
3 cuts as much as possible. And I just appreciate
4 everyone coming out tonight.

5 CHAIR ROTKIN: Yes, Norm.

6 DIRECTOR HAGEN: I know a lot of you speak to
7 me as I'm on the bus. I may not be taking notes all the
8 time, but I hear you because I too am riding those
9 busses all the time, between 30 and 40 times different
10 routes a day -- a week, I should say.

11 They are critical to a lot of us. We as a
12 board understand the absolute need. Eduardo and his
13 staff, all of the staff is concerned. And it's our
14 primary concern to function as a community service.

15 So don't think we haven't heard your words. We
16 have. And we are doing as much as we can rationally and
17 reasonably to achieve your goals.

18 Thank you.

19 CHAIR ROTKIN: Again, thank you all for coming.
20 We will meet tomorrow. And there will be more comments.

21 The meeting tomorrow morning also is televised,
22 as was this one, on Community Television of Santa Cruz
23 County. And so if you'd like to see both -- either -- I
24 know a lot of you will be busy, and it's not
25 broadcast -- it's broadcast later a couple of times. So

1 if you check with -- go online to community television,
2 you'll be able to find out when they're going to
3 broadcast that meeting, or rebroadcast that meeting, and
4 you can find out what people say tomorrow and what the
5 board comments will be after the final hearing is
6 closed.

7 Again, this meeting is now recessed until
8 tomorrow morning, the public part of it, 8:30.

9 (End of recording.)

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2 ---oOo---

3 MR. HILLER: My name is Carl Hiller.

4 And you're going to put more vehicles on the
5 road because this cut you're trying to do, there will be
6 more people, half of them with cars back on the road.

7 (Inaudible) already on the freeways again because you're
8 causing -- people depend on the busses, and half of them
9 will go back to their cars.

10 And the number 4 bus, I take -- I take the 91X
11 bus, and I've been on these busses, and 35 bus I take.
12 If you cut one bus, it's going to be not good.

13 And people who have businesses and tourists
14 will be involved, because when I travel I go on public
15 transportation. If I go out to other places, other
16 cities, I get on the bus system.

17 So people are depending on the bus here and if
18 you cut bus times, you know, schedule, that is not going
19 to be good. Then there will be a total impact on other
20 busses, overcrowding busses, because you cut that bus
21 out, you have to take the 71 bus. So it will be three
22 busses instead of one bus because you have to wait for
23 three busses because you can't get a seat, busses are
24 packed and overrun with people. They will be
25 overcrowded. People will be backed up at the bus stop.

1 There's school kids. And the time -- I take a
2 bus at 3:00, and that bus is packed. But then you
3 probably have to wait more time, and you'll be
4 frustrated. And it will be people -- more chairs.
5 And I have -- I can't stand because my knee, so it will
6 be total chaos.

7 And I've been on the busses. And like I said,
8 half the people will go back to their cars and the other
9 half will be in the dark. And it's the world's way to
10 get funding and -- thank you.

11 CHAIR ROTKIN: Thank you for your comments.

12 Is Angela Aitken still here?

13 Thank you for your comments.

14 Excuse me. Before the next speaker, usually
15 I'm a very organized person, but I'm as unhappy as you
16 are about these decisions we're being forced to make
17 here, I forgot we didn't actually make the presentation
18 of what we're looking at the route cuts.

19 So, Barrow, if you wouldn't mind coming up and
20 explaining, in general, we're not going to talk about
21 every route, but so people understand how we responded
22 to their earlier comments.

23 Make it fairly brief here.

24 MR. EMERSON: All right. I'll shorten up from
25 the version. Okay.

1 DIRECTOR LEOPOLD: What you did yesterday was
2 fine.

3 MR. EMERSON: Good morning, Chair, Board
4 Members, and the public. I'm here to provide an update
5 on the service proposal which has been significantly
6 modified since March 25th, the initial proposal.

7 First of all, I'd like to acknowledge the
8 efforts of the internal project team that have done a
9 great job. Andrea Eusse-Gil, Eduardo Montecino, and
10 Manny Martinez who have worked with the initial textbook
11 proposal and modified its features to better reflect our
12 local issues, needs, and priorities.

13 So I'm going to use the term "baseline." The
14 latest baseline proposal still achieves our savings
15 targets. And by baseline, I refer to the current
16 proposal, which is prior to incorporating any potential
17 service improvements resulting from the recent Cabrillo
18 and UCSC investments, which I will discuss later in my
19 presentation.

20 Following are a number of service features
21 which the team has been able to reinstate since March.
22 Now, reinstate, it was a zero sum game. They were able
23 to reinstate those things through pulling bits of
24 service from other areas. What I can say is basically
25 what has been affected to achieve the hours to put back

1 in some of these specific areas is taking away frequency
2 and spans of service across the system, in general,
3 middays and weekends. We've still got services there,
4 but there's always a push and pull.

5 So just a quick list, improvements that have
6 been made since March. Weekend services specifically,
7 including the 72 and the 79 in Watsonville. And in some
8 cases these services don't have weekend service today,
9 but we realize the importance. The frequency isn't
10 great, but there's going to be some service on the
11 weekends in those routes.

12 We made sure that we have provided service to
13 all of the health clinics in the Watsonville area.
14 We've reintroduced service to the Bonny Doon Davenport
15 area. We have reintroduced service to the Rio Del Mar
16 La Selva area in terms of three trips to the 55 on
17 weekdays.

18 We were able to reinstate the 66 in conjunction
19 with reducing the 68 to peak-only service. Both of
20 these services serve the two primary health clinics in
21 the Live Oak area.

22 We were able to put service back on Clifford
23 Street in Watsonville by having the 71 do every other
24 trip on various alignments. We're able to put back 69A
25 peak service between Watsonville and Santa Cruz. The

1 Route 4 has been reinstated with no use of the Route 35.

2 DIRECTOR LEOPOLD: That's the route to Emeline.

3 MR. EMERSON: Yes. Thank you again.

4 Highway 17, I just want to make a
5 clarification. We all know that early in the planning
6 San Jose State beyond Diridon was not in play. It's now
7 been put back in. All of our remaining service will go
8 to San Jose State.

9 What I want to say is out of 64 one-way trips
10 on weekdays and 30 one-way trips on weekends, we are
11 looking to eliminate approximately 10 of those, or 10
12 percent by combining two adjacent trips or eliminating
13 the lowest ridership of all those trips.

14 Lastly, we were able to reinstate two school
15 oriented routes in the San Lorenzo Valley routes, 33 and
16 34.

17 Ultimately, the project team has been able to
18 create a network with relatively limited complete
19 eliminations of routes. But for a few extremities of
20 the system, the team has been able to either reroute
21 other services and/or there are services operating in
22 the same corridors. Going into this project we had some
23 level of redundancy in some corridors. The redundancy
24 provided convenience, but at a time like this we had to
25 make sure a corridor was at least served.

1 This baseline that I've been describing and has
2 been included in your packets and the public materials
3 at the back and on the website was endorsed by the COA's
4 ad hoc committee on May 19th where the ad hoc committee
5 also confirmed, and this is important, in this exercise
6 they confirmed their priority at the moment of
7 accomplishing coverage of the county over frequency and
8 span of service. And there will be an ongoing tension
9 between those goals as we continue to work through this.

10 This baseline proposal was also used during the
11 May 2nd through 13th public open houses. We held nine
12 of them in ten days, they were attended by over 150
13 people.

14 At these open houses there were two topics that
15 people were interested in. They were either interested
16 in the big picture financial, why and how much; and/or
17 they were interested in the specific route situations.

18 The best thing about these open houses, staff
19 had the opportunity to discuss one on one specific route
20 issues with individuals and were either to -- in many
21 cases allay their fears that a particular service wasn't
22 going away, or we identified alternative services for
23 them to take.

24 And lastly, if what we described -- discussed
25 with them didn't meet their needs, it allowed them to

1 provide very accurate and specific testimony, which is
2 what you referred to earlier that we all have in our
3 packets and the planning team is continuing to study.

4 So again, I reinforce that any public comment
5 that is specific to a route, a geography, a time of day,
6 and a trip purpose is most helpful.

7 The best last thing about this, is this has
8 allowed staff to identify a list of specific things we'd
9 like to do if we are provided with the opportunity of
10 additional funding. It's become clear what's the next
11 thing we'd like to put back.

12 So we received over 200 public comments via
13 either written or public testimony during that process,
14 we had the same stenographer, a program we have here, we
15 had our translator support. In addition, we have over
16 150 comments from the preceding months of the process
17 through our website, through letters written in,
18 e-mails, calls, along with all the extensive input and
19 discussions we had with people at the various other
20 pop-ups and speaking engagements. The board has been
21 provided with a summary of all this.

22 As I told you, I'll move through quickly.

23 I just want to mention what the absolute top
24 five by far topics are that came out of this entire
25 process so far. Number one, reinstate the 91X. Number

1 two, maintain the current frequency on the Route 71.
2 Number three, maintain frequency of service or
3 reintroduced midday service on 69A. The other one, keep
4 service past Diridon San Jose State. And lastly, keep
5 San Lorenzo Valley service -- keep frequent service in
6 San Lorenzo Valley so people can get to schools, medical
7 service, and employment.

8 Metro service planning staff will continue to
9 review the public comments received to date along with
10 the input from last night and today. And we will return
11 to you on June 24th with a final proposal that will
12 include four or five things. Number one, the current
13 baseline proposal. With any cost neutral changes that
14 we found that we feel are better solutions to individual
15 problems than what we have now, on these topics when we
16 come back in June you will get a Title XI analysis
17 presentation identifying any disproportionate or
18 disparate impact on minority or low-income communities.
19 So baseline proposal number one.

20 Number two, and one of the nicer pieces of
21 news, a formal Cabrillo College proposal to fund
22 retention of an as-yet-undetermined level of bus service
23 in their corridor. We've been working on this the last
24 few weeks, and we will get down to service planning in
25 detail next week with Cabrillo staff and student senate

1 representatives.

2 Number three, a formal UCSC proposal. We've
3 all heard that UCSC has made a strong effort to help out
4 financially on this with the goal being to retain or
5 sustain as much of the service they had going into this
6 situation as possible. Just like Cabrillo, that will be
7 worked through in detail in the next couple weeks.

8 We also have a final proposal on Highway 17, as
9 I just referenced.

10 Unfortunately, and I'm the first person to
11 mention it this morning, it was discussed last night,
12 Metro was just informed last week of the governor's
13 preliminary budget for the state which includes a
14 reduction of over 48 million in the STA funding
15 category. Unfortunately for Santa Cruz County, that
16 comes down to an impact of approximately \$300,000, which
17 means that our team needs to go identify another
18 reduction of that level.

19 Just to give you a hint of where we are, the
20 areas this project team will have to consider when doing
21 that will either be reduce evening frequency, and I will
22 suggest as part of June 24th when we come back we'll
23 probably be recommending a sort of consistent standard
24 for frequencies by time of day in this county. We will
25 look at reduced weekend service.

1 As you know, two board meetings ago we came to
2 you with some hypotheticals about no weekends, no
3 weekends except the 17, no weekends except the cores.
4 So we might have to revisit some of that. Reduce
5 non-regionwide services on the weekdays and weekends.
6 And sadly enough, reduce services at the extremities of
7 the network. Those are the hardest to cover.

8 So last two points, I want to remind everyone
9 that Metro is not reducing ParaCruz service in the sense
10 that if the fixed route shrinks we will not be shrinking
11 the ParaCruz service area or hours as was adopted by
12 your board a couple months ago.

13 Lastly, we are currently not making any
14 assumption about the potential of a sales tax in
15 November, because as the Chair said, these changes have
16 to happen in September.

17 That concludes my remarks. I'm happy to answer
18 any questions.

19 DIRECTOR LEOPOLD: John?

20 MR. LEOPOLD: Barrow, we talked about this a
21 little bit last night so I'm a little surprised to see
22 that it's still in your presentation.

23 The governor's budget revise you said includes
24 less money for the diesel tax, and so therefore, it's
25 \$200,000. But, in our conversation yesterday there was

1 also this trailer bill that's there, that's going to put
2 back \$300,000.

3 DIRECTOR LEOPOLD: L bill that was referred to
4 by Eduardo (inaudible).

5 MR. LEOPOLD: No, it's separate, it's the
6 trailer bill to put back the formula for the STA that
7 got changed. So that seems to be a wash, the \$300,000.
8 So I don't understand why we're making \$300,000 more of
9 cuts.

10 MR. CLIFFORD: Certainly we will take board
11 direction on that particular point. May be similar to
12 how you handle the sales tax initiative in November; the
13 trailer bill is sort of a similar situation. It's not a
14 guarantee until it's done. It's not done. We're
15 optimistic it will happen. I think there's -- you know,
16 the news is good that it can happen.

17 But there is still that point about last night,
18 risk that are net revenues, recurring revenues going on
19 in our out years will be less because some sort of new
20 formulation will have to be created in order to address
21 the 106 other entities that have recently been included
22 in that formulation.

23 So it's very unstable ground. If the board
24 says, hey, we want to take a risk on the trailer bill
25 and don't neutralize the other 300,000, we'll take that

1 direction and act upon it. And then we'll just have to
2 address what the recurring ramifications are of that in
3 the coming year.

4 DIRECTOR LEOPOLD: Well, I'll just share my
5 personal thoughts, is that, A, that we're making --
6 we're looking at a tremendous set of cuts. So to the
7 extent that we don't have to look at more cuts, that's a
8 good thing.

9 Two, it's likely that by the June 24th meeting
10 that the budget will be signed. And so our -- we'll
11 have some assuery. I think I read yesterday that they
12 got out of their house of origin a bunch of the budget
13 bills. So that's a good first sign.

14 So I think our level of risk goes down every
15 day on that money. And there will be a future -- you
16 know, there's lobbying that's going to have to take
17 place and advocacy that's going to have to take place in
18 order to maintain that we don't take further cuts on it.
19 And where we are right now is, I don't think we should
20 be looking at \$300,000 more of cuts.

21 CHAIR ROTKIN: Let me suggest entertaining any
22 comments that people want to make, but we could have
23 this discussion perhaps at the end after we (inaudible)
24 might be better.

25 Everybody willing to wait?

1 Okay. We're now going to go back to the
2 public. Thank you for your patience.

3 Next person, please come up. You have three
4 minutes.

5 And again, for those who came a little later,
6 there's a light system; it's green when you start, it
7 turns yellow when you've got 30 seconds, and then it
8 goes red and you have to finish the sentence you're on.

9 Thank you.

10 Good morning.

11 MS. BOYCE: Good morning. My name is Rhonda
12 Boyce. And thank you for listening to all of us.
13 That's really generous of you.

14 Big picture, I think perhaps the cuts could
15 reduce possibilities of the need for toll booths in the
16 long run, and that's a good thing. So budget cuts
17 aren't necessarily bad, it's just where they're placed.
18 You know, they go from one system to another. And this
19 is really about the estimated revenue, property
20 revenues, tax revenues.

21 Coming to light, when people pay their taxes,
22 the government can continue to balance the budget.
23 Collecting rent should mean that people pay their taxes,
24 yet the renters are usually the ones that suffer,
25 either, you know, less stability, they have to change

1 tax rate areas, and/or they become homeless.

2 The police are taking cars when the cars are
3 becoming homes for people. These are the people who
4 need public transportation. The handicapped and
5 disabled, many of them are the people who need public
6 transportation. And please, I mean, you know, they need
7 actually more runs on the 4 route, I believe.

8 Public means all of us, not just the wealthy
9 who have strong political pull. I strongly believe that
10 you should open up Highway 9 all the way. They're safe
11 routes to all including those who work in Silicon
12 Valley, and maybe that would reduce 17 traffic. It's
13 quite a chore to get from Santa Cruz to Cupertino, or
14 Appletino. And I think it would be excellent, you know,
15 you can go through Saratoga, Cupertino. It would just
16 save a lot of time. And a lot of people would jump on
17 that bus, I think.

18 And if it means more people coming into the
19 San Lorenzo Valley and Santa Cruz, that's going to
20 generate more property tax revenue. So it's a good
21 thing.

22 Note noted 6:40:51.

23 And lastly, fracking in North Dakota lowered
24 petroleum rates intensely. I know, because I don't have
25 a car now, so that figures. So why not public

1 transportation fares? I mean, they haven't gone up yet.
2 But I kind of think this whole thing is just so when the
3 fares do go up, people will say, hey, well, at least you
4 didn't cut my route.

5 Thank you.

6 CHAIR ROTKIN: Thanks for your comments.

7 Next speaker, please.

8 Good morning.

9 UNIDENTIFIED SPEAKER: Good morning. Hey, I
10 just see that I'm one of the only college students over
11 here. So on behalf of UC Santa Cruz, I'm a poor college
12 student just trying to get by. And there's going to be
13 a considerable increase in the number of students coming
14 in next year, 650 more students at least compared to the
15 number last year.

16 There's already a very heavily burdened public
17 transit system within the city of Santa Cruz pertaining
18 to routes 10, 11, 15, 16, 19, and 20. And I personally
19 would be very adversely affected by Route Number 20,
20 because I now -- in the upcoming fall quarter, I will no
21 longer be living on campus, and there's only one 20 bus
22 per hour. And it would be really catastrophic if
23 further cuts are made to Route number 20.

24 And I feel like it would be terrible because
25 not only would students not be able to fulfill their

1 academic commitments and thereby suffer worse grades and
2 other consequences, but also the working people of this
3 city will not be able to reach their jobs on time and be
4 able to fulfill their commitments either.

5 So I understand that funding is something
6 that's very difficult at this point because the U.S. is
7 at \$19.5 trillion of debt and almost everywhere is
8 running out of money.

9 So, we would just -- on behalf of many students
10 of Santa Cruz, we would just like if possible for you to
11 prioritize getting as many busses to the residents of
12 the city as possible, whether that means like instead of
13 a -- you know, one expensive electric bus, if it's
14 better to get four diesel busses. They'll pollute the
15 environment a little bit more but take care of a lot
16 more students that might be --

17 CHAIR ROTKIN: It's not legal for us to buy new
18 diesel busses at this point. It's against the law.

19 UNIDENTIFIED SPEAKER: Okay. Sorry.

20 CHAIR ROTKIN: Good idea otherwise, but no.

21 UNIDENTIFIED SPEAKER: So we were just -- and I
22 also noticed that the tax rate in the city of Santa Cruz
23 is extremely high compared to many other cities across
24 the country. So I thought it would be very unfortunate
25 if the residents of the city paid such high taxes and

1 don't get the sort of public transport facilities that
2 other cities with lower tax rates get.

3 So thank you very much.

4 CHAIR ROTKIN: Thanks for your comments.

5 Good morning.

6 ZOV: Good morning. My name is Zov.

7 This statement was read yesterday at the board
8 meeting, but I'm going to bring it back to the folks in
9 Santa Cruz if that's all right with you.

10 Good morning. We, a group of concerned bus
11 riders in Santa Cruz County are here to deliver a
12 statement to the public and to government bodies
13 concerned with the future of our transit system.

14 We call ourselves the "Bus Riders Association."
15 We want riders to have a powerful voice in this
16 community. We come together now because our lives and
17 livelihoods are threatened by the proposed cuts to our
18 public transit system.

19 We know funding for the Metro is currently
20 available and that cuts are a choice made by Metro
21 administration rather than a fiscal necessity. The
22 history of administrative failures to adequately manage
23 the Santa Cruz Metro Transit District has resulted in
24 our current problems.

25 We've seen and researched the meeting logs and

1 reports available from the Metro itself, from its
2 website, and found repeated instances of wasteful and
3 irresponsible spending on part of the Metro
4 administration. Invite the public to look into spending
5 on new conference rooms and consulting fees, for
6 example.

7 We see ongoing inconsistencies between how the
8 board characterizes the current crisis and how it acts
9 to address its supposed funding problem. Additionally,
10 we believe that the speed at which the Metro board is
11 make its decisions thwarts the community's ability to
12 collectively solve this budget crisis.

13 We're shocked that in such an environmentally
14 friendly county that takes pride in its progressive
15 politics we face the loss of our busses. The CEO of
16 Metro is presiding over route reduction at a time when
17 public transit is one of our best options to safeguard
18 our environment and lower greenhouse gas emissions.

19 We riders know that riding the bus is a way of
20 reducing pollution and consumption. So we have two
21 major concerns to address today.

22 One, we're proposing a moratorium on the bus
23 route cuts until November when voters might approve more
24 funds for the Metro system. And we're currently
25 circulating a petition to that affect. And if you want

1 to sign it, please find someone in here who is
2 circulating it.

3 Two, we want the RTC's transit ballot measure
4 rewritten in order to allocate maximum funding for Metro
5 bus routes. We need public support now and the support
6 of the board, otherwise these careless and vicious
7 attacks on our transportation system will result in
8 irreversible damage to our community.

9 So please ride the bus with us.

10 CHAIR ROTKIN: Thanks for your comments.

11 CHAIR ROTKIN: Good morning.

12 UNIDENTIFIED SPEAKER: (In Spanish.)

13 CHAIR ROTKIN: The board heard that speech last
14 night, same one, and had it translated, but we're going
15 to get a brief summary of the main points from our
16 translator so members of the public who only speak
17 English can understand the main points that she was
18 making, but it won't be a word-for-word translation
19 today.

20 THE TRANSLATOR: Thank you, Mr. Chair.

21 It is actually the Spanish version of the
22 statement that was read by the previous speaker.

23 MS. SYREN: So you do need to do a word for
24 word.

25 THE TRANSLATOR: Okay.

1 UNIDENTIFIED SPEAKER: But we don't understand
2 because it is the same speech that was previously spoken
3 and we feel that this is (inaudible). Why would we need
4 to hear it again?

5 CHAIR ROTKIN: Because in it's insanity federal
6 law requires us to take each person's comments
7 seriously. And if 30 people get up and give us exactly
8 the same statement, they can do that. It's not wise,
9 because it doesn't persuade us of much we haven't
10 already heard, but people have the right to come up and
11 say what they want and make sure that it's all
12 translated into the English.

13 THE TRANSLATOR: Good morning. We, a group of
14 concerned bus riders in Santa Cruz County, are here to
15 deliver a statement to the public and to government
16 bodies concerned with the future of our transit system.
17 We call ourselves the "Bus Riders Association." And we
18 want riders to have a powerful voice in this community.

19 We come together now because our lives and
20 livelihoods are threatened by the proposed cuts to our
21 public transit system. We know funding for Metro is
22 currently available and that cuts are a choice made by
23 Metro administration, rather than a fiscal necessity.

24 A history of administrative failures to
25 adequately manage the Santa Cruz Metro Transit District

1 has resulted in our current problems. We have seen and
2 researched the meeting logs and reports and found
3 repeated instances of wasteful and irresponsible
4 spending on the part of Metro administration.

5 We see ongoing inconsistencies between how the
6 board characterizes the current crisis and how it acts
7 to address a supposed funding problem.

8 Additionally, we believe that the speed at
9 which the Metro board is making its decisions thwarts
10 the community's ability to collectively solve the budget
11 crisis.

12 We are shocked that in such an environmentally
13 friendly county that takes pride in its progressive
14 politics we face the loss of our busses.

15 The CEO of Metro is presiding over route
16 reduction at a time when public transit is one of our
17 best options to safeguard our environment and lower
18 greenhouse gas emissions. We riders know that riding
19 the bus is a way of reducing pollution and consumption.

20 We have two major concerns to address today.

21 One, we propose a moratorium on the bus route
22 cuts until November when voters might approve more funds
23 for the Metro system.

24 Two, we want the RTC's transit ballot measure
25 rewritten in order to allocate maximum funding for Metro

1 bus routes.

2 We need public support now. Otherwise these
3 careless and vicious acts on our transportation system
4 will result in irreversible damage to our community.

5 Ride the bus with us.

6 CHAIR ROTKIN: Next speaker, please come up.

7 MS. CASBY: Hello, Metro Board, and
8 CEO, and public. My name is Elyse Casby.

9 I am many going to speak about something that I
10 think is underneath much of what we're talking about,
11 just brief, very, very briefly.

12 In my years, 20 years of working as a community
13 organizer, in several cities, namely, San Diego,
14 Berkeley, Oakland, I'm counting as one city, and Santa
15 Cruz, I have worked for organizations that are very
16 concerned with pollution, that are concerned with energy
17 management and effectiveness, and also the public voice.
18 Groups like Green Peace, Caliper, Acorn, and others,
19 just to name a few. And I'm summarizing my experience
20 largely.

21 But I've also worked with groups that represent
22 bicycle riders, community planners who are working to
23 move our way of doing things in the United States over
24 into a more environmentally friendly and more diverse and
25 inclusive way of designing our communities.

1 And I really do think that the problems that
2 Metro is facing are not all the fault of Metro board and
3 directors or the CEO. And I want to say that because I
4 also just heard and Bruce -- excuse me, in Barrow's
5 comments, I heard that you are listening to us. And I
6 very much want to emphasize that the modifications
7 you've made to your original planned cuts are important.
8 So I just want to grant you that.

9 And so now I just want to move forward with
10 what I have to say.

11 The economy is the problem. Our current form
12 of economy is an irrational system based on privilege
13 and who you know, based on what color your skin is and
14 where you grew up and how you live. This is becoming
15 ever more interesting because there are some cities, for
16 example, that are under privileged that are leading our
17 future. For example, Detroit, with Food Justice, okay?
18 So nothing is the same as it was.

19 But what I'm finding in this problem that we're
20 having is that we have the old problems with old
21 solutions, and it does not work. And all of us have to
22 stop pretending we can continue to live the way we did.

23 I recommend a book, it's called "Overshoot,"
24 and it addresses this problem without blaming people.
25 It's written by a professor who was an ecologist as well

1 as a sociologist, and he talks about this problem in
2 government going back to the early parts of the 1900s.

3 So we're way, way, way down the pike, and we're
4 way, way, way far behind in Santa Cruz.

5 So quickly I want to say I am with the Bus
6 Riders Association. We are petitioning for a moratorium
7 on the Metro service cuts. And I don't like this
8 following solution of the tax because I think it's
9 regressive, but I think we need to at least wait till
10 November because I don't think cutting out the public
11 and cutting any bus routes is acceptable. Funding is
12 available; cuts are choice.

13 CHAIR ROTKIN: Times up.

14 MS. CASBY: My time's up? Darn.

15 CHAIR ROTKIN: Three minutes.

16 MS. CASBY: Okay. Thank you.

17 CHAIR ROTKIN: Next speaker, please.

18 MR. STEVENSON: Hi. Thank you, Board, and Alex
19 Clifford and staff for --

20 UNIDENTIFIED SPEAKER: Time.

21 CHAIR ROTKIN: Boy, that's a quick one.

22 MR. STEVENSON: Probably a good way to end,
23 actually.

24 Thank you for making the process as public as
25 possible, as transparent as possible, give us the

1 opportunity. But I do think that the decision-making
2 process that you engaged in is short-circuiting the
3 possibility for solutions.

4 I just want to run down some of the facts that
5 I've uncovered from looking at the public record and
6 also from doing my own research on funding.

7 From 2000 through 2013 there were 33 agenda
8 items in the SMTD meeting minutes where former GM
9 Les White got board approval to go after funds. That's
10 over two per year. During the two years that current
11 GM/CEO Alex Clifford has been in charge, there has been
12 one such occurrence, at least as far as I could find in
13 the public record.

14 By the way, there may be some problems with the
15 public record. That needs to be addressed.

16 Two, during bad economic times Les White sought
17 funding over six times per year. Alex has sought it
18 less than one time in two years.

19 Three, when the board wanted to focus on their
20 economic problems and start to cut service, Les White
21 diverted the discussion to ways that he could find
22 funds.

23 Les White, by the way, is the former general
24 manager and somebody that has been somewhat defamed by
25 some of the current board members for getting us into

1 this problem.

2 Anyway, he diverted the discussion to ways to
3 find funds. Alex Clifford has spent most of the time
4 concentrating on the problem of the structural deficit
5 and the budget.

6 Four, when lobbying was needed to get funds,
7 Les White teamed up with CTA and the APTA, those are
8 lobbying agencies in state government, as well as with
9 AMBAG, that's a local consortium of governments, and the
10 RTC. Alex Clifford has spent around \$2 million to hire
11 outside consultants to help him do his job. This amount
12 of money approximates the amount of money that might be
13 the bridge between what the deficit stands at after we
14 get additional funding.

15 Les White warned the board that funding sources
16 from the state and federal governments have become so
17 unstable that other more local sources need to be
18 pursued, but the board has done virtually nothing except
19 to rely on the RTC sales tax measure, which is heavily
20 biased against Metro and does not solve Metro's funding
21 issues.

22 But the worst thing is that the claim that the
23 deficit is a product of bad economic times dating back
24 to the 2008 banking crisis is patently false. Les White
25 used a basic understanding of funding options to

1 adequately fund Santa Cruz Metro Transit District during
2 two periods much worse than today. Those were 2003 when
3 George Bush diverted dollars from public services to
4 fund an illegal war, and 2009 when the State of
5 California declared a fiscal crisis and cut off all
6 funds for transit. By 2010 Les White had restored
7 financial vitality to the district.

8 Polls have always shown that both locally and
9 across the nation and the world that citizens will pay
10 higher sales tax to fund public transit, yet the Metro
11 has only tried this once dating back to the 1970s,
12 relying instead on the RTC.

13 Okay. I didn't get a warning. I didn't get a
14 30-minute amber light.

15 CHAIR ROTKIN: It's been three minutes. So
16 take another 15 seconds and wrap up.

17 MR. STEVENSON: Okay. Anyway, the Metro has
18 not tried to do their own sales tax, they've relied on
19 the RTC measure.

20 Anyway, that's pretty much what I was saying.
21 I just want to add that Barrow's comment about industry
22 standard being 120 drivers instead of 160 drivers does
23 not take into account the fact that we have a high
24 intensity tier that we qualify in Santa Cruz County.

25 Thank you.

1 CHAIR ROTKIN: Thank you.

2 One moment.

3 We apparently -- we don't have the ability to
4 do the warning thing at this point. And I don't know
5 how to control that. So I'm going to suggest -- please,
6 this is my solution, I hope it will work: When you have
7 30 seconds left, she's going to say --

8 DIRECTOR LANE: There's a timer there that they
9 can see, they can see --

10 CHAIR ROTKIN: Oh, so there's a timer. So the
11 light doesn't change, but the timer will tell you when
12 you have 30 seconds left. Sorry. We will put it on you
13 to look at it. And when you get the red light, you can
14 finish the sentence you're on, I'm not going to cut you
15 off in midword or something, but I want to make sure
16 everybody has a chance to speak. So you do have three
17 minutes. And you have to pay attention to the clock,
18 which I'm sorry, we don't know how to make the light
19 system work.

20 Good morning.

21 MS. SANFORD: Good morning, everyone. My name
22 is Susan Sanford. And I'd like to say a couple things
23 about Metro and then also have some solutions I think
24 that could assist with this. And that's one of the
25 things I think has not been done, is that you as a board

1 and the people here, we've looked at how not to cut the
2 routes, but the solutions should really be a group of
3 people meeting constantly and people from all over
4 Santa Cruz County, employers and everything, to come
5 together and find money here. There's money.

6 And I did mention about the lobbying. I would
7 say that we need to apply for more funding. There's a
8 lot of funding for handicapped, you know, disabled
9 people, and seniors that I don't see anybody tapping
10 into here. I found like three pages worth of stuff on
11 that.

12 Also, we need to increase the sales tax, I
13 believe. That's fine. But there may be a way to do
14 that. I think it's a good thing to do, but the sales
15 tax has been getting hit hard.

16 But I think we may have to do a luxury tax or
17 something along those lines when it comes to like the
18 summertime, people come here from all over the country
19 and sometimes the world, and maybe there's a tax WE
20 could add on to hotels, motels, that type of thing that
21 might help the transportation, because they may be using
22 our transportation too.

23 Also, I think it's important to have flyers to
24 go out to interested people. I was going to go to the
25 rotary meetings, but they were all at the wrong times.

1 I'd miss them, all this. So I didn't do that. But I'm
2 willing to do these kinds of things. Right now I'm
3 semi-retired and so I have time and I'm willing to put
4 it in by going and talking to groups about what's going
5 on because employers need to be brought into this too.
6 A lot of the people that ride these busses are employees
7 of theirs, so they need to get them to their places.

8 Again, I mentioned about doing the advertising
9 in both the Watsonville and Santa Cruz Metro Centers and
10 more advertising inside the busses. I think that will
11 bring in a lot of steady money.

12 I think we that we need to look into things
13 like the schools do. They call people who have money
14 and say, so, what are you willing to pledge? That kind
15 of thing.

16 And I think really to make these deep cuts now
17 when we're looking at six years, that's a lot of unknown
18 funding. We shouldn't look more than three years, at
19 the most four because of the federal grants, and I think
20 that what we're doing here is we're just -- the longer
21 you spread it out with a non-profit, the more it looks
22 like it's not going to work. I've worked for many
23 non-profits, I've done their books, I've done -- run
24 them, everything.

25 And what I'm saying here is we need to look at

1 three years at a time. What's that? I mean, it's fine
2 to look at six, but also look at three. And actually,
3 from the figures you have on your page, ridership has
4 gone up, an increase of salary.

5 I didn't get the 30 seconds.

6 CHAIR ROTKIN: You have to look at the clock.
7 Sorry. We --

8 MS. SANFORD: Okay. I've got one second.

9 CHAIR ROTKIN: Thank you for your comments.

10 MS. SANFORD: On that one second I'd like to
11 say that I think one of the things we should not do -- I
12 can't think of it now, I got screwed up by that.

13 But it had to -- oh, I know, right. They
14 talked about in the budget hearing, they said there was
15 going to be a loss of funding due to the loss of
16 ridership due to the cuts. I'm saying please don't let
17 that happen. We need every cent we can get. Why would
18 we do that? It's not (inaudible).

19 CHAIR ROTKIN: Also, just I should report that
20 Alex Clifford and I -- Alex Clifford and I went to the
21 rotary meeting earlier this month and talked to them
22 about the crisis we're facing.

23 Next speaker, please.

24 Good morning.

25 UNIDENTIFIED SPEAKER: So I'm here once again

1 to talk about advertising. And to be honest, I haven't
2 really heard any presentations putting up on the board
3 on how this could possibly benefit us. I've heard you
4 guys mention a lot of other -- I mean, cutbacks but
5 nothing about advertising. And I just want to -- I'm
6 hoping that you guys can present us some numbers on
7 whether -- how -- I mean, potentially how much can we
8 get out of advertising from bus stops, from bus
9 stations, from busses, from ParaCruz cabs even.

10 I mean, everyone is being affected, and so I
11 really do think you guys should present us some numbers
12 that could possibly, you know, give us some comfort on
13 what we could benefit from advertising.

14 And I really do want the public to have their
15 service. I use the service quite a bit. So, like I
16 said, I really would hope you guys could present us some
17 numbers so we can get some comfort and see where we
18 stand, and how much can we get from advertising? It's
19 a -- like I said, I've seen it in other agencies, and I
20 think -- I do believe that we could probably benefit a
21 great amount if we push for this.

22 So thank you.

23 CHAIR ROTKIN: Thanks for your thoughts.

24 Next speaker, please.

25 Good morning.

1 MS. DE LEON: Good morning. My name is
2 Felipe de Leon, I live in Watsonville. I have lots to
3 say, but I wrote it down because I always get nervous.

4 But anyways, yesterday a group of us from
5 Independence (inaudible) came to the meeting, and they
6 sort of got mad at me because I didn't speak up for some
7 of us that ride the bus. We ride the 77, we ride the 71
8 Crestview, the 69A. And they don't want the 71 to be
9 cut or the 69A because we depend on the bus. So that's
10 it.

11 Thank you.

12 CHAIR ROTKIN: Actually, you can tell your
13 friends you did say that here last night. So they
14 didn't hear you say it, but we heard it last night when
15 you said the same point.

16 MS. DE LEON: Okay. Thank you.

17 CHAIR ROTKIN: Next speaker, please:

18 Good morning.

19 UNIDENTIFIED SPEAKER: Good morning. Thank
20 you, Members of the Board, for being here today and
21 giving us the opportunity. I guess first of all, maybe
22 we should just have a show of hands that everyone that
23 agrees that the Metro is here to provide a service that
24 is for the best of this community. I think we can, you
25 know, all agree on that.

1 CHAIR ROTKIN: They all raised their hands.

2 UNIDENTIFIED SPEAKER: Everyone back here?

3 Yeah.

4 So at least we all agree on that.

5 CHAIR ROTKIN: Almost everybody raised their
6 hand.

7 UNIDENTIFIED SPEAKER: It's a starting point,
8 maybe, huh? Yes. I'm not here really to tell you what
9 to do about anything because I know that you have a lot
10 more information than I have and a lot of us will have
11 and perspectives that probably, you know, helps
12 everyone.

13 Anyway, I'm coming here, I wanted to speak on
14 some of the things that he mentioned, but since there's
15 some modifications, I can't really do that; but I would
16 like to discuss the fact that the busses to me are the
17 first responders, one of the first responders within our
18 community.

19 And these drivers when they take -- on the job
20 each day, it's just like putting on like a sleeve on
21 your shirt or something, it's a sleeve of travel. And
22 as they go down through that sleeve of travel, they know
23 everyone that's on that route, whether they're on a bike
24 or whether they're in a wheelchair, whether they're
25 walking their dogs or whatever.

1 They know the condition of those people because
2 they see them every day. They know the conditions of
3 those homes, they know the conditions of all the
4 businesses, whether they're vacant or, you know,
5 businesses that are in working condition at the present
6 time. And so they know and they feel the conditions all
7 the way on that route, whether it's locally or if it's
8 out of the area.

9 So to me, they respond. They know immediately
10 when they need to call in. They know who's on patrol,
11 they know where the ambulances are, they know how to get
12 everyone there because they have the communication.

13 On board the other night we had a situation
14 where -- and this is many because I've been here more
15 than a decade. But the other night we had a situation
16 where we were going down Soquel and we had a woman at
17 one of the complexes on the sidewalk collapsed in
18 seizure. And our bus driver pulled over and called it
19 in. You know, we were able to get that, you know,
20 information there immediately, and they were able to
21 get, you know, emergency vehicles out.

22 So it's just one example. And I've seen it
23 time and again for the last, like I said, over a decade.

24 The other situation is in case we have
25 emergencies, we don't have an airport, we don't have

1 railways, and the busses are the only way that we can
2 get people that are physically handicapped or people
3 that are elderly and confined to their homes, you know,
4 out of their homes and out of that particular emergency
5 zone or region.

6 Anyway, I'd like to also say that if you're
7 laying off drivers, these drivers, I'm not a morning
8 person, but I had to get up this morning because these
9 guys and these gals --

10 CHAIR ROTKIN: You have to wrap up your
11 comments.

12 UNIDENTIFIED SPEAKER: -- have done it every
13 day, you know, for a year, several years, rather. And
14 I'd just like to say that laying off every one of them
15 is like laying off three, four, and five other people.
16 So that's 150 people. That's impacting the entire
17 community many, many times. It's a wave.

18 CHAIR ROTKIN: Thank you for your comments this
19 morning.

20 UNIDENTIFIED SPEAKER: Thank you very much.

21 CHAIR ROTKIN: Good morning, Becky.

22 MS. TAYLOR: Good morning. Hello. I just want
23 to remind all of you that the bus system is like my car.
24 And so -- and so eliminating bus routes for people who
25 rely on the busses is like Caltrans coming out and

1 permanently closing those streets to cars.

2 And remember that even low ridership busses
3 feed into other busses, and so the people who are
4 currently riding the low ridership buses will have to
5 find other ways to get around. So that will make the
6 other busses that they take not so (inaudible). So I
7 think that these cuts just spiral downward.

8 Okay. Thank you, very much.

9 CHAIR ROTKIN: Thank you for your comments.

10 Good morning.

11 UNIDENTIFIED SPEAKER: I just wanted to know,
12 maybe there's a couple questions I can ask. Is there
13 going to be the night bus, 66 night bus? Because I
14 heard that that was going to be cut.

15 CHAIR ROTKIN: Let me suggest that if people --
16 about particular routes like that and you need an answer
17 to a question, rather than me having my best half-baked
18 answer, that you talk to Barrow who's sitting over
19 there.

20 Raise your hand. Stand up, Barrow.

21 You can speak to Barrow right at this meeting.
22 He can tell you -- when you're done speaking, he can
23 tell you about the specifics about an individual route
24 that you're interested in.

25 UNIDENTIFIED SPEAKER: Okay. And I just want

1 to say that this is the first time that I've been having
2 to depend on the bus because I've always driven a car,
3 so it's really important for everybody that takes the
4 bus, and the drivers. And people have said it before,
5 but I just wanted to say it again.

6 Thank you.

7 CHAIR ROTKIN: And once you get a response from
8 him, you can either send us an e-mail or a letter, or
9 whatever your comments are to him will be included in
10 our public record as well.

11 UNIDENTIFIED SPEAKER: Okay. Thank you.

12 CHAIR ROTKIN: Thanks for your question and
13 comments.

14 Good morning.

15 MR. NELSON: Good morning. I'm Jack Nelson.
16 I'm the co-chair of the Campaign for Sensible
17 Transportation.

18 We are on the web at
19 sensibletransportation.org.

20 I'd like to deflect any stereotype that the bus
21 is ridden only by people who must ride it, who are poor,
22 low-income, students, elderly, disabled. Middle-class
23 people ride the bus also.

24 If I get time, I'll mention my experience the
25 other day where I ran into lack of capacity both for my

1 bike and myself.

2 But I'd like everybody to recognize in this
3 chamber that you folks who are board of directors here
4 sit in other bodies and on June 2nd you'll be meeting --
5 most of you will be sitting as members of the Regional
6 Transportation Commission. You'll be meeting again here
7 in this chamber on Thursday June 16th as RTC
8 commissioners, and you'll be making very important
9 decisions about what goes into a proposed half-cent
10 sales tax.

11 Right now, you may appear as board of directors
12 members very sympathetic to the Metro and your hands are
13 up in the air. Where can you get the money? What can
14 you do? We're stuck. We've got to make some cuts. But
15 when you change hats and become RTC commissioners,
16 you're going to be deciding perhaps to cut short the
17 Metro of funds that would prevent these cuts in order to
18 instead allocate in that sales tax measure over a
19 hundred million dollars to adding more capacity on
20 Highway 1, which will compete with the bus, which will
21 not help the Metro. When I've met with the executive
22 director, he told us, well, he doesn't see auxiliary
23 lanes on Highway 1 doing anything for the Metro, for the
24 bus.

25 So what can you do? I understand you make

1 political calculations and you think a sales tax measure
2 will pass better if it's got highway widening in it.
3 I'd like to suggest that you count not only politics but
4 also physics.

5 So in politics you can hold something up like
6 this and have a debate about whether when I let go of
7 it, money will fall out or not, whether or not it will
8 drop or rise to the ceiling. Economists can have those
9 kinds of debates also. But a physicist, if you believe
10 in physics, will tell you gravity's going to pull this
11 wallet down to the ground.

12 Well, the scientists are telling us if we don't
13 fix carbon emissions, our planet's going to cook. And
14 the bus is part of solving that problem. Not only the
15 people problem of how to get around here now, but also
16 the physics problem of how do we have a future planet
17 that's not cooking, that's not bringing the sea level
18 into these chambers.

19 CHAIR ROTKIN: Thanks for your comments this
20 morning.

21 MR. NELSON: So please support the Metro, not
22 highway widening.

23 Thank you.

24 MR. MELLO: Hi. Pat Mello. I spoke yesterday,
25 so I'll kind of try to keep it short.

1 Basically there's a lot of us out here who have
2 come to a point where we need to see these cuts not take
3 place immediately, and we need to see some sort of time
4 so that we can get into the other creative options to
5 bring funding to the table.

6 The options that we're talking about now of,
7 you know, a small sales tax revenue and some Cabrillo
8 revenue and some possible other revenue sources are not
9 going to be enough to create the public transit system
10 that everyone in this room has talked about that we
11 need.

12 The best case scenario that we're talking about
13 here is kind of preserving service that we have now or
14 possibly being able to lessen the cuts. And that's not
15 enough for the new people coming into this town, all the
16 environmental destruction that we're seeing throughout
17 the world because of this. We need to do our part to,
18 you know, being be a model, a progressive model like we
19 always say we try to be for the rest of the country.
20 And we need to have a public transit system that can be
21 a shining star, not something that's degrading.

22 And I really see that as us all coming together
23 in the next few years and bringing a real funding source
24 to the table that's not based on poor people like a
25 regressive sales tax but something along the lines of a

1 luxury tax. And, you know, I don't know how we do that
2 but we're trying to build, you know, the political will
3 to make that possible in town. So hopefully in a few
4 years we'll all be really happy about the new ribbon
5 cutting not on a building but on a new public transit
6 system.

7 And I just want to ask you guys to not be the
8 ones who vote against public transit right now. And
9 find a way to extend it to November before we make these
10 decisions when we'll have more information on the
11 funding source and trust the community that we'll find
12 more money in the future.

13 Thank you.

14 MR. PLAIGE: Good morning, Chair, Board
15 Members. Steve Plaige. I'm a bus rider by choice, and
16 I also support the proposals being put forth by the Bus
17 Riders Association.

18 I don't claim to have studied the bus route
19 reductions in detail, but I'll tell you what my concerns
20 are. And that is that there may be reductions that
21 occur at the margins of the bus schedules. And that --
22 those reductions at the the margins of the bus schedule
23 impact the ability of the working poor to get back and
24 forth to work. Many working poor in the County of
25 Santa Cruz most of which don't have the luxury of

1 flexing their schedules to be able to get back and
2 forth.

3 And I would point out that many of the working
4 poor in Santa Cruz County are your individual
5 constituents and they are going to be very concerned
6 about their ability to maintain their jobs, maintain
7 their employment, maintain their housing, maintain their
8 ability to support themselves and their family if they
9 find it more difficult at all to get back and forth to
10 work.

11 So when you're considering in more detail these
12 reductions, please consider the fact that reduction of
13 any service at the margins will profoundly affect the
14 working poor. And as I say, these are the folks that we
15 want to try to serve as best we can and serve them not
16 only as a bus riding community but also as electives who
17 are representing them as constituents. So consider that
18 if you will, please.

19 Thank you.

20 CHAIR ROTKIN: Thanks for your comments.

21 Good morning.

22 MS. GALLAGHER: Good morning, folks. I'm Jane
23 Gallagher, and I've been at all of the meetings except
24 last night. I've seen tremendous progress and a lot of
25 people listening to the suggestions of the public and

1 the board. , I really commend the difficult choices
2 that you've made.

3 As things go on towards the future, we
4 understand that there are going to be decisions that
5 will have to be made on fare changes in the future.
6 When will those be made? When will they be decided?

7 And on the most timely matter, as schedules
8 change for September 7th, when will the public and the
9 employees of the Metro get to see what the new maps are,
10 and when will the new schedules be provided so that
11 those riders and employees can make arrangements to
12 continue to make the best of the Santa Cruz Metro
13 District?

14 Thanks for your hard work. We're glad to have
15 input. And I hope we will get a bus that does carry 40
16 people on it one of these days, although they're the
17 right size we're configured to match our population
18 which seems to work.

19 CHAIR ROTKIN: Let me just tell you quickly.
20 We will certainly be letting the public know everything
21 about the route changes between our decision on
22 June 24th and when the actual changes take place in
23 early September. So we don't want people coming out to
24 look for a bus that's been removed or something, so
25 we'll definitely be doing that. And it will be a lot of

1 detail. We will put that information on the busses and
2 probably a little bit -- we don't have a lot of money
3 but a little bit of even paid advertising in local
4 publications to make sure everybody knows what we're up
5 to.

6 MS. GALLAGHER: My question also includes a
7 date. Can it be available online? Because we do know
8 that printing takes quite a bit longer.

9 CHAIR ROTKIN: I (inaudible.)

10 MS. GALLAGHER: Several people on the busses on
11 which I ride have had to move when they received notice
12 the 1st of March that the possibility of the bus cuts
13 was going to be more drastic than it is. They have had
14 to take the steps to move out of their bus area, move
15 into a place where they can get to work and to school by
16 bicycle or on foot, because in our county it takes a
17 long time to find housing.

18 CHAIR ROTKIN: Right. I realize not everybody
19 has access to the Internet, but we do on the -- it's
20 SCMetroforward.com.

21 Did I get it right this time?

22 DIRECTOR LEOPOLD: Yeah. Yeah.

23 CHAIR ROTKIN: SCMetroforward.com. We are
24 updating the changes as we make them so people, rather
25 than make a critical life decision about where to live

1 and so forth, at least we will do our best to get that
2 information out as we -- in the middle of this process
3 before we make the final decisions, so people at least
4 will understand where things are likely to go on
5 June 24th.

6 MS. GALLAGHER: Thank you very much.

7 And you might contact the Employers' Advisory
8 Council of California, Ernestina Clark Castillo at the
9 EDD office can help you provide information to employers
10 to get more people on the busses.

11 CHAIR ROTKIN: Thank you.

12 Good morning.

13 JULIA: Good morning.

14 My name's Julia. Like Jane, I've been to a lot
15 of these meetings and I just want to give a shout-out to
16 the committee for really listening and I really
17 appreciate it. I think Barrow has worked really, really
18 hard, and I appreciated his hard work at (inaudible) and
19 going through the maps with people on an individual
20 basis. I think it's really important.

21 I live on Water Street and I used to commute to
22 Cabrillo. And so I want to put another word in for the
23 91X. So the material that you have all say that the 69
24 duplicates the 91. I'm concerned about the 71,
25 actually. So what I would see every morning on a

1 crowded 91X is lots of students going to Cabrillo from
2 the 35. So they come from Scotts Valley, they come from
3 Ben Lomond, they make their connection at Ocean and
4 Water to get the 91X to go to Cabrillo. And that was
5 really important.

6 I'm concerned about the number of mobility
7 devices and bicycles on the 71. It's going to be so
8 crazy.

9 So people have used the 91X, at least I do.
10 I've lived in Santa Cruz for six years without a car. I
11 make the bus work for me. I use the 91 like the 71
12 often, and it saves me so much time. So instead of
13 spending more than 40 minutes getting to Cabrillo, I can
14 get there in 17 minutes. Amazing.

15 And then if people are waiting, you know, up
16 the route further with the bicycle, they can't get on if
17 the bus is crowded.

18 Also, the new bus design does not have enough
19 space for carts, shopping carts. And that was really a
20 mistake. That's (inaudible) because there's so many
21 people that have wheeling carts with food and shopping
22 and things like that. So future bus needs to be thought
23 about that, where is there storage space on the bus,
24 because that really creates obstruction.

25 The other one is I really want to speak up for

1 the 68.

2 One more thing. Number 66 you restored a lot
3 of the cuts, so we're in the early iterations, and I
4 really appreciate that. So the 66 is looking a lot
5 better, because that's the one that, to me, was
6 devastating when I first saw the thing.

7 68, I just want to put in a little bit more.
8 68 should go to at least 5:00 on the weekend and a
9 complete cut of the midday during the weekday, there's
10 no 68 between 9:15 and 2:15. We live in Santa Cruz
11 because we like to go to the beach. We do not want more
12 cars and more traffic at the beach. The 68 route to get
13 to Harbor Beach and down to the Crow's Nest is a really
14 important thing for tourists and for myself. So I just
15 wanted to speak up for that.

16 So the mobility devices and the bikes on the 91
17 or the 71, is going to be a problem, and to speak up for
18 the 68.

19 Thank you very much.

20 CHAIR ROTKIN: Thanks for your comments.

21 If there are others who want to speak, please
22 sort of move toward the front so we get a sense of how
23 many folks are left.

24 And next speaker, please come up.

25 Good morning.

1 MS. WILLIAMS: Hi. I'm Janet Lynn Williams,
2 312 Park Avenue, Capitola, California 95010. And
3 (707) 623-8406. Just came from north bay. And now I'm
4 central.

5 And so anyway, I'd like to say, anyone, drop me
6 a line.

7 Also, I'm at life's complicated at gmail.com.
8 That's lfscmplctd@gmail.com. And I'd love to hear
9 anything anyone has to say.

10 I consider myself now part of the central
11 United States of America. And I consider to try --
12 actually, our northern capital, New York is our eastern
13 capital, and then we have something down in -- it would
14 be our southern capital. And what we do is we give
15 Caesar what's Caesar's. And that's Obama. That's our
16 president right now.

17 I'd like to say that Bernie Sanders should
18 be -- is actually considered -- right now he's -- and
19 we're under God. Bernie Sanders is our next president.
20 That Hillary Clinton and Donald Trump, maybe they can
21 wait four years, but we have -- questionable.

22 What I would like to do right now is to say
23 that with our pledges, we pledge allegiance to the flag
24 of the United States of America, to the republic for
25 which it stands, one nation under God, indivisible with

1 liberty and justice for all.

2 I believe that 911 turned over 611. Actually I
3 am 611. I'm Santa Cruz and Capitola. In the middle
4 there's a line. And so we are Santa Cruz. We are board
5 riders. We surf. We skate. I'm sick of all these no
6 skateboarding signs. We are Santa Cruz. We're board
7 riders. Highway 1 is board rider freeway. That's our
8 freeway. It goes through Central California.

9 We don't -- we don't understand why there's a
10 sheriff dedication right there. What we are, we are
11 board rider brotherhood. We are brotherhood. We're
12 non-peace- -- we are peaceful. And what peace, a word
13 for non-violent would be -- it would be a-him-sa, Ahimsa
14 [sic] actually.

15 Men are -- you know, men are peaceful. And we
16 under God we're Christian. America's Christian. We're
17 Christianal [sic]. In California we show Christian
18 love, California love.

19 And I'd like to say that what we need to do is
20 next month is actually -- next month is 06/16. So we
21 have three dates. That's the 6th, the 16th and the 26th
22 is where we decide who takes 666 on their forehead or
23 their hands. And what we've got to do is get rid of
24 them. We need to get rid of that --

25 CHAIR ROTKIN: Thanks for your comments. Your

1 time's up.

2 MS. WILLIAMS: I know. I have a second.

3 So what I'd like to say that is that God bless
4 America. And the last part, we need to read the Holy
5 Bible, starts with Genesis.

6 CHAIR ROTKIN: Thank you for your comments this
7 morning.

8 MS. WILLIAMS: Please free marijuana because
9 that's from God.

10 Thank you very much. God bless.

11 CHAIR ROTKIN: Next speaker, please.

12 UNIDENTIFIED SPEAKER: So actually, I just came
13 here --

14 CHAIR ROTKIN: Excuse me. You spoke earlier
15 this morning, right?

16 UNIDENTIFIED SPEAKER: Yeah, but --

17 CHAIR ROTKIN: Let's make sure that there's
18 nobody else who hasn't spoken yet.

19 Is anybody else in the room that hasn't spoken
20 want to come up and give us a comment?

21 You should wait till others speak before you
22 speak a second time.

23 UNIDENTIFIED SPEAKER: Yeah, I was waiting.

24 CHAIR ROTKIN: Thanks.

25 UNIDENTIFIED SPEAKER: Thank you for the

1 opportunity to speak and for listening.

2 There's one -- one of the changes I wanted to
3 say thank you, which is the 20D, which has been this
4 idiotic thing of once an hour two busses come by.
5 That's really ridiculous. And you changed that now to
6 22. I hope the schedule means that instead of two
7 busses within a couple of minutes, once an hour, they're
8 now separated. That route is used a lot onto campus. I
9 use it all the time when I go up there. So thank you
10 for that.

11 We need a brand-new clean climate-fighting
12 Metro service as soon as possible. Now, that may not be
13 tomorrow.

14 We don't -- we can't be cutting. This is just
15 wrong. It's wrong for all of these people who have
16 spoken up, low income, disabled, whatever. And for the
17 future of my grandchildren, your children,
18 grandchildren, we have to do something about this
19 climate crisis. And a good Metro service can be a huge
20 step forward. Transportation is 60, 70 percent in the
21 county of our greenhouse gases.

22 And don't make cuts now. Delay it; find a way.
23 I believe that through some of the things that are
24 happening statewide and nationally, there are funds
25 available, there are grants through the California cap

1 and trade and whatever. And I'm no expert, but I
2 believe there are ways to find money. And it's really
3 important to prioritize the Metro and then ultimately
4 improve it.

5 Thank you.

6 CHAIR ROTKIN: Thank you.

7 Are there others who have not spoken yet this
8 morning that want to give us a comment?

9 Please come up.

10 Good morning.

11 UNIDENTIFIED SPEAKER: Good morning. So
12 yesterday you guys gave your report and today on
13 estimated loss of revenue, an estimate again of how much
14 you're going to lose due to ridership. If you do the
15 same and you took the estimated gains you would get from
16 Cabrillo, from UCSC, and from any other sales tax you
17 would get from the RTC, then you could bring us a report
18 of how much that would be and how much service that
19 would not cut. And in that case, you would wait all the
20 way till the RTC tax is passed, if it is passed, and
21 then you make your decision.

22 It would be the right thing to do for the
23 people and not cut it off because you're going to put it
24 back, but how long will it take it put it back? A year
25 or two? You'll lose ridership. Again, you'll be in the

1 same situation.

2 Thank you.

3 CHAIR ROTKIN: Thanks for your comments.

4 Good morning.

5 MR. MARTINEZ: Good morning. Manny Martinez.

6 We're having a little problem following your
7 time lines. Last month we were told that the Cabrillo
8 situation could not be resolved, you couldn't say how
9 much additional service you would not cut because it
10 would take six months to realize the revenues, you
11 didn't know what the enrollment was, although you can
12 follow the track of what the enrollment has been over
13 the last few years, but you were not prepared to do that
14 then.

15 Now we hear that come the 24th of June you'll
16 be voting on specific issues about the Cabrillo. Only
17 one problem. School's not in session. Where is this
18 information going to come from? From the three or four
19 people that you're meeting with a regular basis to
20 realize what the needs are for Cabrillo? I think you are
21 putting the cart before the horse here.

22 You don't know what's going to happen, you're
23 not going to be voting on anything new come the 24th of
24 June because you won't have anything new come the 24th
25 of June. You just have speculations.

1 So I strongly consider that you look at what
2 you're voting on on the 24th before you go back and tell
3 those folks at Cabrillo, who are not even in session
4 now, or the new students haven't even registered yet,
5 you made promises, you need to be able to keep those
6 promises. So before you rush into voting on the 24th,
7 you need to consider what you're voting on.

8 Thank you.

9 CHAIR ROTKIN: Are there others that have not
10 spoken this morning with comments for us?

11 We're going to let this one gentleman who came
12 up before --

13 (Audience member speaks beyond microphone
14 range.)

15 CHAIR ROTKIN: Excuse me. We're going to let
16 this one person --

17 DIRECTOR LANE: Mr. Chairman, I really object
18 to you allowing people to have a second turn at
19 speaking. Otherwise --

20 CHAIR ROTKIN: All right. Okay. It's been a
21 clear sense from my board that that's not acceptable.
22 He's already had one chance.

23 Those of you who --

24 (Audience member speaks beyond microphone
25 range.)

1 CHAIR ROTKIN: Excuse me. Those of you who
2 don't get to come up again can certainly communicate
3 with us by letters, by e-mails. I'm on the only Rotkin
4 in the phone book; you can call me personally, I'll take
5 your comments and make sure the board hears about them.

6 (Audience member speaks beyond microphone
7 range.)

8 CHAIR ROTKIN: Excuse me. Don't -- please.
9 You did have a chance to speak twice today.

10 So let me be clear about where we're going with
11 this. I'm going to suggest a motion that we continue
12 this hearing till the 24th, which allows us to take
13 additional comments from people at that meeting rather
14 than, you know, end it. It's a technicality, but it
15 basically means we're still making our decision on the
16 24th.

17 People should also be aware that the little
18 committee of four members of the board who meet to
19 review these changes in response to all of your comments
20 will be meeting before the 24th. So there will be some
21 board input, not just the staff, in terms of what -- how
22 we're going to adjust given the new comments that we're
23 getting.

24 This is now a chance for the members of the
25 board who want to make comments to people about in

1 response to what was said today or other things about
2 the situation that we find ourselves in.

3 So I'll open that up to the discussion of the
4 board.

5 (Audience member speaks beyond microphone
6 range.)

7 CHAIR ROTKIN: No, you're done.

8 (Audience member speaks beyond microphone
9 range.)

10 CHAIR ROTKIN: Excuse me. You're out of order.

11 (Audience member speaks beyond microphone
12 range.)

13 CHAIR ROTKIN: I know. You're out of order.

14 Thank you.

15 Anyone with comments? I've got some if nobody
16 else does, but I was going to wait till last.

17 Should I go?

18 All right. I'll make some comments.

19 First of all, I want to thank everybody for
20 your comments and the tone of people's comments. I
21 think this was a model public meeting with people giving
22 us significant input about things that matter to you,
23 and that's very helpful to us as a board.

24 I respond to things not because I think I've
25 got the last and final word, but sometimes people have

1 what I think is misinformation, and it would be helpful
2 for people to know what's actually being confronted by
3 the board. So that doesn't mean you can just -- you can
4 still disagree with me about this, but I think -- I hope
5 this would be helpful to you to know some of this
6 information.

7 One thing that is very attractive to people to
8 say, look, it's crazy to cut this, it's a big, big
9 mistake to cut transit service, we need more transit
10 service. Nobody on this board disagrees with that
11 perspective. The problem is we're not the federal
12 government, we don't do deficit spending. We have to
13 balance our budget every year. And we're in a situation
14 where it's not easy for us to expand that service
15 because it costs money.

16 We lose money on every route. Nationally,
17 transit gets about 20 percent of the funding for transit
18 service comes from the fare box. We're at about
19 23 percent. So we're a little better than the national
20 average, but not -- you know, not significantly
21 different.

22 So when we talk about losing \$500,000, we're --
23 we don't know for sure, but estimating when you cut
24 these routes and make these changes, we're going to lose
25 some revenue from people who can't take a bus that no

1 longer goes at the time or the place where they need to
2 go.

3 But if we add any new route in the system,
4 we'll lose money. 80 percent of the -- 77 percent of
5 the cost of that route on average, it will be some
6 routes are more or less, but in general, every time we
7 add a new route, we have to come up with new subsidy for
8 that in some way. And that subsidy does not come from
9 our riders, it comes from the taxpayers at the county,
10 it comes from the federal government or the state.

11 I share your outrage that we would be -- and I
12 feel it is outrage, not just like disappointment,
13 outrage that we have a federal government that thinks
14 it's more important to be like deciding to have -- now
15 it's like 48 votes on whether or not Obamacare should be
16 repealed, which they couldn't even do.

17 But in that situation, it's like instead of
18 actually coming up with a transit bill that funds us
19 adequately, we come up with a transit bill for the next
20 four years that has less money than we used to get from
21 the federal government. That still depends on a gas tax
22 that's losing money every year because of fuel
23 efficiency is 50 percent above what it was the last time
24 they raised the gas tax in 1993.

25 And we also are in a situation where the

1 reality from our state government is. They -- I'm
2 sorry, I love Jerry Brown, I voted for him, but I'm
3 going to give democrats equal grief as the republicans
4 on this. The State of California has not stepped up and
5 done what they need to do around the area of transit.

6 Our local representatives have been great, very
7 supportive, the local assembly members and state
8 senator; but the reality is that in Sacramento overall,
9 and somebody talked about this from the audience, we are
10 not -- we're not getting what we need from them in terms
11 of the money.

12 What we are able to do is take all of the
13 capital money, that's money that goes for things like
14 busses and buildings and physical things to purchase,
15 and we're able to turn all of that right currently that
16 we get from the federal government is going -- or 99
17 percent of it going into operations.

18 Nobody in Washington on the republican side,
19 and they run in Washington right now in the Congress,
20 believes we should have any money for operations from
21 the federal government. Their view is that's a local
22 problem and not our problem.

23 And luckily we serve a community of less than
24 200,000 where the busses actually run, and so we're able
25 to take all of our capital money and put it into

1 operations, which is what we're doing again in the
2 coming budget for this year as we've been doing for most
3 of the last five years. That has its consequences
4 however.

5 And so another point that people made is, gosh,
6 you know, why don't we just like have a moratorium until
7 next November, until we know more, have more chances to
8 raise funds.

9 The problem is, starting in 2008, this district
10 started going into deficit. We had a bunch of reserves.
11 We're a fairly wealthy district compared to a lot of
12 other bus systems because we do have a half-cent local
13 sales tax that we passed in 1978, but we -- in 2008,
14 2009, 2010 -- I wasn't on the board at that point, but
15 the board that was here, many people here were on it,
16 most of the people here were not on it, some might have
17 been, but that board and Les White, the last director,
18 made the decision that they would not make cuts, even
19 though we were at a balance, and we had to balance the
20 budget every year, because they were optimistic that
21 maybe the recession wouldn't be that deep or wouldn't
22 last that long and maybe that we might get some grants
23 that would bail us out from this situation. And that
24 turned out not to be the case.

25 I'm not going to second-guess them. I probably

1 would have done the same thing. They were doing their
2 best to keep as much service on the road for as long as
3 they could. But that's why we're now facing a drastic
4 deficit cut, because we've eaten -- we've used up our
5 reserves. And that has other consequences.

6 The fact that our reserves are as low as they
7 are right now means that when you go after grants, often
8 the way you get them is you over-match your local match.
9 To get federal grants for busses, for example, they'll
10 pay 80 percent of the cost of a new bus. Well, you can
11 make a proposal that you'll spend more than 20 percent
12 on it, and that puts you up in the list of who's going
13 to get -- likely to get the federal funding, because
14 there's way more people asking for federal funds than
15 there's federal funds available. So we're in a
16 competition.

17 Unfortunately, the Federal Transit
18 Administration would rather give the money to very large
19 cities. I think -- I understand their logic; millions
20 more people might be affected by that stuff. But that
21 really hurts all small transit districts in the
22 United States of America.

23 So we were in Washington lobbying about this,
24 trying to let them understand the consequences to even
25 relatively well-funded districts. And it's a serious

1 problem for us.

2 So I'm outraged that the federal government
3 thinks somehow transit's a local usual, but we can take
4 all of our taxes and fight stupid wars with people and
5 do a bunch of other things and debate questions that
6 have already been settled a long time ago. It doesn't
7 make me happy. Nobody on this board wants to sit up
8 here because we want to cut transit service, we're here
9 because we believe in providing public transit to the
10 public. So that's a real problem.

11 There's also been allegations from the audience
12 today that we're just not serious enough about pursuing
13 our grants. You have to remember that we did
14 wonderfully with ear marks. You might remember the
15 bridge to nowhere in Alaska, thanks to Sarah Palin and
16 others.

17 The reality is that ear marks have gone away.
18 Well, ear marks would allow a local district like ours
19 to ask the federal government for a special pot of
20 money; not their normal appropriation, not part of the
21 big transit bill, but some special money that's in their
22 general fund, and give that money to really good
23 projects. And we had really good projects. We had a
24 lot of high ridership for a community our size, we had
25 good local funding matches, made those things happen.

1 We had a lot of money in our reserves to make those
2 matches.

3 Well now, our reserves are at a level where we
4 can no longer make those matches. The recession did
5 last, and it was the second biggest depression in the
6 United States history. And so we ended up deeply in
7 debt. And that's why we've ended up with a situation
8 where we need to cut something like a quarter of our
9 service, which is outrageous. And the federal
10 government's not stepping up to deal with it, and the
11 state government's not stepping up to deal with it. So
12 now we're thrown back on what we can do locally.

13 People had a lot of good ideas about things we
14 need to pursue and make happen. But the other problem
15 we had was that Sam Farr, when we had ear marks, it
16 wasn't just that they were ear marks out there, we had a
17 member of the U.S. -- the Congressional Appropriations
18 Committee, Sam Farr, and he was senior member there and
19 he was able to get us these grants that other districts
20 were not getting. That era is over.

21 So when you see that we're getting fewer grants
22 now than we used to get, it's not because Alex Clifford
23 doesn't go after grants or doesn't try and find every
24 grant; and that's not just him alone, our staff don't go
25 after every grant we can possibly find. Like three

1 electric busses would be better than no electric busses
2 to go over the hill, and three other busses for the
3 service here, but we need 70 new busses.

4 If you take the federal government's guidelines
5 for how long a bus should last, it's supposed to be 12
6 years maximum. The average age of our fleet is 12
7 years, which means that we've got half our busses that
8 are over the federal guidelines for replacing a bus.
9 But we don't have the local match to buy 70 busses,
10 because you have to come up with 20 percent of the cost
11 of those. Each bus costs 680 to \$880,000. That's not
12 money that we've got available for that.

13 Well, because we're not replacing our busses on
14 time, we now have maintenance costs that are
15 extraordinary because these busses are breaking down.
16 We had two bus fires last month in the busses that were
17 built in -- we bought them in 1998. They're way past
18 their useful life. And it's like -- but that's what
19 we're still running.

20 People raised the question of advertising. We
21 are going to have an advertising program next year.
22 It's not a lot because it's money we take out of a route
23 to sort of advertise things. But we're looking to spend
24 roughly -- the board has not made a final decision about
25 this, but we're looking at possibly coming up with about

1 \$40,000 to do -- to persuade people to advertise on our
2 busses.

3 This bus district doesn't control
4 advertisements on bus stops. We have to have the cities
5 and the county where those bus stops are decide whether
6 they want to allow outdoor advertising. It's not an
7 easy sell.

8 The city of Santa Cruz went to the U.S. Supreme
9 Court to get rid of billboards, and now we're saying
10 let's come back with commercial advertising out there in
11 public.

12 I'm not on the city council anymore. The city
13 council will have to decide if the small -- it's not a
14 lot of money you get from advertising, it wouldn't --
15 all of it together wouldn't get you one major route that
16 we're talking about. But it's -- we want whatever we
17 can have. If it means a bus gets to run a couple more
18 hours or there's some more service for people, I'm in
19 favor of doing that.

20 And even though I opposed the idea of
21 advertising on bus stops initially, I think it's -- you
22 know, at this point sitting here where I am, it's worth
23 it, let's think about -- we have to have some guidelines
24 so that they're not disgusting ads, which sometimes you
25 see out in public, but it might be well worth doing.

1 And there's a bunch of other ideas the public
2 had that we need to investigate.

3 But what we cannot do is put off making these
4 cuts till next November in the hopes that it's all going
5 to get better, because if we do that, the one-quarter of
6 the routes that we're cutting now will be deeper in
7 deficit. We will have even up more of our reserves.
8 And we don't even have any reserves in the areas we used
9 to have them. We'll end up cutting a third of our
10 routes if we wait another half year to make these
11 decisions. So we have to make some hard decisions now.

12 We really appreciate your input into the
13 process of which cuts to make, try to make them as
14 responsive to the needs of the public as we can make
15 them. But we simply don't have the ability here to say
16 we're not going to make cuts because we don't like
17 making cuts. We don't like making cuts, but we have to
18 balance our budget.

19 So we appreciate your support. We certainly
20 are going to be appreciate your support for a measure
21 next November that would bring us a minimum of about
22 2 to 2 and a half million dollars. That would make a
23 huge difference. We will certainly be discussing before
24 June whether there's some additional routes that we can
25 save and not cut based on how the polling looks like

1 it's going for next November.

2 We have to also be responsible. We can't go,
3 we hope it's going to pass next November so let's go
4 spend 2 and a half million dollars, and then find that
5 it didn't pass; then we'd have to eat a whole bunch of
6 other decisions even worse than we've got now. But
7 we'll look at those numbers, how real are they? What --
8 the issue was raised earlier by John Leopold about
9 whether we really need to make that 300,000 in cuts that
10 the state's taken away from us or whether we can be a
11 little optimistic. Again, before June 24th we ought to
12 know more about it than we do now about how that looks.

13 So I just want to end by again thanking you for
14 your participation, letting you know we are doing
15 everything we can to maintain the maximum service and to
16 respond to the most important service for people to get
17 to jobs, to school, to health facilities, and in general
18 have access to a good life in Santa Cruz County. We're
19 not cutting these things capriciously because we don't
20 care about the riders. That's not the case.

21 Other board members?

22 (Audience member speaks beyond microphone
23 range.)

24 CHAIR ROTKIN: Excuse me. Please, you're out
25 of order.

1 DIRECTOR LEOPOLD: Thank you, Chair, and thank
2 you for your analysis, and actually running these
3 meetings. It's very difficult with people, you know,
4 with facing these kinds of cuts to run a well-ordered
5 meeting. And I appreciate that.

6 There's just a couple things that I would just
7 say just to clarify the record.

8 The previous board -- I think Director Bustichi
9 and I were on this previous board. And when faced with
10 having to make very difficult cuts, we actually did cut
11 routes, we raised fares, and we made a choice to dip
12 into our reserves in order to maintain as much service
13 as possible. And I think we didn't expect that the
14 length of the great recession, that is historically an
15 anomaly, thankfully. And so you're right, the bill's
16 coming due now. But the board wasn't capricious in just
17 keep on spending.

18 CHAIR ROTKIN: Well, nothing I said implied
19 that you were. I don't think so.

20 DIRECTOR LEOPOLD: And I appreciate your
21 analysis on, you know, the problems in D.C., which I
22 completely agree with.

23 And I think the problems in California are
24 different. They are related not to two parties being
25 bad; really, we still have a problem with one party in

1 this country because we require a two-thirds majority in
2 order to pass a bill that includes taxes and fees. And
3 there is one party who will not participate in that.

4 And so there are two bills by democrats in the
5 legislature that would help us. And there's a lot of
6 support in which our democratic legislators support, but
7 they require two-thirds, and there aren't two-thirds
8 democrats.

9 So there is some blame to put on both sides,
10 but there is a lot of blame to put on one party, and an
11 austerity cult that is crippling us all in lots of
12 different ways.

13 I appreciate the comments that we've gotten
14 today and the comments that we've received through the
15 various meetings. And I hope as we're looking, the
16 committee and our staff looks at these final cuts,
17 issues like the 91X, issues like the frequency of the
18 69A, and issues of the frequency of the 71 get serious
19 consideration as to whether we can find some more
20 service or have some idea of what that service would
21 look like if some funding sources came through.

22 I think on the question of Cabrillo, obviously
23 we have to do a September bid, and so the classes won't
24 be in session before that September bid. So what I
25 expect is that based on the conversations that have

1 already occurred and the usage that we've seen, there
2 will be some initial decisions, and that will -- and as
3 it is with UC Santa Cruz, it's a ongoing dialog to find
4 out how that service can best meet the needs of the
5 population. So we're really talking about the September
6 bid, and then that could change over time as the college
7 better identifies what it needs.

8 I'd like to make a motion to -- you say
9 continue the hearing?

10 CHAIR ROTKIN: Continue the public hearing
11 until June 24th.

12 DIRECTOR LEOPOLD: -- the public hearing till
13 June 24th. And I request that the staff bring back to
14 us two scenarios. One scenario which is based on the 6
15 and a half million dollars worth of cuts minus the money
16 that we know is coming in; and then a second scenario as
17 to what might be if we are successful in passing the
18 transportation tax measure. I think we should take a
19 look at that. And we as directors are going to be
20 responsible for managing the risk of the agency and also
21 meeting the needs of the public.

22 And so I think we should look at those
23 scenarios so we can make some decisions and not just
24 assume that it won't pass, but we might be able to take
25 some risk based on some information we have at that time

1 in order to preserve as much service as possible.

2 DIRECTOR LANE: I'll second that motion.

3 CHAIR ROTKIN: Motion by John, seconded by Don.

4 Everybody's clear on that. We're continuing
5 the hearing and asking staff to bring us back two
6 scenarios, one which is based on the current analysis
7 and the money we are confident we will get from the UCSC
8 and Cabrillo and from the VTA; the other which will give
9 us an idea of what would be different if the sales tax
10 were to pass.

11 And again, we have to make some assumptions
12 here. We don't know -- currently there's discussions of
13 us being at 15 percent of that measure would come to
14 transit, there's discussions ongoing that could change
15 before the final decision's made. So our staff will
16 have to do a little bit of guessing here. It's not --
17 this is not an exact science in terms of what's coming
18 to us.

19 That's the motion that's on floor.

20 Don.

21 DIRECTOR LANE: Yeah. I just want to thank
22 everyone for their comments and the work that's gone on
23 in the last few months to make this as -- to reduce the
24 pain. But I do want to acknowledge that no matter what
25 we do, there is going to be some pain, and I don't think

1 there's anyone on the board who relishes the idea at
2 that we are going to do that.

3 But, you know, that's one of the -- I
4 appreciated one of the speakers talking about the laws
5 of physics. And one of the laws of physics is if
6 there's no money in the bucket, then you can't spend
7 that money. And that's the situation we face. So we're
8 going to do the best we can.

9 I do want to just note one thing, just a
10 relatively recent historical point, which is that when
11 the Regional Transportation Commission first sketched
12 out the division of funding, the Metro was only going to
13 receive about 13-and-a-half percent of that -- the
14 funding that might come from that measure if it passes.
15 And several of the board members from Metro who are also
16 on the RTC passed -- you know, made an amendment to that
17 to get it up to 15 percent. So it doesn't mean that
18 there isn't some potential for more, but it isn't -- I
19 just want to make sure everyone understands that that
20 overlap between the Metro and the RTC has paid some
21 dividend to the Metro because that additional money was
22 adjusted in the favor of the Metro.

23 So we're going to -- you know, we'll do the
24 best we can at the RTC to make sure Metro gets a good
25 share, but there are many other competing interests, and

1 we do have to pay attention to those.

2 I think sometimes it's -- you know, when we sit
3 in a situation where obviously a lot of bus riders and
4 people dependent on the bus are talking, you're properly
5 focused on the concern you have about maintaining the
6 bus system; but most of us also sit in other settings
7 where we hear from other parts of the community who
8 really want to see the potholes on their local streets
9 fixed and others who want to see alternative
10 transportation improved and others who use the highway
11 on a regular basis who would like to see some change and
12 improvement on the highway.

13 So we all have to balance all those needs. And
14 I think the RTC is working very hard to make sure the
15 Metro is part of the mix but cannot be the only
16 beneficiary of a sales tax measure.

17 CHAIR ROTKIN: If I could just quickly amplify
18 that last comment. The problem we have is that we have
19 to pass a measure that's supported by the taxpayers.
20 And the reality is we don't get to so much say I don't
21 want to vote for this part of it -- I mean, I don't like
22 every one of those things that are there, but I want to
23 find something that we at least get 15 percent and not
24 zero. And so it is a political calculation.

25 And unfortunately, the minds of the voters in

1 Santa Cruz County are not ruled by physics, they're
2 ruled by their political choices about what matters to
3 them, and so you really have to come up with a measure
4 that appeals to, you know, at this point a majority, not
5 only a majority but a super majority of voters to make
6 this actually work. And that's not easy for our county.
7 We're much better at fighting things we don't like than
8 actually coming together and agreeing on what we could
9 do in a collective way. So I hope we can move in that
10 direction.

11 Other comments?

12 DIRECTOR HAGEN: Yes. I just want to say one
13 thing. When we were first presented with all the cuts,
14 I lived in fear for a while. But I want to inform the
15 public that Mr. Emerson and Mr. Clifford both have
16 listened to me personally and to the board and made
17 significant changes and added back in. And I heard that
18 last night for the first time. And I had the first good
19 night's sleep I've had in a long time. They are
20 listening to us as individuals and as board members.

21 Thank you.

22 CHAIR ROTKIN: Thanks for your comments.

23 Any other comments from anyone?

24 Yes, please.

25 DIRECTOR CERVANTEZ: I just wanted to clarify

1 that with the motion there are two scenarios that are
2 coming before us in June, and I just wanted to be sure
3 that in those two scenarios we did have a proper
4 Title XI analysis in both situations.

5 CHAIR ROTKIN: Just so people are
6 understanding, it's not an all or nothing thing either.
7 We might be willing to take a risk of not assuming we're
8 going to get 2 and a half million but some piece of it
9 that we'll take a little bit of risk on, and if we're
10 wrong in our gamble, we're not cutting a third of our
11 service next December. But those are the kinds of
12 things we can look at if we understand what are our
13 options when we get to the meeting.

14 Thank you again for your participation. We
15 really value it and appreciate your coming down and
16 sharing your thoughts with us today.

17 DIRECTOR LEOPOLD: We have to take a vote.

18 CHAIR ROTKIN: We're going to take a motion --
19 voting on the motion.

20 All those in favor, please say aye.

21 (Ayes.)

22 CHAIR ROTKIN: All those opposed.

23 That carries unanimously with Cynthia Chase
24 absent, and I believe she's the only absent person.

25 That's it. We are done. We're moving to a

1 closed session. We're going to hear a report on what
2 we're doing. We also have a brief --

3 MR. CLIFFORD: Mr. Chair, brief --

4 CHAIR ROTKIN: Yes, go ahead.

5 MR. CLIFFORD: Quick question.

6 There was some discussion earlier about the
7 assumptions on STA. Shall I assume within that motion
8 we'll be optimistic about the outcome of the trailer
9 bill and not seek another 300,000?

10 CHAIR ROTKIN: Well, as I say, I think we'll
11 know more by June 24th, but that option should be in
12 front of us because it might -- by then we might well
13 know that it's on its way and going to happen, or it's
14 already been passed even possibly.

15 MR. CLIFFORD: It impacts the work of the next
16 30 days.

17 CHAIR ROTKIN: Our staff have done an amazing
18 amount of work to make these changes. It's like a
19 quarter of the system. And usually in a normal year
20 you're changing two routes or something.

21 So we have a staff -- and we're understaffed.
22 We do have vacancies that we haven't been filling in
23 planning and other areas. So I really want to
24 appreciate the work our staff has done to be so
25 responsive to the public. And I want to thank you for

that.

So we're going to hear now about our closed session meeting.

UNIDENTIFIED SPEAKER: We have a single item for closed session which is a conference with your labor negotiators, and that relates to both units of the UTU as well as SEIU.

CHAIR ROTKIN: Thank you.

We are adjourned.

(Audience member speaks beyond microphone range.)

CHAIR ROTKIN: Yes. We don't anticipate having a report out, so there's no reason for you to wait around for us when we come out of the meeting. There will not be a report out.

(End of recording.)