



Minnesota Regional Transit
Board: Records.

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*Amended
- handed out
at 5/19 mtg.*

MEETING OF THE REGIONAL TRANSIT BOARD
May 19, 1986
Metropolitan Council Chambers
4:00 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Minutes of May 5, 1986, Meeting
4. Consent List - No Business Items
5. REPORT OF THE POLICY COMMITTEE Todd Lefko,
Chair
 - a. Urban Mass Transportation Agency (UMTA)
Proposed Charter Bus Operations Regulations*
6. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE Ruth Franklin,
Chair
 - a. Amendment to the Regional Transit Board's 1985
UMTA Unified Planning Work Program*
 - b. Amendment of the 1986-1988 Transportation
Improvement Program*
 - c. Affirmative Action Status Report and Utilization
Analysis, Resolution No. 86-12*
 - d. Contract Amendment, Medicine Lakes Lines
Contract Amendment, North Suburban Lines
Resolution No. 86-13*
 - e. Resolutions of Appreciation
Leslie M. Johnson, Resolution No. 86-14
Judith F. McCourt, Resolution No. 86-15
Karen Ross Grant, Resolution No. 86-16
7. OTHER BUSINESS
 - a. Chairman's Report
 - b. Members' Reports
 - c. Staff Reports
8. PUBLIC COMMENT

Elliott Perovich
Chairman

An Equal Opportunity Employer

* Please bring material mailed in committee packets.

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 5-19-86

BOARD OR COMMITTEE RTB

MEMBER NAME	PRESENT	6c VOTE	6d VOTE	6e1. VOTE	6e2. VOTE	6e3. VOTE
Chairman <i>EP</i>	✓	yes	yes	y	y	y
Kenneth Bedeau (P)	✓	yes	yes	y	y	y
Doris Caranicas (P)	✓	yes	yes	y	y	y
Ruth Franklin (Chair, A & F)	✓	yes	yes	y	y	y
Alison Fuhr (P)	✓	yes	yes	y	y	y
Paul Joyce (A & F)	✓	yes	yes	y	y	y
Edward Kranz (A & F)	came at 4:07	yes	yes	y	y	y
Todd Lefko (Chair, Policy)	✓	yes	yes	y	y	y
Bernard Skrebes (A & F)	✓	yes	yes	y	yes	y

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
May 5, 1986

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; 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, Leslie Johnson, Jerry Brechlin, Cindy Fish, Mark Ryan, Bob Dietrick, Regional Transit Board Staff; Tim Marx, legal counsel; Emil Brandt, Dirk deVries, Karen Lyons, Metropolitan Council; Jodie Hauer, Citizens League; Arnie Entzel, Amalgamated Transit Union; John Doyle, RTB Rideshare Advisory Committee

The meeting was called to order at 4:00 p.m. and roll taken. Franklin moved approval of the agenda; Lefko seconded the motion. Motion carried unanimously.

Franklin moved approval of the minutes of the April 21, 1986 meeting; Fuhr seconded the motion. Motion carried unanimously.

CONSENT LIST

There were no business items on the consent list.

ADVISORY COMMITTEE REPORT

RIDESHARE ADVISORY COMMITTEE PROGRESS REPORT

John Doyle, Chair of the Rideshare Advisory Committee and a former member of the Regional Transit Board, commended the board on its excellent selection of members of the advisory committee, adding that board liaison Ken Bedeau has been very supportive of their efforts. Staff has been extremely helpful in keeping them on track and they will miss Karen Ross Grant, who has resigned.

Doyle reviewed the committee report dated April 28, 1986. Regarding private sector involvement, there is a need to carefully target those groups most receptive to ridesharing and a need for better incentives to the private sector, such as parking incentives. Rideshare should also be a part of the total options of transit in this area and the Transit Service Needs Assessment should take into consideration making it an integral part of the system. The past six months have been productive and the committee has collected a lot of useful information for establishing an effective program for the Twin Cities Metropolitan Area.

Given the state of the economy, this will be a long-range program and the groundwork must be laid for the future. Realistically, the price of gas will rise. Doyle invited members to attend the RAC meetings. In response to Fuhr's question, Doyle said the estimates of savings through Rideshare are open to interpretation; however, Rideshare also saves time. Studies show that

employees involved in vanpools are generally more prompt than when they drive alone. Lefko said the board is committed to giving contact with the advisory committee a high priority.

Doyle said the committee is actively involved with I-394. The use of the Sane Lane has gone beyond the projections and it is a major success story.

REPORT OF THE POLICY COMMITTEE

AUTHORIZATION TO SUBMIT LETTER OF INTEREST TO URBAN MASS TRANSIT AGENCY FOR FULLY COMPETITIVE TRANSIT SERVICE DEMONSTRATIONS

Committee Chair Lefko reviewed the committee report dated April 24, 1986, and moved:

That the Regional Transit Board authorize the submittal of a letter of interest on the part of the Regional Transit Board to Urban Mass Transportation Agency for a fully competitive transit service demonstration.

Caranicas seconded the motion. In response to Kranz' request for more background information, Lefko said the idea of competitive bidding in the Twin Cities has been discussed and the Urban Mass Transportation Agency (UMTA) is interested in having the RTB develop the issues. The project would provide funding for staff to explore a competitive bidding system. It would build agency capacity as well and allow the board to support staff studies of competitive bidding and how it fits into Metropolitan Transit Commission (MTC) issues.

Hollander said UMTA sees this as an opportunity to test fully competitive transit and where it works best. It gives us tools to pursue it in a vigorous way. Entzel asked if the intent of the letter is to request funding to go into types of service that are directly competitive with MTC and shrinking back areas of MTC operation to where it was years ago. The chairman said no one ever suggested shrinking MTC back to the old bus company area. MTC is indicating there are lines they can no longer serve. RTB is obliged by the legislature to look at new modes of service. MTC will be able to bid. "Fully competitive transit service" means it will be opened up for bids. Entzel said the new program goes into existing routes and makes them more competitive. The chairman said we would not be prohibited from doing that but no one ever proposed it. Entzel said there is a trend here; it will go into routes presently served by MTC and in a few years lines will be taken away from MTC.

There was discussion of staffing levels. The RTB is no longer restricted to a specific staffing level. Competitive bidding will be a lengthy and complex process. Abdul-Rahman said that the Urban Institute and UMTA would like an RTB staff member trained in this area so the person can be used in the future in other areas as a resource. The grant would be large enough to cover at least one more staff member on a two-year time period. We cannot be more specific because staff will have to study what is needed. UMTA will try to commit a percentage for capital expenditure. Perovich said UMTA is emphatic about grant requests moving to the top of the priority list. Franklin said this is an excellent way to get some answers we need to compare transit services. Vote was taken; motion carried unanimously.

OPT-OUT ISSUES

Committee Chair Lefko reviewed the committee report dated April 24, 1986, and moved:

That the Regional Transit Board establish April 30, 1987, as the final date for receipt of applications for replacement service by eligible communities.

Fuhr seconded the motion. Lefko said the committee raised a number of questions, including that of the legality of declaring an end date and what will happen to communities that were not the end of the line at the time the application was submitted. Some members were uneasy about getting involved in routes. Legal counsel has been asked to research these questions. Marx said the deadline is a gray area. The legislative language allowing a letter of intent may not be capable of being overridden. It is a small risk, but it is there. Joyce asks if communities are eligible because they submitted by a certain date. Marx said the other language provides that RTB grants assistance at any time. Joyce said the legislature would declare a sunset provision. Marx said the board may be able to tell communities to get applications in an move to factor priority in the planning process. If a letter is sent cutting it off there may be problems. The RTB can ask the legislature to sunset the process.

Kranz asked what is meant by "assistance." Marx said it allows the RTB to provide financial assistance to help provide transit services. Kranz asked if it could be inferred that the RTB could prohibit communities from opting out. Marx said the board has discretion on financial assistance. McCourt said the date was arbitrarily selected. At that point the Transit Service Needs Assessment will have been out for some time, people will have had a chance to look at it, conduct a study and put together a proposal. Kranz said the date may not be reasonable, but immediate action should be taken to inform communities that it is under consideration. McCourt said there has been no formal communication, but some communities are on the mailing list. Kranz urged the board to hold a thorough discussion with all these communities. Action taken without their input impinges on local control. The RTB should set up a series of meetings with the communities that have expressed an interest in developing their own services. Franklin suggested this may be part of the 1987 legislative package. Plymouth wants to change their service to fit into the lower mill rate. She asked when the board will discuss that and at which committee. The chairman said staff wrote to Plymouth and has to analyze and renegotiate the contract.

Fuhr said this is at odds with our mandate. The chairman said there are inequities in the whole process and if this is questionable, it can be submitted to the legislature. Lefko said the board will have to discuss this over the next few months because there is a question of fairness of funding throughout the whole system. What can be done to keep this from being an open-ended process? The board could declare that applications received before April 30, 1987, would be given priority consideration and then deal with a deadline in the legislative session. He moved:

That the Regional Transit Board establish April 30, 1987, as the final date for priority consideration of applications for replacement service by eligible communities and that the legal considerations be addressed by the 1987 RTB legislative program.

Franklin seconded the motion. Kranz said the staff should organize meetings with opt-out communities and examine where they are. There may be new officials who do not know what their options are. The chairman said we do not know what the cost of regular route service is and there might be additional expenditures of tax levy. They might spend the full tax levy and be subsidizing additional service. Kranz said they could offer their own core service, subsidize paratransit programs and increase the mill rate levy if they so desire to obtain more money. A responsible plan could be developed in that region to meet their needs and increase their transit service.

Lefko said this action only asks the communities to tell the board what they are planning to do. The intent of the motion is to get at how to keep communication with the communities because we would like to clarify this legally. The intent is how to send the notice to communities that some action should be taken, notify new officials of their options and address the open-ended relationships at the legislature so we can go ahead on other issues.

Kranz said the reason the opt-out legislation was lobbied for the first time is that every time the issue came up they were told there was no money. If Plymouth had not lobbied for opt-out they would have no hope for paratransit services. He asked what we have to offer those communities and what have we given them.

Franklin said the goal is to provide better service. The bottom line for communities that want it is to take tax dollars. If the goal was better transit service they could provide that and not ask to lower their mill rate. They are more concerned about that than about service. The program was initiated in 1984, giving them three years if they are concerned about supplying transit. The Transit Service Needs Assessment will be done. This should come to an end at some point so planning can proceed without the confusion of opt-out.

Lefko said the motion is neutral on the issue of opt-out. The impact of the action is to get communities together.

Joyce agreed that it is time to get some idea of what we are facing in the seven-county area in transit in the future. It is reasonable to ask what their intent is so we have some sense of where we are going.

Vote was taken on the amendment; the motion carried unanimously.

Vote was taken on the motion as amended; the motion carried unanimously.

Fuhr made a friendly amendment that:

That the Regional Transit Board urge those communities that evidenced an interest in opting out to communicate or relate to the RTB their intent by April 30, 1987. Implicit in this request is the availability of RTB staff to work with each or a combination of cities to come up with a plan that would be consistent with the opt-out provisions.

The chairman said the suggested amendment gets at the process of how to deal with this question. Staff will be directed to write to those communities. The mover and seconder accepted the friendly amendment. Vote was taken; motion carried unanimously. Staff was directed to contact the opt-out communities by July 1, 1986, and notify them that the board is contemplating legislative sunset provisions and if they are interested in pursuing opt-out they should contact RTB staff. There was discussion of how communities would remove themselves from the program at a later date. The chairman said he hopes a program to meet transit needs can be put together without the need for the opt-out provision.

Lefko said he feels very sorry about the loss of Judith McCourt. On a pragmatic level, the rest of the staff will have to do twice as much and it has done everything well. We will all miss her.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Committee Chair Franklin said the committee did not meet since the last board meeting; the next committee meeting is May 15.

OTHER BUSINESS

MEMBERS' REPORTS

Skrebes reported that at a meeting of the Transportation Handicapped Advisory Committee today the committee heard a report from Mark Ryan on fares and transfers. They considered how long trips would be and if there would be an additional charge for the extra miles on longer trips. The call-in period was also discussed at length, along with "no-shows," cancellations, standing orders and group trips. Lefko noted that Skrebes will run for the Ramsey County Board.

There was discussion of the trip to Vancouver on the transit conference and the Deloitte Haskins conference. Abdul-Rahman said he is waiting for further information from the Canadian Consulate. The chairman said staff is looking at the availability of funds and what the cost will be.

The chairman said he would like to hold a retreat for the nine board members sometime in June and asked the members to call Mary Fitzgerald and let her know when their schedules are open.

There being no further business, Fuhr moved that the meeting be adjourned. Caranicas seconded the motion. The motion carried unanimously.

Respectfully submitted,

Mary Fitzgerald
Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 13, 1986
TO: Regional Transit Board
FROM: Policy Committee
SUBJECT: Urban Mass Transportation Agency (UMTA) Proposed Charter
Bus Operations Regulations

The board is asked to review and approve transmittal of the attached letter commenting of the proposed regulations.

RECOMMENDATION

That the Regional Transit Board approve transmittal of the letter dated May 20, 1986, to the Office of the Chief Counsel, Urban Mass Transportation Agency.

Todd Lefko
Chair

*Change as
indicated*

5/19/86

GH

*MF = already
done.*

C

May 20, 1986

Douglas G. Gold
Office of the Chief Counsel
Urban Mass Transportation Agency
400 Seventh Street SW
Room 9228
Washington, D.C. 20590

Change

RE: Docket 82-I, Charter Bus Operations

Dear Mr. Gold:

The purpose of ~~this~~ ^{RTB} letter is to transmit ^{to you} comments on the UMTA Notice of Proposed Rule Making concerning Charter Bus Operations that were adopted by the Regional Transit Board at its regular meeting on May 19, 1986.

The RTB was created by legislation in 1984 and is responsible for mid-range transit planning, policy-making and coordinating the delivery of transit service in a seven-county metropolitan area of Minnesota, which includes the cities of Minneapolis and St. Paul.

The RTB is pleased to have the opportunity to review the proposed UMTA Charter Bus Operations Regulations. The RTB supports the concept of competition and is working to promote increased competitive transit opportunities for providers in the Metropolitan area. The comments set forth in this letter reflect the RTB's concerns about the proposed regulations in light of its efforts to foster competitive opportunities.

It is our understanding that the proposed UMTA regulations would apply to all proposed recipients of financial assistance under Sections 3, 5, 9, 9A and 18. The regulations are unclear as to the definition of recipient of federal funds. The RTB requests that this term be clarified. Does recipient mean the designated grant recipient? Or does recipient mean a provider that receives federal funds or equipment to support the provision of public transit?

The proposed regulations provide some interesting questions for the Twin Cities metropolitan area, especially in light of our recent interest in competitive bidding which might result in the distribution of federal funds to private providers. Under the proposed regulations, the RTB is concerned that certain providers may choose not to provide mass transit if the receipt of federal funds will exclude them from providing charter service. This actually could serve to decrease rather than increase competition.

The RTB is currently conducting a capital needs assessment which may result in assisting private providers with the acquisition of capital equipment. Under the proposed regulations, this may also result in certain operators being ineligible to provide charter bus service. Again, the proposed regulations might actually serve to decrease competition.

Douglas G. Gold
May 20, 1986
Page 2

The proposed regulations also raise a question in terms of the necessity of creating a contractual arrangement between the private operator and the federally-funded operator if the private operator is not able to provide all of the requested charter service. UMTA should consider allowing the supplemental service to be provided by the federally supported operator without a contract.

To retain the spirit of the proposed regulations, UMTA could require an annual report of such incidents to be filed as part of the annual grant application.

The RTB recognizes UMTA's intent to ensure that private providers have adequate opportunity to compete for charter business. The RTB suggests that if UMTA perceives that the current system is not adequately providing for competition, that the current regulation for allocating costs be re-examined. The RTB believes that by revising the cost allocation model to ensure costs of all providers are fairly compared, UMTA can best achieve its objectives of increasing competition in the marketplace.

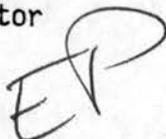
The RTB supports the concept of competition and feels that the proposed regulations deter rather than enhance the prospects of increasing competition within the transit industry.

Sincerely,



Ghaleb Abdul-Rahman
Executive Director

GA:blw



REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 13, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Amendment to the Regional Transit Board's 1985
UMTA Urban Planning Work Program (UPWP)

At its meeting May 15, 1986, the Administration and Finance Committee will review the amendment to the Regional Transit Board's 1985 UMTA Urban Planning Work Program to transfer \$45,853 in federal funding from the Metropolitan Transit Commission to the RTB, to readjust the funding levels of the 1985 work elements, and to carry over the unspent allocation to 1986. A report and recommendation will be made at the board meeting.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 13, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Amendment of the 1986-1988 Transportation Improvement Program

At its meeting May 15, 1986, the Administration and Finance Committee will review the request of the MTC to amend the Transportation Improvement Program (TIP) to permit the use of \$2,500,000 in Federal Aid Urban (FAU) Funds for the purchase of new buses instead of for the rehabilitation of buses. A verbal report and recommendation will be made at the meeting.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 13, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Affirmative Action Status Report and Utilization Analysis,
Resolution No. 86-__

At its meeting May 15, 1986, the Administration and Finance Committee will review the RTB's Affirmative Action Status Report, Utilization Analysis, and Resolution 86-__ setting 1986 affirmative action goals. A report and recommendation will be made at the board meeting.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 13, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Contract Amendment: North Suburban Lines

At its meeting May 15, 1986, the Administration and Finance Committee will review a need to amend the transit provider contract with North Suburban Lines. A report and recommendation will be made at the meeting.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 13, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Contract Amendment, Medicine Lake Lines

At its meeting May 15, 1986, the Administration and Finance Committee will review a need to amend the transit provider contract with Medicine Lake Lines. A report and recommendation will be made at the meeting.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 19, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Amendment to the Regional Transit Board's 1985
UMTA Urban Planning Work Program

The board is asked to review and approve the funding level adjustment of the 1985 work elements and authorize carryover of the unspent allocation to 1986.

RECOMMENDATION

That the Regional Transit Board authorize the executive director to execute an amendment with the Metropolitan Council to the Regional Transit Board's 1985 UMTA Urban Planning Work Program to transfer \$45,853 in federal funding from the Metropolitan Transit Commission to the Regional Transit Board, to readjust the funding levels of the 1985 work elements and to carry over unspent allocation to 1986.

RUTH FRANKLIN
CHAIR

A&F515

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 19, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Amendment of the 1986-1988 Transportation Improvement Program

The board is asked to review and approve the amendment request from the Metropolitan Transit Commission for the Transportation Improvement Program.

RECOMMENDATION

That the Regional Transit Board approve the request of the Metropolitan Transit Commission to amend the Transportation Improvement Program to permit the use of \$2,500,000 in Federal Aid Urban funds for the purchase of new buses instead of for the rehabilitation of buses.

RUTH FRANKLIN
CHAIR

A&F515

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 19, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Affirmative Action Status Report and Utilization Analysis
Resolution No. 86- 12

The board is asked to review and approve the attached resolution setting forth the Regional Transit Board's affirmative action goals.

RECOMMENDATION

That the Regional Transit Board accept the affirmative action status report and approve the resolution setting forth the Regional Transit Board's affirmative action goals.

RUTH FRANKLIN
CHAIR

A&F515

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101

RESOLUTION NO. 86-12

RESOLUTION

Establishing the Regional Transit Board Affirmative Action Goals

WHEREAS, the Regional Transit Board (hereafter called the RTB) has adopted an Affirmative Action Plan that is in conformance with Revised Orders No. 4 and 14 issued by the Office of Federal Contract Compliance Programs (OFCCP) of the U. S. Department of Labor; and

WHEREAS, the RTB's Affirmative Action Plan requires that an annual utilization analysis be conducted; and

WHEREAS, the RTB is committed to setting annual affirmative action goals based on an analysis of the information collected in the utilization analysis;

NOW, THEREFORE, BE IT RESOLVED:

That the goals of the Regional Transit Board's Affirmative Action Plan are:

1. To maintain female representation in each of the RTB's three occupational categories equal to or greater than the availability of qualified females in the appropriate labor market; and
2. To maintain an overall minority workforce representation equal to or greater than the availability of qualified minority candidates in the appropriate labor market; and
3. To continue affirmative efforts to increase minority representation in the manager and clerical occupational categories.

Adopted this _____ day of _____, 1986

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 19, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Contract Amendments:
Medicine Lake Lines 86/01/21(8519)11
North Suburban Lines 86/01/21(8519)12

The board is asked to review and approve the attached resolution for contract amendments with Medicine Lake Lines and North Suburban Lines.

RECOMMENDATION

That the Regional Transit Board authorize the executive director to execute a contract amendment with Medicine Lake Lines in an amount not to exceed \$105,000 and that the Regional Transit Board authorize the executive director to execute a contract amendment with North Suburban Lines in an amount not to exceed \$70,000.

RUTH FRANKLIN
CHAIR

A&F515

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101

RESOLUTION NO. 86-13

RESOLUTION

WHEREAS, the Regional Transit Board has certified in Resolution No. 86-6 to the Commissioner of Transportation its readiness to assume responsibility for contracts in the metropolitan area under Minnesota Statutes 473.384; and

WHEREAS; the Regional Transit Board assumed such responsibility on February 28, 1986; and

WHEREAS; the Regional Transit Board wishes to amend contracts with Medicine Lake Lines (86/01/21(8519)11) and North Suburban Lines (86/01/21(8519)12) in the amounts not to exceed \$105,000 and \$70,000 respectively; and

WHEREAS; the Regional Transit Board has determined that sufficient funds are available to amend such contracts;

NOW, THEREFORE, BE IT RESOLVED:

1. THAT the Regional Transit Board authorizes the executive director to amend contract 86/01/21(8519)11, Medicine Lake Lines, in an amount not to exceed \$105,000 and contract 86/01/21(8519)12, North Suburban Lines, in an amount not to exceed \$70,000.

Adopted this _____ day of _____, 1986.

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 19, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Leslie M. Johnson Resolution of Appreciation
Resolution No. 86-_____

The board is asked to review and approve the attached resolution.

RECOMMENDATION

That the Regional Transit Board approve Resolution No. 86-_____ indicating the board's appreciation for Leslie M. Johnson's contributions to the Regional Transit Board during his time as Director of Administration.

RUTH FRANKLIN
CHAIR

A&F515

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101

RESOLUTION NO. 86-14

RESOLUTION OF APPRECIATION

WHEREAS, Leslie M. Johnson has been employed as Director of Administration at the Regional Transit Board since December 10, 1984; and

WHEREAS, Leslie M. Johnson has been a positive force as a dedicated and committed employee of the Regional Transit Board; and

WHEREAS, Leslie M. Johnson was instrumental in the development of the Regional Transit Board's operations, policies and procedures since its beginning; and

WHEREAS, Leslie M. Johnson has accepted new employment as Director of Properties with the Metropolitan Airports Commission as a new challenge to his professional pursuits;

NOW, THEREFORE, BE IT RESOLVED:

1. THAT the Regional Transit Board expresses its sincere gratitude and appreciation to Leslie M. Johnson for his service to the agency; and
2. THAT the Regional Transit Board and staff expresses their best wishes to Leslie M. Johnson in his future endeavors.

Adopted this _____ day of _____, 1986.

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 19, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Judith F. McCourt Resolution of Appreciation
Resolution No. 86-15

The board is asked to review and approve the attached resolution.

RECOMMENDATION

That the Regional Transit Board approve Resolution No. 86-____ indicating the board's appreciation for Judith F. McCourt's contributions to the Regional Transit Board during her time as Programs Manager.

RUTH FRANKLIN
CHAIR

A&F515

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101

RESOLUTION NO. 86-17

RESOLUTION OF APPRECIATION

- WHEREAS, Judith F. McCourt has been employed as Programs Manager at the Regional Transit Board since April 15, 1985; and
- WHEREAS, Judith F. McCourt has been a positive force as a dedicated and committed employee of the Regional Transit Board; and
- WHEREAS, Judith F. McCourt was responsible for the coordination of the Regional Transit Board's local provider activities, establishment of the Regional Transit Board's citizen advisory committees, development of the Regional Transit Board Jobseeker Program and numerous other projects and programs; and
- WHEREAS, Judith F. McCourt has accepted new employment as Manager of the Dial-a-Ride and private sector involvement program for the Orange County Transit District;

NOW, THEREFORE, BE IT RESOLVED:

1. THAT the Regional Transit Board expresses its sincere gratitude and appreciation to Judith F. McCourt for her service to the agency; and
2. THAT the Regional Transit Board and staff expresses their best wishes to Judith F. McCourt in her future endeavors.

Adopted this _____ day of _____, 1986.

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: May 19, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Karen Ross Grant Resolution of Appreciation
Resolution No. 86-11

The board is asked to review and approve the attached resolution.

RECOMMENDATION

That the Regional Transit Board approve Resolution No. 86- indicating the board's appreciation for Karen Ross Grant's contributions to the Regional Transit Board during her time as Project Administrator.

RUTH FRANKLIN
CHAIR

A&F515

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101

RESOLUTION NO. 86-14

RESOLUTION OF APPRECIATION

WHEREAS, Karen Ross Grant has been employed as a Project Administrator at the Regional Transit Board since September 3, 1985; and

WHEREAS, Karen Ross Grant has been a positive force as a dedicated and committed employee of the Regional Transit Board; and

WHEREAS, Karen Ross Grant was instrumental in the development of the Regional Transit Board's local providers contracts program, the Rideshare Program activities and other programs and special projects; and

WHEREAS, Karen Ross Grant will be encountering other professional challenges and opportunities in South Carolina where she will be relocating with her family;

NOW, THEREFORE, BE IT RESOLVED:

1. THAT the Regional Transit Board expresses its sincere gratitude and appreciation to Karen Ross Grant for her service to the agency; and
2. THAT the Regional Transit Board and staff expresses their best wishes to Karen Ross Grant in her future endeavors.

Adopted this _____ day of _____, 1986.

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary