



Minnesota Regional Transit
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REGIONAL TRANSIT BOARD

270 Metro Square Building
St. Paul, Minnesota 55101
612/292-8789

NOTICE OF PUBLIC HEARING

Monday, August 26, 1985
Council Offices, Rooms A & B
4:30 p.m.

AGENDA

1. Call to Order
2. Public Hearing on Proposed 1986 Regional Transit Budget
 - a. Regional Transit Board 1986 Work Program and Budget
 - b. Metropolitan Transit Commission 1986 Proposed Budget

Elliott Perovich
Chairman

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
August 19, 1985

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Kenneth Bedeau, Doris Caranicas; Ruth Franklin; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko and Bernard Skrebes

OTHERS PRESENT: Ghaleb Abdul-Rahman, Mary Fitzgerald, Judy Hollander, Katie Turnbull, Judith McCourt, Cindy Fish, Leslie Johnson, Jerry Brechlin and Mike Kuehn, Regional Transit Board Staff; Larry Wertheim, legal counsel; Carolyn Cochrane and Bruce Nawrocki, Metropolitan Transit Commission (MTC); Emil Brandt, Metropolitan Council; Arnie Entzel; Doug Spong, Gregg Ebersohl, Rich Melin, Lisa Hinson, Mary Fuller, Colle & McVoy

The meeting was called to order at 4:00 p.m. and roll taken. Fuhr moved approval of the agenda; Caranicas seconded the motion. Motion carried unanimously. (Bedeau and Franklin not present)

The chair noted that the Item 3 on the agenda would be delayed until all the members arrived.

1-394 MARKETING PRESENTATION

Turnbull reviewed the report dated August 12, 1985 from the Administration and Finance Committee. She then introduced members of the Colle & McVoy firm in charge of the marketing plan for the 1-394 project. A handout was presented by Doug Spong of Colle & McVoy and a presentation was made on the market research results, the marketing plan, marketing plan elements and advertising.

Chairman Perovich interrupted the presentation since it was now 5 p.m. and a time certain of 4:30 p.m. had been published for the public hearing on the appointment of the Metropolitan Transit Commission commissioner. However, before any action could be taken by the new board, the amendment to the Bylaws had to be acted upon.

AMENDMENTS TO BYLAWS, RESOLUTION NO. 85-12

Larry Wertheim described the proposed amendments to the Bylaws, which reflect the changed size of the board and revise some of the functions of staff vis-a-vis the board. Skrebes moved:

That the Bylaws of the Regional Transit Board be amended as shown in the attached resolution. (Resolution No. 85-12)

Caranicas seconded the motion. Roll call vote was taken and the motion and resolution were approved unanimously.

The chairman recessed the board meeting and convened the public hearing.

PUBLIC HEARING ON THE APPOINTMENT OF COMMISSIONER OF THE METROPOLITAN TRANSIT COMMISSION

The chairman said that only the incumbent, Carolyn Cochrane, made application for this three-year appointment to the MTC from St. Paul. Carolyn Cochrane's resume was distributed to the members. She addressed the board, discussing major activities of the commission during the past year, including the management services study, the comparable worth study, the Dickinsen Bus Company bankruptcy problem, the issues of whether buses should be rehabilitated or whether new buses should be purchased, the study of organization structure, and the operating and capital budgets. The commissioners are considering personnel issues, internal audit, fleet size, subsidies and levels of service. Issues soon to be addressed include labor negotiations next spring and a study of the Nicollet garage assessment study.

Paul Joyce asked what shape the bus fleet is in. Cochrane said the maintenance people are fairly confident about getting through the coming winter. The chairman asked if a decision has been made to offer rehab bids in smaller portions to give small companies a chance to bid. Cochrane said they do not want to repeat the Dickinsen experience. Regarding the future of MTC, Cochrane said a real pattern of bus ridership has not yet emerged. She expects it may be necessary to cut back on the size of the fleet on the streets during rush hours. Skrebes asked if we will open the door for private operators if we cut down service by MTC. Cochrane said that depends on where the cuts are made.

Todd Lefko moved:

That Carolyn A. Cochrane be reappointed as commissioner to the Metropolitan Transit Commission for the term expiring August 27, 1985 for a new three-year term that will expire August 27, 1988.

Kranz seconded the motion; a roll call vote was taken. Motion carried unanimously.

The chairman then reconvened the meeting of the board. The presentation on the 1-394 Marketing Plan was continued. Bruce Nawrocki said that one survey result indicated that direct mail is the most preferred way of distributing information. He asked why it is not included. Spong said there will be an advertising piece mailed to individual households. A two-percent response to questionnaires is considered an acceptable return.

REPORT OF THE NOMINATING COMMITTEE

VACANCY IN THE TREASURER'S POSITION, RESOLUTION NO. 85-13

Joyce reviewed the August 13 report of the committee recommending Paul Joyce as the treasurer of the board. Fuhr moved:

That the Regional Transit Board approve Resolution No. 85-13 and accept the recommendation of the Nominating Committee on the selection of a Treasurer of the Regional Transit Board.

Caranicas seconded the motion. A roll call vote was taken and the motion and resolution were approved (Joyce abstained).

REPORT OF THE POLICY COMMITTEE

Lefko invited all the members to attend the August 21 meeting of the committee.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

PROPOSED 1986 REGIONAL TRANSIT OPERATING AND CAPITAL BUDGET

Franklin moved that the budget presented be the one used at the public hearing on August 26, 1985. Kranz seconded the motion. Motion carried unanimously.

Franklin noted that the only change to the 1986 capital budget is the elimination of Project 3161. She moved approval of the recommendations made in the August 13, 1985 report of the committee.

That the Regional Transit Board approve the committee recommendation of the proposed 1986 Regional Transit Board capital budget for purposes of the Metropolitan Council review and Public Hearing as follows:

Project No. 3161--be deleted from the MTC Capital Budget.

Project No. 3263--be retained as proposed in the MTC Capital Budget.

Project No. 3530--be retained in the MTC Capital Budget.

Project No. 3580--be retained in the MTC Capital Budget with the indicated project description.

RTB Activity No. 86-20--be approved as proposed.

Joyce seconded the motion. Vote was taken; motion carried unanimously.

APPROVAL TO RETAIN CONSULTING SERVICES OF MUNDLE AND ASSOCIATES, RESOLUTION NO. 85-14

After reviewing the report of the committee dated August 13, 1985, Franklin moved and Caranicas seconded the motion:

That the Regional Transit Board appropriate \$7,500 to reimburse the Metropolitan Transit Commission for 50-percent of the cost to retain Subhash Mundle and Associates to assist with the development of Regional Financial and Service Policies and Performance Standards.

Skrebes asked how many people are in the firm. The chairman said one person in the three-person firm is working with us. Skrebes said we will have to hire more people to follow through; three people will not be enough. The chairman said they will be enough for this project. Lefko asked for clarification of the schedule.

A roll call vote was taken on the motion and resolution. Motion carried unanimously.

FUNDING FOR THE I-394 MARKETING PLAN, PHASE II, RESOLUTION NO. 85-15

Franklin reviewed the report of the committee and moved:

That the Regional Transit Board authorize the executive director to enter into an interagency agreement with the Minnesota Department of Transportation (Mn/DOT) to provide \$25,000 in local match for the I-394 Marketing Program--Phase II.

Caranicas seconded the motion.

The chairman asked Abdul-Rahman why the board is getting involved at this expense with I-394 since we are not an operating agency. Abdul-Rahman said we became involved since it was felt the agency has a lot to gain in pursuing similar projects in the future. The chairman asked if this is really part of the planning process. Abdul-Rahman said it is not part of planning, but it will assist in the Service Needs Assessment process and provide additional information that will be important to the agency. Turnbull said the major portion is market research follow-up activity. Many times there has been no follow-up to measure how successful the marketing components are. This sets the groundwork for continuing involvement and what we should follow-up on in the future.

Fuhr said this is one of the corridors we would be studying anyway and asked what budget the money comes from. Turnbull said we have been instrumental in getting the process back on track. Fuhr asked to what extent will what we are doing now be part of the needs assessment of the corridor. Turnbull said that has been done already. We are now moving into assisting in implementation and on-going planning. Franklin said we are going to be very involved through the years with the Rideshare Program and this work will be beneficial. Lefko said we do not have firm guidelines yet in terms of projects that fit in. We need a better process for determining those factors for making those decisions.

Joyce said this should not be confused with needs assessment. Fuhr said it would be part of needs assessment. She asked who else is in local match and to what extent. We have a set of criteria. Could we go down the list and see if this meets the criteria? Lefko said we have criteria that relates to other groups that come to us for funding. This has a different status. We need a better process for seeing how this fits in with what is on-going. We should be more up-front on how these things fit together. The chairman said this is a gray area. He has a problem from the standpoint of marketing transit services. Should we be spending money on service or should Mn/Dot and MTC be spending that money?

Abdul-Rahman said we are not marketing service. We are evaluating what will happen there. The board will have to make decisions in the future based on information from this survey. The issue is being a participant in the survey. The chairman said MTC should have done this and used it as rationale to ask for the buses. He does not think we can question that marketing of services goes back to operating agencies. He is willing to go along because I-394 was in confusion. If something is not done on transit it will be the biggest white elephant we have seen. This is really marketing service; we are in the planning business.

Lefko said it will be difficult to separate this money. We may be seeing an extension of the joint planning process. There will be certain projects on which we build a cooperative effort. This may be the model for what you may see in the future. Perovich said that may be true, but the legislation excludes certain kinds of things being done on I-394. There is a mandate from the Legislature that we stay out of the implementation business. Lefko said we then need better standards in terms of what we do. Perovich said this is the first time we have faced this kind of issue and he wanted to raise the issue. Caranicas said evaluation is definitely part of planning. Fuhr said a good word is "coordination" and asked how much other agencies putting in? Hollander said FHWA is providing 90-percent; MnDOT and RTB are providing the balance.

Franklin said you would think that operating agencies would be involved, but Medicine Lake Lines will use I-394 and they should also be involved. It therefore makes sense for RTB to be involved.

The chairman said he did not intend to make this controversial. This is an emergency situation; we had to grab hold of this issue because everyone assumed someone else was coordinating it.

A roll call vote was taken on the motion and resolution. Motion carried unanimously.

PUBLIC COMMENT

No visitors asked to speak.

OTHER BUSINESS

CHAIRMAN'S REPORT

American Public Transit Association Conference

The chairman said any member interested in attending the October conference should contact Mary Fitzgerald; she will make the travel reservations. The tentative program will be sent to members.

Legislative Committee

The chairman said Tom Triplett has asked that legislative initiatives be in the hands of State Planning by September 23. He asked the members to think about that and bring suggestions to the next meeting. If a committee is needed to develop initiatives, it can be established at that meeting. The Council will not have any initiatives. We may want to address the size of the board of commissioners of MTC. We may be forced into something because of the Bloomington project.

Fuhr said it is important for us to build a credibility base with the Legislature. Perovich said we are doing that all the time. Mike Kuehn has set up a schedule for briefings. We are talking about legislation to be drafted for 1986. We will be doing orientation for committees and education for legislators individually and in committees.

Fuhr said, looking toward the possibility of light rail, it is important that legislators understand the figures that make it more feasible. She wishes they could be exposed to what the Hennepin County and Metropolitan Council studies contained. We have a story to tell them.

The chairman said we had no chance in the House; they would not let us in. Lefko said we cannot go ahead; we have to do the Service Needs Assessment first and then start talking about it. If we are seen as promoters of LRT we face some problems in the community. We should be assessors rather than advocates.

The chairman asked for a motion to move the date of the next board meeting to September 3, 1985 because the normal date falls on Labor Day. Lefko so moved; Caranicas seconded the motion; motion carried unanimously.

Dates for the members' retreat were discussed; Hollander said she has had a great deal of difficulty in finding a facilitator. She is meeting tomorrow with a facilitator associated with the United Way. He has asked for more information about the board. After that meeting she may be able to firm things up. It appears it is least expensive to stay in Downtown St. Paul at the Athletic Club or Embassy Suites. Fuhr said the sooner the better; the chairman said that point was made last time.

There being no further business, Joyce moved that the meeting be adjourned; Caranicas seconded the motion. Motion carried unanimously.

Respectfully submitted,

Mary Fitzgerald
Secretary

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 8/26/85

BOARD OR COMMITTEE Public Hearing on Budget

MEMBER NAME PRESENT VOTE VOTE VOTE VOTE VOTE

Chairman

Kenneth Bedeau ✓

Doris Caranicas ✓

Ruth Franklin ✓

Alison Fuhr ✓

Paul Joyce ✓

Edward Kranz ✓

Todd Lefko ✓

Bernard Skrebes ✓

Regional Transit Board

Budget Hearing

August 26, 1985

4:30 p.m.

PLEASE PRINT

<u>NAME</u>	<u>ADDRESS</u>	<u>ORGANIZATION</u>
LEROY MARSHALL	41518 SE 11th	TAC
Mike Dreier	2739 16 th Ave S.	TAC

Good ^{AFTERNOON} evening, members of Regional Transit Board and other concerned citizens present.

My name is David Drier. As an employee of MTC at the Metro Mobility Control Center, and a board member of Transit Access Coalition, I have been asked to express the concerns of TAC.

Our overall goal is to promote better communication and education pertaining to transportation for disabled citizens, and also to promote interaction with the Regional Transit Board, the law makers of this state, and other concerned organizations.

We, the members of TAC, want to ensure your awareness of the ongoing and increasing needs of the disabled for the services provided by Metro Mobility.

Since the formation of Metro Mobility in 1979, many disabled persons have increased their independence. In 1979 an estimated 8,000 rides were provided per month. To date, this number has increased to approximately 35- to 40,000 rides per month. Thus, many disabled individuals, formerly restricted to their homes, have become employed, tax paying citizens, largely due to the vital services provided by Metro Mobility. There is no other system in the United States with services that compare in volume or cost-effectiveness to those services provided by Metro Mobility.

2.

TAC is requesting that the Regional Transit Board actively solicit and seriously consider input from the disabled consumer, prior to the implementation of any change in the services of Metro Mobility.

We, the members of TAC, want to thank you for this opportunity to express our concerns. We are confident that through your continued support of Metro Mobility, we can all work together to promote a successful and highly functional para transit system.