



Minnesota Regional Transit  
Board: Records.

**Copyright Notice:**

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit [www.mnhs.org/copyright](http://www.mnhs.org/copyright).



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

MEETING OF THE REGIONAL TRANSIT BOARD

Tuesday, September 3, 1985  
 Council Rooms A & B  
 4:00 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Minutes for Meetings of:

July 15, 1985  
 July 29, 1985  
 August 6, 1985 *amend*  
 August 19, 1985

- 3 a. *Randy Salomon*
4. Presentation on Bloomington Project

5. REPORT OF THE POLICY COMMITTEE

Todd Lefko,  
 Chair

- a. *ok* Handicapped Advisory Committee Proposal
- b. 1986 Transit Assistance Program Review *ok*

6. REPORT OF ADMINISTRATION AND FINANCE COMMITTEE

Ruth Franklin,  
 Chair

- a. Presentation on Tax Levy and Tax Feathering *ok*

7. OTHER BUSINESS

- a. Chairman's Report
  - 1) Legislative Initiatives *NA*
  - 2) Selection Committee *ok*
- b. Members' Reports
- c. Staff Reports

- 1) Weekly Report *ok*
- 2) *Karn Ron Gmt*

8. PUBLIC COMMENT

Elliott Perovich  
 Chairman

An Equal Opportunity Employer

REGIONAL TRANSIT BOARD  
ROLL CALL AND ATTENDANCE SHEET

*Lish*

*M. Coar  
LJ  
GB  
MR  
KRC  
JL  
Greg Lish  
KT  
Dm*

DATE: RTB 9/3/85

BOARD OR COMMITTEE \_\_\_\_\_

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE
Chairman	✓				
-----					
Kenneth Bedeau	✓				
-----					
Doris Caranicas	✓				
-----					
Ruth Franklin	✓				
-----					
Alison Fuhr	✓				
-----					
Paul Joyce	✓				
-----					
Edward Kranz	✓				
-----					
Todd Lefko	✓				
-----					
Bernard Skrebes	✓				
-----					

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Public Hearing of the  
REGIONAL TRANSIT BOARD  
Metropolitan Council Offices, Room A  
August 26, 1985

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

STAFF PRESENT: Ghaleb Abdul-Rahman, Mary Fitzgerald, Judy Hollander, Katie Turnbull, Judith McCourt, Leslie Johnson, Jerry Brechlin, Regional Transit Board Staff

The meeting was called to order at 4:30 p.m. and roll taken. Vice Chair Caranicas noted that the hearing is for the purpose of receiving public comment on the Proposed 1986 Regional Transit Budget in accordance with the requirements of Minnesota Statutes. The record will remain open for 20 days following the hearing. Following the closure of the record of the public hearing, staff will summarize and respond to comments received. She asked that board members limit their comments to matters of clarification.

Mike Dreier, 2739 - 16th Avenue South, Minneapolis, Minnesota, representing the Transit Access Coalition, read a prepared statement to the board (Exhibit A).

Lefko noted that the Policy Committee will continue its discussion of Metro Mobility during its meetings this month. The committee will be ready for another public meeting by October 1 to 15.

The vice chair called for other public comment; there being none, she announced that the record will remain open until September 15. Abdul-Rahman said the plan is that, pending approval by the board, a special meeting of the board will be scheduled for September 30.

Steve Bertrand asked how the allocations were determined. Johnson said the process of building the program and project budget is done by allocating hours to programs or projects and costing them out based on total number of hours allocated. Support staff costs are allocated to the program budget on a percentage basis. A major portion of the Regional Transit Board budget is transit assistance provider figures that are derived from various sources from the state and directed to go to certain programs.

Bertrand asked how various projects are determined. Johnson said they are laid out by things going on in transit planning. The list is in the document. There is nothing new or innovative; it carries on projects that now exist. e based on priorities established in the RTB Interim Implementation Plan that was adopted by the board in April 1985.

The vice chair again called for public comment. There was no response. She asked that comments be put in writing and sent into the board office by the 15th of September in order that they can be included in the summary comments. Abdul-Rahman said there are two budget elements; the operating budget must be approved by the end of December 1985 and the capital portion of the budget is scheduled to be acted upon at the September 30 meeting.

There being no further comment, the vice chair declared the public hearing to be adjourned.

Written comment was received from Suburban Paratransit, Inc. on September 12, 1985 (Exhibit B) attached.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Good <sup>AFTERNOON</sup> evening, members of Regional Transit Board and other concerned citizens present.

My name is David Dreier. 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.

Ex. B



# SUBURBAN PARATRANSIT, INC.

September 9, 1985

SEP 12 1985

Leslie M. Johnson  
Director of Administration  
Regional Transit Board  
270 Metro Square Building  
St. Paul, MN 55101

RE: Comment on 1986 RTB Work Program and Budget

Dear Mr. Johnson,

Thank you for distributing copies of the 1986 RTB Work Program and Budget. As a recipient of public transit assistance funding since 1979, Suburban Paratransit, Inc. is very interested in reviewing the RTB's financial plan for the upcoming year.

"Will

Our company has a comment about the 1986 budget which is probably best put in the form of a question. Our question is if the 1986 budget will enable the RTB to fund the local match portion of Federal Section 16(b)(2) grants that have been awarded to Suburban Paratransit and will be payable in 1986?"

The federal 16(b)(2) program enables not-for-profit organizations like Suburban Paratransit to apply for accessible paratransit vehicles for elderly and handicapped transportation programs. Successful applicants receive eighty percent (80%) federal funding towards acquisition of new vehicles. The local match share is twenty percent.

Suburban Paratransit, Inc. is one of three public transit programs in Minnesota that contracts for a one hundred percent (100%) deficit subsidy (SPI is the only not-for-profit corporation of the three). Our organization has contracted with MnDOT since 1979 to provide services in suburban communities in the west metro area.

I have attached a table which will give you a historical and future perspective on our funding question. The table shows the federal, state and SPI financial contributions to acquiring 16(b)(2) vehicles in past and future years. The length of time between date of application and receipt of a program vehicle averages two years. Our opinion is that the federal funding makes the program worthwhile but that administratively the program is ploddingly slow and unpredictable.

Page Two  
September 9, 1985  
Leslie M. Johnson

The precedent established by MnDOT in participating in local match payment is inconsistent. One year MnDOT provided fifty percent (50%) of the local match, one year they said they were prohibited from funding the local match, and another year MnDOT expressed it was willing to fund our match but it had no capital funds for metro area projects. Suburban Paratransit has met its 16(b)(2) match payment obligations by using up its reserve savings, by applying a corporate contribution from Honeywell, Inc. and by borrowing funds. In 1986, it is unlikely that SPI will have the ability to meet its local match payment responsibility. The two (2) vehicles that SPI expects to receive in 1986 are to be replacement vehicles for units in our small bus fleet that are approaching 300,000 odometer miles. If SPI could not take advantage of the 16(b)(2) program, we would need to acquire replacement vehicles through lease agreements (which is a substantially more expensive option) or we would request capital funding from the RTB. Capital funding has not historically been available from MnDOT in the metropolitan area.

Although delivery of the 16(b)(2) vehicles granted to SPI in 1983 and 1984 is expected in 1986, the exact delivery date is uncertain. The local match required in 1986 to date delivery of these vehicles would be approximately \$9,000.00.

SPI needs a determination from the RTB regarding its ability to fund this expense. A positive answer will provide for the greatest cost savings to Minnesota tax-payers. A negative answer will require identifying other vehicle acquisition plans so that SPI can continue to carry-out the provision of its Metro Mobility work.

Thank you for your attention to this matter.

Sincerely,

*MATTHEW C. PETERSON*  
Matthew C. Peterson (dc)  
Executive Director

MP/dc

cc: Judith Hollander  
Director Planning and Programs

SUBURBAN PARATRANSIT, INC.  
SUMMARY OF 16(b)(2) GRANT ACTIVITIES  
1979-1985

<u>Application Date</u>	<u>Delivery Date</u>	<u>Type of Vehicle</u>	<u>Total Cost</u>	<u>Federal Portion</u>	<u>Local Match</u>
11/9/79 (21 mos)	8/15/81	Wayne Transette (Unit #7)	\$22,082	\$17,666	\$4,416 (MnDOT funded \$2208)
10/10/81 (24 mos)	9/30/83	Wayne Chaperone (Unit #8)	\$21,545	\$17,236	\$4,309 (Paid by SPI)
10/13/82 (31 mos)	5/24/85	Dodge Van with Raised Roof (Unit #11)	\$18,528	\$14,823	\$3,705 (Paid by SPI)
10/14/83 (32 mos)	Projected: 6/86*	Small Bus (5-6 wheelchairs, and 10-12 passengers)	Projected: \$27,825	Projected: \$22,260	Projected: \$5,565
7/24/84 (24 mos)	Projected: 6/86*	Van With Raised Roof	Projected: \$16,500*	Projected: \$13,200	Projected: \$3,300
6/5/85	Projected: '87	Van With Raised Roof	Projected: \$21,000*	Projected: \$16,800	Projected: \$4,200

\*Costs and Delivery Dates Projected by MnDOT, Office of Transit

September 1985

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: September 3, 1985  
TO: Regional Transit Board  
FROM: Elliott Perovich, Chairman   
SUBJECT: Council for International Urban Liaison,  
Urban Planning and Transportation Program Tour

I was invited, as chairman of the RTB, to participate in this year's Urban Liaison Program on Transit. The invitation was issued in late May of this year and I did not make a final decision to participate until August when final deadlines were reached. The reason for the delay was the eventual outcome of RTB legislation and my future status as chairman; but, also, I was not sure of my willingness to participate. There was also uncertainty as to whether the tour would materialize.

Selected people from across the United States were invited and participation was to be limited to fifteen or thereabouts. Fourteen will make the trip. Dick Braun of MnDOT will be along as President of ASHTO. The trip is highly organized and will include study and observation of virtually every kind of mass transit commonly used. We will visit Finland, the USSR and Germany. The group leaves New York on Sunday, September 15, and returns Tuesday, October 1.

Attached you will find the final itinerary for the trip. It is subject to change at the "whim" of the Soviet government, including cancellation.

EP/mf

COUNCIL FOR INTERNATIONAL URBAN LIAISON  
(Urban Planning and Transportation Program)

Final Itinerary

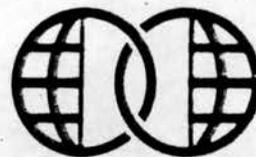
- |  |  |
|--|--|
| Helsinki, Finland<br>September 16-18                 | Stay in Helsinki will include a city sightseeing tour, followed by special meetings to discuss urban planning and design, as well as the Helsinki metro system. An excursion to Tapiola (to illustrate new town planning is part of the Helsinki visit). |
| Moscow, USSR<br>September 19-21                      | The Moscow visit will include a city orientation tour highlighting the transportation systems of the Soviet capital, meetings with government transit officials, and a special walking tour of the Kremlin.  |
| Kiev, USSR<br>September 22-24                        | The Kiev visit includes a city sightseeing tour, a special tour of the Kiev metro system and special interest meetings with city officials.  |
| Leningrad, USSR<br>September 24-27                   | The program in Leningrad includes a city tour, an excursion to Pushkin, a tour of the Leningrad metro system, a meeting with restorers, and special meetings with Russian transit officials to discuss urban planning and transit issues.                |
| Hamburg, West Germany<br>September 28 -<br>October 1 | The Hamburg stay will include a city orientation tour, special meetings focusing on transportation policy in West Germany, and a visit to the local transit system.  |

NOTE: In the Soviet Union, the scheduling of events in each city is at the discretion of the local office of Intourist and will be known only after the group arrives in that city.

# Council for International Urban Liaison

1120 G STREET, N.W., SUITE 300, WASHINGTON, D.C. 20005 • (202) 626-4624

Serving the  
urban objectives  
of public interest  
organizations  
in the United States  
and Canada by  
the encouragement  
of international  
exchanges of  
practical experiences



## Concept Paper: Public Transportation Study Trip to USSR, Finland, West Germany, September 16 - October 1, 1985

This will be the fifth mass transit study trip organized by the Council and our first to the Soviet Union.

We will visit Moscow, Kiev and Leningrad and are requesting professional meetings with Soviet transport executives and planners as well as site visits to representative facilities.

The Soviet Union operates the largest number of trolleybus systems in the world, reportedly in 172 cities with some 25,000 vehicles and a line mileage unmatched in other countries. It also has 22 subway systems in operation (8) or under construction (14). All three major cities we will be visiting have exemplary subway systems, the Moscow subway being world famous for its elaborate station treatment. A test track newly installed near Moscow is intended for trial runs of a new generation of subway trains that can reach speeds of 150 km/h.

The Soviet Union also operates some of the world's most extensive street car lines. Leningrad which has 55 lines, covering a network of 600 kms with some 2,000 streetcars is one of these. Leningrad's street cars are also used for urban goods delivery, a unique characteristic of Soviet LRT systems.

Finally, the USSR is reportedly starting to work on magnetic levitation applications to urban transportation systems with a short test track now under construction by the Transprogress Research Institute in a Moscow suburb. We will try to cover the field of innovative urban transit systems with the permission of the responsible Soviet authorities.

In Helsinki, the capital of Finland, we will see light rail, hybrid trolleybus and one of the world's most modern subway systems, also a particular marketing wrinkle - a quadrilingual streetcar line for the tourist trade. The extensive ferry network as a mass transit mode will be sampled by us and since traffic master plans need to mesh with city master plans, and Finland excels in urban planning we will also visit the garden city of Tapiola near Helsinki. A new town, started in the 1950s, Tapiola (pop. 16,000) is considered a trend setter in Finnish and international new town planning.

Our last stop in the city state of Hamburg, the largest port in West Germany, will provide an overview of national and regional transport policy at SNV, Germany's leading government-sponsored think tank which is involved in state of the art mass transit demonstration projects throughout the country. We will also have an opportunity to see the Hamburg regional transportation system in operation. It offers fare integration with intermodal transfers and six modes accessible with a single ticket. An boat excursion to the picturesque "sea captain's town" of Blankenese in the suburbs will round out the proceedings and our two weeks together.

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

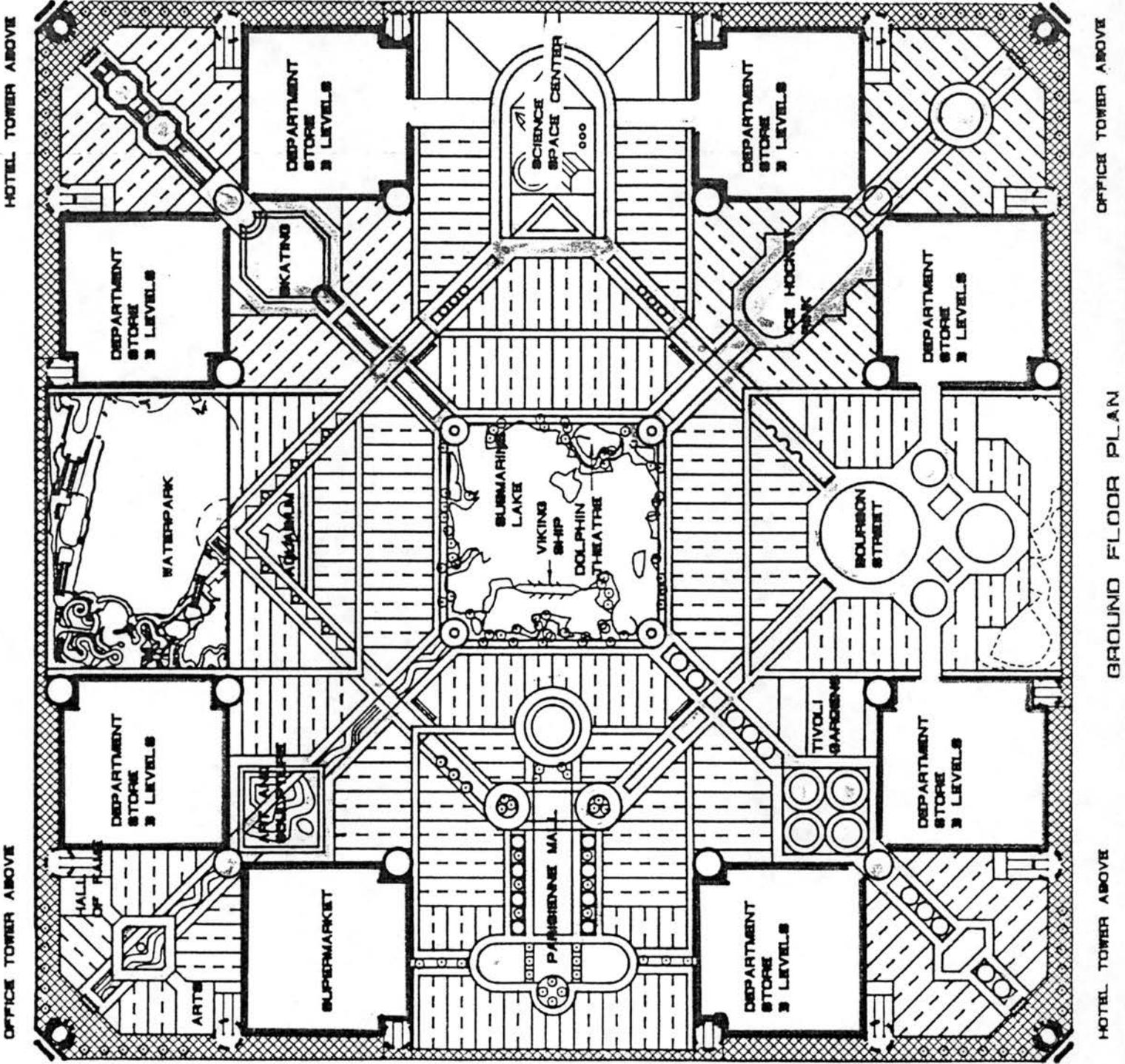
DATE: August 28, 1985  
TO: Regional Transit Board  
FROM: Judith Hollander, Director of Planning and Programs *JH*  
SUBJECT: Update on Bloomington Project

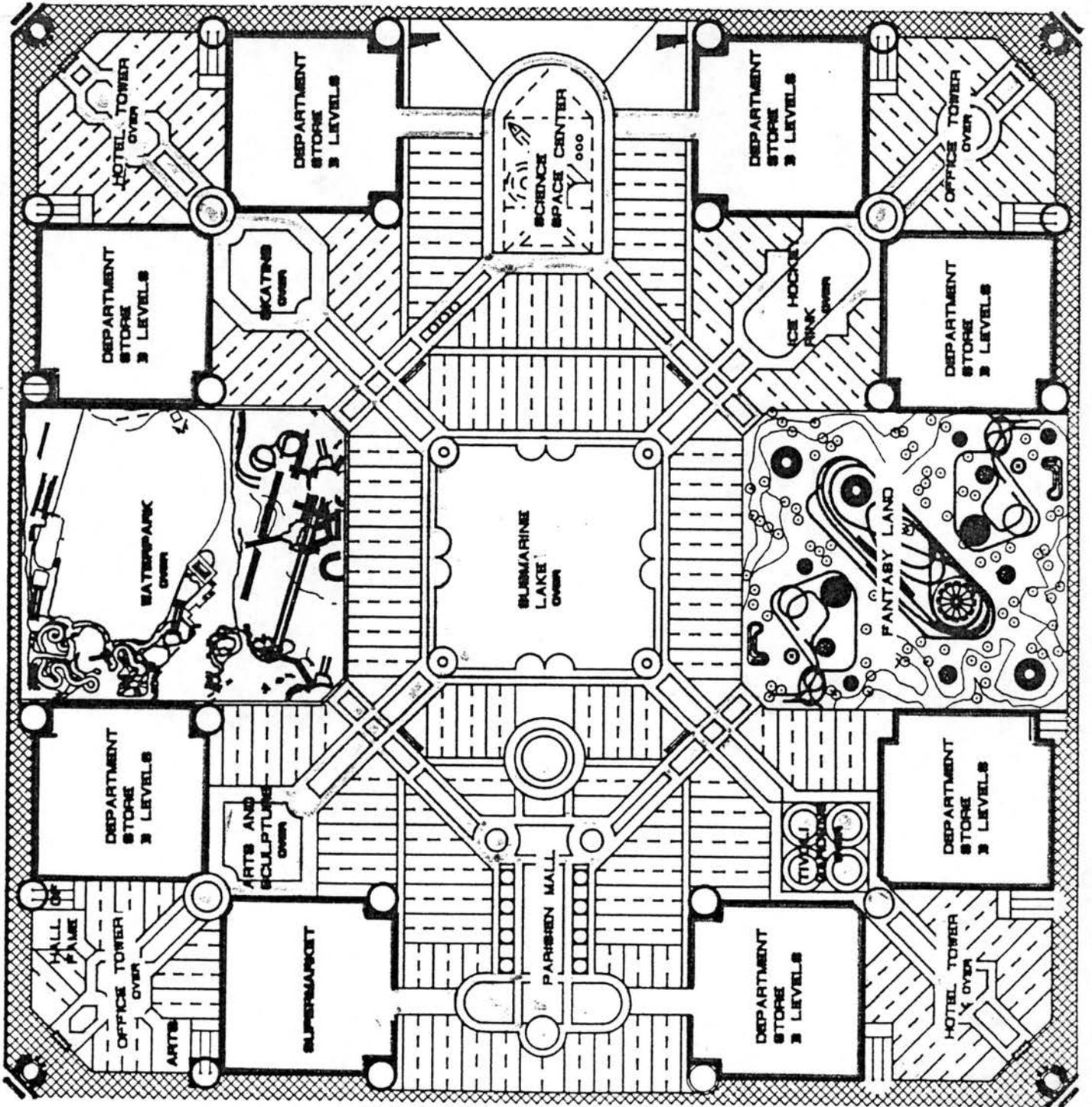
At the meeting of September 3, 1985, a brief presentation will be made regarding staff activities related to transportation impacts of the proposed Bloomington development.

JH:jmo

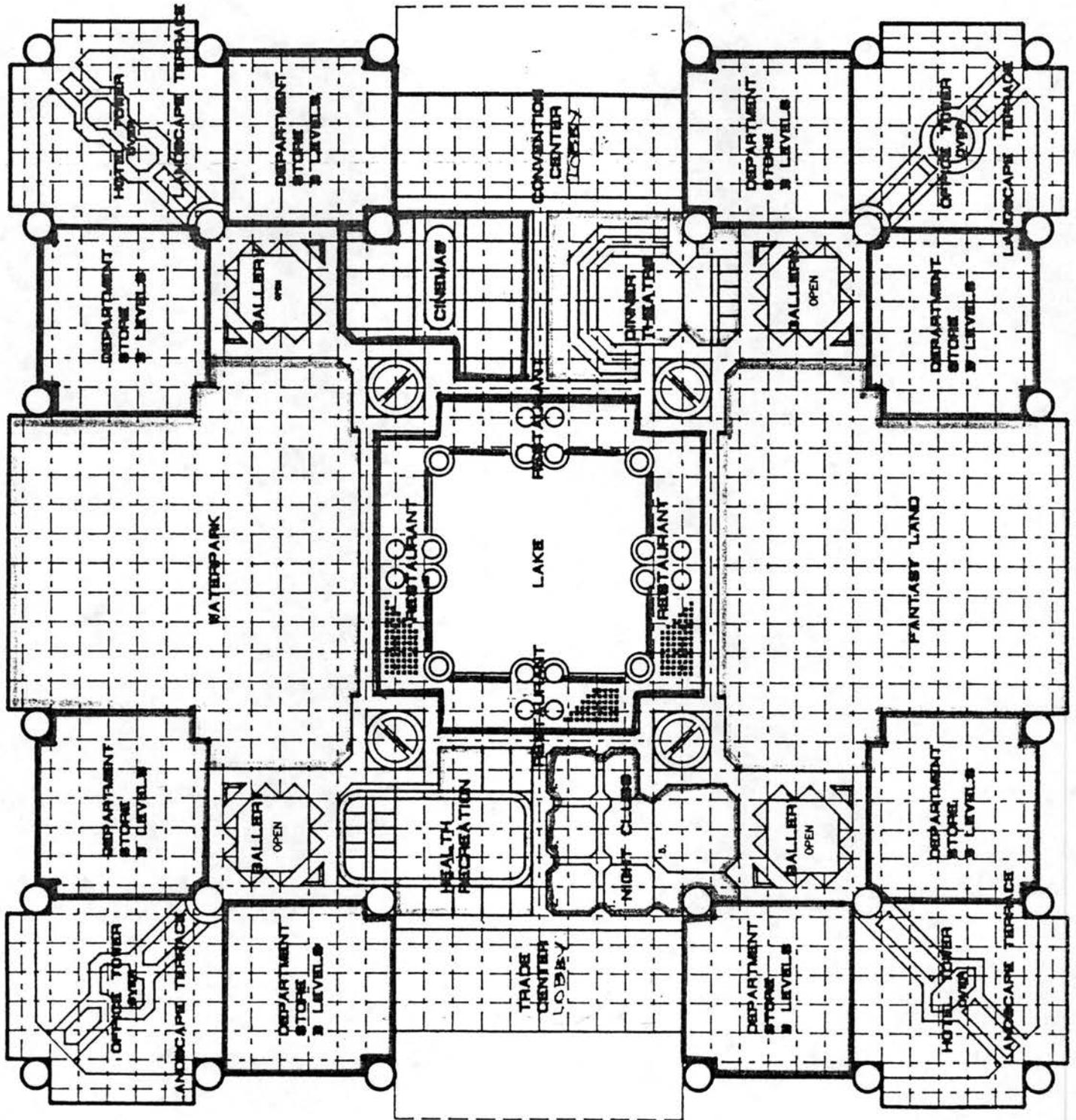
Handout 1/3/15

MAURICE SUNDERLAND ARCHITECTURE & DESIGN INC  
architects - engineers - interior designers - computer graphics

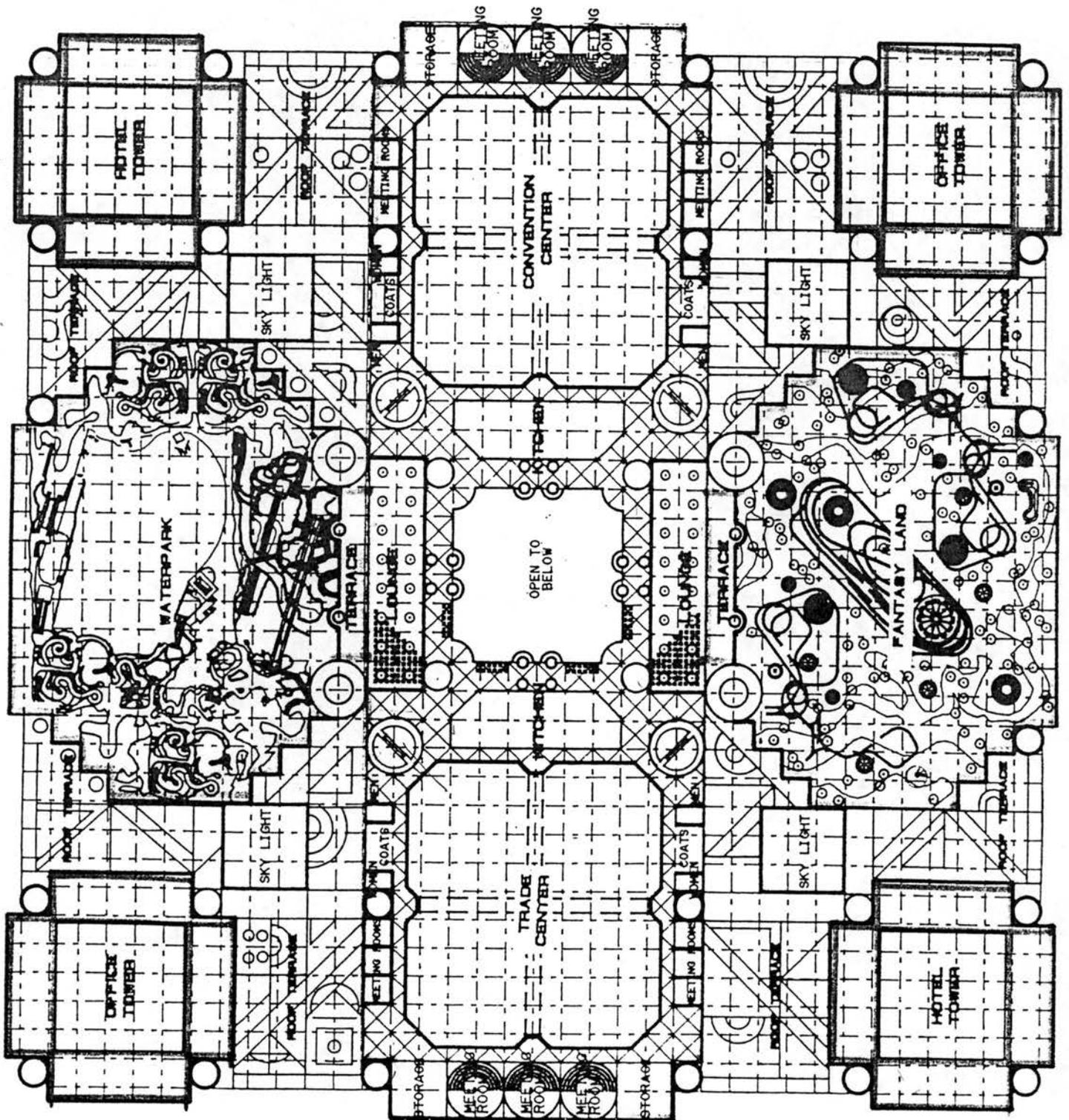




SECOND FLOOR PLAN



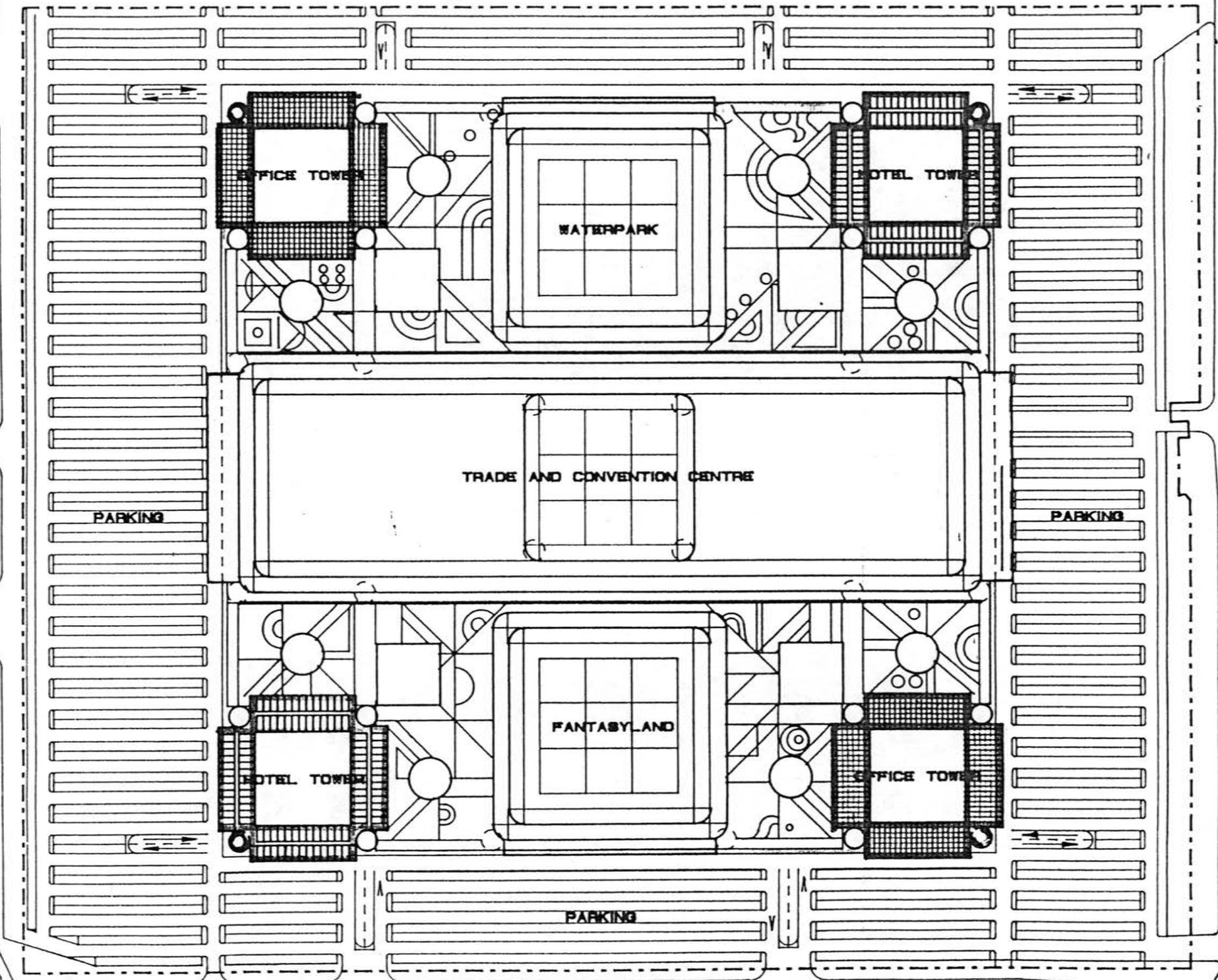
RECREATION AND ENTERTAINMENT THIRD FLOOR



TRADE AND CONVENTION CENTRE FLOOR

88 ACRES

HIGHWAY 77



PARKING

PARKING

TRADE AND CONVENTION CENTRE

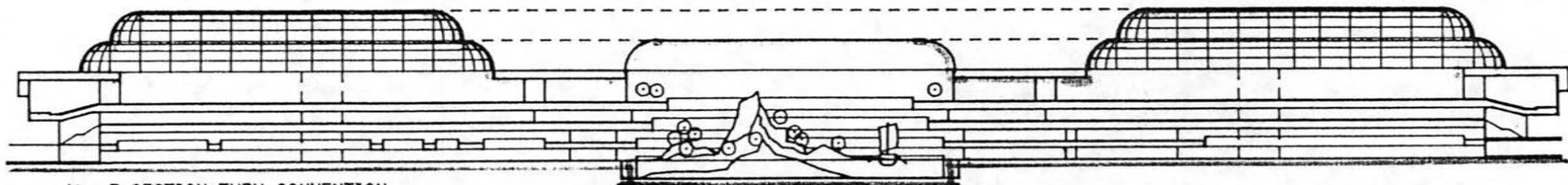
FANTASYLAND

OFFICE TOWER

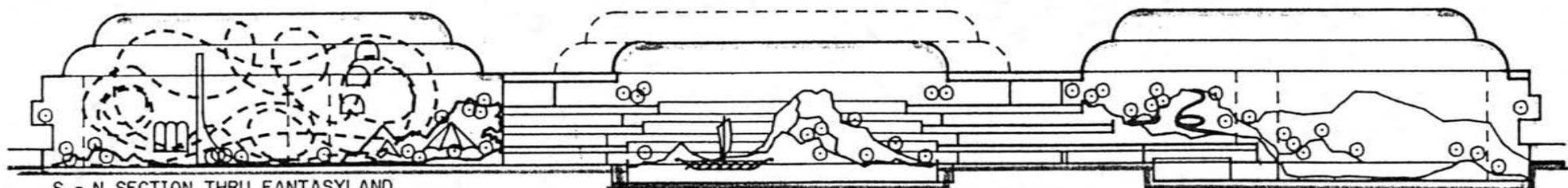
PARKING

KILLEGREW DRIVE

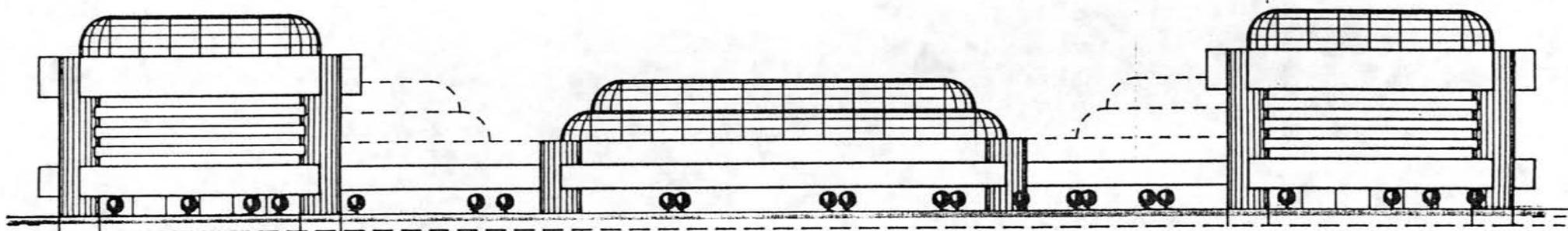
SITE AND ROOF PLAN



W - E SECTION THRU CONVENTION



S - N SECTION THRU FANTASYLAND  
& WATER PARK



TYPICAL N - S ELEVATION

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 28, 1985  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: HANDICAPPED ADVISORY COMMITTEE PROPOSAL

At its August 21, 1985, meeting, the Policy Committee approved the following recommendation with the understanding that staff will suggest to the Regional Transit Board at its September 3, 1985, meeting, the specific charges for the Transportation Handicapped Advisory Committee.

RECOMMENDATION:

That the Regional Transit Board authorize staff to proceed with the establishment of the Transportation Handicapped Advisory Committee in accordance with the guidelines established.

jmo

Todd Lefko  
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 28, 1985  
TO: Regional Transit Board  
FROM: Judith Hollander, Director of Planning and Programs  
SUBJECT: Transportation Handicapped Advisory Committee

ACTION REQUESTED:

No action requested on this memorandum. Rather, the intent of this memo is to clarify the Transportation Handicapped Advisory Committee's charge.

BACKGROUND:

At the Policy Committee meeting on Wednesday, August 21, 1985, the committee endorsed the staff recommendation of establishing the Transportation Handicapped Advisory Committee (THAC). A request was made to clarify the charge of the Transportation Handicapped Advisory Committee.

DISCUSSION:

The purpose of the THAC will be to advise the Regional Transit Board (RTB) in developing policies that facilitate greater access to transportation for the elderly, handicapped and others with special transportation needs in the metropolitan area. Specifically, the committee will be responsible for:

1. Providing advice and consultation regarding elderly and handicapped consumer concerns to the RTB.
2. Assistance in developing plans for services which affect elderly and handicapped persons.
3. Advising on the implementation of elderly and handicapped transportation projects.
4. Assisting with identification of transit needs of elderly and handicapped persons as part of the Service Needs Assessment.
5. Assisting in disseminating information about elderly and handicapped services.

Regional Transit Board  
August 28, 1985  
Page Two

6. Offering assistance and advice which will better ensure a coordinated accessible transportation system to meet the needs of Twin Cities area elderly and handicapped persons.
7. Performing other duties as requested by the Board.

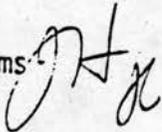
Although the THAC will be the RTB's primary source of advice on matters relating to elderly and handicapped transportation, it appears that the MTC will also have its own advisory committee.

The major task of the Metropolitan Advisory Committee on Elderly and Handicapped Transportation, the group established to advise the Metropolitan Transit Commission (MTC), will be to advise on MTC operations affecting the elderly and handicapped population. This differs from the charge of the Handicapped Transportation Committee which focuses on the planning and programs of the elderly and handicapped transportation projects.

JH:JL:jmo

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: July 24, 1985  
TO: Regional Transit Board  
FROM: Judith Hollander, Director of Planning and Programs  
Jackie Ledin, Intern   
SUBJECT: Transportation Handicapped Advisory Committee Structure

Action Requested:

That the Regional Transit Board approve the following Transportation Handicapped Advisory Committee structure and recruitment process.

Background:

Minnesota Statutes Section 473.386, subd. 2, states that the Regional Transit Board shall establish an advisory committee of individuals representing the elderly, handicapped and other users of service provided by the project, representatives of persons contracting to provide services for the project (Metro Mobility), and representatives of appropriate agencies to advise the board on management policies for the project.

Several advisory committees have been established in the past to advise the Metropolitan Transit Commission (MTC), the Metropolitan Council or the Minnesota Department of Transportation (Mn/DOT) on matters pertaining to transportation for handicapped persons. The three committees that are now active are described below:

- o The Metropolitan Advisory Committee on Elderly and Handicapped Transportation was established in 1975 and consists of twenty-five (25) members. The goal of this committee is to advise on the ongoing planning, policy development, implementation and monitoring of effective transportation systems for elderly and handicapped persons.
- o The Metro Mobility Advisory Task Force was established in 1979 and consists of twenty-five (25) members appointed by the Commissioner of the Minnesota Department of Transportation. The primary purpose of the Metro Mobility Advisory Task Force is to provide advice and consultation regarding consumer concerns to the Metro Mobility Management Policy Committee for Metro Mobility.

- o The Metro Mobility Management Policy Committee was established in 1979 and is comprised of nine members representing Mn/DOT, Metropolitan Council, MTC, taxi providers, private companies providing wheelchair accessible service, and four members from the Metro Mobility Advisory Task Force. The purpose of the Management Policy Committee is to set policies which will ensure the provision of a coordinated accessible transportation system to meet the needs of Twin Cities area handicapped persons.

Proposed Committee Structure:

It is proposed that the existing Metro Mobility Advisory Task Force and the Management Policy Committee, now reporting to Mn/DOT, is dissolved and a new committee is formed of twenty (20) members representing the elderly, handicapped and providers of Metro Mobility. As suggested in the 1985 legislation, there will now be a single "advisory committee" which will advise the Regional Transit Board (RTB) on management policies relating to transportation for elderly and handicapped persons and no longer "set management policies." The Metropolitan Advisory Committee on Elderly and Handicapped Transportation has proposed to the MTC to continue as its advisory committee. It is further proposed that the advisory committee be appointed in the following manner:

- o Two (2) members appointed by each RTB member from their district, one of whom must be a consumer.
- o Four (4) members at large would be appointed by the RTB chair, two (2) of whom must be consumers. The RTB chair will also appoint the chair of the new "advisory committee."

An active effort would be made to recruit members for this committee. A mailing to handicapped organizations and Metro Mobility users would be used to solicit interest. Those interested would fill out an application form.

RECOMMENDATION:

That the Regional Transit Board would authorize staff to establish the advisory committee in accordance with the guidelines outlined in this memorandum.

JH:JL:jmo

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101 ,

DATE: August 28, 1985  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: 1986 TRANSIT ASSISTANCE PROGRAM REVIEWS

At its August 21, 1985, meeting, the Policy Committee approved the following recommendation:

RECOMMENDATION:

That the Regional Transit Board approve the submittal of a Section 18 request for federal transit funding assistance from the City of Hastings, the County of Scott and the County of Carver.

jmo

Todd Lefko  
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 12, 1985  
TO: Regional Transit Board  
FROM: Judith McCourt, Programs Manager  
SUBJECT: 1986 Transit Assistance Program Reviews

ACTION REQUESTED:

That the Regional Transit Board approve for submittal the applications for federal Section 18 Operating Assistance, for calendar year 1986, for the City of Hastings, the County of Carver and the County of Scott. The remaining applications from the County of Anoka, DARTS, City of Columbia Heights, City of Hastings, White Bear Area Transit, and Washington County Human Services require no formal action as these projects receive no federal operating assistance.

BACKGROUND:

The Public Transit Assistance Program was established by the legislature in 1977. Since that time the program has funded many projects throughout the state. In 1984 fifty-seven transit projects received funding through the Mn/DOT administered program. In connection with the Transit Assistance Program, the State of Minnesota annually solicits applications for transit assistance. These applications are solicited, by in large, from existing providers.

The administration of transit contracts in the metropolitan area will eventually become the responsibility of the RTB. This will occur when the RTB certifies its readiness to assume the responsibility from the Commissioner of Transportation. The assumption of program responsibilities is underway with the completion expected, as outlined in a memorandum to the Policy Committee on May 15, 1985, by the end of the first quarter of 1986. The negotiation of the 1986 calendar year contracts will primarily be the responsibility of Mn/DOT; however, the RTB has been asked to participate in the contract discussions. At this time the RTB has been asked to comment on all of the requests for assistance and to approve the application for federal funds for the City of Hastings, the County of Carver and the County of Scott.

The applications from the City of Hastings, the County of Carver and the County of Scott need to receive formal RTB approval because the projects are in part supported by federal funds. This approval is required in accordance with Minnesota Statute, Section 473.375, Subdivision 8, which mandates the RTB to review and approve all applications for federal assistance from political subdivisions. The remaining applicants are not eligible for Section 18 operating assistance.

## DISCUSSION:

Nine programs have been submitted for review. Projects have been submitted by the County of Anoka, County of Carver, City of Columbia Heights, DARTS, City of Hastings, City of Hopkins, County of Scott, White Bear Area Transit and Washington County Human Services. All of these projects are consistent with the Transportation Policy Plan/Metropolitan Development Guide and relate to the following policies:

- o Transportation investments should be made on the basis of need and the ability of the Metropolitan Area to finance and maintain these investments in relation to other metropolitan system needs and investments over time.
- o Transportation services should be provided that are responsive to the special needs of the young, disabled and economically handicapped living in the Metropolitan Area.
- o Transit services should be provided that achieve the most efficient, productive and effective use of public resources and investments.
- o Transit for disabled persons should be provided by the most cost-effective mix of services.
- o The public and private sectors are both important suppliers of transit services; whichever can provide the most cost-effective service should be encouraged to do so.
- o Shorter trips and reduced auto driving should be promoted by:
  - Encouraging travel patterns whereby people live, work and shop within sub-regions.
  - Providing high quality, convenient transit service, commensurate with the demand, to the major activity centers from their sub-region.

At this time the Regional Transit Board has not developed a set of standards by which projects, potential and existing, can be evaluated. This activity is planned in conjunction with the service needs assessment process and should be completed by late 1985. Because standards have not been established by the RTB, comments contained within this memorandum deal primarily with an overview of the service and its compatibility with other services in the Metropolitan area. With the establishment of evaluation standards, more critical project reviews can take place.

A description of each project and a comparative review of the nine projects over a series of variables is shown in a series of attachments to this memorandum. When reviewing the attachments, it becomes apparent that the services vary widely from the extent of geographic area served and service availability, to the average subsidy per passenger and fare policy. These variances are attributable to a variety of factors including size of area served, use of volunteer versus paid driver and population density of the area. In addition to a general review of the projects provided in the attachments, specific project comments follow.

Transportation services provided by the City of Hastings, the County of Anoka, the County of Carver and the County of Scott complement existing transit services. In all instances little or no regular route service exists in the major portion of these service areas. The City of Hastings is a free standing growth center which lies entirely outside of the transit taxing district and is not served by any other transit operators. The counties of Scott and Carver receive limited peak service only. The programs in these counties supplement regular route service by providing demand responsive transportation primarily to seniors and handicapped persons traveling within the county. Limited service is also available to the metropolitan area. The County of Anoka supplements regular route service by providing a volunteer program to transport seniors for primarily medical trip purposes within Anoka County. Limited service is also available into the metropolitan area.

Transportation provided by Washington County Human Services and DARTS are available in areas where a greater level of regular transit service is provided. By in large, the trips offered by these projects require a greater level of personal service than is afforded by regular route service. In areas where regular route service exists, efforts to minimize duplication should be made.

The City of Hopkins, the City of Columbia Heights and White Bear Area Transit provide community circulator service. In all instances, operation is subcontracted to a private operator. All of these projects potentially provide an opportunity to create a transfer link with regular route service thus extending the travel opportunities. Preliminary discussions have taken place in previous contract periods, however, resolution of the issue has not occurred. Efforts to establish transfer arrangements should be pursued in the upcoming contract period.

With the exception of the City of Columbia Heights and the County of Anoka, all programs provide some accessible service. The City of Columbia Heights is served by Metro Mobility, therefore, accessible travel opportunities are available. The County of Anoka provides service with a fleet of volunteers using personal automobiles and accessible service is not available. Anoka County is currently developing a coordinated transportation project. This project includes plans for accessible service. During the 1986 contract period, the Anoka County Program should develop an effective mechanism for referring handicapped persons to accessible service options.

#### CONCLUSIONS AND FINDINGS:

- o The nine programs presented are consistent with the Transportation Policy Plan/Metropolitan Development Guide.
- o In order to conduct a comprehensive review of the projects, a set of evaluation standards should be established.
- o All programs are complementary to existing transportation services and afford additional travel opportunities to persons traveling within the metropolitan area.
- o The City of Columbia Heights, the City of Hopkins and the White Bear Area Transit should work toward establishing transfer arrangements with the MTC in the upcoming contract period.

- o The County of Anoka should develop an accessible transportation option in the 1986 contract period.
- o In areas where regular route transit is available, efforts should be made to minimize duplication of services.

RECOMMENDATION:

- o That the Regional Transit Board approve the submittal of a Section 18 request for federal transit funding assistance from the City of Hastings, the County of Scott and the County of Carver.

JM:jmo

## Description of Services

### COUNTY OF ANOKA: Anoka County Volunteer Transportation Services

The Anoka County Community Health and Social Services transportation program is a volunteer project that provides weekday service for Anoka County residents who are at least 60 years of age. Transportation is primarily provided for inter-county trips Monday through Friday between 8:00 a.m. and 4:30 p.m. Service for medical trips is provided to the central cities. Donations are accepted; however, because of insurance constraints, no fares are collected from patrons.

### COUNTY OF CARVER: Carver County Transportation Services

Carver County sponsors a transportation program that provides a combination of dial-a-ride and fixed route services to elderly, handicapped and disadvantaged residents of the county. Service is provided by paid and volunteer drivers. and is available Monday through Friday between 7:30 a.m. and 5:00 p.m. Supplementary service is provided by volunteers. The county is divided into service zones and transportation is provided on a regular, although not daily, basis to all portions of the county.

### COLUMBIA HEIGHTS

The City of Columbia Heights operates a community dial-a-ride service to persons in Columbia Heights. The shared-ride taxi service is available weekdays between 6:00 a.m. and 8:00 p.m. and on weekends between 8:00 a.m. and 6:00 p.m. Fares are \$.50 for children, elderly and handicapped and \$1.00 for all riders. All fares are converted into prepaid tickets purchased in books good for ten rides. Annually a service contract is awarded by the city to a private provider.

### DARTS

DARTS is a private non-profit that provides dial-a-ride service primarily to seniors in Dakota County. The service operates with twenty-four hour notice, Monday through Friday, between 8:00 a.m. and 4:30 p.m. No fares are charged, but donations are accepted. Trips are prioritized by purpose, with preference granted to medical and life sustaining trips. DARTS also operates a contract fixed route service to local sheltered workshops. This service is operated between 7:00 a.m. and 4:00 p.m. Service costs are reimbursed by the workshops.

DARTS provides accessible service; however, as the charter of the agency is to provide service to the elderly, handicapped persons are served on a space available basis only.

#### CITY OF HASTINGS: TRAC

The City of Hastings operates a dial-a-ride and subscription service within the Hastings city limits. All service is accessible. The subscription service is provided from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m., Monday through Friday. Dial-a-ride services are available from 9:30 a.m. to 2:30 p.m., Monday through Friday and on Saturday between 9:00 a.m. and noon. Fares are charged for all services. Cash fares are \$1.00 per ride; however, discounts are provided when tokens are purchased in quantity.

#### CITY OF HOPKINS: Hopkins Hop-A-Ride

The City of Hopkins contracts with a local taxi company to provide shared-ride taxi services primarily within Hopkins' city limits. Service is provided between 6:00 a.m. and 6:00 p.m., Monday through Saturday. Reservations for rides are required by 4:00 p.m. the day before the requested service. Accessible service is available. Pre-purchase tickets for low income riders are \$.40, regular tickets are \$1.00 and the cash fare is \$2.00.

#### COUNTY OF SCOTT: Scott County Human Services

Scott County Human Services provides a weekday dial-a-ride transportation service primarily to the elderly and handicapped residents of Scott County. Dial-a-ride services are supplemented by a volunteer transportation program. Fares are charged according to distance; local trips are \$.50 while trips exceeding thirty miles are \$3.00. The county is divided into zones and service is provided on a regular, although not daily, basis to all portions of the county. Limited service is also available to the metro area for medical trips.

#### WASHINGTON COUNTY HUMAN SERVICES

The Washington County Transporter is a private non-profit that provides dial-a-ride services to county residents who are at least sixty years of age or who are handicapped. The county is divided into zones which are served on a regular, although not daily, basis. Service is provided on weekdays between 8:00 a.m. and 4:00 p.m. Fares for inter-county trips are \$1.00, while trips outside the county are \$1.50.

#### WHITE BEAR AREA TRANSIT

White Bear Area Transportation Commission is a joint powers body with representation from the cities of White Bear Lake, White Bear Township and Birchwood Village, that coordinates the provision of the area paratransit service. A part-time coordinator oversees the day-to-day operation of the system which is operated by a private contractor.

Dial-a-ride and subscription services are provided Monday through Friday between 6:45 a.m. and 5:15 p.m. The service area includes the three sponsoring communities and Maplewood Mall. Accessible service, which is primarily limited to medical, shopping and social service trips, is provided through an arrangement with Independent School District 624. Fares for service are \$1.00 per trip.

Attachment 2  
(Compiled by the Metropolitan  
Council)

TABLE 1 - RURAL (COUNTY) PARATRANSIT PROVIDERS - 1986

PROVIDER	AREA SERVED	POPULATION SERVED	SERVICE TYPE/VEHICLES	FARES	SERVICE HOURS	PROJECTED 1986 RIDERSHIP	PROJECTED 1986 COSTS	PROJECTED 1986 COST PER PASSENGER
Anoka County Senior Transportation System (STS); Community Health and Social Svcs	Anoka County only, with the exception of medical appointments; no trips to restaurants or entertainment; links to MTC lines encouraged.	Persons over 60 yrs of age w/out other means of transportation	Volunteer driver services (100 volunteers); inaccessible vehicles	None; donations encouraged	6-4:30 weekdays	34,000	\$56,882	\$1.61
Carver Co. Transportation Svcs; Community Social Svcs (CACT)	Witell county), to other regional areas; different part of county served each day; encourage MTC links	All residents having no other alternative transportation (89% elderly, 8% handicapped)	4 lift-equipped vehicles operating on regular routes; 70 volunteer drivers provide dial-a-ride service	\$1.50 local, \$1.00 county, \$5.00 metro	7:30-5:00 weekdays	62,000	\$181,950	\$2.93
Dakota Area Referral and Transportation for Seniors (DARFS)	Witell communities in county & to St. Paul and Mpls. proper and Southdale area medical facilities	Elderly and others with special needs	10 lift-equipped vans and one bus. Senior demand response with 24-hour notice (others on space available basis); contract fixed route service to sheltered workshops and DACs; MTC contracts to provide suburban service	None; \$1.00 per one way, 15 mile trip combination suggested	6 - 6:30 Demand response 7-4:30 contract weekdays	65,000	\$390,951	\$5.71
Scott County Transportation Program	Scott Co; some service in metro area & adjoining counties	Elderly & handicapped	2 lift-equipped vehicles for dial-a-ride and 80 volunteer drivers; 2 other vans some fixed route	Rt 1.50 local \$1.00 - \$5.00 exceed 30 miles no one called due to lack of fare	6:00-5:00 weekdays; occasional weekends	35,000	\$167,622	\$4.80
Human Services Inc. in Washington County (Transporter)	Washington County and St. Paul proper	Elderly (75%) Handicapped (25%)	4 lift-equipped vehicles providing door-to-door dial-a-ride and fixed schedule service	\$1.00 per trip in county, \$1.50 outside county	6-4:00 weekdays.	22,000	\$200,541	\$9.12

TABLE 2 - SMALL URBAN (COMMUNITY) PARATRANSIT PROVIDERS - 1986

PROVIDER	AREA SERVED	POPULATION SERVED	SERVICE TYPE/VEHICLES	FARES	SERVICE HOURS	PROJECTED 1986 RIDERSHIP	PROJECTED 1986 COSTS	PROJECTED 1986 COST PER PASSENGER
Columbia Heights (SHARED RIDE)	Columbia Hts. City of Hilltop; limited destinations just outside both communities; some interface with regular MTC service	Elderly, handicapped who are able to get in and out of cabs without assistance, and all others	Contractor provides door-to-door demand-responsive service within 2 hr. notice with no less than 5 commercial taxis	\$1.50-12 - under, 65+, & handicapped; \$1.00 all other adults	6 am - 8 pm, M-F, 6 am - 6 pm Sat/Sun	12,000	\$27,000	\$2.25
Hastings	Within Hastings only	All citizens of Hastings	Rush hour subscription and mid-day dial-a-ride with 3 vehicles	\$1.25 (reduced fares with grouped trips or multiple tokens purchase	M-F Subscription 6 am to 9 am, 3 pm to 6pm Dial-a-Ride 9:30 am - 2:30 pm; Sat- 9 am - noon Dial-a-Ride	27,000	\$136,111	\$4.95
Hopkins Hop-a-Ride	Area within Hopkins & to Methodist Hosp., Opportunity Workshop, and Snady Oak Beach, just outside Hopkins; rides to MTC stops	All persons	Advanced reservation, shared ride taxi service (nonaccessible) and one city owned lift-equipped vehicle (Subscription service available)	Low income ticket \$1.40, regular ticket \$1.00, cash fare \$2.00	12 hr/day 6 am-6pm	32,000	\$66,375	\$2.70
White Bear Area Transit	City of White Bear Lake, Birchwood Village & Township of White Bear; connects w/MTC at Maplewood Mall & with school district service	Transp. for those to whom it is not otherwise available, including seniors and handicapped	Contractor service provider; 2 vans (nonaccessible) Sr. Citizen Program Lion mobile (one accessible) Subscription dial-a-ride door-to-door service	\$1.00 per ride	6:45 am to 5:15 pm weekdays	25,000	\$146,000	\$5.05

Data on St. Louis Park's SIEP Program Unavailable

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: September 3, 1985  
TO: Regional Transit Board  
FROM: Elliott Perovich, Chairman  
SUBJECT: Nominating Committee for Taxicab Advisory Committee

The following board members are hereby appointed to serve on the ad hoc Nominating Committee for the Taxicab Advisory Committee.

Doris Caranicas, Chair  
Alison Fuhr  
Todd Lefko

The committee will review the applications of those people interested in serving on the advisory committee and submit written recommendations to the board no later than Monday, September 9, 1985.

EP/mff

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 28, 1985  
TO: Members of the Regional Transit Board  
FROM: Mike Kuehn, Public Information Officer *M.K.*  
SUBJECT: Modification of Weekly Report

BACKGROUND

In March of this year, the Regional Transit Board (RTB) established, through board action, the requirement that a weekly communication be prepared to inform them of noteworthy meetings and other board and staff activities. For a period of time, largely centered around the legislative session, the Weekly Report served as a useful tool to inform the board of pertinent happenings. The report also helped increase board/staff communication at a time when staff size was very small, making it difficult for staff to develop much personal communication with board members.

Over the last few months, the Weekly Report has become more time-consuming for staff to produce. Time is being spent searching for news items rather than simply being able to report activities. Regardless of available news, however, board action requires that some type of report be produced weekly.

RECOMMENDATION

That the Regional Transit Board amend their original motion requiring a weekly communication and allow staff to produce such a communication on a bi-weekly basis. The report could be produced weekly however, during high activity periods.

ch

- Draft -

RTB RETREAT  
Wednesday, September 11, 1985  
8:00 a.m. - 5:00 p.m.  
Embassy Suites  
175 East Tenth Street, St. Paul

TENTATIVE SCHEDULE

	<u>Topic</u>	<u>Discussion Leader</u>
8:00 a.m.-12:00 p.m.	"Functions and Responsibilities of Board and Staff in Non-Profit Organizations"  -Duties of policy-making board -Committee and chair responsibilities -Board meeting effectiveness -Clarification of board and staff responsibilities	Camillio Desantis Director, Management and Leadership, United Way of Minneapolis
Noon-1:00 p.m.	Lunch at Wooley's in Atrium	
1:00 p.m.-1:30 p.m.	What will we really know about transit needs after the needs assessment is completed?	Turnbull
1:30 p.m.-2:00 p.m.	How should we classify the tax levy for opt-out communities?	McCourt
2:00 p.m.-2:30 p.m.	Key administrative and financial issues.	Johnson
2:30 p.m.-3:00 p.m.	Relationship between RTB and TAB.	Hollander/Abdul-Rahman
3:00 p.m.-3:30 p.m.	Public information strategy.	Kuehn
3:30 p.m.-4:30 p.m.	Open forum--two separate sessions: one session for board members/ executive director; the other for staff only.	Perovich/Hollander/Johnson
4:30 p.m.-5:00 p.m.	Feedback/Evaluation of Retreat	All

Attendees:

All board	(9)
All staff	(13)
Weaver	(1)
Wertheim	(1)
	<u>(24)</u>