



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

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

NOTICE OF CANCELLATION

The meeting of the Regional Transit Board scheduled for August 4, 1986 has been cancelled. The next meeting of the board will be at 4:00 p.m., Monday, August 11, 1986.

The meeting of the Administration and Finance Committee scheduled for August 7, 1986, has also been cancelled. The next meeting of the committee will be Tuesday, August 12, 1986 at 5:00 p.m.

A handwritten signature in cursive script that reads 'Elliott Perovich'.

Elliott Perovich
Chairman



REGIONAL TRANSIT BOARD

270 Metro Square Building
St. Paul, Minnesota 55101

MEETING OF THE REGIONAL TRANSIT BOARD

Metropolitan Council Chambers

August 11, 1986

4:00 p.m.

AGENDA

4:00 p.m. - PUBLIC HEARING ON THE REGIONAL TRANSIT BOARD'S PROPOSED 1987 WORK PROGRAM AND OPERATING AND CAPITAL BUDGETS

4:30 p.m. - PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON APPOINTMENT TO THE EXPIRING TERM ON THE METROPOLITAN TRANSIT COMMISSION

✓ 1. Call to Order and Roll Call

✓ 2. Approval of Agenda

✓ 4. Approval of Minutes of July 21, 1986, Meeting

✓ 5. CONSENT LIST: No Business Items

✓ 6. REPORT OF THE POLICY COMMITTEE

✓ a. Process for Implementing Interim Financial and Performance Standards for Metropolitan Transit Commission (MTC) Regular Route Transit Services*

b. Recommendations for Restructuring or Terminating Service on MTC Routes 29, 61, 25, 27, 54, 88, 89, 37 and 39*

c. Prospectus for the Transportation Planning Process-- Twin Cities Metropolitan Area*

7. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

8. OTHER BUSINESS

9. PUBLIC COMMENT

Elliott Perovich
Chairman

* Bring material from committee meeting packets.

REGIONAL TRANSIT BOARD

ddr
Steve B. [unclear]
Tim [unclear]
gt
Dave
for
mh
emil [unclear]

DATE: 8/11/86

BOARD OR COMMITTEE RTB

MEMBER NAME		<i>Roll</i>
Chairman	H-421-6377	✓
Kenneth Bedeau (P)	0-521-2251 H-529-4281	<i>no</i>
Doris Caranicas (P)	H-375-1851	✓
Ruth Franklin (Chair, A & F)	0-755-2880 H-421-1213	✓
Alison Fuhr (P)	H-920-1566	✓
Paul Joyce (A & F)	0-932-2205 (private) H-935-5929	✓
Edward Kranz (A & F)	0-333-4500 H-437-2593	✓
Todd Lefko (Chair, Policy)	H-645-4944	<i>no</i>
Bernard Skrebes (A & F)	H-633-2277 0-645-0261	✓

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
July 21, 1986

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

OTHERS PRESENT: Ghaleb Abdul-Rahman, Mary Fitzgerald and Judy Hollander, Regional Transit Board Staff; Tim Marx, legal counsel

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

The chairman announced that the Committee of the Whole will meet on Monday, July 28, at 4 p.m. to discuss the RTB's 1987 budget.

Joyce moved approval of the minutes of the July 7, 1986, meeting; Franklin seconded the motion. Motion carried unanimously.

CONSENT LIST

Environmental Assessment Worksheet (EAW) on the Construction of a Four-Lane Bridge and Full Access Diamond Interchange at the County State Aid Highway (CSAH) 6 Overpass at I-494 in Plymouth

Environmental Assessment Worksheet (EAW) on the Construction of County State Aid Highway (CSAH) 30 from France Avenue to Zane Avenue North in Brooklyn Park

Final Study Outline/Scoping Decision Document for the Southwest Corridor Trunk Highway 212 from East of Cologne to I-494

Fuhr moved approval of the above consent list items as shown in the July 10, 1986, memorandum. Caranicas seconded the motion. The motion carried unanimously.

ESTABLISHMENT OF A PUBLIC HEARING ON THE REGIONAL TRANSIT BOARD'S PROPOSED 1987 WORK PROGRAM AND OPERATING AND CAPITAL BUDGETS

After review of the chairman's memorandum dated July 14, 1986, Caranicas moved:

That the Regional Transit Board hold a public hearing to receive comment on the proposed 1987 Work Program and Operating and Capital Budgets on Monday, August 11, 1986, at 4:00 p.m. in the Metropolitan Council Chambers, 300 Metro Square Building, Seventh and Robert Streets, St. Paul, Minnesota, and that notice of the public hearing will be published, at a minimum, in the Minneapolis Star and Tribune and the St. Paul Dispatch and Pioneer Press at least 14 days prior to the hearing.

Joyce seconded the motion; the motion carried unanimously.

ESTABLISHMENT OF A PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON APPOINTMENT TO THE EXPIRING TERM ON THE METROPOLITAN TRANSIT COMMISSION

After review of the chairman's memorandum dated July 14, 1986, Fuhr moved:

That the Regional Transit Board hold a public hearing for the purposes of receiving public comment on the appointment to the Metropolitan Transit Commission for the expiring commissioner's position. This public hearing will be held on Monday, August 11, 1986, at 4:30 p.m. in the Metropolitan Council offices, Suite 300 Metro Square Building, St. Paul, Minnesota 55101. Notice of the public hearing will be placed in newspapers of general circulation in the region, which include, at a minimum, the St. Paul Dispatch and Pioneer Press and the Minneapolis Star and Tribune.

In response to a question by Joyce about the number of applicants, the chairman asked Jan Hennings to check with the Secretary of State's Office and let the members know by the meeting on the 28th.

Caranicas seconded the motion; the motion carried unanimously.

REPORT OF THE POLICY COMMITTEE

REVIEW OF GRANT APPLICATIONS FOR URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA) 16 (b) (2) VEHICLES

Committee Vice Chair Fuhr reviewed the committee report dated July 17, 1986, and moved:

That the Regional Transit Board find the grant applications for UMTA Section 16 (b) (2) vehicles to be non-duplicative of existing service and consistent with the RTB's Interim Implementation Plan.

Caranicas seconded the motion; the motion carried unanimously.

REGIONAL TRANSIT BOARD REVIEW OF METROPOLITAN DEVELOPMENT AND INVESTMENT FRAMEWORK

Hollander reviewed the Findings and Conclusions section of the staff report dated July 9, 1986. Fuhr moved:

That the Regional Transit Board submit the proposed comments to the Metropolitan Council for their consideration.

Caranicas seconded the motion; the motion carried unanimously.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

APPROVAL OF MEDICINE LAKE LINES AND NORTH SUBURBAN LINES CONTRACTS

Committee Chair Franklin reviewed the committee report dated July 15, 1986, and moved:

1. That the Regional Transit Board authorize the executive director to enter into a contract with Medicine Lake Lines to provide regular route service for the period July 1 through December 31, 1986, in an amount not to exceed \$415,300; and
2. That the Regional Transit Board authorize the executive director to enter into a contract with North Suburban Lines to provide regular route service for the period July 1 through December 31, 1986, in an amount not to exceed \$338,945.

Franklin said that at the committee meeting there was discussion of the dollar figures and it was pointed out that a large part of the additional money to complete the year is needed because of increased costs of insurance. Joyce seconded the motion.

Kranz said Medicine Lake Lines has the University of Minnesota contract and other contracts. He asked if the costs are allocated to all the other contracts. The chairman said the costs are prorated. The insurance costs are charged to the vehicles in the service. Kranz said that in speaking with a Minnesota Department of Transportation employee, the person expressed some concern about whether the expenses are broken down properly. Abdul-Rahman said the costs were charged properly. Hollander added that the audit reports would have shown whether the costs were apportioned correctly, but she will follow up to verify it.

Joyce seconded the motion; the motion carried unanimously.

EDUCATION AND TUITION REIMBURSEMENT PROGRAM

Committee Chair Franklin reviewed the committee report dated July 15, 1986 and moved:

That the Regional Transit Board approve the Education and Tuition Reimbursement Program.

Joyce seconded the motion; the motion carried unanimously.

AUTHORIZATION TO ENTER INTO A CONTRACT WITH THE METROPOLITAN TRANSIT COMMISSION FOR METRO MOBILITY CONSUMER OUTREACH ACTIVITIES

Committee Chair Franklin reviewed the committee report dated July 21, 1986, and moved:

That the Regional Transit Board approve the 1986 operating and capital budget amendments submitted to the Regional Transit Board on June 30, 1986, which result in an increase to the Metropolitan Transit Commission's 1986 budget of \$811,331, resulting in a \$764,900 increase to its multi-year capital authorizations.

Joyce seconded the motion; the motion carried unanimously.

Franklin reminded the members that at the next meeting of the Administration and Finance Committee, on July 24, there will be continued discussion of the 1987 MTC Budget and the 1987 RTB Budget and Work Program.

OTHER BUSINESS

There was no report by the chairman. Caranicas moved:

That the chairman be authorized to negotiate an agreement with the executive director under the terms of which:

1. The executive director shall resign by August 1, 1986;
2. The board and the executive director shall agree upon a joint statement prior to the resignation;
3. The board and the executive director shall mutually release each other from all claims;
4. The executive director should receive amounts not to exceed:
 - a. \$22,911.46;
 - b. The dollar value of fringe benefits through the end of 1986;
 - c. Up to \$700 for attorney's fees if the joint statement is agreed upon expeditiously.
 - d. An amount up to \$4,800 for the retention of an outplacement service provided that the service is purchased; and
5. The executive director shall be paid through July 31, 1986, and at that time shall also be reimbursed for accrued vacation time.

Kranz seconded the motion; the motion carried unanimously.

There being no further business, Fuhr moved that the meeting be adjourned. Joyce seconded the motion. The motion carried unanimously. The meeting adjourned at 4:30 p.m.

Respectfully submitted,

Mary Fitzgerald
Secretary



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

July 24, 1986

TO: Interested Citizens and Government Officials

Attached is a draft copy of the Regional Transit Board's (RTB) 1987 Work Program and Budget. A public hearing will be held on Monday, August 11, 1986, at 4:00 p.m., in the Metropolitan Council Chambers, 300 Metro Square Building, Seventh and Robert Streets, St. Paul, Minn. 55101, to receive public comments on this draft budget proposal.

All citizens and government officials interested in public transit programs and services provided in the Twin Cities metropolitan area are encouraged to review our proposed 1987 Work Program and Budget and attend the public hearing to offer their comments and ideas. Persons wishing to make comment at the public hearing may contact the RTB offices at 292-8789, in advance of the hearing, to be placed on the agenda.

The RTB views this draft budget as a working document. A work program and budget for 1987 will not be finalized and adopted by the RTB until later this year. In the meantime, the RTB board will continue to discuss and refine the work program elements and budgetary provisions. The RTB will strive to adopt a final budget document that will continue our commitment of meeting and improving the transit needs of the Region's citizens. Your public comments are always helpful in attaining these objectives.

We ask you to review this document and attend our public hearing. We are anxious to hear your comments about how you think our proposed 1987 Work Program and Budget addresses the financial and policy transit needs for the seven-county Metropolitan Area. Written comments may also be sent to my attention with regard to this draft budget and work program until August 18.

The RTB is hopeful that you and many others will take the time to discuss our proposed budget document with us on August 11.

Sincerely,

Elliott Perovich
Chairman

REGIONAL TRANSIT BOARD
1987 BUDGET

Proposed
July 10, 1986

Revised
July 24, 1986

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REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: July 24, 1986
TO: Regional Transit Board
FROM: Gregory L. Andrews, Director of Administration
SUBJECT: 1987 Regional Transit Board Budget Overview

The proposed 1987 Regional Transit Board (RTB) budget sets forth the projected revenues and expenditures associated with the public transit activities of the RTB in the Twin Cities metropolitan area. The document has been developed to reflect agency priorities identified in the Interim Implementation Plan, preliminary conclusions and findings made in the Transit Service Needs Assessment, and additional federal and state legislative mandates. Many of these activities represent ongoing RTB efforts, whereas several other activities have been developed as new RTB initiatives in the area of public transit service planning and programming.

All of the budget activities have been developed within the context of meeting five basic objectives:

1. Provide for a comprehensive set of transit and paratransit services to meet the needs of metropolitan area residents.
2. Utilize private and public transit providers to ensure the most efficient and coordinated use of existing and planned transit resources.
3. Develop a public information and legislative strategy to ensure that metropolitan area residents, organizations, and the Legislature are well informed and actively involved in public transit activities.
4. Utilize public resources and investments in the most efficient manner possible in order to establish and maintain a strong financial base for public transit activities.
5. Maintain a strong internal organization that operates as a coordinated and effective team.

These objectives are reflective of an agency that is still growing in order to better meet the public transit needs of the metropolitan area and, at the same time, indicative of an agency that is now recognized as a viable and responsible partner in the transportation community. A description of specific changes from the 1986 budget and new activities follow.

Activities

--The RTB has become increasingly involved with Major Corridor Studies (Activity 87-05), including I-35W, I-494 and I-94 to ensure that transit issues and components are adequately addressed. In 1986, the I-35W study (Activity 86-06) was singled out as a project. However, in 1987, this study has been grouped with other corridor efforts for simplicity and also to indicate the total level of effort that the RTB is making in coordination with the variety of major corridor studies planned or underway.

--Activity 87-09--Urban Travel Analysis and Policy Plan Updates--has been modified to indicate the necessary RTB involvement in the Metropolitan Council's Policy Plan Update, which will be underway in 1987.

--The RTB's involvement in handicapped transportation planning in 1987 (Activity 87-10) will focus on the evaluation of the restructured Metro Mobility service and the preparation of documentation necessary to submit to the Urban Mass Transportation Administration required by the recently enacted 504 regulations.

--In the area of Regional Rideshare Coordination (Activity 87-11), the RTB will focus its efforts on implementing recommendations to be made as a result of its evaluation of alternative management structures for the rideshare program, which is expected to be completed in February, 1987.

--RTB's efforts in the I-394 Planning and Implementation Activity (87-13) will be continued. Although this is a major corridor project, it has been identified as a separate activity to reflect the more detailed implementation planning efforts required of this project.

--In 1986, an activity was designated for the RTB's major efforts in developing the Transit Service Needs Assessment and the Implementation Plan. This activity is not included in the 1987 budget. Rather, the detailed planning and implementation efforts required to carry out the recommendations and priorities established in these two documents are included as part of Activity 87-13--Transit System Planning and Implementation.

--Activity 87-14--Transit Programs and Administration--reflects the full assumption of responsibility by the RTB for the administration of transit contracts with providers for transit services. Several specialized projects, such as the development of a capital plan for identifying the fleet and facilities needs of providers, will be developed as part of this activity.

--Competitive Transit Services (Activity 87-22) is a new RTB activity. This activity, funded as an UMTA demonstration project, is intended to increase the efficiency of transit in the metropolitan area through fully competitive transit services.

--Preliminary Engineering for Corridor Transit Improvements (Activity 87-23) is also a new RTB activity. This project builds upon the work of previous studies and recommendations adopted by the RTB and the Metropolitan Council. Activity expenses are primarily for consultant costs. Costs of additional staff, specific to this project, are not included.

--Although previous work has been done in the area of Taxicab Planning and Coordination (Activity 87-24), the separation of this activity is new to the 1987 budget. Efforts in this area will focus on the identification of appropriate roles for taxis as providers of public transit service and identification and implementation of program initiatives intended to increase taxicab participation.

--Contract and Procedures Administration (Activity 87-18) was expanded in the 1987 budget to reflect increased RTB responsibilities in this area. Contract administration will provide support services, including accounting and auditing service, compliance procedures and administrative and financial management expertise to the development of contracts.

--Office Services (Activity 87-25) is a new activity, added to the 1987 budget to coordinate the office services function of the RTB as the agency expands. Efforts in this area will focus on providing efficient, cost-effective office services. A major effort in 1987 will be space planning for the anticipated office move and coordination with the other metropolitan agencies regarding joint services.

Personnel

In 1986, the RTB identified a staff of 24 individuals necessary to carry out its responsibilities, in addition to the Chairman. As the agency has become involved in the full-scale implementation of its duties and, furthermore, has identified the necessary activities required to make transit service more cost-effective and responsive to the needs of the metropolitan area residents, it is clear that additional personnel will be required. Eight additional positions need to be hired in 1987 in order to meet these needs. A careful analysis of the legal needs of the agency has led to the decision to eliminate the full-time in-house attorney from the 1987 budget. This position was budgeted for in 1986 but has never been filled. The RTB will continue contracting for legal services. The net gain in positions proposed by this budget is seven, thus bringing the total staff complement to 31, in addition to the Chairman. The additional staff positions are:

PLANNING & PROGRAMS

1. The additional Planner will be responsible for assisting with the design, development, conduct, research and evaluation of the elements of transit project planning projects identified in the Transit Service Needs Assessment.
2. The Competitive Transit Project Administrator will coordinate the fully competitive transit service demonstration project. This individual will identify and evaluate the capability of providers, identify barriers to participation and establish, implement, monitor and evaluate the competitive bidding process. This position is funded under the UMTA demonstration grant.

ADMINISTRATION

3. The Fiscal Analyst will participate in the development of financial plans and projections, financial forecasting, audit services, and the evaluation of performance standards.
4. The Office Service Supervisor will report to the Director of Administration and will be responsible for coordinating the office services function of the agency. Some of the major projects that this individual will participate in will be space planning for the anticipated office move and coordination with the other metropolitan agencies regarding the possibility of shared services (central services, duplicating, phone service, etc.)
5. The Accounts Clerk will assist the Accounting Department in data entry, accounts payable and receivable, postings of receipts and disbursements and other routine accounting functions.
6. The Administrative Services Supervisor will report to the Director of Administration and will be responsible for the day-to-day management and coordination of the administrative support services of the RTB. This includes the following: development and maintenance of administrative policies and procedures, liaison with other agencies, coordination of administrative services to Board, committees and staff and overall coordination of the budget process, personnel administration, administrative and financial plans and employee training and development.
7. The Contracts and Procedures Administrator will contribute administrative and financial management expertise to the development and negotiation of contracts as well as provide staff support for audit and compliance procedures and purchasing functions.
8. The Public Information Assistant will report to the Public Information Officer and will assist with developing and carrying out strategies to inform and involve the public about RTB activities.

A copy of the proposed organizational chart which includes these eight new positions can be found in the personnel section of the budget document.

Expenditures and Revenues

The proposed 1987 budget of \$80,932,150 represents a 14 percent increase over the 1986 budget. This increase reflects the ongoing costs of planning and providing transit services as well as those associated with the expanded activities of the Regional Transit Board.

The majority of the expense, \$71,857,882, is found in Activity 87-14, Transit Programs and Administration. The expense is based on the requests for financial assistance in 1987 recently submitted to the Regional Transit Board. The final cost of this effort will change when staff has the opportunity to analyze these requests and negotiate contracts with providers. The remaining Planning

and Programs activities of \$3,793,595 reflect a 116 percent increase over 1986 estimates. This increase is due to the addition of new activities (87-22) Competitive Transit, (87-23) Preliminary Engineering, and (87-26) Capital Improvements for Transit Providers.

Expenditures for supporting services are \$1,228,417 in 1987, an increase of 102 percent over 1986. The support activities show significant growth as the agency's needs have become more clearly identified. The costs are allocated to the various work programs based upon labor dollars and hours.

Many of the programs in this budget have been allocated a portion of the Metropolitan Council "chargeback" of \$280,000 for 1987, a 33.5 percent increase over the estimate for 1986. Meetings will be held with Council staff to discuss the specific elements of the chargeback.

Sources of revenue to fund the 1987 budget remain the same; federal and state grants as well as local property taxes. Federal grant revenues of \$843,000 are projected to fund the Board's Unified Planning Work Program, ridesharing activities administered by the Metropolitan Transit Commission, and the Competitive Transit Demonstration Program.

State grants of \$42,450,000--including \$11,250,000 for state reimbursed homestead credit and tax feathering--are projected for 1987. The remaining \$31.2 million of state grants are anticipated from appropriations for Board administration, special planning programs, capital and operating assistance for transit providers.

Finally, the 1987 budget assumes that the Board will authorize the sale of \$1,500,000 of general obligation bonds through the Metropolitan Council in order to provide capital facilities in the I-394 corridor.

REGIONAL TRANSIT BOARD
1987 REVENUES & OTHER SOURCES OF FUNDS
August 1, 1986

REVENUE

Federal Grants:		
Urban Mass Transit Admin-Planning Grant	\$ 300,000	
-Transit Study	192,000	
Federal Aid Urban	351,000	
Subtotal	<hr/>	\$ 843,000
State Grants:		
RTB Administration	1,500,000	
Planning Grant	2,000,000	
Transit Provider Assistance	26,000,000	
Homestead Tax Credit (w/debt service)	8,600,000	
Tax Feathering Reimbursement	2,650,000	
Capital Improvements-Transit Providers	1,700,000	
Subtotal	<hr/>	\$42,450,000
Local Property Tax Revenues (w/debt service)		\$39,875,000
Interest Income		\$ 600,000
Bond Proceeds		
1-394 Capital Improvements		\$ 1,500,000
TOTAL ESTIMATED REVENUE		<hr/> \$85,268,000
<u>Other Sources of Funds (fund balance)</u>		
RTB Administration	277,000	
Planning Grant	832,000	
Transit Provider Assistance	288,000	
Subtotal	<hr/>	\$ 1,397,000
Total Estimated Revenues & Other Sources of Funds		<hr/> \$86,665,000
Total Estimated Expenditures		\$80,932,150
ESTIMATED RESERVE BALANCES		
RTB Administration	299,000	
• Planning Grant	528,000	
Transit Provider Assistance	1,905,850	
Capital Improvements	3,000,000	
Subtotal	<hr/>	\$ 5,732,850
TOTAL ESTIMATED EXPENDITURES & RESERVES		<hr/> \$86,665,000

REGIONAL TRANSIT BOARD
1987 SOURCE OF REVENUE BY WORK PROGRAM

<u>REGIONAL TRANSIT BOARD WORK PROGRAM ACTIVITIES</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL PROPERTY TAXES</u>	<u>TOTAL WORK PROGRAM ACTIVITIES</u>
87-01 RTB Policy Management		\$449,173		\$449,173
<u>PLANNING & PROGRAM ACTIVITIES</u>				
87-03 Planning & Program Administration		280,266		280,266
87-04 Transportation Planning Process	\$ 35,277	215,158		250,435
87-05 Major Corridor Studies	66,710	152,373		219,083
87-09 Urban Travel Analysis & Policy Plan Updates	43,549	104,327		147,876
87-10 Handicapped Transportation Planning	15,053	73,571		88,624
87-11 Regional Rideshare Program Coordination	18,235	47,562		65,797
87-12 I-394 Planning & Implementation	39,636	160,187		199,823
87-13 Transit System Planning & Implementation	81,540	633,358		714,898
87-14 Transit Programs & Administration	351,000	36,450,000	\$35,056,882	71,857,882
87-22 Competitive Transit Services	192,000	33,255		225,255
87-23 Preliminary Engineering/Corridor Transit Improvements		1,560,208		1,560,208
87-24 Taxicab Planning & Coordination		41,330		41,330
<u>CAPITAL PROGRAMS</u>				
87-20 RTB Capital Expenditures		130,500		130,500
87-26 Capital Improvement - Transit Providers		200,000		200,000
<u>DEBT SERVICE</u>				
87-21 MTC Debt Service		800,000	3,701,000	4,501,000
TOTALS	\$843,000	\$41,331,268	\$38,757,882	\$80,932,150

REGIONAL TRANSIT BOARD
EXPENDITURE BUDGET
WORK PROGRAM ACTIVITIES

RTB WORK PROGRAM ACTIVITIES		Salaries & Benefits	Consultants	Travel Local/Non Local	Printing	Per Diems	General O/H Support	Met Council Chargebacks	Trnst Prvdr Payments	Other	TOTAL
87-01	RTB Policy Mgmt	\$118,710	\$ 51,500	\$48,500		\$38,000	\$ 169,713	\$ 18,000		\$ 4,750	\$ 449,173
<u>PLANNING & PROGRAM ACTIVITIES</u>											
87-03	Plng & Prgms Admin	89,454	2,500	13,550			163,162	11,600			280,266
87-04	Trnsp Plng Process	30,296		2,000			52,139	166,000			250,435
87-05	Major Corridor Studies	57,290	50,000		\$ 5,000		106,793				219,083
87-09	Urbn Trvl Anlys/Plcy Plan Updtes	37,400					72,676	37,800			147,876
87-10	Handicapped Trnsp Planning	12,927	40,000	2,200	7,500		23,997	2,000			88,624
87-11	Rgnl Rideshare Prgm Coord	15,660	10,000	2,200			28,437	9,500			65,797
87-12	I-394 Plning/Implem	34,039	100,000		5,000		60,784				199,823
87-13	Transit System Plning/Implem	70,026	500,000	3,300	5,000		129,572	7,000			714,898
87-14	Transit Prgms/Admin	151,898	171,000	3,000	10,900		256,084		\$71,265,000		71,857,882
87-22	Compet Transit Services	63,113	50,000	5,000	2,500		104,642				225,255
87-23	Prel Eng/Corridor Trnst Improv	19,270	1,500,000	4,500	2,000		34,438				1,560,208
87-24	Taxicab Plning/Coord	14,350		1,000			25,980				41,330
<u>CAPITAL PROGRAMS</u>											
87-20	RTB Capital Expenditures									130,500	130,500
87-26	Captl Improv - Trnst Prvdrs									200,000	200,000
<u>DEBT SERVICE</u>											
87-21	MTC Debt Service									4,501,000	4,501,000
TOTAL WORK PROGRAM EXPENDITURES		\$714,433	\$2,475,000	\$85,250	\$37,900	\$38,000	\$1,228,417	\$251,900	\$71,265,000	\$4,836,250	\$80,932,150

V.F.F.

REGIONAL TRANSIT BOARD
1987 EXPENDITURE BUDGET
SUPPORT ACTIVITY

		<u>Salaries</u>	<u>Consultants</u>	<u>Travel</u>	<u>Printing</u>	<u>General Service Expenses</u>	<u>Met Council Chargebacks</u>	<u>Other</u>	<u>TOTAL</u>
87-02	Executive Director's Office	\$102,992	\$ 70,000	\$ 9,100					\$ 182,092
87-19	Public Information	70,105	9,700	3,150	\$ 6,000				88,955
87-15	Administrative Services	54,255	20,000	5,000		\$127,500	\$ 600	\$125,000	332,355
87-16	Financial Management	131,376	60,000	5,900	9,500		27,500		234,276
87-17	Personnel Administration	51,234	7,500	2,500	2,000	42,000			105,234
87-18	Contract/Procedures Admini.	66,219		4,600	1,500				72,319
87-25	Office Services	53,186		1,500	1,000	157,500			213,186
	TOTAL SUPPORT SERVICES	\$529,367	\$167,200	\$31,750	\$20,000	\$327,000	\$28,100	\$125,000	\$1,228,417

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT.

ACTIVITY NUMBER: 87-01

DATE: August 1, 1986

ACTIVITY TITLE: RTB Policy Management

Cont'd. New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To support the activities of the Regional Transit Board, its Chair, and the assistant to the Chair.

Approach:

The expenses associated with the Board's activities, including travel, per diems, salaries of the Chair and direct staff assistance are included within this activity.

Relationship to Previous Work:

Continuing project.

PRODUCTS

COMPLETION DATES

Policy direction for transit planning activities and transit programs.	Ongoing
Staff assistance to the Chair and the Board in the adoption of Board policies and programs.	Ongoing
Legislative program and maintenance of intergovernmental communications.	Ongoing

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Chairman	1708
Assistant to Chair	1812
Administrative Assistant	880
	<hr/>
TOTAL	4440

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$118,710
Consultants	51,500
Travel	48,500
Printing	0
General Overhead - Support Services	169,713
Metropolitan Council Chargebacks	18,000
Per Diems	38,000
Other - Equipment Rental/Maintenance	4,750
	<hr/>
TOTAL	\$449,173

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	
UMTA Transit Study	
State Grants:	
RTB Administrative Funds	\$449,173
Planning Funds	
Interest Revenues	
Other Source Funds	
	<hr/>
TOTAL	\$449,173

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-02

DATE: August 1, 1986

ACTIVITY TITLE: Executive Director's Office

Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To carry out the administrative responsibilities of the Regional Transit Board with the assistance of the Director of Planning and Programs and the Director of Administration. Major responsibilities include strategic planning, personnel administration, management of RTB's work programs and budget, and implementation of policies and procedures to ensure that Board programs are carried out effectively.

Approach:

This activity includes the expenses of the Executive Director, and the Administrative Assistant.

Relationship to Previous Work:

This work represents a continuation of 1986 activities.

PRODUCTS

COMPLETION DATES

Management of the annual work program and budget to ensure the implementation of RTB policies and programs.	Ongoing
Coordination of the RTB's strategic planning activities.	Ongoing
Coordination of the RTB Staffing Plan.	Ongoing
Coordination of legal services to the Board and departments.	Ongoing
Implementation of Board decisions through the appointment and executive direction of Board employees.	Ongoing

STAFF COMPLEMENT1987 HOURS

Executive Director	1734
Administrative Assistant	880
Receptionist	1812
	<hr/>
TOTAL	4426

EXPENDITURES1987 ESTIMATED

Salaries & Benefits	\$102,992
Consultants	70,000
Travel	9,100
Printing	0
General Overhead - Support Services	0
Metropolitan Council Chargebacks	0
	<hr/>
TOTAL	\$182,092

REVENUES STATEMENT

The Executive Director's Office expenditures are allocated as indirect overhead - support services - to planning and program activities where they are balanced by various revenue resources.

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-19

DATE: August 1, 1986

ACTIVITY TITLE: Public Information

Cont'd. New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To inform the public about activities and programs of the RTB through external communications, contacts and informational materials. To encourage the public to be informed about the RTB and to participate in the RTB's decision-making process.

Approach:

Community relations, intergovernmental relations, media relations and public relations are the primary activities used to fulfill the public information role of the RTB. Each of these elements provide a broad-based, coordinated effort designed to encourage public awareness and participation of all RTB programs and their impacts on regional transit.

Relationship to Previous Work:

Continuous.

PRODUCTS

COMPLETION DATES

Public information materials - development and distribution	Ongoing
Coordination of RTB's legislative informational materials and assist in informing legislature about our programs and legislative goals	Ongoing
Media relations for RTB programs.	Ongoing
RTB annual conference development	December 1987
Intergovernmental, business and community relations activities	Ongoing
Development of public participation strategies of RTB programs	Ongoing

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Public Information Officer	1734
Public Information Assistant	1812
Secretary	100
Interns	1000
TOTAL	<u>4646</u>

<u>EXPENDITURES</u>	<u>1987 HOURS</u>
Salaries & Benefits	\$70,105
Consultants	9,700
Travel	3,150
Printing	6,000
TOTAL	<u>\$88,955</u>

REVENUES STATEMENT

Public Information expenditures are allocated as indirect overhead (support services) to planning and program activities where they are balanced by various revenue resources.

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-03

Activity Title: Planning and Programs Administration Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To provide general administration activities for the Planning and Programs Division of the Regional Transit Board.

Approach:

To participate in projects, activities and provide overall management of the Planning and Programs Division. Project includes the expenses of two secretaries, local travel expenses and other general administrative expenses of the division.

Relationship to Previous Work:

This work represents a continuation of 1986 activities.

PRODUCTS

COMPLETION DATES

Preparation of technical memoranda and reports responding to legislative and community requests.	Ongoing
Participation in 1988 Budget.	Fall, 1987
Staff hiring and training.	Ongoing
Organizational support to the board, staff and the general public.	Ongoing

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning and Programs	720
Planning Manager	189
Program Manager	195
Planner	364
Secretary	3546
Interns	200
	<hr/>
TOTAL	5214

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$89,454
Consultants	2,500
Travel	13,550
Printing	0
General Overhead - Support Services	163,162
Metropolitan Council Chargebacks	11,600
	<hr/>
TOTAL	\$280,266

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	
UMTA Transit Study	
State Grants:	
RTB Administrative Funds	\$280,266
Planning Funds	
Interest Revenues	
Other Source Funds	
	<hr/>
TOTAL	\$280,266

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-04

Activity Title: Transportation Planning Process Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To provide RTB planning and programs support to coordinate, support and maintain the interagency 3-C (continuing, comprehensive, cooperative) planning process pursuant to state and federal statutes and regulations, specifically those associated with the Urban Mass Transportation Administration's Section 8 Planning Program.

Approach:

The RTB will participate in the 3-C process through participation in the interagency committee structure, special technical advisory committees and task forces. Staff will provide the necessary assistance in the development and review of the FAU program, TIP program, referrals, development of the 1988 Unified Planning Work Program, quarterly reports and invoices, and other state and federal programs as needed. Activities also include participation in Minnesota Public Transit and Regional Transit Board conferences.

Relationship to Previous Work:

These activities represent the RTB's continued role in the 3-C process.

PRODUCTS

COMPLETION DATES

Review and approval of plans and projects.	Ongoing
Participate in committee meetings, task forces, etc.	Ongoing
Participate in maintaining certification of the Metropolitan Area Planning Process.	December, 1987
Participate in 1988 Unified Planning Work Program.	June-October, 1987
Participation in preparation of the 1988-90 T.I.P., including an annual element.	December, 1987
Amendments to the 1988-90 T.I.P.	As Needed
Referral reports.	Ongoing
Input to FAU programs as necessary.	October, 1987
Input to Interstate Substitution Quarterly status reports as necessary.	April, July, Oct. 1987
	January, 1988
Assistance to and Coordination with Minnesota Public Transit Association (MPTA).	Ongoing
MPT Conference.	October, 1987
RTB Conference.	December, 1987

Total Staff Weeks

34

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning and Programs	90
Planning Manager	235
Programs Manager	195
Project Administrator	193
Planner	685
Interns	200
	<hr/>
TOTAL	1598

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$ 30,296
Consultants	0
Travel	2,000
Printing	0
General Overhead - Support Services	52,139
Metropolitan Council Chargebacks	166,000
	<hr/>
TOTAL	\$250,435

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	35,277
UMTA Transit Study	
State Grants:	
RTB Administrative Funds	215,158
Planning Funds	
Interest Revenues	
Other Source Funds	
	<hr/>
TOTAL	\$250,435

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-05

Activity Title: Major Corridor Studies

Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To participate in the major corridor studies, including, but not limited to, I-35W, I-494, and I-94. To ensure that transit issues and components are adequately addressed through active participation in the Project Management Teams. To conduct specific transit studies and activities related to planning and implementing transit improvements in these corridors.

Approach:

At least three major corridor studies--I-35W, I-494, and I-94--will be conducted in 1987 through the joint efforts of Mn/DOT, the Metro Council and RTB. The results of the Long Range Transit Study and the Transit Service Needs Assessment may recommend other corridors for further examination. The RTB will participate on the Project Management Teams, core staff groups and conduct specific activities related to transit planning. The RTB may take a major role in specific studies as appropriate.

Relationship to Previous Work:

The RTB has been actively involved in corridor studies since 1984. RTB staff participated in the Project Management Teams and conducted key activities in the I-35W, I-494 and I-94 studies in 1985 and 1986.

PRODUCTS

COMPLETION DATES

Participate in Project Management Team Meetings.	Ongoing
Assist with Information Coordination on Transit.	Ongoing
Conduct Specific Work Activities.	Ongoing
Review Project Documentation.	Ongoing
 Total Staff Weeks	 100

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning & Programs	90
Planning Manager	280
Engineer Planner	491
Planner II	481
Planner I	1321
Interns	800
TOTAL	3463

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$ 57,290
Consultants	50,000
Travel	0
Printing	5,000
General Overhead - Support Services	106,793
Metropolitan Council Chargebacks	0
TOTAL	\$219,083

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	66,710
IMTA Transit Study	
State Grants:	
RTB Administrative Funds	102,373
Planning Funds	50,000
Interest Revenues	
Other Source Funds	
TOTAL	\$219,083

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-09

Activity Title: Urban Travel Analysis and Policy
Plan Updates

Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To ensure transit is adequately considered in activities relating to the metropolitan urban travel analysis, updating the long-range highway element and assisting with and reviewing the Metropolitan Council's revision of the Transportation Policy Plan.

Approach:

The RTB will participate in various committees and task forces. Staff will examine urban travel analysis, the long-range highway element, revising the Metropolitan Council Transportation Policy Plan and other plans conducted by the Metropolitan Council and Mn/DOT.

Relationship to Previous Work:

This work element continues the RTB's involvement in these activities.

PRODUCTS

COMPLETION DATES

Participate in committee and task force meetings.	Ongoing
Provide input on transit concerns and information.	Ongoing
Review project documents.	Ongoing

Total Staff Weeks

52

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning & Programs	64
Planning Manager	185
Engineer Planner	346
Planner II	245
Planner I	780
Interns	800
	<hr/>
TOTAL	2420

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$ 37,400
Consultants	0
Travel	0
Printing	0
General Overhead - Support Services	72,676
Metropolitan Council Chargebacks	37,800
	<hr/>
TOTAL	\$147,876

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	\$ 43,549
UMTA Transit Study	
State Grants:	
RTB Administrative Funds	104,327
Planning Funds	
Interest Revenues	
Other Source Funds	
	<hr/>
TOTAL	\$147,876

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-10

DATE: August 1, 1986

ACTIVITY TITLE: Handicapped Transportation Planning Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To formulate mid and short range plans for the provision of handicapped transportation in the Twin Cities Metropolitan Area. To implement and evaluate handicapped transportation services to improve the delivery of service. To conduct other planning, policy-making, research and reviews as necessary for handicapped transportation. To staff and coordinate the activities of the Handicapped Transportation Advisory Committee. To ensure public participation in the Handicapped Transportation planning process.

Approach:

A variety of activities focusing on handicapped transportation will be conducted under this element. These will include, but not be limited to, the following: follow up implementation activities and evaluation of the changes in the Metro Mobility system; review of the metropolitan area 16(b)(2) applications and participation in Mn/DOT's statewide review; staffing support and coordination of the Handicapped Transportation Advisory Committee. Conduct other planning, policy making, research and review activities as needed.

Relationship to Previous Work:

This work represents a continuation of work performed during 1985 with an added emphasis on transferring the responsibility for providing transportation services to handicapped people from Mn/DOT to the RTB.

PRODUCTS

COMPLETION DATES

Assist in design and implementation of service delivery changes	June, 1987
Conduct initial evaluation of these changes	December, 1987
16(b)(2) Reviews	June, 1987
Assist in implementation and evaluation of MTC Accessible Bus Demonstration	Ongoing
Advisory Committee Meetings	Ongoing
Other Issue Papers or Reports	As Needed

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning and Programs	40
Programs Manager	145
Project Administrator	291
Interns	300
	—
TOTAL	776

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$ 12,927
Consultants	40,000
Travel	2,200
Printing	7,500
General Overhead - Support Services	23,997
Metropolitan Council Chargebacks	2,000
	—
TOTAL	\$ 88,624

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	\$15,053
UMTA Transit Study	
State Grants:	
RTB Administrative Funds	33,571
Planning Funds	40,000
Interest Revenues	
Other Source Funds	
	—
TOTAL	\$88,624

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-11

Activity Title: Regional Rideshare Program Coordination Cont'd. New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

The purpose of this element is to coordinate, monitor and evaluate the Minnesota Rideshare program in the metropolitan area.

Approach:

The RTB will implement recommendations made in its evaluation of alternative management structures for the rideshare program and conduct other studies related to evaluation of the rideshare program's effectiveness. The Rideshare Advisory Committee activities and staffing are also included as part of this activity.

Relationship to Previous Work:

This work activity is a continuation of the planning efforts devoted to improve the delivery of ridesharing services.

PRODUCTS

COMPLETION DATES

Advisory Committee Meetings	Ongoing
Staff Assistance	Ongoing
Completion of Rideshare Evaluation Study	February, 1987
Implementation of Rideshare Study recommendations	December, 1987

Total Staff Weeks

22

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning and Programs	40
Planning Manager	55
Programs Manager	145
Project Administrator	293
Planner	73
Interns	300
	—
TOTAL	906

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$15,660
Consultant	10,000
Travel	2,200
Printing	0
General Overhead - Support Services	28,437
Metropolitan Council Chargebacks	9,500
	—
TOTAL	\$65,797

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	\$18,235
IMTA Transit Study	
State Grants:	
RTB Administrative Funds	47,562
Planning Funds	
Interest Revenues	
Other Source Funds	
	—
TOTAL	\$65,797

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-12

Activity Title: I-394 Planning and Implementation Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

The purpose of this element is to support the planning and implementation activities necessary to insure the successful completion of the transit elements of the I-394 project. This will include follow-through, coordination and implementation of the transit service and rideshare planning, HOV lanes, capital and physical facilities and marketing efforts.

Approach:

Participate in the I-394 Corridor Management Team, the I-394 Marketing Committee, and the I-394 Transit Working Group. Coordinate and support implementation of all transit elements including bus service and facilities, highway construction elements, rideshare activities and marketing efforts. Coordinate with Mn/DOT, MTC and communities on these efforts.

Relationship to Previous Work:

The RTB has taken a lead role in the transit elements associated with I-394 and has been involved in other planning activities including the I-394 Transportation System Management Plan, I-394 Transit Facilities Plan, I-394 Corridor Management Team, I-394 Marketing Committee and I-394 Transit Working Group.

PRODUCTS

COMPLETION DATES

Participate in Corridor Management Team and Marketing Committee Meetings.	Ongoing
Take Lead Role in I-394 Transit Working Group and Implementation of Service Improvement.	Ongoing
Review and Coordinate Plans and Programs.	Ongoing
Coordinate and Facilitate Funding.	Ongoing
Coordinate Marketing Efforts.	Ongoing
 Total Staff Weeks	 45

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning and Programs	40
Planning Manager	185
Programs Manager	145
Project Administrator	73
Engineer Planner	391
Planner II	580
Interns	500
	<hr/>
TOTAL	1914

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$ 34,039
Consultants	100,000
Travel	0
Printing	5,000
General Overhead - Support Services	60,784
Metropolitan Council Chargebacks	0
	<hr/>
TOTAL	\$199,823

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	\$ 39,636
UMTA Transit Study	
State Grants:	
RTB Administrative Funds	60,187
Planning Funds	100,000
Interest Revenues	
Other Source Funds	
	<hr/>
TOTAL	\$199,823

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-13

Activity Title: Transit System Planning and
Implementation

Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To conduct short and mid-range transit planning, implementation and review activities, including recommendations from the Transit Service Needs Assessment and other RTB planning activities.

Approach:

Activities undertaken as part of this work element will include conducting short to mid range transit planning studies. Activities will include para-transit activities, assist in the implementation of the results of these and other studies, review plans, programs and development proposals for their transit impacts, perform activities related to the identification and preliminary engineering for transit-related street and highway improvements, ensure coordination and review between the activities of the Regional Transit Board, Metropolitan Council, Metropolitan Transit Commission and others, provide technical assistance to communities on transit services as requested and participate in other transit-related activities as appropriate. Many of the transit projects identified in the Transit Service Needs Assessment will be implemented as part of this activity.

Relationship to Previous Work:

This element represents a continuation of past transit planning and implementation conducted by the Metropolitan Council, Regional Transit Board and Metropolitan Transit Commission.

PRODUCTS

COMPLETION DATES

Transit Planning Activities and Studies.	Ongoing
Implementation Assistance and Activities.	Ongoing
Technical Assistance to Communities on Transit Projects and Issues.	Ongoing
Review Plans, Programs and Developments.	Ongoing
Participate in Meetings.	Ongoing
Reports, Memoranda and Other Documentation as appropriate.	Ongoing
Total Staff Weeks	109

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning and Programs	90
Planning Manager	280
Programs Manager	145
Project Administrator	174
Engineer Planner	392
Planner II	480
Planner I	1820
Interns	800
	<hr/>
TOTAL	4181

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$ 70,026
Consultants	500,000
Travel	3,300
Printing	5,000
General Overhead - Support Services	129,572
Metropolitan Council Chargebacks	7,000
	<hr/>
TOTAL	\$714,898

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	\$ 81,540
UMTA Transit Study	
State Grants:	
RTB Administrative Funds	
Planning Funds	633,358
Interest Revenues	
Other Source Funds	
	<hr/>
TOTAL	\$714,898

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-14

Activity Title: Transit Programs and Administration Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To arrange for the delivery of regional transit services in the seven-county metropolitan area and determine the cost-effectiveness of existing transit programs.

Approach:

Staff will negotiate and administer transit contracts with public and private providers for transit services. Contract procedures and program guidelines will be developed for exurban, opt-out and state assistance programs. A newsletter to providers will be sent on a regular basis. Evaluation and implementation of Jobseekers and Transit Disadvantaged programs will be undertaken as part of this activity. A capital plan, identifying fleet and facilities needs of providers, will be developed.

Relationship to Previous Work:

This work represents a continuation of activities.

PRODUCTS

COMPLETION DATES

Negotiation and Administration of Provider Contracts.	December, 1987
Jobseekers Program.	Ongoing
Capital Plan.	August, 1987
Transit Disadvantaged Program.	Ongoing
Metro Mobility Program.	Ongoing
Opt-Out Program.	Ongoing

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning and Programs	190
Director of Administration	350
Programs Manager	550
Manager of Finance	604
Fiscal Analyst	604
Project Administrator	3870
Accountant II	453
Accountant I	302
Accounts Clerk	302
Interns	500
TOTAL	7725

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$ 151,898
Consultants	171,000
Travel	3,000
Printing	10,900
General Overhead - Support Services	256,084
Metropolitan Council Chargebacks	0
Transit Provider Payments	71,265,000
TOTAL	\$71,857,882

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	
UMTA Transit Study	
Federal Aid Urban	\$ 351,000
State Grants:	
RTB Administrative Funds	
Planning Funds	
Transit Provider Assistance	36,450,000
Local Property Tax	35,056,882
Interest Revenues	
Other Source Funds	
TOTAL	\$71,857,882

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-22

Activity Title: Competitive Transit Services

Cont'd. New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To increase the efficiency of transit in the metropolitan area through fully competitive transit services. The RTB will establish the process and competitively bid routes through an UMTA funded demonstration project.

Approach:

The RTB will establish a competitive bidding process for transit services in the metropolitan area. The process will allow the MTC and other public and private operators to compete for different types of services based on fully allocated costs. This would be done based on the development of the necessary cost models for fully allocating costs between public and private services.

Relationship to Previous Work:

This demonstration builds on work initiated by the RTB in 1985.

PRODUCTS

COMPLETION DATES

Development of Work Program.	1987
Development of Cost Models.	January, 1987
Development of Competitive Bidding Process.	May, 1987
Implement Competitive Bidding Process.	December, 1987
Evaluate Competitive Bidding Process.	1988

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning & Programs	90
Manager of Planning	75
Manager of Programs	196
Project Administrator	249
Competitive Transit Coordinator	1812
Planner	393
Interns	300
	<hr/>
TOTAL	3115

<u>EXPENDITURES</u>	<u>1987 HOURS</u>
Salaries & Benefits	\$ 63,113
Consultants	50,000
Travel	5,000
Printing	2,500
General Overhead - Support Services	104,642
Metropolitan Council Chargebacks	0
	<hr/>
TOTAL	\$225,255

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	
UMTA Transit Study	\$192,000
State Grants:	
RTB Administrative Funds	33,255
Planning Funds	
Interest Revenues	
Other Source Funds	
	<hr/>
TOTAL	\$225,255

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-23

Activity Title: Preliminary Engineering for Corridor Cont'd. New
Transit Improvements

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To conduct preliminary design activities for transit improvements on the University Avenue corridor.

Approach:

Preliminary engineering activities for transit improvements will be initiated in the University Avenue corridor. A Request for Proposal for preliminary engineering activities will be issued, a consultant selection process will be conducted and a consultant contract for services will be negotiated. Preliminary engineering activities will be initiated. Preliminary engineering activities will be coordinated with other corridor projects.

Relationship to Previous Work:

This activity builds on previous studies and recommendations by the RTB and Metropolitan Council.

PRODUCTS

COMPLETION DATES

Update RFP.	March, 1987
Issue RFP.	April, 1987
Select Consultant.	June, 1987
Initiate Preliminary Engineering Activities.	July, 1987 - Ongoing

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning & Programs	190
Manager of Planning	203
Engineer Planner	192
Interns	500
	<hr/>
TOTAL	1085

<u>EXPENDITURES</u>	<u>1987 HOURS</u>
Salaries & Benefits	\$ 19,270
Consultants	1,500,000
Travel	4,500
Printing	2,000
General Overhead - Support Services	34,438
Metropolitan Council Chargebacks	0
	<hr/>
TOTAL	\$1,560,208

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	
UMTA Transit Study	
State Grants:	
RTB Administrative Funds	
Planning Funds	\$1,560,208
Interest Revenues	
Other Source Funds	
	<hr/>
TOTAL	\$1,560,208

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

Activity Number: 87-24

Activity Title: Taxicab Planning and Coordination Cont'd. New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To identify the appropriate roles for taxis as providers of public transit service. To identify and implement legislative, regulatory and program initiatives which will increase their participation.

Approach:

To participate and/or conduct planning and implementation projects and activities that will increase the participation of taxicab operators as public transit providers. Staff and coordinate the activities of the Taxicab Advisory Committee.

Relationship to Previous Work:

This work activity is a continuation of the RTB's efforts in 1985 and 1986.

PRODUCTS

COMPLETION DATES

Advisory Committee Meetings.
Reports, memoranda and other documentation.

Ongoing
As needed

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Planning & Programs	90
Manager of Planning	47
Manager of Programs	96
Project Administrator	293
Interns	300
	—
TOTAL	826

<u>EXPENDITURES</u>	<u>1987 HOURS</u>
Salaries & Benefits	\$14,350
Consultants	0
Travel	1,000
Printing	0
General Overhead - Support Services	25,980
Metropolitan Council Chargebacks	0
	—
TOTAL	\$41,330

<u>REVENUES</u>	<u>1987 ESTIMATED</u>
Federal Grants:	
UMTA Planning	
UMTA Transit Study	
State Grants:	
RTB Administrative Funds	\$41,330
Planning Funds	
Interest Revenues	
Other Source Funds	
	—
TOTAL	\$41,330

DJDE SIDE=NUFRONT,END;

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-15

DATE: August 1, 1986

ACTIVITY TITLE: Administrative Services

Cont'd. New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To administer the general administrative service functions of the RTB through management and coordination of other administrative support services.

Approach:

Provide efficient and cost-effective general administrative services and technology to the RTB.

Relationship to Previous Work:

Continuous activity.

PRODUCTS

COMPLETION DATES

General administrative services functions.	Ongoing
Records management systems including data privacy and office automation procedures.	Ongoing
Administrative Procedures Manual.	Ongoing
Interagency liaison.	Ongoing
Board and committee services.	Ongoing
Administer and coordinate the general administrative services, including the following: Coordinating all administrative services provided to the board, committees and staff; development and maintenance of administrative policies and procedures; liaison with other agencies; develop and/or coordination over all administrative services including budgeting, administrative and financial plans, staffing, training and procurement.	

STAFF COMPLEMENT1987 HOURS

Director of Administration	450
Administrative Services Supervisor	585
Financial Analyst	604
Secretary	434
Interns	1200
	<hr/>
TOTAL	3273

EXPENDITURES1987 ESTIMATED

Salaries & Benefits	\$ 54,255
Consultants	20,000
Travel	5,000
Computer	55,000
Printing	0
Administrative Service Expenses	72,500
Metropolitan Council Chargebacks	600
Miscellaneous - moving	125,000
	<hr/>
TOTAL	\$332,355

REVENUES STATEMENT

Administrative Services expenditures are allocated as indirect overhead (support services) to planning and program activities where they are balanced by various revenue resources.

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-16

DATE: August 1, 1986

ACTIVITY TITLE: Financial Management

Cont'd. New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To provide the RTB with the functions of accounting, budget coordination, treasury and cash management, and financial analysis and reporting.

Approach:

To develop and maintain the systems and procedures of accounting, treasury and financial management in accordance with policies of the board, applicable statutes and standards, and generally accepted practices and procedures. The primary function being:

- 1) general accounting
- 2) treasury and cash management
- 3) financial analysis and reports
- 4) budget coordination
- 5) internal procedures and controls
- 6) revenue accounting
- 7) forecasts and plan liaison and development

Relationship to Previous Work:

Continuous activities.

PRODUCTS

COMPLETION DATES

Maintenance of financial data base.	Ongoing
Financial program consistent with implementation plan and board policies.	Ongoing
Financial reports and analysis.	Ongoing
Forecast and financial assistance for biennium budgets, etc.	Ongoing
Participation in special projects and programs - financial modeling	Ongoing
Assistance in transit provider financial evaluations and monitoring.	Ongoing

STAFF COMPLEMENT1987 HOURS

Director of Administration	300
Manager of Finance	1208
Financial Analyst	604
Accountant II	1359
Accountant I	1510
Secretary	400
Accounts Clerk	1510
Interns	1400
	<hr/>
TOTAL	8291

EXPENDITURES1987 ESTIMATED

Salaries & Benefits	\$131,376
Consultants	60,000
Travel	5,900
Printing	9,500
Metropolitan Council Chargebacks	27,500
	<hr/>
TOTAL	\$234,276

REVENUES STATEMENT

Financial Management expenditures are allocated as indirect overhead (support services) to planning and program activities where they are balanced by various revenue resources.

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-17

DATE: August 1, 1986

ACTIVITY TITLE: Personnel Administration

Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To perform services and programs to support the effective use of RTB staff resources.

Approach:

Develop and administer personnel policies, salary plans, staff planning, job classification, employee benefits, performance evaluation, affirmative action programs, employee training and development, and payroll records.

Relationship to Previous Work:

Ongoing.

PRODUCTS

COMPLETION DATES

Recruitment/selection of employees.	Ongoing
Long-range staffing plan.	Ongoing
Administration of salary/benefit program.	Ongoing
Administration of Personnel Coding.	Ongoing
Coordination of Equal Opportunity/Affirmative Action Programs.	Ongoing
Development of and administration of performance evaluation system.	by January 1987

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Administration	100
Personnel Administrator	1812
Administrative Services Supervisor	585
Interns	600
	—
TOTAL	3097

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$ 51,234
Consultants	7,500
Travel	2,500
Printing	2,000
Metropolitan Council Chargebacks	0
Recruitment/Employee Development	42,000
	—
TOTAL	\$105,234

REVENUES STATEMENT

Personnel Administration expenditures are allocated as indirect overhead (support services) to planning and program activities where they are balanced by various revenue resources.

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-18

DATE: August 1, 1986

ACTIVITY TITLE: Contract/Procurement Administration Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To provide the support services in the administration of contracts and the procurement of goods and services.

Approach:

The Contract and Procurement support services include purchasing, audit services, the contribution of administration and financial management expertise to the development of contracts, as well as audit and compliance procedures.

Relationship to Previous Work:

Ongoing.

PRODUCTS

COMPLETION DATES

Purchasing and acquisitions.	Ongoing
General contract administration/procurement.	Ongoing
Assistance in development and maintenance of transit provider performance and measurement standards.	Ongoing
Development and maintenance of internal control procedures.	Ongoing
The contract and procurement support services provides expertise and service in the development and maintenance of purchases and acquisitions; these services will include procedures, internal and external control and compliance reviews and audits.	Ongoing

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Administration	362
Contracts & Procedures Administrator	1812
Administrative Services Supervisor	590
Secretary	400
Interns	600
	<hr/>
TOTAL	3764

<u>EXPENDITURES</u>	<u>1987 ESTIMATED</u>
Salaries & Benefits	\$66,219
Travel	4,600
Printing	1,500
	<hr/>
TOTAL	\$72,319

REVENUES STATEMENT

Contract Administration expenditures are allocated as indirect overhead (support services) to planning and program activities where they are balanced by various revenue resources.

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-25

DATE: August 1, 1986

ACTIVITY TITLE: Office Services

Cont'd. New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To provide the RTB with the functions of office services.

Approach:

To provide efficient, cost-effective office services through a centralized service system. The activity will coordinate services to department and sections as well as purchased and joint services with other metropolitan agencies.

Relationship to Previous Work:

Not Applicable.

PRODUCTS

COMPLETION DATES

Space coordination.	Ongoing
Rental and maintenance coordination.	Ongoing
Maintenance and distribution of supplies.	Ongoing
Reproduction and duplication.	Ongoing
Mailing and distribution.	Ongoing

<u>STAFF COMPLEMENT</u>	<u>1987 HOURS</u>
Director of Administration	250
Office Services Supervisor	1812
Secretary	400
	<hr/>
TOTAL	2462

<u>EXPENDITURES</u>	<u>1987 HOURS</u>
Salaries & Benefits	\$ 53,186
Consultants	0
Travel	1,500
Printing	1,000
Office Service Charges	157,500
	<hr/>
TOTAL	\$213,186

REVENUES STATEMENT

Office Services expenditures are allocated as indirect overhead (support services) to planning and program activities where they are balanced by various revenue resources.

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-20

DATE: August 1, 1986

ACTIVITY TITLE: Capital Equipment Program

Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To acquire additional equipment for use by staff in carrying out RTB programs.

Approach:

Not applicable.

Relationship to Previous Work:

Additional equipment needs identified by staff and board members.

PRODUCTS

COMPLETION DATES

Office equipment and furniture.	1987
Computer equipment and components.	1987
Presentation equipment.	1987
Copier equipment.	1987
Communications and miscellaneous equipment.	1987

STAFF COMPLEMENT

1987 HOURS

None

0

EXPENDITURES

1987 ESTIMATED

Capital Expenditures

\$130,500

REVENUES

1987 ESTIMATED

RTB Funds - Appropriated Capital

\$130,500

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-26

DATE: August 1, 1986

ACTIVITY TITLE: Capital Improvement: Transit
Providers

Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To initiate and develop a program of capital improvement for transit providers consisting of equipment acquisitions, rehabilitations, service facilities and other related transit service improvements.

Approach:

Not applicable.

Relationship to Previous Work:

Continuing development of transit provider programs.

PRODUCTS

COMPLETION DATES

Comprehensive, safe and efficient
transit resources for the Metropolitan
Twin Cities area.

1987

STAFF COMPLEMENT

1987 HOURS

Administered through the transit provider program 87-14.

EXPENDITURES

1987 ESTIMATED

Capital Expenditures.

\$200,000

REVENUES

1987 ESTIMATED

State Appropriations.

\$1,700,000

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-27

DATE: August 1, 1986

ACTIVITY TITLE: Capital Improvement: I-394 System Cont'd. X New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To provide for the acquisition of land and the capital improvements of park-and-ride lots and transfer stations planned for the interstate highway described in Minnesota Laws, Section 161.123.

Approach:

Not applicable.

Relationship to Previous Work:

Not applicable.

PRODUCTS

COMPLETION DATES

Transit facilities coordinated into
and with the I-394 interstate highway system.

STAFF COMPLEMENT

1987 HOURS

Administered through the transit program 87-12.

EXPENDITURES

1987 ESTIMATED

REVENUES

1987 ESTIMATED

Bond Sale Proceeds.

\$1,500,000

1987 REGIONAL TRANSIT BOARD WORK ACTIVITY STATEMENT

ACTIVITY NUMBER: 87-21

DATE: August 1, 1986

ACTIVITY TITLE: MTC Debt Service

Cont'd. New

PURPOSE, APPROACH AND RELATIONSHIP TO PREVIOUS WORK

Purpose:

To provide the Metropolitan Transit Commission with funds for payment of certificates of indebtedness pursuant to Minnesota Statute 443.446 (Transit Tax Levies).

Approach:

Not applicable.

Relationship to Previous Work:

Not applicable.

PRODUCTS

COMPLETION DATES

Payment of funds.

STAFF COMPLEMENT

1987 HOURS

None

0

EXPENDITURES

1987 ESTIMATED

MTC Debt Service

\$4,501,000

REVENUES

1987 ESTIMATED

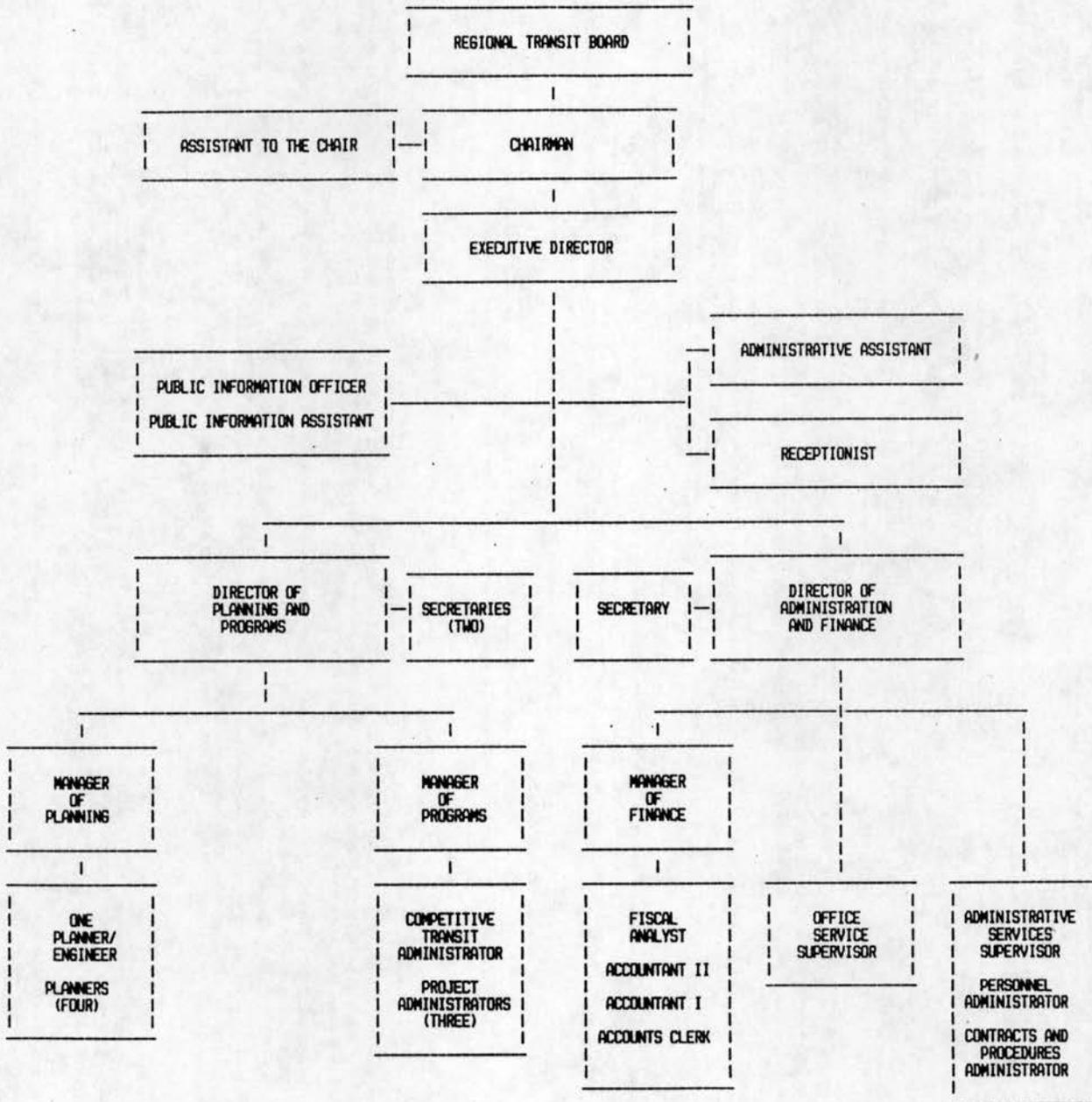
Property Tax Revenues

\$4,501,000

REGIONAL TRANSIT BOARD
1987 STAFF COMPLEMENT

	Planned 1985	Budget 1986	Actual 7/1/86	Budget 1987
<u>Chair's Office</u>				
Chair	1	1	1	1
Assistant to Chair	<u>1</u>	<u>1</u>	<u>-</u>	<u>1</u>
Total	<u>2</u>	<u>2</u>	<u>1</u>	<u>2</u>
<u>Exec. Director's Office</u>				
Executive Director	1	1	1	1
Admin. Assistant	1	1	1	1
Attorney	-	1	-	-
Receptionist	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
Total	<u>3</u>	<u>4</u>	<u>3</u>	<u>3</u>
<u>Public Information</u>				
Public Information Officer	1	1	1	1
Public Information Asst.	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>
Total	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>
<u>Planning & Programs</u>				
Dir/Planning & Programs	1	1	1	1
Secretary	1	2	1	2
Manager of Planning	1	1	1	1
Planner Engineer	1	1	-	1
Planner	3	3	3	4
Manager of Programs	1	1	1	1
Competitive Transit Admin.	-	-	-	1
Project Administrator	<u>2</u>	<u>3</u>	<u>2</u>	<u>3</u>
Total	<u>10</u>	<u>12</u>	<u>9</u>	<u>14</u>
<u>Administration</u>				
Dir/Admin.	1	1	1	1
Secretary	1	1	1	1
Admin. Service Supervsr.	-	-	-	1
Personnel Administrator	1	1	1	1
Contract/Procedures Admin.	-	-	-	1
Office Services Supervsr.	-	-	-	1
Manager of Finance	-	-	1	1
Fiscal Analyst	1	1	-	1
Accountant	-	2	2	2
Accounts Clerk	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>
Total	<u>4</u>	<u>6</u>	<u>6</u>	<u>11</u>
TOTAL	<u>20</u>	<u>25</u>	<u>20</u>	<u>32</u>

REGIONAL TRANSIT BOARD
ORGANIZATIONAL CHART



APPENDIX

REGIONAL TRANSIT BOARD

CAPITAL PROGRAM BUDGET

1987

Project Name	Office Equipment/Furniture	Project Number	87-20-1
<u>Project Description</u>			
Purchase or lease additional office equipment and furniture for staff and office services. The method of acquisition, whether lease or purchase, will be evaluated on a case-by-case basis depending on options available, type of usage, etc.			
<u>Detail of Expenditure</u>			
Office equipment/furniture		\$30,000	
<u>Source of Funds</u>			
State appropriation.			
<u>Project Control</u>		Project Manager Office Svcs. Sprvsr.	
Date Prepared _____	Date Authorized _____	Est. Completion Date _____	
<u>REMARKS</u>			

REGIONAL TRANSIT BOARD

CAPITAL PROGRAM BUDGET

1987

Project Name	Computer Equipment and Components	Project Number	87-20-2
<u>Project Description</u>			
The RTB utilizes the Metropolitan Council mainframe computer systems for word processing and the general ledger financial system. The RTB also utilizes microcomputers for transit data collection, study base statistics, etc. and financial subsystems.			
<u>Detail of Expenditure</u>			
Microcomputer and system software			\$49,500
<u>Source of Funds</u>			
State appropriation.			
<u>Project Control</u>		<u>Project Manager</u> Dir/Administration	
Date Prepared _____	Date Authorized _____	Est. Completion Date _____	
<u>REMARKS</u>			

REGIONAL TRANSIT BOARD

CAPITAL PROGRAM BUDGET

1987

Project Name	Presentation Facilities	Project Number	87-20-3
<u>Project Description</u>			
The RTB programs will include presentations to the board, committees, staff presentations and training. In addition, there will be public presentations. This will require support equipment.			
<u>Detail of Expenditure</u>			
Display and presentation facilities.		\$10,000	
<u>Source of Funds</u>			
State appropriation.			
<u>Project Control</u>		<u>Project Manager</u>	<u>Public Info. Offcr.</u>
<u>Date Prepared</u>	<u>Date Authorized</u>	<u>Est. Completion Date</u>	
<u>REMARKS</u>			

REGIONAL TRANSIT BOARD

CAPITAL PROGRAM BUDGET
1987

Project Name Copier and Distribution Equipment Project Number 87-20-4

Project Description

Equipment to provide office services, including copier and reproduction facilities, mailing and distribution equipment.

Detail of Expenditure

Lease/Purchase office copier	\$7,000
Report assembler equipment	2,000
Postage equipment	3,000
Total	\$12,000

Source of Funds

State appropriation.

Project Control _____ Project Manager Office Srvc. Sprvsr.
Date Prepared _____ Date Authorized _____ Est. Completion Date _____

REMARKS

REGIONAL TRANSIT BOARD
CAPITAL PROGRAM BUDGET
 1987

<u>Project Name</u> Communications and Miscellaneous	<u>Project Number</u> 87-20-5
<u>Project Description</u>	
<p>The RTB has purchased primary telephone and other communications equipment. These facilities will be expanded and upgraded as additional staff are employed.</p>	
<u>Detail of Expenditure</u>	
Upgrade and expansion of telephone equipment.	\$15,000
<u>Source of Funds</u>	
<u>Project Control</u>	<u>Project Manager</u> Office Srvc. Sprvsr.
<u>Date Prepared</u> _____	<u>Date Authorized</u> _____ <u>Est. Completion Date</u> _____
<u>REMARKS</u>	

REGIONAL TRANSIT BOARD

CAPITAL PROGRAM BUDGET
1987

Project Name	Lease/Purchase Automobile	Project Number	87-20-6
Project Description			
The RTB provides one (1) vehicle for special use; all other means of transportation provided by staff's own resources and public transit.			
Detail of Expenditure			
Lease/Purchase automobile.		\$13,500	
Source of Funds			
State appropriation.			
Project Control		Project Manager Asst. to Chair	
Date Prepared		Date Authorized	Est. Completion Date
REMARKS			

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101
292-8789

DATE: July 24, 1986
TO: Regional Transit Board
FROM: Policy Committee
SUBJECT: Process for Implementing Interim Financial and Performance
Standards for MTC Regular Route Transit Services

At its meeting on July 23, 1986, the Policy Committee discussed the subject process and approved the following recommendation:

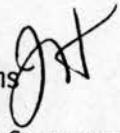
RECOMMENDATION:

That the Regional Transit Board approve the process for implementing the interim financial and performance standards for Metropolitan Transit Commission regular route transit services.

Todd Lefko
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: July 14, 1986
TO: Policy Committee
FROM: Judith Hollander, Director of Planning and Programs 
SUBJECT: Process for Implementing Interim Financial and Performance Standards for MTC Regular Route Transit Services

Action Requested:

That the Policy Committee approve the process for implementing the interim financial and performance standards for MTC regular route transit services.

Background:

In March 1986, the Joint RTB/MTC Committee on Performance and Financial Standards adopted its "Interim Report on Development of Financial and Performance Standards for MTC Regular Route Transit Services." This report outlined the decision-making process for determining appropriate action for continuing, restructuring, alternately providing or terminating MTC routes which exceed the adopted interim standard. This report was later adopted by both the MTC and the RTB.

As provided for by the approved decision-making process, the MTC has submitted to the RTB recommendations for taking action on several routes which exceed the interim standard. It is now necessary that the RTB set forth a detailed process for determining action on these recommendations, including detailed steps and an appropriate timetable. This memorandum outlines the proposed process to be utilized until such time that more comprehensive standards and evaluation criteria are developed, in conjunction with the Transit Service Needs Assessment.

Process for Implementing Interim Financial and Performance Standards for MTC Regular Route Transit Service

As set forth in the Joint RTB/MTC report, the process for evaluating and taking action on existing routes is defined as follows:

1. The MTC shall provide the RTB with a list of all regular route service, in order, based on subsidy per passenger. Routes which do not meet the 1986 standard SPP (\$2.45) will be placed on a review list.
2. The farebox recovery ratio of each route on the "review list" will be examined. If the farebox recovery ratio equals or exceeds the 35 percent legislative mandate, the route will remain on the review list. If the farebox recovery ratio falls below the 35 percent, the

route will be placed on the "action" list. Routes will be placed on the action list only when they have failed both the SPP and farebox recovery standards.

3. Targeted routes will be subject to action which the RTB will designate from the following alternatives:
 - The MTC will immediately look at minor restructuring that will either improve service or bring the service within standards. If there are such proposed changes, the targeted route will be put on a six-month probationary status. If successful, the route will return to review status. If not, one of the remaining alternatives will apply.
 - The RTB will contract for the same service from an alternate provider who can deliver the service within the standards. This will be reviewed after a six-month probationary period.
 - The RTB will designate the MTC as contractor. The MTC will then contract with an alternate provider who can deliver the service within standards. This will be reviewed after a six-month probationary period.
 - The RTB will ask the MTC to terminate the route. MTC staff will have 30 days to submit, in writing, a rationale detailing why the route should remain in service. Otherwise, MTC will terminate the service after the appropriate public hearings have been held.
 - The RTB will ask the MTC to continue providing the route if none of the other options are appropriate and the need for service has been identified.

For those routes exceeding a subsidy/passenger of \$2.45 and with revenue recovery of less than 35 percent, it is proposed the following detailed steps be undertaken. This process is depicted graphically in Exhibit A.

- Approximately every three months MTC staff will identify the routes which exceed the standard and make recommendations to the MTC. As part of this step, the staff would identify whether or not a public hearing is required. A public hearing is required by federal regulation when the route miles proposed to be modified are over 25 percent or the route is being terminated. The MTC would either act on its staff's recommendation or would set the date for public hearing. The MTC will notify the RTB of all actions resulting from this step.
- For those routes proposed for termination or for restructuring of more than 50 percent of the route miles, the MTC would hold a public hearing and subsequently develop a recommendation for action to the RTB. This recommendation will be submitted to the RTB in writing and include

information concerning the history of the route, including any restructuring or modification, ridership levels and ridership composition, and the public hearing results.

- Upon receipt of the MTC recommendation, RTB staff would conduct an analysis to determine if the route performance could be improved by provision by another provider, major restructuring or alternative service delivery. RTB staff would then make a recommendation to the RTB concerning the route. Alternatives would include competitive bidding of the route, major restructuring, alternative services, termination or directing the MTC to continue to provide the service due to unique circumstances.
- The RTB would then be responsible for determining the course of action to be taken regarding the route. The RTB would indicate to the MTC if, and for how long, it would want the MTC to continue to provide the service or if one of the other alternatives will be followed.
- If a public hearing is required but the affected route mileage is less than 50 percent, the MTC would hold a public hearing but the RTB would not be involved in the decision. Rather, the MTC would take its own action and notify the RTB of the process and its action.
- If a public hearing is not required and the affected route mileage is less than 25 percent, the MTC would directly make a decision on the matter, again without RTB decision-making involvement. The RTB would be notified of the MTC's process and action.

As noted above, it is recommended that for the interim period, the MTC continue to be responsible for holding the public hearings. RTB staff and members would be invited to attend the public hearings, but they would be officially sponsored only by the MTC. As part of its recommendation to the RTB, the MTC would submit a copy of the public hearing record.

For new service proposed by the MTC, the MTC would make a recommendation to the RTB which would include an evaluation of the proposed route(s), based on projected revenue, ridership, area served and cost of service. The RTB would review and take action on these recommendations which will include consideration of competitive bidding for this new service. If the proposed route is approved for MTC operation by the RTB, the RTB would notify the MTC in writing. The RTB would require that the new service is evaluated by the MTC after six months and one year, with appropriate recommendations made to the RTB at these timed intervals.

Future Activities

As agreed by both the RTB and the MTC, the interim standards would be employed only on a temporary basis. These standards deal only with MTC regular route transit service. During 1986, efforts will be made to develop financial and performance standards for other kinds of transit services (e.g., paratransit, Metro Mobility) as well as the different types of regular route transit service

(e.g., crosstown, radial, timed-transfer) and providers. Standards for new and restructured services will be determined. The process outlined for applying the standards will also be more fully developed to assist the RTB in making decisions about the allocation of resources and the selection of appropriate providers. Efforts will be made to continue joint discussion with the MTC as well as other affected transit operators.

Findings and Conclusions

- The MTC and RTB have agreed upon an interim standard and decision-making process for determining action for continuing, restructuring, alternately providing or terminating MTC routes for routes which exceed the adopted interim standard, as outlined in the "Interim Report on Development of Financial and Performance Standards for MTC Regular Route Transit Services."
- The need for a detailed process for carrying out this activity, including specific steps and an appropriate timetable, was identified in the above report as the next step. Such a process has been presented in this memorandum.
- The decision-making process and the interim standard apply on a temporary basis until such time that the RTB completes its Transit Service Needs Assessment and sets forth refined performance and financial standards that deal with a variety of different service types and providers.

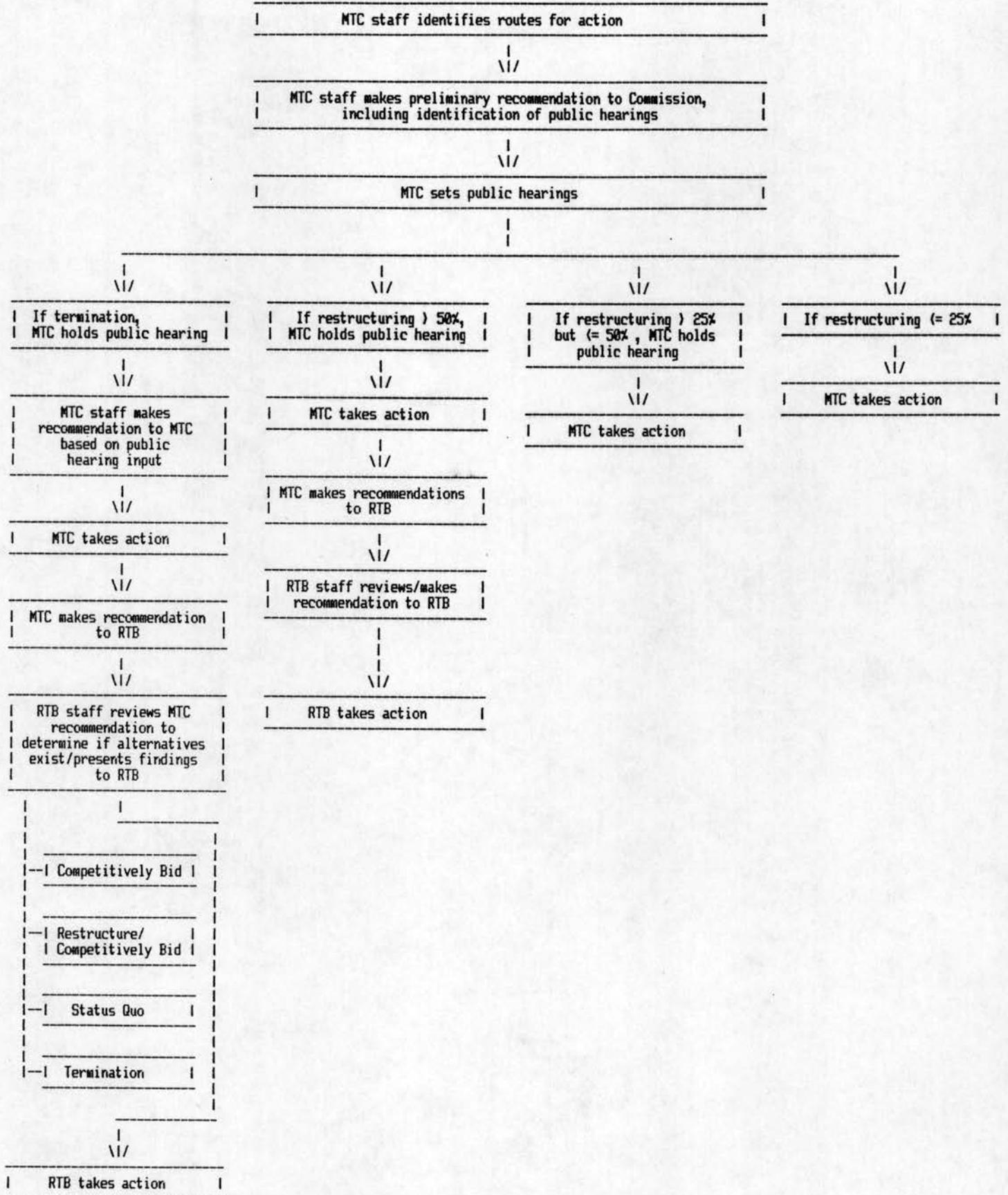
Recommendation:

That the Policy Committee approve the process for implementing the interim financial and performance standards for MTC regular route transit services.

JH:jmo
PC7/23-TX2

EXHIBIT A.
 INTERIM PROCESS
 for
 TERMINATING / RESTRUCTURING /
 COMPETITIVELY BIDDING
 MTC ROUTES

For routes exceeding \$2.45 subsidy/passenger
 and below 35% revenue recovery:



REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101
292-8789

DATE: July 24, 1986
TO: Regional Transit Board
FROM: Policy Committee
SUBJECT: Recommendations for Restructuring or Terminating Service on
Routes 29, 61, 25, 27, 54, 88, 89, 37 and 39

At its meeting on July 23, 1986, the Policy Committee reviewed staff recommendations for the subject MTC service routes and approved the following recommendation:

RECOMMENDATION:

That the Regional Transit Board concurs with the Metropolitan Transit Commission actions already taken for Routes 29, 61, 78, 88, 89 and 37, and adopts the recommendations outlined in the July 14, 1986, memorandum concerning Routes 25, 27, 54 and 39.

Todd Lefko
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101
292-8789

DATE: July 28, 1986
TO: Policy Committee
FROM: Katherine Turnbull, Planning Manager *KT*
Randy Rosvold, Planner *RR*
SUBJECT: Background Information on Routes M1, M24, S20, S10, S11, M36 and
M67 -- Routes the MTC is Proposing for Reduced Service

Action Requested:

No action is requested. This memorandum is provided for informational purposes only at this time.

Background:

The Policy Committee and board recently approved an interim process for dealing with Metropolitan Transit Commission (MTC) requests for service reductions and route restructuring. The MTC Service Planning and Scheduling Division has recommended to the Commission service changes on seven routes. The Commission has set public hearings on these proposed changes.

Each of the routes is reviewed below. Information provided includes a description of the route, the MTC's proposed changes, the daily cost, revenue, subsidy, patronage and subsidy per passenger. Also noted are the time, date and location for the public hearing.

As outlined in the adopted interim process, the MTC will make a recommendation to the RTB after the public hearings on four routes: M1, M24, M67 and S20. Three routes, M36, S10 and S11, do not require RTB action based on the interim process. The RTB will then consider the MTC's request and take final action. The following information is provided at this time to inform the board of the MTC's proposals, provide a background of the routes, and provide the time, dates and locations for the public hearings. Copies of the pocket schedules for each route, which include a route map and time schedule, are attached.

The following four routes will require RTB action:

Sunday/Holiday Service on Minneapolis Route 1 Kenwood Area - Stinson Boulevard

Daily Cost	Daily Revenue	Daily Subsidy	Daily Patronage	Subsidy Per Passenger
\$421	\$ 68	\$353	115	\$ 3.07

Minneapolis Route 1 provides service from the Kenwood neighborhood of Minneapolis through downtown Minneapolis to Apache Plaza shopping center in St. Anthony. Sunday service is provided on 90-minute headways between 10:00 a.m. and 5:00 p.m. The Route 1 Sunday/Holiday service was restructured in 1983 in an attempt to increase ridership. The MTC is proposing to terminate Sunday/Holiday service on Minneapolis Route 1.

The MTC has scheduled a public hearing on this proposal for Tuesday, August 19 at 12:00 noon at the Minneapolis Public Library.

Saturday Service on Minneapolis Route 24 Blaine-Coon Rapids-Northtown Shopping Center

Daily Cost	Daily Revenue	Daily Subsidy	Daily Patronage	Subsidy Per Passenger
\$621	\$ 72	\$549	122	\$ 4.50

Minneapolis Route 24 Saturday bus service operates on 60-minute headways from 8:30 a.m. to 6:30 p.m. The Saturday service operates as a shuttle route providing local service through Coon Rapids and Blaine to Northtown Shopping Center. Connections are made at Northtown with other MTC bus lines destined for downtown Minneapolis. This service was started in June 1982. The MTC is proposing to terminate Saturday service on Route 24.

The MTC has scheduled a public hearing on this proposal for Tuesday, August 26, 1986, at 7:00 p.m. in the Columbia Heights City Hall.

Sunday Service on St. Paul Route 20, White Bear Avenue, Maplewood Mall, Sunray Shopping Center

Daily Cost	Daily Revenue	Daily Subsidy	Daily Patronage	Subsidy Per Passenger
\$329	\$ 53	\$276	91	\$ 3.03

Sunday Route 20 bus service operates on 90-minute headways from 11:30 a.m. to 5:30 p.m. along White Bear Avenue on the east side of St. Paul. Major traffic generators served by this route include Maplewood Mall, Hillcrest Shopping Center and Sunray Shopping Center. Service was implemented in the summer of 1984 at the request of the St. Paul Eastside communities. The MTC is proposing to terminate Sunday service on St. Paul Route 20.

The MTC has scheduled a public hearing on this proposal for Wednesday, August 27, 1986, at 7:30 p.m. at the White Bear Lake City Hall.

Saturday Service on Minneapolis Route 67 Minnetonka Boulevard, Excelsior, St. Louis Park

<u>Daily Cost</u>	<u>Daily Revenue</u>	<u>Daily Subsidy</u>	<u>Daily Patronage</u>	<u>Subsidy Per Passenger</u>
\$762	\$133	\$629	156	\$ 4.03

Saturday Minneapolis Route 67 bus service operates on 120-minute headways from 8:00 a.m. to 6:30 p.m. This route provides local bus service to the communities of Excelsior, Deephaven, Minnetonka and St. Louis Park to downtown Minneapolis. This route has been operated since 1979. The MTC is proposing to terminate Saturday service on Minneapolis Route 67.

The MTC has scheduled a public hearing on this proposal for Thursday, September 11, 1986, at 7:30 p.m. at Ridgedale.

The MTC is also proposing service reductions on three routes. While the MTC will be holding public hearings on these routes, according to the guidelines approved in the interim standards, the RTB will not be acting on these changes. The three routes are noted below:

Minneapolis Route 36 Weekday Service, St. Louis Park - Ridgedale - Southdale

<u>Daily Cost</u>	<u>Daily Revenue</u>	<u>Daily Subsidy</u>	<u>Daily Patronage</u>	<u>Subsidy Per Passenger</u>
\$1,496	\$211	\$1,285	355	\$ 3.62

Transit service is provided on Route 36 during the weekday off-peak between 9:00 a.m. to 3:00 p.m. on approximately 60-minute headways. Service is provided through the communities of Edina, St. Louis Park and Minnetonka. Major traffic generators served include Southdale shopping center, Miracle Mile shopping center and Ridgedale shopping center.

The MTC is proposing the change the midday headways from 60 minutes to two hours. The MTC has scheduled a public hearing on this proposal for Thursday, September 11, 1986, at 7:30 p.m. at Ridgedale.

St. Paul Route 10 Sunday/Holiday Service, St. Clair Avenue - Phalen Park

<u>Daily Cost</u>	<u>Daily Revenue</u>	<u>Daily Subsidy</u>	<u>Daily Patronage</u>	<u>Subsidy Per Passenger</u>
\$ 815	\$110	\$ 705	188	\$ 3.75

On Sunday, St. Paul Route 10 service operates every 60 minutes from 10:00 a.m. to 6:00 p.m. Major traffic generators served include Highland Village Shopping Center, downtown St. Paul and Phalen Park.

The MTC is proposing to change the Sunday headways from one hour to two hours. The MTC will be holding a public hearing on this proposal Wednesday, September 10, at 7:30 p.m. in the St. Paul City Hall.

St. Paul Route 11 - Sunday/Holiday Service

<u>Daily Cost</u>	<u>Daily Revenue</u>	<u>Daily Subsidy</u>	<u>Daily Patronage</u>	<u>Subsidy Per Passenger</u>
\$1,317	\$165	\$1,152	277	\$ 4.16

On Sunday, St. Paul Route 11 service operates every 60 minutes from 7:00 a.m. to 12 midnight. Sunday service operates within the city limits of St. Paul. Major traffic generators served include downtown St. Paul and two major non-English speaking concentrations in Mt. Airy and Dunedin Terrace.

The MTC is proposing to change the headways on the Sunday headways from one hour to two hours. The MTC has scheduled a public hearing on this proposal for Wednesday September 11 at 7:30 p.m. in the St. Paul City Hall.

SATURDAY

TO DWTWN		FROM DOWNTOWN					TO DOWNTOWN					FROM DOWNTOWN			
24th & Sher-Idan	Doug -las Henn.	7th and Henn.	Main & East Henn.	Bdwy Stin -son	33 Av Stin -son	B Apa -che Plaza	D 33rd Ave. Hy. 8	33rd Ave. Hy. 8	Apa -che Plaza	33 Av Stin -son	Bdwy Stin -son	Main & 1st AvNE	8th and Henn.	Doug -las Henn.	24th & Sher-Idan
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
829	835	841	847	855	904	908			857	906	914	920	926	932	
904	910	916	922	930	939		943		928	932	941	949	955	1001	1007
939	945	951	957	1005	1014	1018		1003		1007	1016	1024	1030	1036	1042
1014	1020	1026	1032	1040	1049		1053		1038	1042	1051	1059	1105	1111	1117
1049	1055	1101	1107	1115	1124	1128		1113		1117	1126	1134	1140	1146	1152
1124	1130	1136	1142	1150	1159		1203		1148	1152	1201	1209	1215	1221	1227
1159	1205	1211	1217	1225	1234	1238		PM	PM	PM	PM	PM	PM	PM	PM
PM	PM	PM	PM	PM	PM	PM	PM	1223		1227	1236	1244	1250	1256	102
1234	1240	1246	1252	100	109		113		1258	102	111	119	125	131	137
109	115	121	127	135	144	148		133		137	146	154	200	206	212
144	150	156	202	210	219		223		208	212	221	229	235	241	247
219	225	231	237	245	254	258		243		247	256	304	310	316	322
254	300	306	312	320	329		333		318	322	331	339	345	351	357
329	335	341	347	355	404	408		353		357	406	414	420	426	432
404	410	416	422	430	439		443		428	432	441	449	455	501	507
439	445	451	457	505	514	518		503		507	516	524	530	536	542
514	520	526	532	540	549		553		543	547	556	604	610	616	622
549	555	601	607	615	624	628									
629	635	641	647	655	704	708									

SUNDAY AND HOLIDAY

TO DWTWN		FROM DOWNTOWN					TO DOWNTOWN					FROM DOWNTOWN			
24th & Sher-Idan	Doug -las Henn.	7th and Henn.	Main & East Henn.	Bdwy Stin -son	33 Av Stin -son	B Apa -che Plaza	D 33rd Ave. Hy. 8	33rd Ave. Hy. 8	Apa -che Plaza	33 Av Stin -son	Bdwy Stin -son	Main & 1st AvNE	8th and Henn.	Doug -las Henn.	24th & Sher-Idan
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
915	920	926	932	940	948	952			1000	1004	1012	1020	1026	1032	1037
1045	1050	1056	1102	1110	1118	1122			1130	1134	1142	1150	1156	1202	1207
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1215	1220	1226	1232	1240	1248	1252			PM	PM	PM	PM	PM	PM	PM
145	150	156	202	210	218	222		100	104	112	120	126	132	137	
315	320	326	332	340	348	352		230	234	242	250	256	302	307	
445	450	456	502	510	518	522		400	404	412	420	426	432	437	
								530	534	542	550	556	602	607	

HOLIDAY SERVICE OPERATES ON THE FOLLOWING HOLIDAYS: New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.



1
ROUTE
EFFECTIVE: 02/10/86

LOCAL BUS SERVICE BETWEEN
DOWNTOWN MPLS.
KENWOOD AREA
N.E. MPLS.
STINSON BLVD.
E. HENNEPIN AVE.
APACHE PLAZA

Metropolitan Transit Commission
 560 - 6th Avenue North
 Minneapolis, Minnesota 55411-4398

SATURDAY

TO NORTHTOWN				FROM DOWNTOWN			
Mon	Camilla	109th	B	North	109th	Camilla	F
Paul	Rose	Jefferson	North	North	Jefferson	Rose	Mon
Pkwy.	Homes	erson	-town	-town	erson	Group	Paul
						Homes	Pkwy.
AM	AM	AM	AM	AM	AM	AM	AM
805	—	811	825	825	839	846	—
—	920	927	941	948	1002	—	1008
1021	—	1027	1041	1048	1102	1109	—
—	1120	1127	1141	1148	1202	—	1208
PM	PM	PM	PM	PM	PM	PM	PM
1221	—	1227	1241	1248	102	109	—
—	120	127	141	148	202	—	208
221	—	227	241	248	302	309	—
—	320	327	341	348	402	—	408
421	—	427	441	448	502	509	—
—	520	527	541	548	602	—	608
621	—	627	641	648	702	709	—

SERVICE OPERATES MONDAY THRU SATURDAY EXCEPT ON THE FOLLOWING HOLIDAYS: New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Buses signed "LIMITED STOP" make all local stops north of I-694 then make only the following stop along University Ave. N.E. at: 53rd, 49th, 44th, 40th and 37th Avenues. Between 37th and 1st Ave. N.E. no stops are made except to discharge inbound and pickup outbound.

CONNECTING ROUTES

In downtown Minneapolis Route 24 connects with other MTC routes on these streets:

Washington - Rt. 7 - 3rd St. - Rt. 20, 26 - 4th St. - Rts. 16, 20 - 5th St. - Rts. 14, 19, 58 - 6th St. - Rts. 9, 14, 22, 94B, D, H - 7th St. - Rts. 5, 8, 9, 34, 45, 81 - 8th St. - Rts. 5, 8, 19 - 12th St. - Rt. 51.

PARK & RIDE LOCATIONS

DOWNTOWN MINNEAPOLIS

AUDITORIUM PARK RAMP - 15th Street & 3rd Avenue South-entire ramp, fee charged.

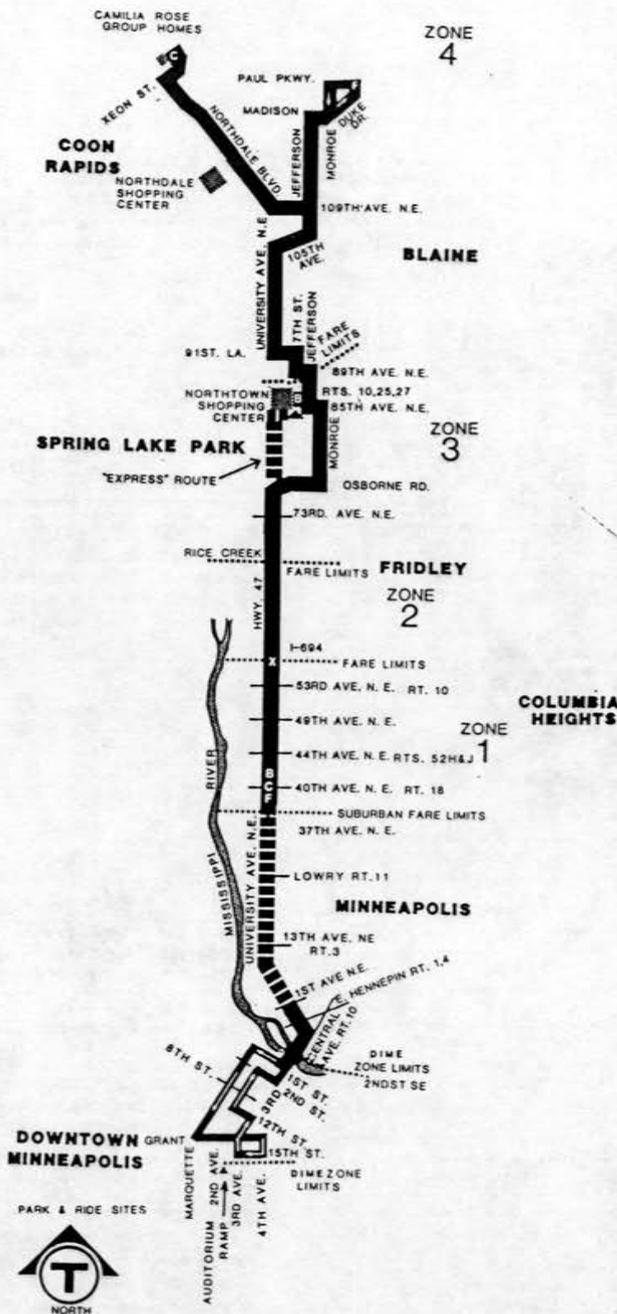
BLAINE

NORTHTOWN SHOPPING CENTER - overflow lot south of main stop along 85th Avenue.

SCHEDULE SUBJECT TO CHANGE.

Please have exact fare ready. Drivers carry no change.

DOLLAR BILLS NOT ACCEPTED.



SUNDAY AND HOLIDAY

NORTHBOUND								SOUTHBOUND							
Sun Ray Ctr.	Upper Afton Knight	Upper Afton White Bear	White Bear 3rd	White Bear 7th	Maryland White Bear	White Bear Frost	Maple -wood Mall	Maple -wood Mall	White Bear Frost	White Bear Mary-land	White Bear 7th	White Bear 3rd	Upper Afton White Bear	Upper Afton Mc Knight	Sun Ray Ctr.
AM 1118	AM 1122	AM 1125	AM 1128	AM 1130	AM 1132	AM 1137	AM 1144	AM 1155	AM 1201	AM 1206	AM 1208	AM 1210	AM 1213	AM 1216	AM 1220
PM 1240	PM 1244	PM 1247	PM 1250	PM 1252	PM 1254	PM 1259	PM 106	PM 118	PM 124	PM 129	PM 131	PM 133	PM 136	PM 139	PM 143
202	206	209	212	214	216	221	228	239	245	250	252	254	257	300	304
324	328	331	334	336	338	343	350	401	407	412	414	416	419	422	426
446	450	453	456	458	500	505	512	523	529	534	536	538	541	544	548

HOLIDAY SERVICE OPERATES ON THE FOLLOWING HOLIDAYS: New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

MTC INFORMATION AND SERVICES

The MTC bus is backed by a full range of services including:

Transit Information Center: Call for information about MTC bus routes and schedules. Give the operator the street intersection you will be starting from, the intersection you wish to go to, the time of desired departure and arrival and the day of the week you wish to ride the bus. Dial 827-7733 from 6 a.m. to 11 p.m. on weekdays, 7 a.m. to 11 p.m. on weekends and holidays. We'll also gladly send you a pocket bus schedule and brochures about MTC services and programs.

Customer Service Center: We know we're not perfect, so give us a call to share your comments about our service or staff. Dial 349-7405 Monday through Friday 8:30 a.m. to 5 p.m. or write to: Metropolitan Transit Commission, 560-6th Avenue North, Minneapolis, Minnesota 55411-4398.

Lost and Found: If you leave a possession on the bus dial 349-7408 and our staff will be happy to see if it has turned up.

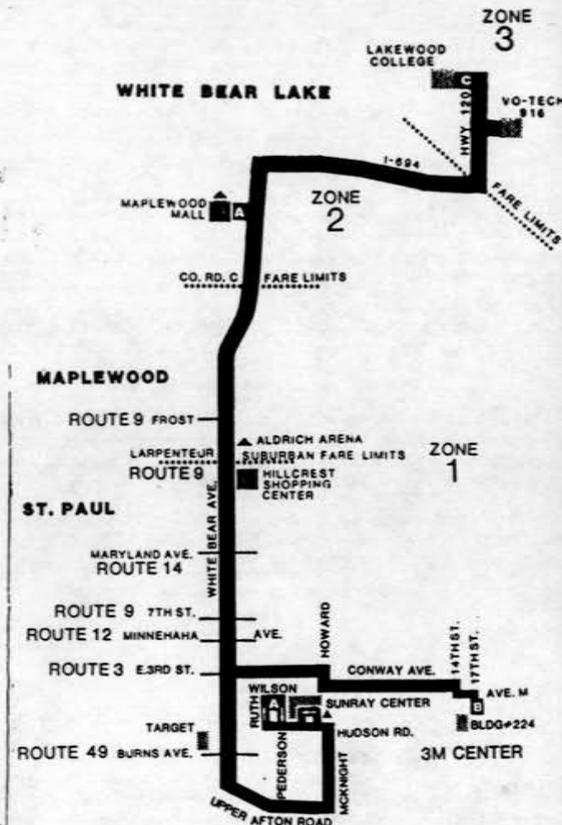
MTC CONVENIENCE FARES

Monthly All You Can Ride cards totally eliminate the need for change. For as little as \$24.00 a month, this handy card buys 40 rides. Which means you automatically average four free rides a month if you commute daily. Or more. The more you ride, the more you save.

Commuter Tickets mean 10 one-way rides without the hassle of exact change. Just have your bus driver punch the card.

Tokens cost 60¢ apiece. And they come in rolls, too.

You can purchase Convenience Fares at the MTC Sales and Information Booths—IDS Crystal Court in downtown Minneapolis and Town Square, street level in St. Paul—or by mail: Metropolitan Transit Commission, 560-6th Avenue North, Minneapolis, Minnesota 55411-4398. Convenience Fares are available on a selected basis at department and food stores, pharmacies, libraries, banks, schools and employment centers throughout the metropolitan area. For MTC sales outlet information, call 827-7733.



20
ROUTE
EFFECTIVE: 09/23/84

LOCAL BUS SERVICE BETWEEN
WHITE BEAR AVE
MAPLEWOOD MAI
SUN RAY CENTER
HILLCREST SHOP
ING CENTER
3M CENTER
LAKEWOOD
COLLEGE
916 VO-TECH
INSTITUTE

Metropolitan Transit Commission
 560 - 6th Avenue North
 Minneapolis, Minnesota 55411-43

SATURDAY

TO DOWNTOWN											
Geo. St. & Water St.	2nd St. & Water St.	Mtka. Cott- age- Wood	Mtka. Blvd. 101	Mtka. Blvd. #60	Mtka. Blvd. CoRd #73	Mtka. Blvd. CoRd #60	Mtka. Blvd. CoRd #73	Vern. Blvd. Texas	13th Haw- thorne	Nic. and Wash.	Gate -way Ramp
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
723	725	730	738	746	749	754	759	808	814	816	
923	925	930	938	946	949	954	959	1008	1014	1016	
1123	1125	1130	1138	1146	1149	1154	1159	1208	1214	1216	
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
123	125	130	138	146	149	154	159	208	214	216	
323	325	330	338	346	349	354	359	408	414	416	
523	525	530	538	546	549	554	559	608	614	616	

FROM DOWNTOWN											
Gate -way Ramp	Nic. and Wash.	12th Lin- den	Vern. Blvd.	Mtka. Blvd. Texas	Mtka. Blvd. CoRd #73	Mtka. Blvd. CoRd #60	Mtka. Blvd. 101	Mtka. Blvd. Cott- age- wood	2nd St. & Water St.	Geo. St. & Water St.	D
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
824	826	832	841	846	851	854	902	910	915	917	
1024	1026	1032	1041	1046	1051	1054	1102	1110	1115	1117	
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1224	1226	1232	1241	1246	1251	1254	102	110	115	117	
224	226	232	241	246	251	254	302	310	315	317	
424	426	432	441	446	451	454	502	510	515	517	
624	626	632	641	646	651	654	702	710	715	717	

SERVICE OPERATES MONDAY THRU SATURDAY EXCEPT ON THE FOLLOWING HOLIDAYS: New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

ATION AND SERVICES

... a full range of services including:
 ... Call for information about MTC bus ... the operator the street intersection you will ... section you wish to go to, the time of desired ... the day of the week you wish to ride the bus, ... to 11 p.m. on weekdays, 7 a.m. to 11 p.m. on ... e'll also gladly send you a pocket bus schedule ... services and programs.

... We know we're not perfect, so give us a ... its about our service or staff. Dial 349-7405 ... 30 a.m. to 5 p.m. or write to: Metropolitan ... 6th Avenue North, Minneapolis, Minnesota

... leave a possession on the bus dial 349-7408 ... y to see if it has turned up.

CHANGE

... ly. Drivers carry no change.

TED.

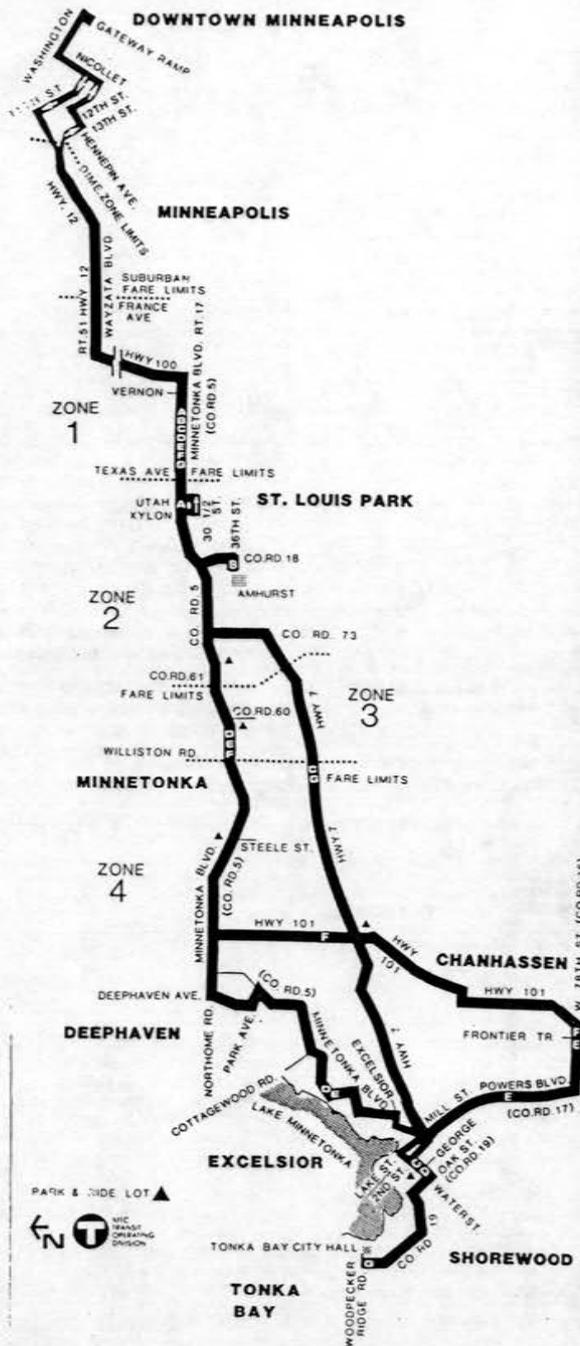
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67

ROUTE

EFFECTIVE: 07/01/85

LOCAL BUS SERVICE BETWEEN

DOWNTOWN MPLS.

ST. LOUIS PARK

MINNETONKA BLVD

MINNETONKA

DEEHPHAVEN

EXCELSIOR

TONKA BAY

CHANHASSEN

Metropolitan Transit Commission
560 - 6th Avenue North
Minneapolis, Minnesota 55411-4398

MONDAY THRU FRIDAY

NORTHBOUND												
Southdale	50th Wooddale	44th Wooddale	Excel-sior Wooddale	Dakota Lake	Louisiana Cedar Lake	Louisiana Minnetonka	Louisiana Cedar Lake	Hwy12 Penn-vania	General Mills	She-lard Park	Ridge-dale	Henn-epin Ctr.
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
657	707	713	718	728	732	735	739	743	747	753	757	
740	750	757	801	811	815	818	822	826	830	836	840	
820	830	835	838	848	852	855	859	---	---	907	911	
900	910	915	918	928	932	935	939	---	---	947		
940	950	955	958	1008	1012	1015	1019	---	---	1027		
1030	1040	1045	1048	1058	1102	1105	1109	---	---	1117		
1130	1140	1145	1148	1158	1202	1205	1209	---	---	1217		
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1230	1240	1245	1248	1258	102	105	109	---	---	117		
130	140	145	148	158	202	205	209	---	---	217		
230	240	245	248	258	302	305	309	---	---	317		
320	330	335	338	348	352	355	359	---	---	407	411	
400	410	415	418	428	432	435	439	---	---	447	451	
440	450	455	458	508	512	515	519	---	---	527	531	
534	544	549	552	602	606	609	613					

SOUTHBOUND												
Henn-epin Ctr.	Ridge-dale	She-lard Park	General Mills	Penn-syl-vania	Hwy12 Cedar LkRd	Louis-iana Minne-tonka	Louis-iana Cedar LkRd	Dakota Lake	Excel-sior Wooddale	44th Wooddale	50th Wooddale	Southdale
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
				657	701	704	708	717	720	725	735	
				737	741	744	748	757	800	805	815	
805	809	---	---	817	821	824	828	837	840	845	855	
845	849	---	---	857	901	904	908	917	920	925	935	
925	929	---	---	937	941	944	948	957	1000	1005	1010	
	1032	---	---	1040	1044	1047	1051	1100	1103	1108	1113	
	1129	---	---	1137	1141	1144	1148	1157	1200	1205	1210	
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	1229	---	---	1237	1241	1244	1248	1257	100	104	110	
	129	---	---	137	141	144	148	157	200	205	210	
	229	---	---	237	241	244	248	257	300	305	310	
	324	---	---	332	336	339	343	352	355	400	410	
423	427	435	439	451	455	458	502	511	514	519	529	
456	500	---	---	508	512	515	519	528	531	536	546	
536	540	---	---	548	552	555	559	608	610	616	626	

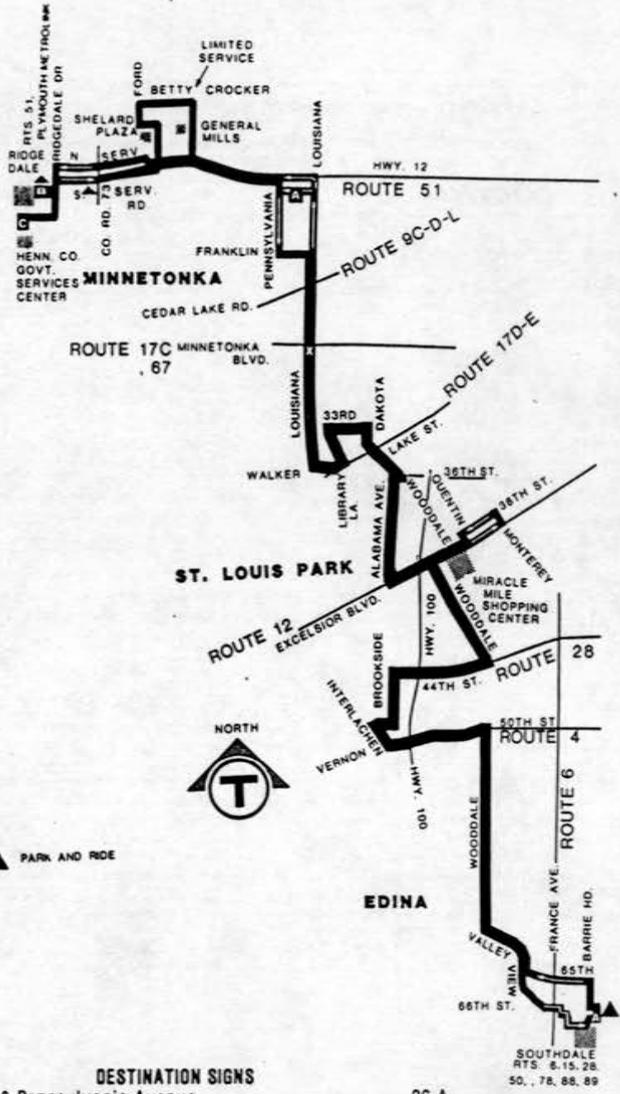
SERVICE OPERATES MONDAY THROUGH FRIDAY EXCEPT ON THE FOLLOWING HOLIDAYS: New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

ADULT FARE: Off-Peak/ *Peak
Rides completely within Zone 1 \$.60 \$.75

*PEAK HOURS - MONDAY-FRIDAY 6-9 AM and 3:30-6:30 PM.

PAY POLICY:
 • Going towards downtown: (or on crosstown routes which do not go downtown): Pay the full adult fare (see table above), plus the 15¢ peak surcharge if it applies when boarding.
 • From downtown: Pay the full adult Zone 1 fare (see table above), plus the 15¢ peak surcharge if it applies when

boarding; and the appropriate zone charge when alighting if it applies. See the route map to determine if your trip crosses any fare zone limits.
 • Prepaid fare users present your pass or ticket to the driver when boarding and show it again when alighting in Zones 2, 3 or 4.
 • The value of a token is 60¢. For any fare on rides exceeding this value, the difference in fares will be accepted in exact change.



DESTINATION SIGNS

Hwy. 12 & Pennsylvania Avenue	36-A
Southdale Shopping Center	36-A
Ridgedale Shopping Center	36-B
Henn. Co. Government Services Center	36-C

PARK & RIDE LOCATIONS

MINNETONKA
 RIDGEDALE SHOPPING CENTER-Hwy. 12 & Plymouth Rd. - portion of along perimeter road northeast of Donaldson's.
 RD. 73 AND SOUTH FRONTAGE ROAD OF HWY. 12 - lot by bus alter.
 EDINA
 SOUTHDAL SHOPPING CENTER-overflow lot along 66th Street east Firestone.

36

ROUTE
EFFECTIVE: 03/25/85

LOCAL BUS SERVICE BETWEEN
SOUTHDAL SHOPPING CENTER
EDINA
ST. LOUIS PARK
RIDGEDALE SHOPPING CENTER

Metropolitan Transit Commission
 560 - 6th Avenue North
 Minneapolis, Minnesota 55411-4398

10

ROUTE
EFFECTIVE: 2/12/83

LOCAL BUS SERVICE BETWEEN
DOWNTOWN ST. PAUL
HIGHLAND PARK
ST. CLAIR AVE.
W. 7TH STREET
E. 7TH STREET
FOREST ST.
PHALEN PARK

Metropolitan Transit Commission
560 - 6th Avenue North
Minneapolis, Minnesota 55411-4398

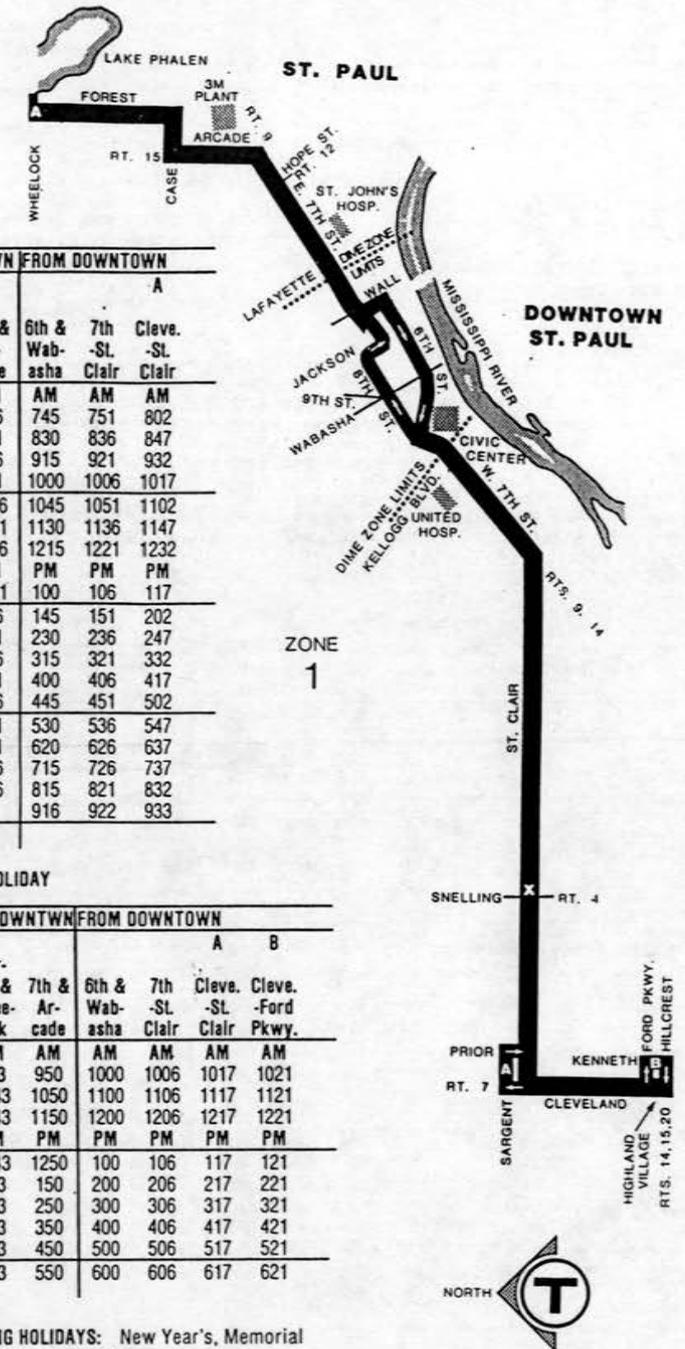
SATURDAY

TO DWNTWN		FROM DOWNTOWN			TO DWNTWN		FROM DOWNTOWN		
Cleve. -St. Clair	7th -St. Clair	9th & Wab-asha	7th & Ar-cade	A For-est & Whee-lock	For-est & Whee-lock	7th & Ar-cade	6th & Wab-asha	7th -St. Clair	Cleve. -St. Clair
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
647	659	705	714	721	729	736	745	751	802
733	745	750	759	806	814	821	830	836	847
817	829	835	844	851	859	906	915	921	932
902	914	920	929	936	944	951	1000	1006	1017
947	959	1005	1014	1021	1029	1036	1045	1051	1102
1032	1044	1050	1059	1106	1114	1121	1130	1136	1147
1117	1129	1135	1144	1151	1159	1206	1215	1221	1232
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1202	1214	1220	1229	1236	1244	1251	100	106	117
1247	1259	105	114	121	129	136	145	151	202
132	144	150	159	206	214	221	230	236	247
217	229	235	244	251	259	306	315	321	332
302	314	320	329	336	344	351	400	406	417
347	359	405	414	421	429	436	445	451	502
432	444	450	459	506	514	521	530	536	547
517	529	535	544	551	604	611	620	626	637
607	619	625	634	641	658	706	715	726	737
654	706	718	722	729	758	806	815	821	832
746	758	804					916	922	933
846	858	904							

SUNDAY AND HOLIDAY

TO DWNTWN		FROM DOWNTOWN			TO DWNTWN		FROM DOWNTOWN				
Cleve. -Ford Pkwy.	Cleve. -St. Clair	7th -St. Clair	9th & Wab-asha	7th & Ar-cade	A For-est & Whee-lock	For-est & Whee-lock	7th & Ar-cade	6th & Wab-asha	7th -St. Clair	Cleve. -St. Clair	Cleve. -Ford Pkwy.
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
934	939	951	1000	1009	1016	943	950	1000	1006	1017	1021
1034	1039	1051	1100	1109	1116	1043	1050	1100	1106	1117	1121
1134	1139	1151	1200	1209	1216	1143	1150	1200	1206	1217	1221
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1234	1239	1251	100	109	116	1243	1250	100	106	117	121
134	139	151	200	209	216	143	150	200	206	217	221
234	239	251	300	309	316	243	250	300	306	317	321
334	339	351	400	409	416	343	350	400	406	417	421
434	439	451	500	509	516	443	450	500	506	517	521
534	539	551	600	609	616	543	550	600	606	617	621

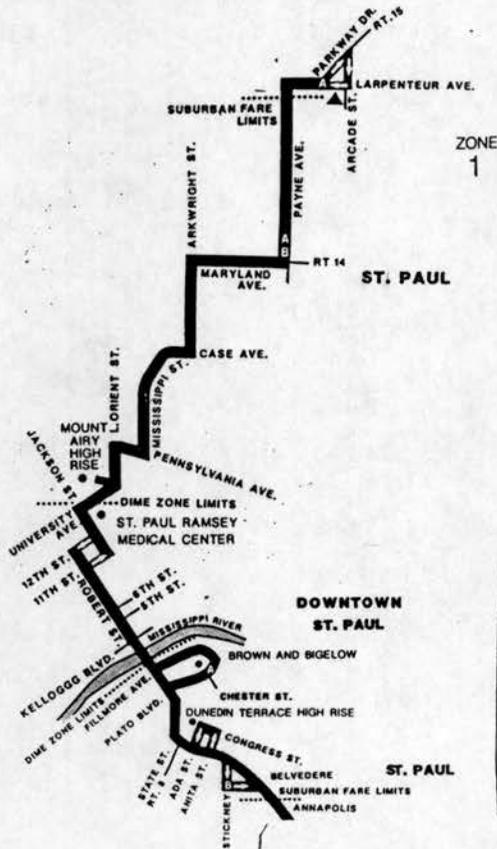
HOLIDAY SERVICE OPERATES ON THE FOLLOWING HOLIDAYS: New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.



ZONE
1

TO DWTWN		FROM DOWNTOWN			TO DWTWN		FROM DOWNTOWN		
Ar- cade and Larp- enteur	Payne and Mary- land	5th and Rob- ert	State and Con- cord	Belvi- dere Con- cord	Belvi- dere Con- cord	State and Con- cord	6th and Rob- ert	Payne and Mary- land	A Ar- cade Larp- enteur
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
634	639	652					705	718	722
709	714	733	739	742	746	750	805	818	822
809	814	833	839	842	846	850	905	918	922
909	914	933	939	942	946	950	1005	1018	1022
1009	1014	1033	1039	1042	1046	1050	1105	1118	1122
1109	1114	1133	1139	1142	1146	1150	1205	1218	1222
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1209	1214	1233	1239	1242	1246	1250	105	118	122
109	114	133	139	142	146	150	205	218	222
209	214	233	239	242	246	250	305	318	322
309	314	333	339	342	346	350	405	418	422
409	414	433	439	442	446	450	505	518	522
509	514	533	539	542	546	550	605	618	622
609	614	633	639	642	646	650	705	718	722
709	714	733	739	742	746	750	805	818	822
809	814	833	839	842	846	850	905	918	922
909	914	933	939	942	946	950	1005	1018	1022
1009	1014	1033	1039	1042	1046	1050	1105	1118	1122
1139	1144	1157					AM	AM	AM
							1205	1218	1222

HOLIDAY SERVICE OPERATES ON THE FOLLOWING HOLIDAYS: New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.



11

ROUTE

EFFECTIVE: 06/16/86

LOCAL BUS SERVICE BETWEEN

DOWNTOWN

ST. PAUL

ARKWRIGHT ST.

PAYNE AVE.

MAPLEWOOD MALL

CONCORD ST.

SOUTH ST. PAUL

INVER GROVE HEIGHTS

INVER HILLS COLLEGE

Metropolitan Transit Commission
560 - 6th Avenue North
Minneapolis, Minnesota 55411-4398

Handled 8/11/86

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 11, 1986
TO: Regional Transit Board
FROM: Policy Committee
SUBJECT: Prospectus for the Transportation Planning Process--Twin Cities
Metropolitan Area

Recommendation

That the Regional Transit Board approve and submit the comments presented in the attached memorandum on the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area to the Metropolitan Council.

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 6, 1986
TO: Policy Committee
FROM: Judith Hollander
Director of Planning and Programs
SUBJECT: Staff Comments on the Prospectus for the Transportation Planning Process for the Twin Cities Metropolitan Area

Action Requested

That the Policy Committee review, approve and submit the following comments on the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area to the Metropolitan Council.

Background

A copy of the Prospectus and a memorandum dated July 31, 1986, summarizing the contents of the document was sent to all Board members as part of the most recent Policy Committee mailing. The purpose of this memorandum is to offer staff comments on the document. If approved by the Board, these and other Board comments can be submitted to the Metropolitan Council for their consideration in modifying the Prospectus.

Analysis

RTB staff generally finds the document to be useful and descriptive of the relationships and roles of the various parties involved in transportation planning in the metropolitan area. However, we do offer the following suggested changes to the document to clarify these roles and responsibilities.

Page 8--The federally mandated 3C planning process has been modified significantly in the past few years. Clarification on these changes and the impact on roles and responsibilities of the different agencies/municipalities should be added.

Page 8 and 10--On both of these pages, there is mention of the transportation policy plan that the Council is required to prepare. Given the changes in the Metro Governance legislation, the specific requirements for the preparation of this plan should be stated. On page 8, there is mention of a multimodal plan, on page 10 a reference to "policy plan chapters" and "policy plans." We aren't sure if these terms refer to the same or different documents.

Page 10--Under the Metropolitan Council's implementation responsibilities, it is said that the Metro Council "reviews, approves, in whole or part the RTB's implementation plans, including analysis of success in effectuating the policy plan..." We suggest that "implementation plans" be made singular to make it clear that we are referring to the implementation plan that the RTB is required to prepare, and, furthermore, request clarification about the last part of this phrase which includes language unfamiliar to us.

Also on page 10, one of the responsibilities listed for the Metro Council is that it "reviews and comments upon user charges, fees, schedule of user charges or fees, or changes to them proposed by the RTB prior to enactment;" It has been determined by both the Metro Council and the RTB that this legislative requirement has been modified by the Metro Governance legislation. Rather, the Council approves user charges as part of its approval of the Implementation Plan. Similarly, we need to determine if the language that the Metro Council "reviews and approves RTB's operating and capital budget until 1990" is still valid, given the changes in legislation.

Page 11--It is said that the Metro Council "reviews applications of a metropolitan agency, independent commission, board or agency...for funds, grants, loan or loan guarantees..." When it reviewed the Metropolitan Development Investment Framework, the RTB commented that an agreement needs to be reached about the Council's review and approval process relating to RTB applications--which applications are relevant, etc. We would raise this same issue again. Generally, it seems that this section on Metro Council responsibilities may not have been updated to reflect responsibilities defined in the Metro Governance legislation.

Page 14--The advisory role of the TAB relative to the RTB is disussed, suggesting that, "the advisory role of the TAB relative to the RTB enables the RTB to fulfill the coordinative planning responsibilities mandated in the state statutes." The relationship of the TAB and RTB has never been fully defined, nor do we understand which coordinative planning responsibilities are intended here. We request clarification. Under the specific responsibilities of the TAB, there are several items referring to the TAB reviewing and commenting on planning studies, the Implementation Plan, and grants. A clear process and understanding of which items are appropriate to bring to the TAB is necessary.

Page 20--Under Mn/DOT's responsibilities, it is noted that they provide, "...technical assistance to the Regional Transit Board for transit programs and issues in the Twin Cities Metropolitan Area." We ask that this statement be clarified. It is unclear what technical assistance, other than that provided during the transition of provider contracts, is provided by Mn/DOT.

Page 21--The Mn/DOT responsibility for "preparing the RTB's Transit Implementation Program," should be eliminated. Clearly, the RTB has responsibility for preparing this document.

Page 22--In the first paragraph, we would suggest changing the word "restructure" to "provide."

Page 22--The planning responsibilities of the RTB need to be elaborated. The brief narrative now included in the document does not provide an adequate description of RTB responsibilities in this area. Also, the language referring to the implementation plan contents is cited from previous legislation, not the revised Metro Governance legislation.

Page 23--We suggest that the language regarding execution and administration of paratransit project contracts be updated--rather than saying "assume," we suggest "carry out" or "implement." The same comment should be made for the administration of the replacement service program. Replace the word "assume" with "administers." Similarly, since this document will be used for some time, we suggest modifying the language "takes steps to become a designated recipient of federal funds."

Page 23--Additional language regarding the RTB responsibility to implement a transit information program needs to be written to adequately describe our responsibilities in this area.

Page 25--The charge of the Advisory Committee on Elderly and Handicapped Transportation has been revised to advise specifically on MTC matters. This modified charge should be reflected in the document.

Page 26--The MTC planning responsibilities need to be revised. The language used in this section, specifically relating to providing information on proposed transit and paratransit planning projects, and that regarding making recommendations and suggestions to improve public and private transit services in the transit area, etc., imply planning responsibilities more appropriate to the RTB.

Page 26--Also, the responsibility relating to the MTC submitting transit projects for FAU funding needs to be revised to reflect that funding applications for transit projects need to be coordinated with the RTB. The RTB should work with the MTC on preparing the appropriate language.

Page 28--Responsibilities for private transit operators should be similarly listed, as for other agencies or municipalities.

Findings and Conclusions

The RTB staff finds the Prospectus to be a useful document for the description of roles and responsibilities of parties involved in the transportation planning process. However, we do recommend that several modifications be made to the language included in the document to more clearly reflect the Board's responsibilities and relationships with others. Specific suggested modifications are listed above.

Recommendation

That the Policy Committee review, approve and submit the staff comments on the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area to the Metropolitan Council.

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 5, 1986
TO: Regional Transit Board
FROM: Policy Committee
SUBJECT: Prospectus for the Transportation Planning Process--
Twin Cities Metropolitan Area

At its meeting on August 6, the Policy Committee will review the staff report dated July 31, 1986. A verbal report will be made to the board at its meeting on August 11, 1986.

Todd Lefko
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101
292-8789

DATE: July 31, 1986
TO: Policy Committee
FROM: Judith Hollander, Director of Planning and Programs *JH*
SUBJECT: Prospectus for the Transportation Planning Process--Twin
Cities Metropolitan Area

Action Requested:

That the Policy Committee review and approve the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area.

Background:

The Prospectus is a document that defines the roles and responsibilities of agencies and jurisdictions participating in the "continuing, comprehensive and cooperative (3C)" transportation planning process for the Twin Cities Metropolitan Area. The Prospectus was originally written in response to a federal requirement. Although no longer required, local participants have requested that the document be updated because it has proven to be a useful means for communicating the roles and responsibilities of the various participants involved in the transportation planning process. The document has not been revised, until now, to include the responsibilities of the Regional Transit Board.

As stated in the introduction of the Prospectus:

State and federal law and implementing regulations are the primary and controlling sources for defining these roles and relationships. Nothing in the Prospectus can contradict the express provisions of state or federal law. In many instances, however, the statutes may not address a particular issue, or may leave considerable discretion to administrative agencies to fashion detailed procedures within the bounds of broadly stated legislative policy. In these cases, additional sources further clarify the proper roles of the participants and relationships among them. These sources include formal interagency agreements (and informal common understandings) between the parties regarding their roles and relationships.

The Prospectus is organized in the following manner:

- Introduction (purpose of document and a summary of transportation developments at the national level)
- Twin Cities Transportation Planning Participants Roles and Responsibilities
Each chapter sets forth a description of the agency/organization and a summary of their general responsibilities, as well as a specific listing of their transportation planning, implementation and coordination responsibilities.
- Chapter 1: Metropolitan Council
- Chapter 2: Transportation Advisory Board
- Chapter 3: Minnesota Department of Transportation
- Chapter 4: Regional Transit Board
- Chapter 5: Metropolitan Transit Commission
- Chapter 6: Private Transit Operators
- Chapter 7: Metropolitan Airports Commission
- Chapter 8: Minnesota Pollution Control Agency
- Chapter 9: State Planning Agency
- Chapter 10: Counties and Municipalities
- Chapter 11: Local Official and Private Citizen Involvement

Process charts for a variety of 3C activities and organizational charts for participants follow.

Analysis:

A revised copy of the Prospectus was not available until the day of the Policy Committee mailing. Staff will present its findings at the meeting of August 6, 1986.

Findings and Conclusions:

Available at the August 6, 1986, Policy Committee meeting.

Recommendations:

That the Policy Committee review and approve the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area.

PROSPECTUS
FOR THE TRANSPORTATION PLANNING PROCESS
TWIN CITIES METROPOLITAN AREA

August, 1986

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INTRODUCTION

PURPOSE AND CONTENT

This Prospectus defines the roles and responsibilities of agencies and jurisdictions participating in the continuing, comprehensive and cooperative ("3C") transportation planning process for the Twin Cities Metropolitan Area. It is intended to provide a brief but comprehensive description of the major elements of the Twin Cities transportation planning process. (A map of the Twin Cities Metropolitan Area is included in Appendix I-1.)

This revised Prospectus, adopted by the Metropolitan Council in the March, 1981 document. The Prospectus revision process is shown in Appendix II-1.

Development of a Prospectus is no longer one of the requirements of the federal government's Urban Transportation Planning regulations (23 C.F.R., Part 450). However, federal transportation policies continue to encourage consideration of diverse viewpoints and the active involvement and coordination of a wide range of participants in the 3C planning process. This necessarily introduces many institutional and political complexities into a planning process which also must deal with many difficult technical issues regarding the provision of transportation facilities and services. The Prospectus provides a means of defining the roles of the participants and clarifying their relationships.

State and federal law and implementing regulations are the primary and controlling sources for defining these roles and relationships. Nothing in the Prospectus can contradict the express provisions of state or federal law. In many instances, however, the statutes may not address a particular issue, or may leave considerable discretion to administrative agencies to fashion detailed procedures within the bounds of broadly stated legislative policy. In these cases, additional sources further clarify the proper roles of the participants and relationships among them. These sources include formal interagency agreements (and informal common understandings) between the parties regarding their roles and relationships.

CHANGING FRAMEWORK OF THE TWIN CITIES AREA

The agenda of issues to be addressed by the Twin Cities transportation planning process is not fixed. New issues emerge from time to time; old ones shift in relative importance. In any continuous planning process, transportation planning priorities change as old problems are solved, as new problems or opportunities become apparent, as different participants enter the process, and as overall planning goals and objectives are modified.

During the 1960s, the focus of transportation planning was on long-range, broad regional policy, while the planning process in the 1970s was oriented toward shorter term improvements. The 1980s challenge turns increasingly towards balancing short- and long-range needs.

In the 1960s and 1970s, the Twin Cities transportation planning agenda focused primarily on proposed major, capital-intensive new transportation facilities--such as the interstate highway network, other major highway links, a regional fixed guideway transit system, and a second commercial airport. The central questions at issue were whether the benefits of these proposed facilities exceeded their anticipated costs; what their impacts were likely to be on regional land use, neighborhood amenity, and environmental quality; and what the pros and cons were of alternative facility locations.

The 1970s proved to be a time of rapid change in transportation policy, at the national and metropolitan levels. Current issues in the Twin Cities Area can partially be understood in light of this evolving national context. During the early 1960s, resources (particularly for highway and aviation development) appeared to be abundant, and attention focused mainly on the economic and transportation benefits associated with large-scale infrastructure investment. In the late 1960s and early 1970s, however, attention increasingly shifted toward concern with the land-use and environmental consequences of transportation development and toward those adversely affected by the change (e.g., neighborhoods adjacent to jetports or disrupted by highway construction) as well as the beneficiaries of change.

The oil embargo of 1973-74 and the national recession that followed it ushered in a period in which energy and fiscal constraints loomed as key factors in the transportation planning process. The sharp increase in oil prices in 1979-80 and the recession of 1982-83 reinforced these factors. During the 1980s, planning has had to respond to the deterioration of highway and transit infrastructures and the effects of a deregulated transportation industry. With federal involvement decreased and responsibility decentralized and delegated to local and state governments, many local governments are faced with long-term budget constraints.

While maintenance of the transportation infrastructure has become more difficult, travel demand by automobile has been accompanied by decrease in occupants per vehicle, stabilization of the inflation rate, decrease in fuel prices, and increased availability of smaller, more fuel-efficient vehicles. These trends began around 1981-82 and are continuing. In addition there has been intensive growth of employment in the suburban areas. Total trip demand increased nearly 40 percent from 1972 to 1982. Annual increases of five to ten percent on selected regional freeways have continued since 1982.

Within this changing framework of public concerns and priorities, the focus of transportation planning has shifted dramatically over the past 20 to 30 years. From consideration of large-scale infrastructure investments, it has moved toward concern with improved management and utilization of the infrastructure that currently exists, and toward innovations requiring little capital investment that might significantly improve mobility in the Region. The acute current sense that resources are scarce has also reinforced the determination of decision-makers to allocate limited transportation expenditures in ways that are optimally supportive of other public objectives. Most notably, this has been expressed in regional and local land-use plans and in social programs designed to ensure minimum standards of access by various groups of disadvantaged citizens to the benefits of our affluent society. Anticipated limitations in future highway and transit funding demand that short- and long-range planning fully consider careful management of regional resources.

DEVELOPMENTS AT THE NATIONAL LEVEL

Numerous important changes in legal and institutional arrangements for planning, developing and financing transportation facilities and services have occurred since the early 1960s. The most significant of these are discussed in this section.

1960s

The Federal-Aid Highway Act of 1962 encouraged development of comprehensive transportation systems and directed states to develop long-range highway plans in conjunction with other modes. It also required federally funded highway projects to be based on a 3C planning process which involves the state and local communities.

The U.S. Department of Transportation came into being in 1967, with the task of integrating the wide range of transportation programs focused on single modes. It provided the focal point for coordinated federal transportation policy.

Further guidelines and directives regarding the 3C process enacted throughout the 1960s more specifically clarified the intentions of the 1962 Act, requiring comments from comprehensive planning agencies regarding relationship of projects to planned development and comprehensive plans. Procedures for urban transportation planning were developed to define organizational structures and technical approaches, to schedule plan reviews, and establish public hearing processes. National, state, regional, and local viewpoints were to be considered in planning for federally funded programs and projects. The Project Notification and Review System (A-95 process) was formally established in 1969.

The Urban Mass Transportation Act of 1964 was the first effort to establish federal assistance for mass transportation system planning. Research and demonstration projects helped urban areas define mass transit needs. The transit capital assistance program was initiated to parallel the older and more generously funded federal-aid highway program. Amendments to the Act further authorized funding for transit planning, management training, and new system technology. Mass transportation programs were first established within the Department of Housing and Urban Development. In 1968, the Urban Mass Transportation Administration was formally transferred to the Department of Transportation.

The 1966 Act creating the U.S. Department of Transportation also required preservation of natural areas in construction of transportation projects, and an earlier act was created to abate air pollution. The 1969 enactment of the National Environmental Policy Act established a broad national policy to eliminate and prevent damage to the environment. The Act mandated an interdisciplinary approach to planning projects that affect the environment by requiring environmental impact statements for legislation and federal actions to include comments from jurisdictions regarding alternatives and adverse effects.

1970s

The Environmental Quality Improvement Act of 1970 attempted to decentralize decision-making to state and local governments with regard to transportation and environmental quality. The Clean Air Act Amendments of 1970 required the Environmental Protection Agency to establish ambient air quality standards and set deadlines for the states to meet them. In 1971 regulations were imposed on states to meet these standards through State Implementation Plans and Transportation Control Plans. In 1973 guidelines and procedures were issued for preparing detailed environmental impact statements.

The Federal-Aid Highway Act of 1970 substantially increased the influence of local jurisdictions in urban highway decisions by establishing the federal-aid urban highway system. Funds were based on state urban populations. Routes on the system were to be selected cooperatively by state departments of transportation and local officials. These funds could also be used for exclusive or preferential bus lanes and related facilities.

The 1973 Federal-Aid Highway Act, along with 1974 Interstate System Revisions, allowed relinquishment of federal funds for interstate highway projects and replacement by mass transportation projects. This Act also allocated planning funds to local agencies, designated by the state, as the local agencies responsible for the 3C process. (Annual certification of the 3C process was mandated in 1971.) Federal Highway Administration and Urban Mass Transportation Administration Joint Regulations on Urban Transportation Planning in 1975 required long-range transportation plans, including Transportation Systems Management, a Unified Planning Work Program, Prospectus, and Transportation Improvement Program. This ruling required governors in each state to designate a metropolitan planning organization in each urban area.

The Metropolitan Planning Organization (MPO) in cooperation with the state and the publicly-owned operators of main transportation services, was responsible for carrying out the urban transportation planning process (3C process). The MPO was designated as the forum for cooperative decision making by principal elected officials of general purpose local government.

Since 1970, most federal aid for urban highway construction has also been available, at local and state discretion, for transit capital investment. During the 1970's, several UMTA and FHWA acts (described above) gave additional emphasis to multi modal planning and implementation. The Urban Mass Transportation Assistance Act of 1970 was the first long-term commitment of federal funds to transit. The Act also required transit systems to plan and design transportation facilities for elderly and handicapped persons. In addition, public environmental impact hearings were required for proposed transit projects, including consistency with comprehensive plans. For the first time in 1974, the National Mass Transportation Assistance Act authorized federal urban mass transit funds for either capital projects or operating assistance.

UMTA's 1976 Major Mass Transportation Investments Policy emphasized that the following transit goals be developed through the local 3C process: multimodal,

regionwide, and community-level transit, staged major transit investments; improved operation and management of existing systems and cost-effective transit alternatives which meet local area environmental, social, and transportation goals. The 1976 policy also established principles and procedures for development of alternatives analyses and environmental impact statements. In 1978 UMTA's Policy Toward Rail Transit clarified that funding precedence for new or extended rail lines would be given where population densities, travel, and growth indicated greatest need.

The Surface Transportation Assistance Act of 1978 was the first legislation which combined highway, public transportation, and highway safety funding. It required that all remaining portions of the Interstate System be under contract or be de-designated by September of 1986. Funds were made available for resurfacing as of 1980 for the Interstate System. This Act also established guidelines for Interstate System maintenance.

The Emergency Petroleum Allocation Act of 1973, the Emergency Highway Energy Conservation Act of 1974, the Energy Policy and Conservation Act of 1975, and the National Energy Act of 1978 were developed in response to oil shortages and price increases. They established petroleum price controls and freezes, established a national speed limit, required all states to develop energy conservation plans, and mandated improved fuel efficiency for new automobiles. The Automotive Fuel Economy Program later established fuel economy standards for new vehicles.

1980s

In recognition of different local area and state needs, the federal government in the 1980s took actions to allow states and local governments greater flexibility in transportation planning and programming. Metropolitan planning organizations and states were allowed to self-certify compliance with federal regulations, with the exception of those related to civil rights and private enterprise participation. The A-95 process was simplified and replaced by the Intergovernmental Review Process, which basically allowed states to decide their own processes for review of federal and state grant applications.

The early 1980's also saw the effects of a newly deregulated transportation industry. Impacts were most readily noticeable on the trucking and airline industries.

The 1982 Surface Transportation Assistance Act established a Mass Transit Account in the Federal Highway Trust Fund for transit capital improvements, the first dedicated source of Section 3 funds. To help remedy the nation's deteriorating highway and transit infrastructure, the federal gas tax was raised five cents a gallon--four cents allocated to highway programs and one cent for transit.

Environmental Impact procedures were clarified and streamlined in the 1980s.

In 1982, the private sector was encouraged to participate in transportation planning and transit service provision. In 1984 an UMTA policy ("Private Enterprise Participation in UMTA Programs") required metropolitan planning organizations to consider private transit operator input during TIP development. It also required that provisions for new or restructured transit services consider private carriers, and that service proposals by public and private operators be evaluated on the basis of fully allocated costs. UMTA further clarified the private sector transit policy in 1986 to ensure conformance with the UMTA Act, which required adequate documentation of the private sector process by local areas.

SUMMARY

Significant changes have occurred over the past 20 years in the framework of federal regulations bearing upon the workings of transportation planning, and in the pattern of organizational responsibilities for transportation planning in the Twin Cities Metropolitan Area. Major investment and institutional arrangement decisions at the federal level have had important effects on the technical, as well as the policy, content of transportation planning. For example, region-wide travel demand studies declined in priority in the 1970s but have regained emphasis in the 1980s. They are now being used to address regional long-term major capital investment priorities for both transit and highways. At the same time, short-term, localized traffic, transit, and land use analyses continue to aid in planning, implementing, and modifying traffic flow and transit improvements. Both short- to mid-range and long-term regional policy and investment planning are essential and complementary elements of the 3C process. In the years ahead, this coordinated long- and short-range, integrated planning approach is expected to provide a greater degree of confidence in deciding transportation investments.

TWIN CITIES TRANSPORTATION PLANNING PARTICIPANTS
ROLES AND RESPONSIBILITIES

CHAPTER 1
METROPOLITAN COUNCIL

The Metropolitan Council was established in 1967 to coordinate the comprehensive planning and development of the 3,000-square-mile, seven-county Metropolitan Area with its 300 governing units (see Appendix I-1). The Council was the direct successor of the former Metropolitan Planning Commission organized in 1957. The governor designated the Metropolitan Council as the Metropolitan Planning Organization (MPO) for the Twin Cities Area in 1973, authorizing the Council to conduct long-range comprehensive transportation planning as required by Section 134 of the Federal Highway Act of 1962, Section 4 of the Urban Mass Transportation Act of 1964, Section 112 of the Federal Aid Highway Act of 1973, and other subsequent federal transportation enactments. As the MPO, the Council is the lead agency responsible for administering the federally mandated 3C planning process, and coordinating the activities of other agency participants charged with carrying out specific elements of the Unified Planning Work Program (UPWP) (process described in Appendix II-2). The Metropolitan Council's policy-making structure is depicted in Appendix III-1. The Metropolitan Council, Metropolitan Airports Commission (MAC), Regional Transit Board (RTB), and Transportation Advisory Board (TAB), are the major 3C groups which deal with regional transportation issues.

Council membership consists of 17 members appointed by the governor with the advice and consent of the state senate. Sixteen are appointed from districts of roughly equal population and serve four-year terms. The chair, representing the region as a whole, serves at the pleasure of the governor. The Council's staff organizational structure is shown in Appendix III-2.

Chapter 473 of Minnesota Statutes pertaining to metropolitan government in the Twin Cities Area empowers the Metropolitan Council to prepare and adopt a comprehensive development guide for the Twin Cities consisting of policy statements, goals, standards, programs, and maps prescribing guides for an orderly and economic development of the Metropolitan Area. The guide recognizes and encompasses physical, social, or economic needs of the Metropolitan Area and those future developments which may have impact on the entire area. It includes, but is not limited to, land use, parks and open space needs, the necessity for and location of airports, highways, transit services, public hospitals, libraries, schools, and other public buildings.

As part of the Council's overall development guide, the Council must also prepare and adopt a long-range, comprehensive and multimodal transportation policy plan for the Metropolitan Area. The plan includes policies on highways, transit, and airports. The policies are to be used by the implementing agencies in their planning and development efforts.

The transit portion of the policy plan must include the following:

1. Forecasts of changes in the general levels and distribution of population, households, employment, land uses, and other relevant matters to be used by the Regional Transit Board (RTB) in preparing implementation plans;
2. A statement of issues, problems, needs, and opportunities with respect to the functions, services, and systems;
3. A statement of the Council's goals, objectives, and priorities with respect to the functions, services, and systems, addressing areas and populations to be served, as well as levels, distribution, and staging of services;
4. A general description of the facility systems required to support the services;
5. A statement of policies to effectuate the Council's goals, objectives, and priorities;
6. A statement of the fiscal implications of the Council's plan;
7. A statement of standards, criteria, and procedures that the Council uses in monitoring and evaluating the RTB's implementation plans;
8. A statement of the matters that must be addressed in the RTB's implementation plans;
9. A statement of the relationship of the policy plan to other policy plans and chapters of the metropolitan development guide;
10. A statement of the relationships to local comprehensive plans.

Amendments to the Council's transit policies may be initiated by the Council or by the RTB. A comprehensive review and revision, if necessary, is conducted every five years.

With the exception of item 7, above, the non-transit portion of the policy plan shall address all the above topics and include the following statements which address the physical facilities of the transportation system.

1. A statement of the needs of the metropolitan area with respect to the functions covered and the objectives of and the policies to be forwarded by the policy plan;
2. A general description of the physical facilities and services to be developed;
3. A statement as to the general location of physical facilities and service areas;
4. A general statement of timing and priorities in the development of those physical facilities and service areas; and

5. A general statement on the level of public expenditure appropriate to the facilities.

Metropolitan Council Responsibilities

Planning -

- Prepares and adopts transportation and aviation policy plan chapters of the Metropolitan Development Guide which serves as a long-range regional development guide upon which to base development decisions;
- Prepares policy plans which offer clear development direction to the regional agencies and commissions which operate public transit and airports;
- Develops and adopts a Unified Planning Work Program, and its revisions (see Appendix II-2 for definition and process);
- Develops and adopts the Prospectus and its revisions;
- Establishes and maintains a metropolitan transportation data base;
- Ensures consideration of transportation elements in such areas as air quality, elderly and handicapped needs, and energy conservation;
- Ensures coordination of transportation planning in the Twin Cities Area;
- Conducts urban research in broad areas and present findings to the Legislature.

Implementation -

- Reviews and approves, in whole or part the RTB's implementation plans, including analysis of success in effectuating the policy plan; if implementation plan is inconsistent with the policy plan, the RTB is required to make revisions necessary to bring the implementation plan into conformance with the policy plan;
- Reviews and comments upon user charges, fees, schedule of user charges or fees, or changes to them proposed by the RTB prior to enactment;
- Issues general obligation bonds to provide funds to the RTB for expenditures for implementing the approved implementation plan;
- Reviews and approves RTB's operating and capital budget until 1990;
- Reviews and adopts a three-to-five year Transportation Improvement Program (TIP) including an annual element (projects scheduled for construction in a calendar year), and acts on proposed amendments to the TIP (See TIP development process in Appendix II-3);

- Reviews and approves the list of projects, ordered by priority, eligible for Federal Aid Urban systems funding (see Appendix II-4) and Interstate Substitution Funding, as adopted by the Transportation Advisory Board (TAB);
- Reviews and comments on proposed state trunk highway construction, if appropriate;
- Acts as lead agency to ensure that federal standards for carbon monoxide and ozone are met through funding Transportation Control Plan (TCP) projects and State Implementation Plan (SIP) studies;
- Reviews and approves proposed capital expenditures by the MAC in excess of \$5 million at Minneapolis-St. Paul International Airport and \$2 million at the reliever airports;
- Reviews long-term comprehensive plans of the MAC for the operation and development of airports within the Metropolitan Area. If the Council finds the plan, or any part of it inconsistent with the Metropolitan Development Guide, it may indefinitely suspend the operation of the plan, or any part of it;
- Reviews and approves the selection of a site by the MAC of a new major airport;
- Adopts criteria and guidelines for regulation of use and development of the airport development area;
- Reviews and approves land use and development control measures amendments, or variances applicable to proposed airport development area or to any property within five miles of the site;
- Establishes aircraft noise zones and acceptable levels of perceived noise decibels for each land use;
- Reviews and approves plans for all controlled-access highways proposed by the Minnesota Department of Transportation or a local governmental unit prior to land acquisition or construction within the Metropolitan Area;
- Reviews any freeway proposed for construction and requires provision of exclusive lanes for buses and other forms of multi-passenger transit, if the Council demonstrates that this is necessary to implement the Transportation Policy Plan;
- Reviews applications of a metropolitan agency, independent commission, board or agency, local governmental unit or private party for funds, grants, loans, or loan guarantees from the State of Minnesota and the United States of America or other agencies as required by state and federal law and regulation to assure consistency with regional development goals, policies, and programs described in the Metropolitan Development Guide;

- Reviews and approves proposed matters of "metropolitan significance" to be undertaken by any private organization, independent commission, board, or agency, local governmental unit, or state state or metropolitan agency in accordance with law and regulation. The Council may suspend action on such a proposed matter for up to 12 months;
- Reviews and comments on consistency of transportation plans and capital improvement programs of local governments with the Council's transportation Policy Plan. The Council may require a local governmental unit to modify its transportation plan or capital improvement program if it departs substantially from policy plans for transportation, waste control, regional recreation open space, and aviation of the Metropolitan Development Guide;
- Provides technical assistance and information to governmental units and the public.

Coordination -

- Appoints members to the RTB and TAB;
- Provides staff and resources to coordinate and support activities of the Transportation Advisory Board (TAB) and the Technical Advisory Committee (TAC);
- Participates in planning and implementation projects of the UPWP, as appropriate; and
- Participates in the interagency activities of the transportation planning process.

CHAPTER 2
TRANSPORTATION ADVISORY BOARD

The Transportation Advisory Board (TAB) provides a forum for deliberation among state, regional, and local officials, together with private citizens appointed by the Metropolitan Council. The TAB advises the Council in preparation of transportation plans and provides coordination and direction to the agencies responsible for implementing the plans. The TAB was formed in 1974 pursuant to a provision of the Metropolitan Reorganization Act (Section 473.146) as an advisory body to the Metropolitan Council. The TAB is the result of agreements reached between local governments, the Council, and the state. Its role enables the 3C transportation planning process of the Twin Cities Metropolitan Area to satisfy federal requirements, which specify that the metropolitan planning organization (MPO) must function as "the forum for cooperative decision-making by principal elected officials of general purpose local government." The MPO is the Metropolitan Council, whose members are appointed rather than elected. As a part of the organization structure of the Metropolitan Council, TAB functions as a forum in which local officials determine and articulate their positions on transportation issues and planning proposals before the region. Without the presence of the TAB, it is unlikely that federal agencies would recognize the Metropolitan Council as the MPO in the transportation planning process.

In one area of transportation decision-making, federal law provides that highway, transit, bikeway, and pedestrian projects financed in part with Federal Aid Urban (FAU) system funds must be initiated by "principal elected officials of general purpose local governments acting through the Metropolitan Planning Organization" (23 CFR, Part 450). (See FAU process in Appendix II-4). The Metropolitan Council has adopted the position that the TAB is responsible for initiating, assigning funding priorities, and adopting the FAU program. The Council may approve or disapprove the program in whole or in part, but will not modify it. If the Council requires modifications, it sends the program back to the TAB with its recommendations. Then TAB determines the precise form in which the program will be resubmitted to the Council.

An example of Council review of highway programs for consistency with policy and possible modification of the programs is the Council's application of its policy to reward municipalities that plan for low- and moderate-income housing opportunities (Housing Policy 39). By applying this policy, the Council could change the priority ranking of projects. But the Council cannot substitute one project for another without TAB's approval. Instead, the Council could return the disputed portion of the program to the TAB with a recommendation for change.

The TAB also has had a somewhat similar role to that of the FAU program relative to the I-335 Interstate Substitution Program. The projects have been selected by the TAB, acting as the forum for local elected officials. The Metropolitan Council's role has been basically one of review for consistency with Council policies. The TAB has continued to closely monitor the development of each project up to the point of implementation.

TAB's responsibilities are greater in programming for implementation of projects than they are for planning activities. In general, TAB prepares and adopts programs and reviews and comments upon planning activities. An exception has been the Transit Development Program (TDP) prepared and adopted by the MTC, which was formerly required by state law prior to creation of the RTB. The TDP implemented the Council's Transportation Policy Plan and served as the supporting document for the MTC's capital improvement budget and, therefore, was more of a planning document than a programming document. In addition, the TDP, provided supporting documentation for the MTC's projects included in the Transportation Improvement Program (TIP)-required by federal law and prepared and adopted by the TAB.

The Advisory role of the TAB relative to the RTB enables the RTB to fulfill the coordinative planning responsibilities mandated in the state statutes. The TAB reviews the RTB Five Year Implementation Plan as well as other major planning and implementation activities of the RTB.

The normal practice of the Metropolitan Council, a part-time body with a wide range of highly complex responsibilities, is to accord great weight to recommendations of its advisory committees. Thus, although TAB's decision-making role with respect to matters other than the FAU and the I-335 Interstate Substitution Programs is basically advisory, it remains extremely significant.

The 1974 Transportation Planning Operations Plan, approved by the TAB and adopted by the Council, described TAB's membership, defined the composition of its Technical Advisory Committee, and specified that a transportation coordinator would be appointed to carry out TAB's staff responsibilities. The transportation coordinator functions as the staff person responsible for advising and working with the TAB chair, and with committees of the Board, on developing the TAB agenda, following through on TAB decisions, representing the TAB on the Technical Advisory Committee (TAC).

The TAB consists of 30 members. Ten TAB members are municipal elected officials, seven are county-elected officials, nine (including the chairperson), are private citizens, and four are representatives of state or regional agencies. Municipal officials are nominated by the Association of Metropolitan Municipalities and county officials (one from each county) by respective county boards and the chairs are appointed by the Metropolitan Council. Eight private citizen members are appointed by the Council to represent Metropolitan Districts. The chair, who is to be free of affiliation with the major transportation operating agencies, is appointed by the Council for a two-year term. Four agency officials, representing the RTB, Mn/DOT, MAC and the MPCA, are designated by their respective agencies and may not be staff members. Appendix III-3 shows the TAB's committee structure, as well as the Technical Advisory Committee (TAC) structure.

TAB's Technical Advisory Committee (TAC) provides technical advice to the TAB. The TAC consists of 28 regular members and an ex-officio non-voting member from US/DOT. Regular members are staff representatives of:

- Minnesota Department of Transportation (Mn/DOT)
- Metropolitan Transit Commission (MTC)
- Regional Transit Board (RTB)
- Minnesota Pollution Control Agency (MPCA)
- The Metropolitan Airports Commission (MAC)
- Minnesota State Planning Agency
- Metropolitan Council Manager of Transportation Planning and a Council representative of Research and Long-Range Planning
- County Engineers or their representatives from each of the seven counties
- Two representatives each from the Cities of St. Paul and Minneapolis
- Eight representatives from cities selected by the Association of Metropolitan Municipalities, and
- TAB's Transportation Coordinator

All TAC members serve at the pleasure of their respective organizations, except representatives of the Association of Metropolitan Municipalities, who serve two-year terms ending in December of even years. The chair is selected from a three-member nominating committee and ratified by the whole membership for one year. The TAC and its functional subcommittees provide the central mechanism for effective interaction at the technical staff level among numerous agencies. They deal with the broad mix of transportation planning activities delineated in the Unified Planning Work Program (see Appendix II-2).

Transportation Advisory Board Responsibilities

Planning -

- Participates in the preparation, modification, or both, of the transportation and aviation chapters of the Metropolitan Council's Metropolitan Development Guide and the Transportation Policy Plan; also, reviews and comments on the proposed guide and plan;
- Coordinates the preparation of the UPWP and reviews and comments on the program, including revisions to it;
- Reviews and comments on planning studies of regional significance, as determined by the TAB, the Council, or the RTB;
- Coordinates, reviews, and approves the Prospectus and revisions to it;
- Reviews and comments on the establishment and maintenance of a metropolitan data base; and
- Ensures consideration of air quality, elderly and handicapped, and energy conservation needs in the transportation planning process.

Implementation -

- Reviews and comments on RTB's Transit Implementation Plans;
- Participates in the preparation of a three-year Transportation Improvement Program (TIP), including an annual element, also reviews and approves the program*;
- Prepares and adopts an FAU system and boundaries, and an annual list of projects in order of priority, for FHWA Federal Aid Urban funding; monitor the project development process through to implementation; prepare annual report on the status of the program;
- Prepares and adopts a list of projects for the I-335 Substitution Program; monitor the project development process through to implementation;
- Reviews and comments on planning, engineering, and capital grants and studies of regional significance, as determined by the TAB, the Council, or the RTB;
- Prepares an annual report to the Metropolitan Council summarizing the progress of planning and implementation and recommending improvements to the process;
- Reviews the management and progress of the UPWP.

Coordination -

- Provides direction to the agencies responsible for implementing transportation plans;
- Coordinates Twin Cities Metropolitan Area 3C transportation planning process.

*Although final approval authority rests with the Metropolitan Council, the TAB's action will be changed only if the Council finds it inconsistent with Council policy.

Technical Advisory Committee Responsibilities

The Technical Advisory Committee (TAC), advisory to the TAB, has a number of standing committees and task forces which have the following objectives:

Executive Committee: Coordinates the activities of the TAC.

- Identifies transportation issues which pertain to the 3C process;
- Establishes TAC agenda;
- Reviews the TAC committee structure and membership and propose changes as appropriate;
- Reviews TAC Bylaws and proposes changes as appropriate;
- Reviews and coordinates purpose statements and objectives of each standing committee and task force and recommend changes to TAC for action in December.

Transportation Systems Planning Committee: Reviews and recommends revisions to the Twin City Metropolitan Area Transportation System Plan.

- Reviews, updates, and recommends functional classification system revisions;
- Reviews and recommends changes to the FAU system and FAU boundary;
- Reviews and makes recommendations on roadway and transit system plans;
- Reviews and makes recommendations on transportation planning studies and proposals;
- Reviews and makes recommendations on appropriate portions of the Metropolitan Development Guide or other proposed transportation policies and/or guidelines.

Program Development Committee: Provides a review mechanism and develops recommendations for capital programs.

- Reviews and makes recommendations on appropriate portions of the Metropolitan Development Guide or other transportation studies, policies, or guidelines affecting program development;
- Provides for the development and monitoring of the FAU Program, including preparation of an annual report;
- Coordinates the development and review of the TIP on a continuing basis;
- Reviews and makes recommendations to the TAC on various programming related matters.

Interagency Activities Committee: Reviews administrative, regulatory, and legislative matters of the continuing, comprehensive, and cooperative transportation planning process.

- Prepares Prospectus;
- Coordinates, reviews, and comments on the Unified Planning Work Program (UPWP) to assure its effectiveness as a mechanism to implement adopted policies;
- Reviews state and federal reports on the transportation planning process, legislation, regulations, and assesses their impacts and makes appropriate recommendations to the TAC.

Aviation Committee: Reviews and makes recommendations to the TAC on the planning and implementation of the Metropolitan Airport System.

- Reviews and makes recommendations to the TAC on airport planning issues;
- Participates in update and revision of the Aviation Chapter of the Metropolitan Development Guide;
- Reviews and makes recommendations to the TAC on Airport Master Plans.

Air Quality Committee: Reviews, analyzes, and makes recommendations to the TAC on air quality matters resulting from transportation facilities and services.

- Monitors progress of the Transportation Control Plan (TCP). Initiates and coordinates studies to be carried out by the various agencies participating in the transportation planning process. Recommends changes in the Transportation Control Plan to the TAC;
- Provides a continuing forum for the various agencies and citizen's groups in the Twin Cities for the consideration of air quality issues in the transportation planning process;
- Reviews transportation plans, programs, and projects and recommends for approval those that will significantly benefit air quality;
- Reviews and recommends for approval to the TAC an annual recommendation on consistency/conformity with the TCP;
- Reviews and recommends for approval to the TAC an annual air quality progress report on reasonable further progress for the TCP. (See Appendix II-5)

Project Task Forces: Developed when appropriate to deal with transportation issues occurring for a limited time period. Typically Task Forces are formed to review, evaluate, and monitor the impacts and progress of projects and major development proposals.

CHAPTER 3
MINNESOTA DEPARTMENT OF TRANSPORTATION

The Minnesota Department of Transportation (Mn/DOT) is a service and regulatory agency which develops and implements plans and programs for the operation of statewide transportation systems and facilities. The Department was created in 1976, assuming all the functions of the previous Departments of Highways and Aeronautics as well as selected functions of the State Planning Agency and Public Service Commission.

Mn/DOT is responsible for the following activities:

Aeronautics

- Providing technical and financial assistance to political subdivisions for airport planning, construction, development and operation.
- Inspecting and licensing airports and aviation services.
- Installing, maintaining and operating a system of air navigational aids which supplement the federal system.
- Registering aircraft and collecting air registration fees.
- Providing technical assistance to municipalities in matters relating to scheduled air service and participating in any proceedings relating to such matters.
- Promoting aviation safety and education activities.

Highways

- Developing and managing a highway improvement program which effectively utilizes available state and federal highway funding.
- Administering highway maintenance activities to enhance safety and preserve the investment made in the current system.
- Managing and implementing highway construction and improvement activities to address safety and people and commodity movement needs.
- Acting as a pass through of state-aid highway funds to county and municipal road authorities in accordance with constitutional and statutory provisions.
- Promoting driver and vehicle safety and regulatory compliance among for-hire carriers, railroads, shippers and receivers of freight in Minnesota.
- Providing statewide coordination of bicycle related activities among state agencies and bicycle groups.

Railroads and Waterways

- Implementing rail rehabilitation projects.
- Administering rail-highway grade crossing safety programs.
- Enforcing rail service and safety standards.

- Participating in rail abandonment proceedings.
- Providing information and assistance to rail users.
- Administering the Rail Banking Program to preserve abandoned rail rights of way for future transportation uses.
- Insuring the continued effective development and operation of river and Great Lakes water transportation systems including terminal facilities.
- Providing representation for the state in the areas of policy, and plan development for water transportation at all levels of activity.
- Developing strategic policies and positions on all waterway issues.

Transit

- Coordinating federal, state and local transit funding for transit programs operating outside the Twin Cities metropolitan area.
- Providing technical assistance to the Regional Transit Board for transit programs and issues in the Twin Cities Metropolitan Area.
- Acting as a pass-through for Regional Transit Board state funding.
- Negotiating and executing transit assistance contracts for programs outside the Twin Cities metropolitan area.
- Providing technical assistance for local transit programs operating outside the Twin Cities metropolitan area.
- Evaluating transit system costs and performance for transit programs which receive assistance from Mn/DOT.
- Coordinating Minnesota Rideshare activities in areas outside the Twin Cities metropolitan area.

Mn/DOT is divided into five functional divisions which have responsibility for carrying out state transportation related activities. These divisions include:

- the Operations Division
- the Technical Services Division
- the Aeronautics Division
- the Program Management Division
- the Finance and Administration Division

The Program Management Division is responsible for developing transportation programs in the areas of highways, rail, waterways, transit and bikeways. The Division's organizational structure is shown in Appendix III-4. The Program Management Division provides traffic forecasting and transportation information support. The Division also coordinates all national relations liaison functions. In addition, the Program Management Division has responsibility for coordinating all transportation planning activities between Mn/DOT and the Metropolitan Council, Regional Development Commissions, Metropolitan Planning Organizations and the Regional Transit Board.

Under these responsibilities the Mn/DOT Program Management Division participates in the following activities:

Planning -

- Reviewing, preparing and modifying the transportation and aviation chapters of the Metropolitan Council's Metropolitan Development Guide and Transportation Policy Plan;
- Reviewing and preparing the annual Unified Planning Work Program;
- Reviewing, developing and revising the Prospectus;
- Developing and maintaining a metropolitan area transportation data base;
- Emphasizing appropriate planning activities to ensure continued certification of the planning process;
- Ensuring that transportation issues involving air quality, elderly and handicapped people, energy conservation and other issues are considered in planning for transportation services and facilities;

Programs Implementation -

- Preparing the RTB's Transit Implementation Program;
- Preparing the three-year TIP and annual element;
- Developing an FAU system and annual list of projects recommended for FAU funding;
- Reviewing and approving the list of projects recommended for FAU funding;
- Reviewing and commenting on all applications or requests for state funds related to transportation.

In addition, the Mn/DOT Program Management Division has direct responsibility for:

1. Distributing state transit funding to the Regional Transit Board.
2. Providing staff to participate in the activities of the TAB and TAC.
3. Serving as liaison with the Federal Highway Administration in the transportation planning process.
4. Conducting research, monitoring and evaluating transit and paratransit systems and projects.
5. Advising 3C participants of Mn/DOT policies and procedures.
6. Participating in interagency activities which involve the transportation planning process.

CHAPTER 4
REGIONAL TRANSIT BOARD

The Regional Transit Board (RTB) was created by the state legislature in 1984 to perform short to mid-range transit planning and administer transit programs in the Twin Cities Metropolitan Area. The agency was established in response to recommendations by a legislative study commission that mid-range transit planning, policymaking, and programming should be conducted independently of transit operations and service delivery. The RTB is responsible for intermediate transit planning activities, programming funds for transit services, and contracting with transit operators for service provision. The legislative mandate charged the RTB with establishment of performance and financial standards for all types of transit services in the Twin Cities Area in order to maximize cost-effectiveness of public transit throughout the region. The RTB was also charged to restructure transit services in a manner which is responsive to the changing travel needs of the region's people, including establishment of new and alternative transit services.

The RTB's mission statement states that, "The Regional Transit Board directs, coordinates, and prioritizes transit services in the Twin Cities Metropolitan Area through needs assessment, policy development, distribution of public funds, facilitation of the implementation programs and research and demonstration. This mission is accomplished within the direction of the Legislature and the long-range transportation policy planning role of the Metropolitan Council. The RTB facilitates the implementation of transit service programs recognizing the transit operating role of the Metropolitan Transit Commission and other transit service providers; and the need for continuous involvement of local units of government and the public."

The RTB consists of eight members appointed by the Metropolitan Council, one from each RTB district, and a chair appointed by the Governor. The Regional Transit Board and Advisory Committee structure is depicted in Appendix III-5.

Regional Transit Board Responsibilities

The major functions and activities of the RTB as specified in the legislation creating the RTB are as follows:

Planning -

- Makes policy decisions regarding regular route and all types of paratransit services in the Twin Cities Metropolitan Area; and
- Prepares five-year implementation plans for transit containing: a development program, descriptions, objectives and need for services and facilities; statement of priorities, timing, proposed delivery methods, providers, and performance standards; schedule of public expenditures and expected funding sources; and schedule showing distribution of funds.

Implementation -

- Arranges, to the greatest feasible extent, for the provision of a comprehensive set of transit and paratransit services to meet the needs of all people in the metropolitan area;
- Maintains public mobility in the event of emergencies or energy shortages;
- Prepares and presents required transit budgets, financial plans, and staffing plans;
- Requests, reviews and approves the MTC budget;
- Prepares and submits applications for Federal and state grants, and loans for transit planning and implementation projects in the Metropolitan area.
- Executes and administer paratransit project contracts, assume rideshre program responsibilities, and assume Metro Mobility Program responsibilities (elderly and handicapped transit system operating in a sizable portion of the seven-county area);
- Assumes the replacement service program, commonly known as the Opt-Out Program. (The Opt-Out Program was established in 1981 by the legislature in response to concerns from several suburban communities regarding the level of transit services received in relationship to the amount of property tax paid by the community.)
- Certifies property tax levy;
- Assumes operating assistance contracts formerly held by Mn/DOT and enter into new operating assistance contracts;
- Takes steps to become a designated recipient of federal funds; and
- Implements a transit information program.

Coordination -

- Appoints the three commissioners to the MTC;
- Supports transportation planning process by conducting research and rendering advice, by participating in preparation of the UPWP and TIP, and through participation in activities of the TAB and TAC;
- Participates in the planning and implementation projects of the UPWP;
- Participates in interagency activities of the transportation planning process; and
- Convenes an annual transit conference.

Regional Transit Board Advisory Committees

Three committees advise the RTB on issues related to ridesharing elderly and handicapped transportation, and taxicab service in the metropolitan area. The Rideshare Advisory Committee (RAC) advises the RTB on the delivery of ridesharing services in the Twin Cities Metropolitan Area. The RAC includes representation from both the public and private sectors. Its purpose is to advise the RTB on future directions of ridesharing; to ensure participation of the private sector, regional agencies, and state and local governments in the development of a rideshare program; to review and comment on studies that affect provision of rideshare services; and to assist with dissemination of information regarding ridesharing in the Metropolitan Area. The RAC is composed of eleven members, one from each of the eight RTB districts appointed by each RTB member and three at-large members appointed by the RTB chair. Each member serves a two-year term. The RAC's chair is selected by the RTB chair from among the three at-large members. An RTB liaison provides linkage to the RTB board. The RAC is staffed by an employee from the RTB.

The Transportation Handicapped Advisory Committee (THAC) was established by the RTB pursuant to Minnesota Statutes 473.375, Subdivision 9 and 473.386, Subdivision 2. The purpose of the THAC is to advise the RTB on management policies, implementation and planning issues for transit services for the elderly, disabled, and others with special transportation needs who live in the seven-county area. The THAC is composed of twenty-one members, two from each of the eight RTB districts and five at-large members appointed by the RTB chair. The THAC chair is selected from among the five at-large members. The THAC represents elderly, handicapped, and other users of special transportation services, as well as representatives of providers of special transportation services and agencies dealing with elderly and handicapped transportation issues. At least ten of the members must represent the interests of users of elderly and handicapped transportation. Each member serves a two-year term. The RTB provides staff to the THAC, and an RTB member serves as the liaison between the THAC and the RTB. A standing subcommittee, the Metro Mobility Certification Appeals Board, is made up of five THAC members and serves as the final avenue of appeal for individuals denied Metro Mobility certification.

Taxicab Advisory Committee

The Taxicab Advisory Committee (TAC) was established by the RTB on August 5, 1985. The purpose of the TAC is to advise the RTB on issues relating to taxicab service in the metropolitan area. The committee is composed of sixteen members including consumer and municipal representatives, taxicab operators, representatives from the business community, and the Metropolitan Airports Commission (MAC), an RTB liaison and the chair. The RTB provides staff to the TAC, and an RTB member serves as the liaison between the TAC and the RTB.

CHAPTER 5
METROPOLITAN TRANSIT COMMISSION

The Metropolitan Transit Commission (MTC) was created in 1967 to plan, engineer, construct, equip, and operate transit and paratransit systems within the seven-county area. In 1984 when the State Legislature created the RTB it redefined the MTC's role to focus on operation of the public transit system. The MTC is an operating agency with short-term operations and service planning authority, while short to mid-range transit planning rests with the RTB, and long-range with the Metropolitan Council. The MTC consists of three members, one from St. Paul, one from Minneapolis, and one representing suburban communities. MTC members are appointed to three-year terms by the RTB. Each year, the MTC elects one of its members to serve as the chair. Appendix III-6 illustrates the MTC's staff organization.

Three advisory bodies provide input to the MTC on transit-related issues: the Metropolitan Advisory Committee on Elderly and Handicapped Transportation; the Minority Community Advisory Committee; and the Advisory Committee on Transit.

The Advisory Committee on Elderly and Handicapped Transportation assists and advises the MTC in their efforts to plan and implement transit services which meet the elderly and handicapped transportation needs in the MTC service area. The Committee is composed of a chair, appointed by the Chair of the Commission and six members from each MTC Commission area.

The Minority Community Advisory Committee makes recommendations and advises the Chief Administrator of the MTC on matters affecting the minority communities, including employment opportunities and quality of bus service. It also serves as a channel for providing information to the minority community with respect to MTC services and employment opportunities and as a vehicle to articulate minority community concerns. The Committee is composed of twelve members whose two year appointment is made by MTC Chief Administrator at the recommendation of the advisory committee.

The Advisory Committee on Transit provides advice to the MTC drawn from a community-based perspective to the Commission. The Commission identifies areas in which committee input is desirable. The Committee may, on its own initiative, undertake inquiries and studies as it deems appropriate. The 19-member Advisory Committee on Transit is composed of a chair, appointed by the chair of the Commission, and six members appointed by each commissioner.

Metropolitan Transit Commission Responsibilities

Planning -

- Participates in the preparation, and modification of the transportation chapter of the Metropolitan Council's Development Guide and the Transportation Policy Plan;

- Assists in preparation of the UPWP, providing information on proposed transit and paratransit planning projects for consideration;
- Works with Mn/DOT, the Metropolitan Council, the RTB, and other agencies on identification of data needs and establishment of metropolitan transportation data base;
- Considers air quality, elderly and handicapped needs, energy conservation, etc., in operations planning for transit services and facilities;
- Makes recommendations and suggestions to improve public and private transit services in the transit area;
- Investigates need for changes in existing routes, schedules, and stops in effect in any public transit system in the transit area;

Implementation -

- Provides input to and participates in the RTB's implementation planning and the Metropolitan Council's long-range transit planning;
- Provides input to and participates in preparation of the three-year Transportation Improvement Program (TIP);
- Submits transit projects for FAU funding, and participates in the preparation of an annual list of transportation projects, in order of priority, for FHWA Federal Aid Urban Funding;
- Initiates projects for inclusion in the UMTA Section 9 grant application and FAU program;
- Prepares an annual capital improvement budget;
- Reviews and evaluates proposals for controlled access highways prior to land acquisition and construction;
- Provides advice to the Metropolitan Council and RTB on the need for exclusive lanes for buses and other forms of multipassenger transit for any new freeway on which construction has not been commenced prior to April 12, 1984;
- Prepares and submits applications for federal and state grants, and loans for some transit related projects in the Metropolitan Area;
- Assists the Metropolitan Council and the RTB in determining whether or not a proposed matter of metropolitan significance has a substantial effect on location, function, or practical service capacity of transit facilities and routes owned, operated, or constructed by the MTC;

- Constructs, equips, and operates transit and paratransit systems and projects, or parts thereof, including transit lanes or rights-of-way, terminal facilities, maintenance and garage facilities, ramps, parking areas, and other facilities useful for or related to any public transit system;

Coordination -

- Provides staff to participate in the activities of the TAB and TAC;
- Participates in the planning and implementation projects of the UPWP, as appropriate;
- Participates in the interagency activities of the transportation planning process;
- Coordinates planning and operations with private transit operators, as appropriate.

CHAPTER 6
PRIVATE TRANSIT OPERATORS

Private transit operator participation in the 3C process has been encouraged since 1984 when UMTA issued a policy regarding private enterprise participation in the development of plans and programs funded by UMTA. Private transit operators in the Twin Cities Metropolitan Area, both those currently under contract with the RTB for service provision and other operators who are not under contract, are provided opportunities for participation in the Twin Cities transit planning process mainly through the RTB. The RTB involves private operators in planning and programming in a variety of ways. The RTB has three advisory committees which have private operator membership: the Transportation Handicapped Advisory Committee, the Rideshare Advisory Committee, and the Taxicab Advisory Committee. Private operators are also involved in other RTB planning activities through membership on project management teams for specific studies and in an advisory nature through direct input regarding development and implementation of transit services. The RTB provides informational materials to private operators and holds meetings with operators regarding opportunities for service provision.

The Metropolitan Council also provides opportunities for private sector transit operators to participate in the planning process through solicitation of input from private operators regarding development of the TIP and UPWP.

The MTC and RTB are involved with private transit operators through contracts for bus storage facilities, bus shelters, University services, and coordination of public and private provision of Metro Mobility services, as well as regular route transit services.

CHAPTER 7
METROPOLITAN AIRPORTS COMMISSION

The Metropolitan Airports Commission (MAC), established in 1943, is an independent, special-purpose agency with broad powers to acquire, develop, and operate airports within an area roughly equivalent to the seven-county Twin Cities Metropolitan Area. The MAC operates seven of the region's twelve public-use airport facilities including Minneapolis-St. Paul International Airport. South St. Paul Airport is a municipally owned facility, and several other airfields in the system are privately owned, but open to public use.

The Metropolitan Airports Commission is composed of eleven members. Eight commissioners are appointed by the governor from districts throughout the metropolitan area. The mayors of St. Paul and Minneapolis also have seats on the commission but may designate a member to serve for them if they wish. The commission's chair is appointed by the governor. Traditionally, a chair has been selected from outside the metropolitan area to help insure objectivity.

Within the Commission, there are three standing committees: the Operations and Environmental Affairs Committee, the Management Committee, and the Planning and Physical Development Committee.

The Operations and Environmental Affairs Committee is responsible for making policy recommendations on the operational aspects of running the airports system. Environmental issues include aircraft noise abatement, storm water treatment and other issues that affect the impact of air transportation on the metropolitan area's environment.

The Planning and Physical Development Committee evaluates Airport Master Plans, reviews construction projects, environmental impact statements, and supplies the necessary information when applying for federal and state grants-in-aid. This Committee also sets up the bidding process which is required for all vendors servicing the airports system.

The Management Committee handles internal auditing, establishes budgetary guidelines and sets fiscal policy. It also has overview of purchases, expenses, and personnel matters.

All three committees make recommendations to the entire commission, which has final approval or veto power.

The commissioners represent a wide variety of interests and backgrounds. They operate the commission much like a public corporation - with all the powers, authority and responsibility to own, develop, plan and manage its seven public airports surrounding the Twin Cities. The Commission has jurisdiction within a 35-mile radius from each of the city halls of Minneapolis and St. Paul, as well as any other areas within the 7-county metro area. MAC's organizational structure is depicted in Appendix III-7.

Minnesota Statutes 473.601-473.679, the "Metropolitan Airports Commission Act", mandates "...that the development of the metropolitan airports system by the [MAC] be consistent with the airport chapter of the Metropolitan Council's development guide and promote the public safety and welfare of the state; and that the development, extension, maintenance, and operation of the system in such a manner as to assure the residents of the metropolitan area of the minimum environmental impact from air navigation and transportation, with provision for noise abatement, control of airport area land use, and other protective measures, is essential to the development of air navigation and transportation in and through this state, and is necessary in order to assure the inclusion of this state in national and international systems of air transportation, benefits the people of the state as a whole, renders a general public service, and provides employment, and is of great public economic benefit."

MAC's plans are subject to Metropolitan Council review. All long-range plans must be consistent with Council plans and policies, as well as land use compatibility guidelines and airport noise standards which direct the MAC and local jurisdictions to alleviate environmental constraints through appropriate actions.

Metropolitan Airports Commission Responsibilities

The MAC is responsible for the following:

Planning -

- Prepares a long-term comprehensive plan for each airport which includes:
 - 1) Airport development
 - 2) Airport and airspace safety
 - 3) Airport and aircraft environmental capability
 - 4) Compatibility with metro/local systems
 - 5) Implementation strategy
- Prepares airport master plans including site identification for new airports required in the system
- Prepares special studies

Implementation -

- Operates and maintains airport facilities and implement airport development projects;

- Protects runway approaches and airport area airspace from obstructions to navigable airspace and create an airport zoning district and associated zoning ordinance;
- Prepares an airport operations plan to ensure safe and efficient utilization of airspace, determining need for navigational and landing aids, ground traffic control, and emergency services, as well as noise abatement information and monitoring and enforcement activities;
- Identifies land use strategies appropriate for land use compatibility in noise impact areas and develop noise abatement plans.

Coordination -

- Coordinates planning activities with the Metropolitan Council and local communities;
- Provides sufficient staff for participation in the transportation planning process.
- Participates in development of the UPWP.

CHAPTER 8
MINNESOTA POLLUTION CONTROL AGENCY

The Minnesota Pollution Control Agency (MPCA), established in 1967, is an independent, special-purpose state agency with powers to promulgate and enforce noise abatement, air quality, water quality, and solid waste rules and standards throughout the state. MPCA's Air Quality Division Structure is depicted in Appendix III-8.

The MPCA has determined which areas of the state are not meeting ambient air quality standards. The MPCA assists the Council in making revisions to the Air Quality Transportation Control Plan for the Twin Cities Metropolitan Area before the MPCA incorporates it as part of the federally required State Implementation Plan (SIP). In addition to this, and as an active member of the Transportation Advisory Board and the Technical Advisory Committee, the MPCA:

- Acts as a liaison between the United States Environmental Protection Agency (EPA) and the Metropolitan Council in most air, water, and solid waste matters;
- Reviews and comments on the UPWP;
- Participates with and advises the TAC Air Quality Subcommittee on matters such as the SIP and the Annual Air Quality Consistency Determination Report required by Section 109(j) of the Federal Highway Act of 1970 and Sections 176(c) and 172(b) of the Clean Air Act Amendments of 1977; and
- Participates in development of the aviation chapter of the Council's Transportation Policy Plan/Development Guide;
- Participates in FAU programming to ensure that priority is given to projects in the Council's Air Quality Transportation Control Plan;
- Issues indirect source permits to ensure that projects are in conformance with air and noise standards and state laws;
- Participates in task forces dealing with airport noise issues;
- Assesses air quality issues in conjunction with transportation and development.

CHAPTER 9
STATE PLANNING AGENCY

The State Planning Agency participates in the Twin Cities 3C process through membership on the Technical Advisory Committee (TAC) of the TAB. One member is appointed to the TAC by State Planning. Involvement in planning and transportation coordination extends to projects which may have policy impact on the State. The State Planning Agency reviews Mn/DOT, RTB, and MTC legislation and proposed annual budgets in conjunction with the Department of Finance. The Governor's office is advised by State Planning of major policy matters and statewide transportation planning issues. The State Planning Agency reviews and forwards comments on federal grant applications from the Metropolitan Council to the federal government, as part of the intergovernmental review process.

CHAPTER 10
COUNTIES AND MUNICIPALITIES

The seven counties, the central cities of Minneapolis and St. Paul, and suburban municipalities in the Metropolitan Area participate at the regional level in the transportation planning process via their representation on the TAB and (at the staff level) its Technical Advisory Committee. Moreover, numerous planning activities are carried out within the overall regional process at the subregional and corridor levels. These activities may deal comprehensively with transportation implications of projected major new developments, or more specifically with potential highway improvements, transit service modifications or airport investments. Subregional and corridor planning efforts are organized to invite active participation by each affected local government, and to invite citizen participation at public meetings held at key intervals over the life of each study.

County and Municipality Responsibilities

- Prepares and submits to the Metropolitan Council a comprehensive plan including a five-year capital improvement program and responds with amendments as necessary to the Council;
- Initiates and submits transportation projects eligible for FAU funding to the TAB and UMTA funding to the RTB;
- Provides sufficient staff to participate in the activities of the TAB and TAC, where appropriate;
- Participates in UPWP projects, where appropriate;
- May establish regional railroad authorities by a single county or by a number of counties. The authority may plan, establish, acquire, improve, maintain, equip and regulate railroads and railroad facilities, including power of eminent domain and authority to levy a four mill tax; and
- Reviews Mn/DOT's biennially-updated 20-year plan.

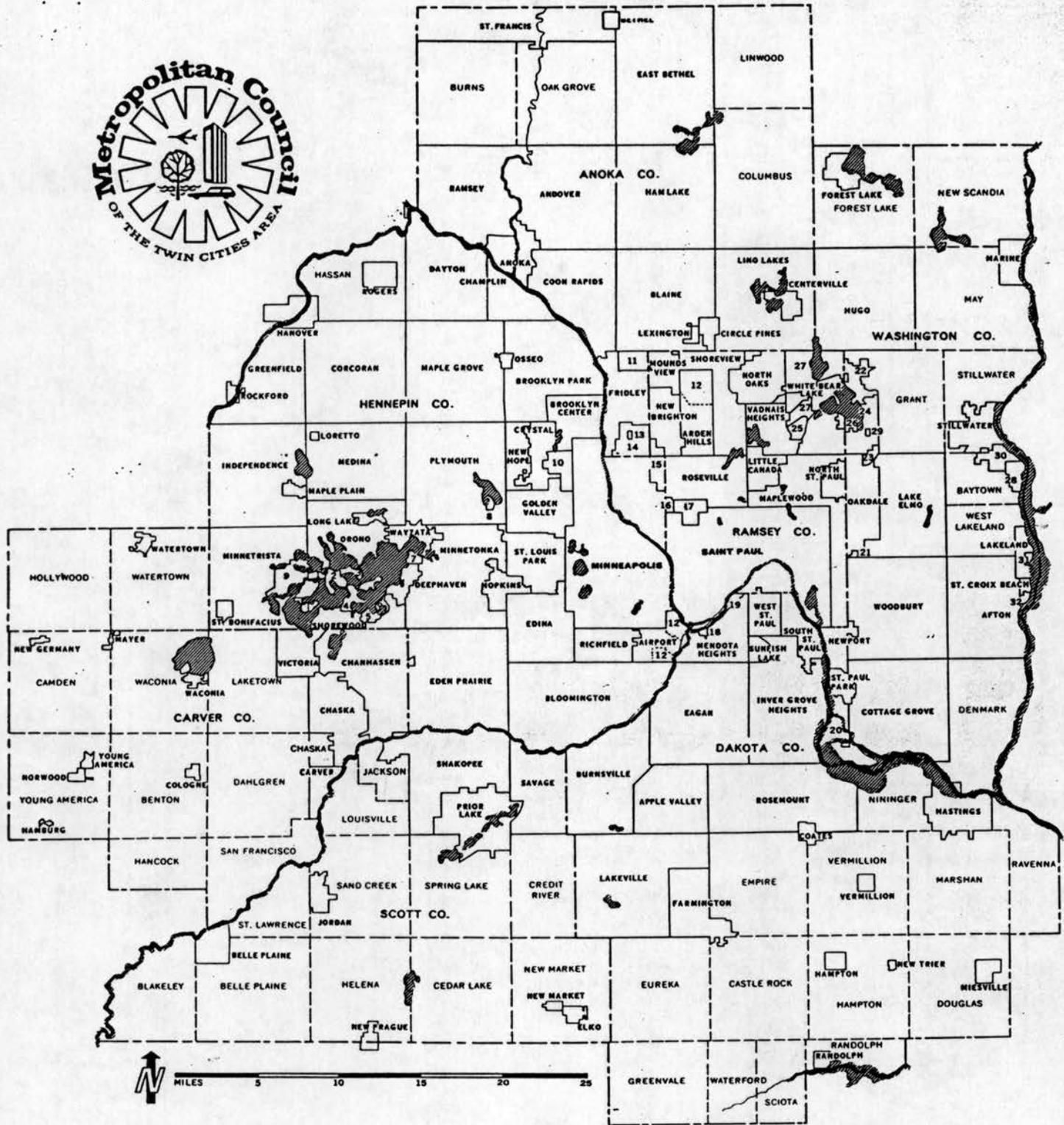
CHAPTER 11
LOCAL OFFICIAL AND PRIVATE CITIZEN INVOLVEMENT

Participation by local officials and private citizens in the Twin Cities transportation planning process is encouraged in a variety of ways. The Metropolitan Council has established an "open appointment" policy and program. The purpose of the program is to recruit citizens for appointments to advisory committees, boards and commissions associated with the Council's planning responsibilities, including the RTB, MTC and the TAB. The Council advertises its committee positions in several metropolitan newspapers including three minority-owned newspapers. The 30-member Transportation Advisory Board itself includes 17 local elected officials (10 municipal and seven county) and nine private citizens (including the chair). Meetings of the TAB and other 3C committees are open to the general public, as are meetings of every metropolitan agency. Studies of sub-areas, corridors, projects and transit services involve task forces, advisory committees, local officials and private citizens through informational meetings, participatory workshops, and public hearings.

As part of its overall policy to inform the public, the Council includes provisions in its work programs to provide the public with information on all areas of the planning process, by circulation and distribution of policy documents, and by an information mailing list that has more than 17,000 names. Other ways of encouraging citizen participation are through the public hearing process and the referral review process. Public hearings are well publicized in local and regional newspapers. The Council holds public hearings in its own offices as well as in communities and neighborhoods when policy decisions significantly affect those areas.

Because the referral process is one of the most important means of coordinating implementation of transportation facilities with regional development policies, notification of interested persons and groups is essential. Accordingly the Council maintains up-to-date mailing lists including a list of minority groups in the Twin Cities Metropolitan Area. The Council, in compliance with the Office of Management and Budget Regulations, contacts civil rights groups for all referrals that require Intergovernmental Review.

KL007D



TWIN CITIES METROPOLITAN AREA Political Boundaries, 1984

- | | | | |
|--------------------|---------------------|-------------------|---------------------|
| 1 SPRING PARK | 9 HOUND | 17 FALCON HEIGHTS | 25 GEN LAKE |
| 2 OROHO | 10 ROBINSDALE | 18 MENOTA | 26 BIRCHWOOD |
| 3 MINNETONKA BEACH | 11 SPRING LAKE PARK | 19 LILYDALE | 27 WHITE BEAR |
| 4 TOROKA BAY | 12 U. S. GOVT. | 20 GREY CLOUD | 28 BAYPORT |
| 5 EXCEL HOR | 13 HILLYTOP | 21 LANDFALL | 29 WILLERHE |
| 6 GREENWOOD | 14 COLUMBIA HEIGHTS | 22 BELLWOOD | 30 OAK PARK HEIGHTS |
| 7 WOODLAND | 15 ST. ANTHONY | 23 PINE SPRINGS | 31 LAKELAND SHORES |
| 8 MEDICINE LAKE | 16 LAUNDERDALE | 24 WANTONEM | 32 ST. WART'S POINT |

ANOKA — County Boundary
OROH — Municipal Boundary
CAMOEN — Township Boundary

TRANSPORTATION PROSPECTUS 1986

PROCESS CHART 1

PROSPECTUS REVISION

Agency requests revision
(TAB, Mn/DOT, RTB, MTC, MAC, Council)

IAC revises Prospectus
based on agency input

TAC Approval

TAB Approval

Council Systems Committee Approval

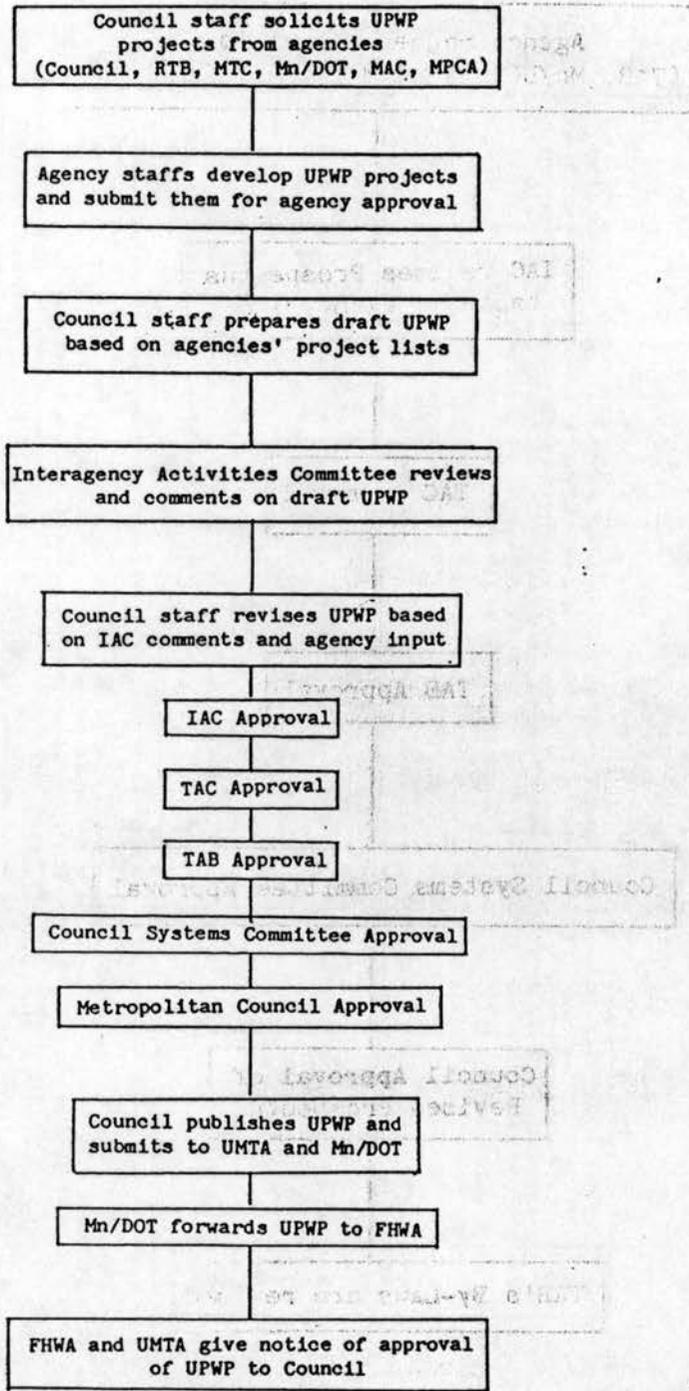
Council Approval of
Revised Prospectus

TAB's By-Laws are revised



TRANSPORTATION PROSPECTUS 1986

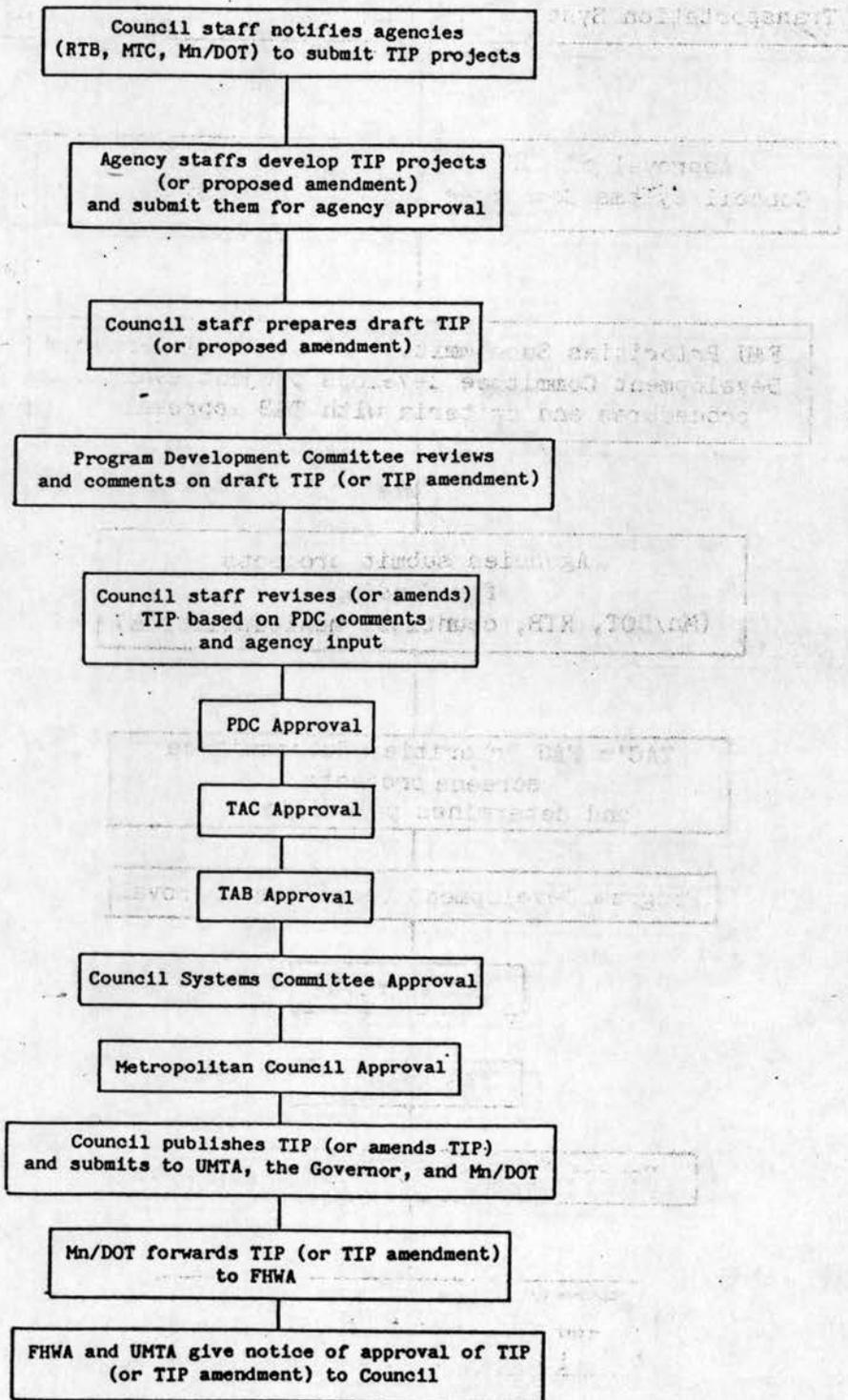
PROCESS CHART 2
UNIFIED PLANNING WORK PROGRAM-UPWP



TRANSPORTATION PROSPECTUS 1986

PROCESS CHART 3

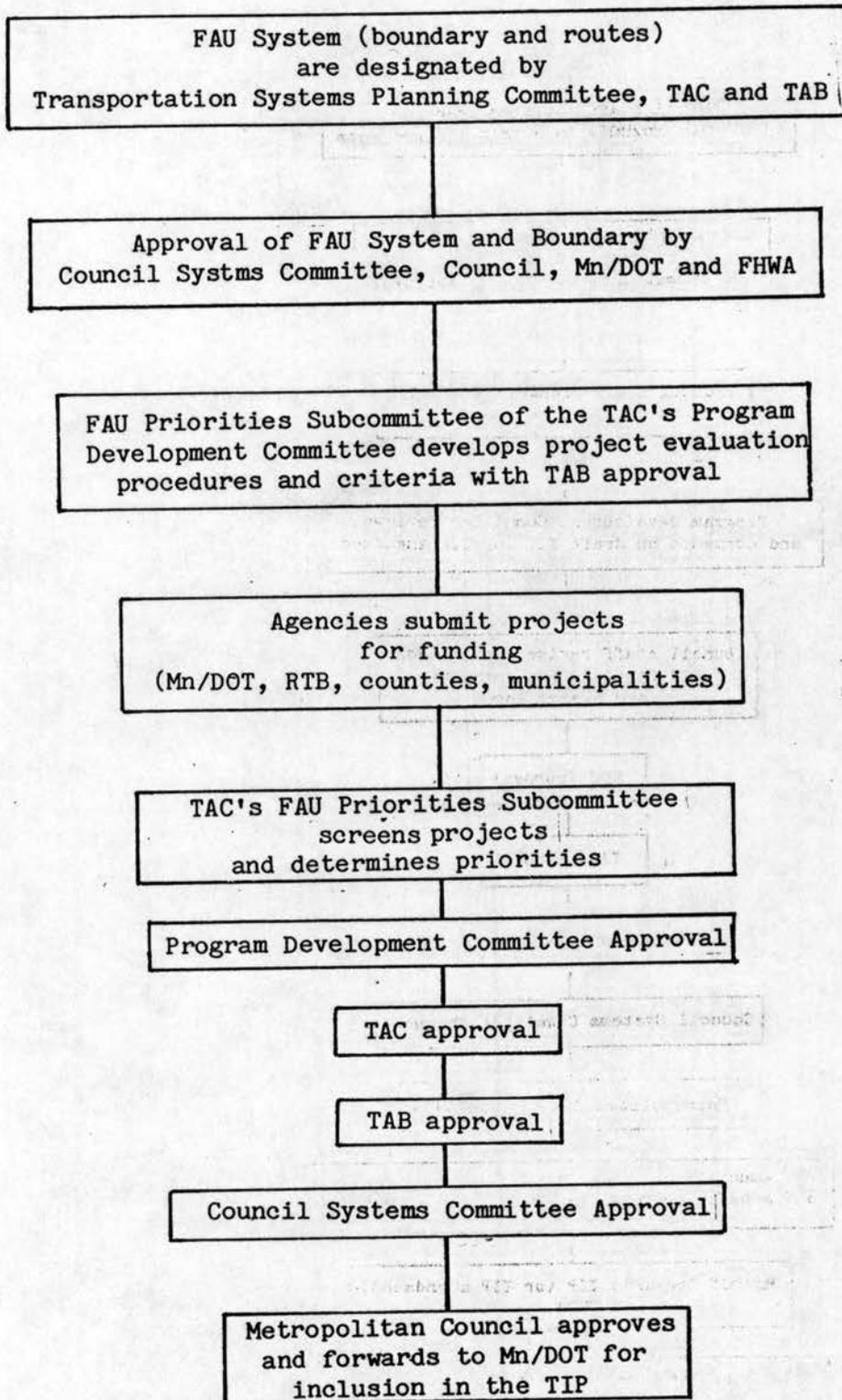
TRANSPORTATION IMPROVEMENT PROGRAM-TIP



PROCESS CHART 4

FEDERAL AID URBAN PROGRAM-FAU

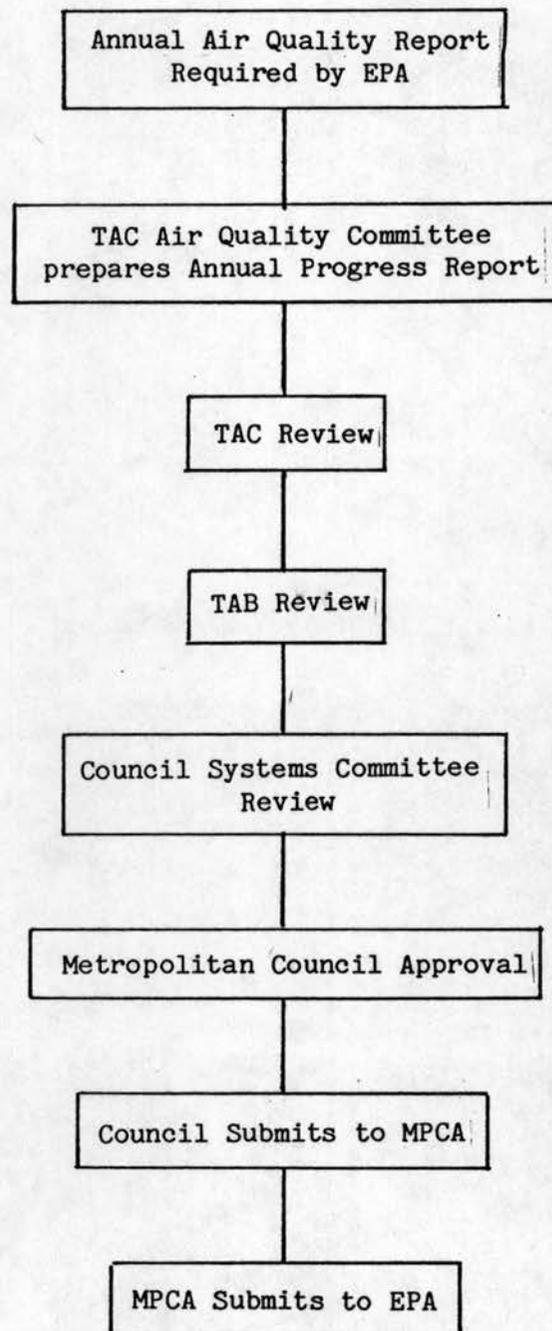
FAU priorities subcommittee of the TAC'S program development committee develops project evaluation procedures and criteria with TAB approval



TRANSPORTATION PROSPECTUS 1986

PROCESS CHART 5

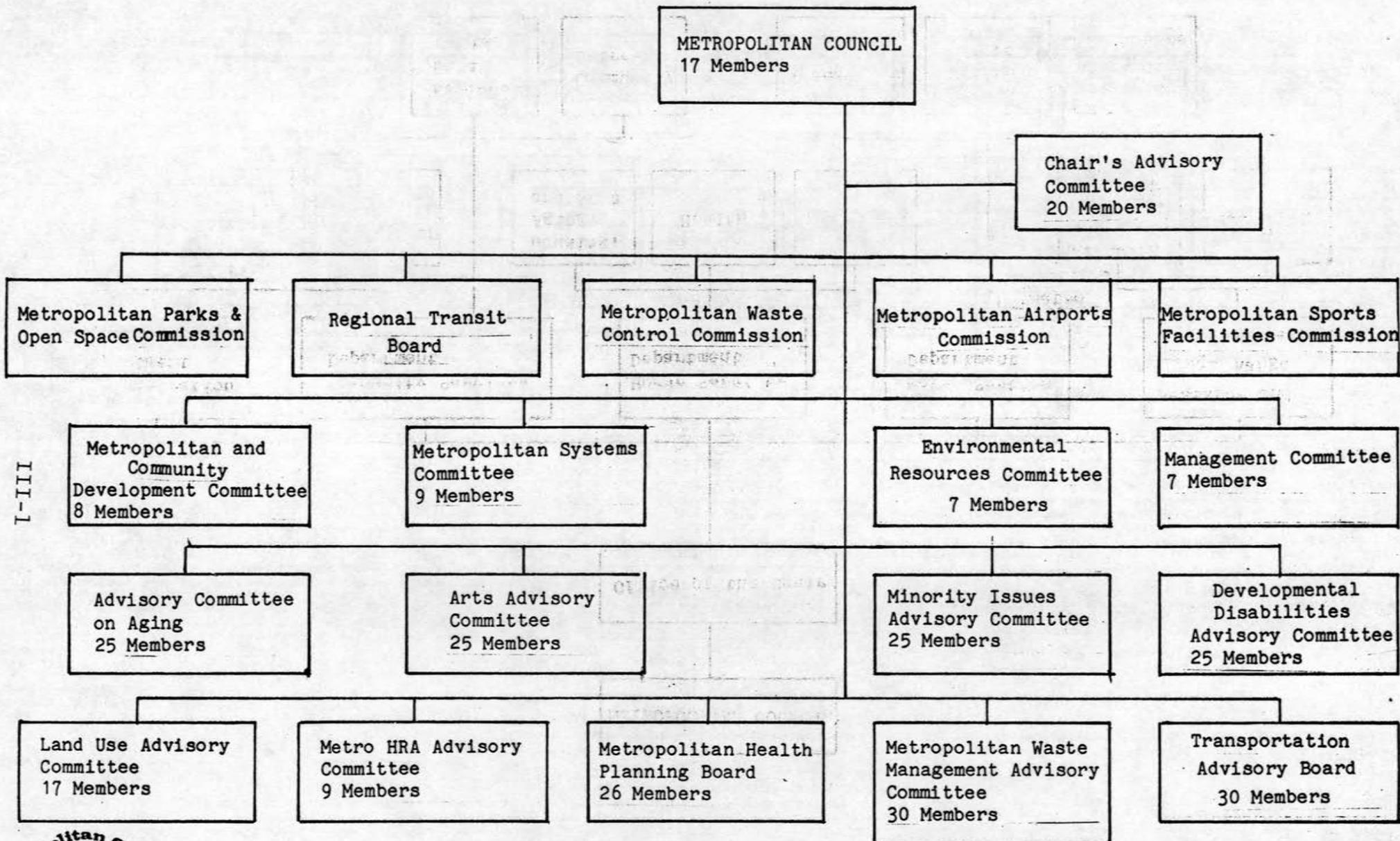
ANNUAL AIR QUALITY PROGRESS REPORTS



TRANSPORTATION PROSPECTUS 1986

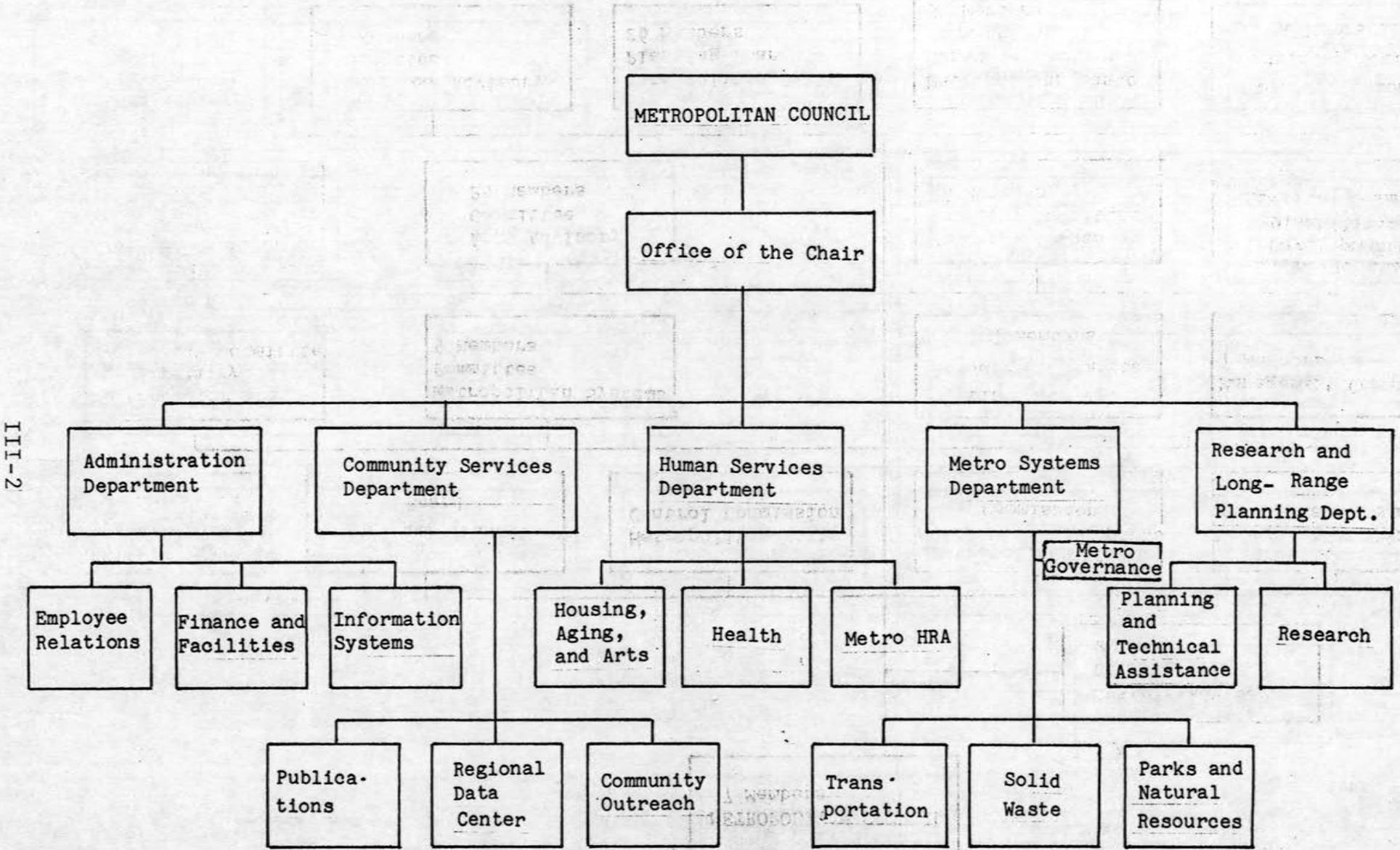
ORGANIZATION CHART 1

METROPOLITAN COUNCIL POLICY MAKING STRUCTURE



TRANSPORTATION PROSPECTUS 1986

ORGANIZATION CHART 2 METROPOLITAN COUNCIL STAFF STRUCTURE

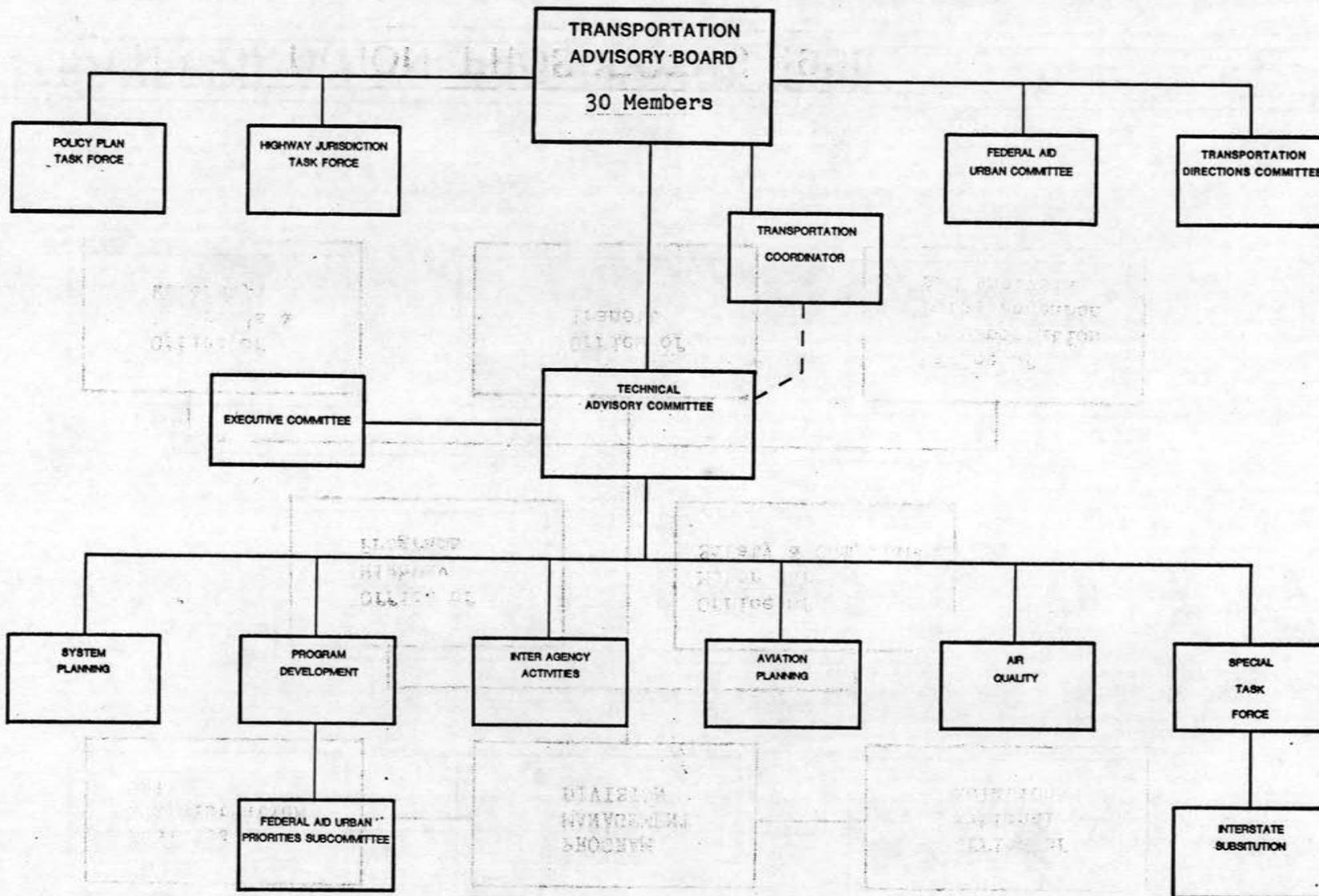


III-2



TRANSPORTATION PROSPECTUS 1986

ORGANIZATION CHART 3 COMMITTEES OF THE TRANSPORTATION ADVISORY BOARD AND THE 3C PROCESS



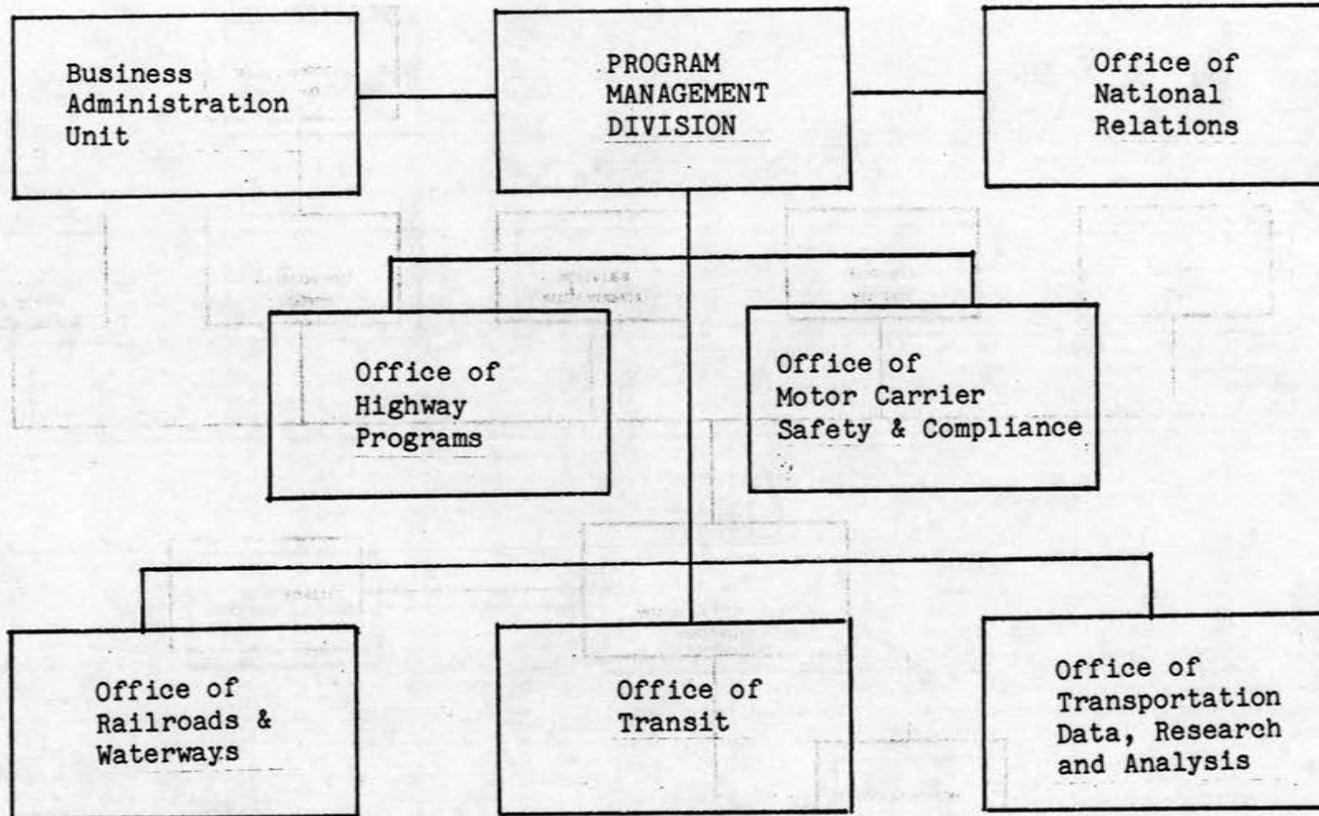
C-III
3



TRANSPORTATION PROSPECTUS 1986

ORGANIZATION CHART 4

MN/DOT TRANSPORTATION PROGRAM MANAGEMENT DIVISION



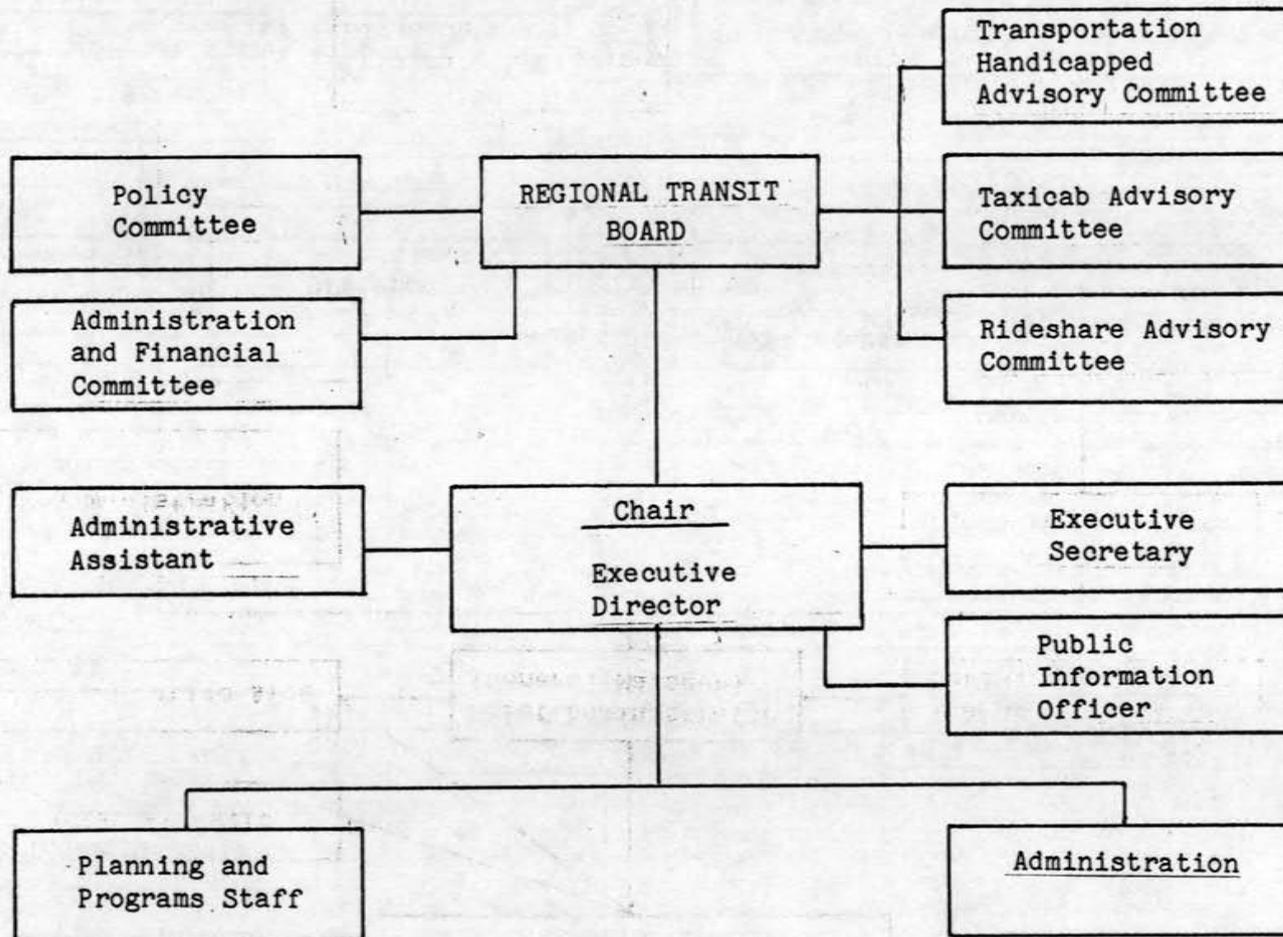
7-III



TRANSPORTATION PROSPECTUS 1986

AND THE PROCESS
OF THE TRANSPORTATION ADVISORY BOARD
TRANSPORTATION CHARTS

ORGANIZATION CHART 5 REGIONAL TRANSIT BOARD



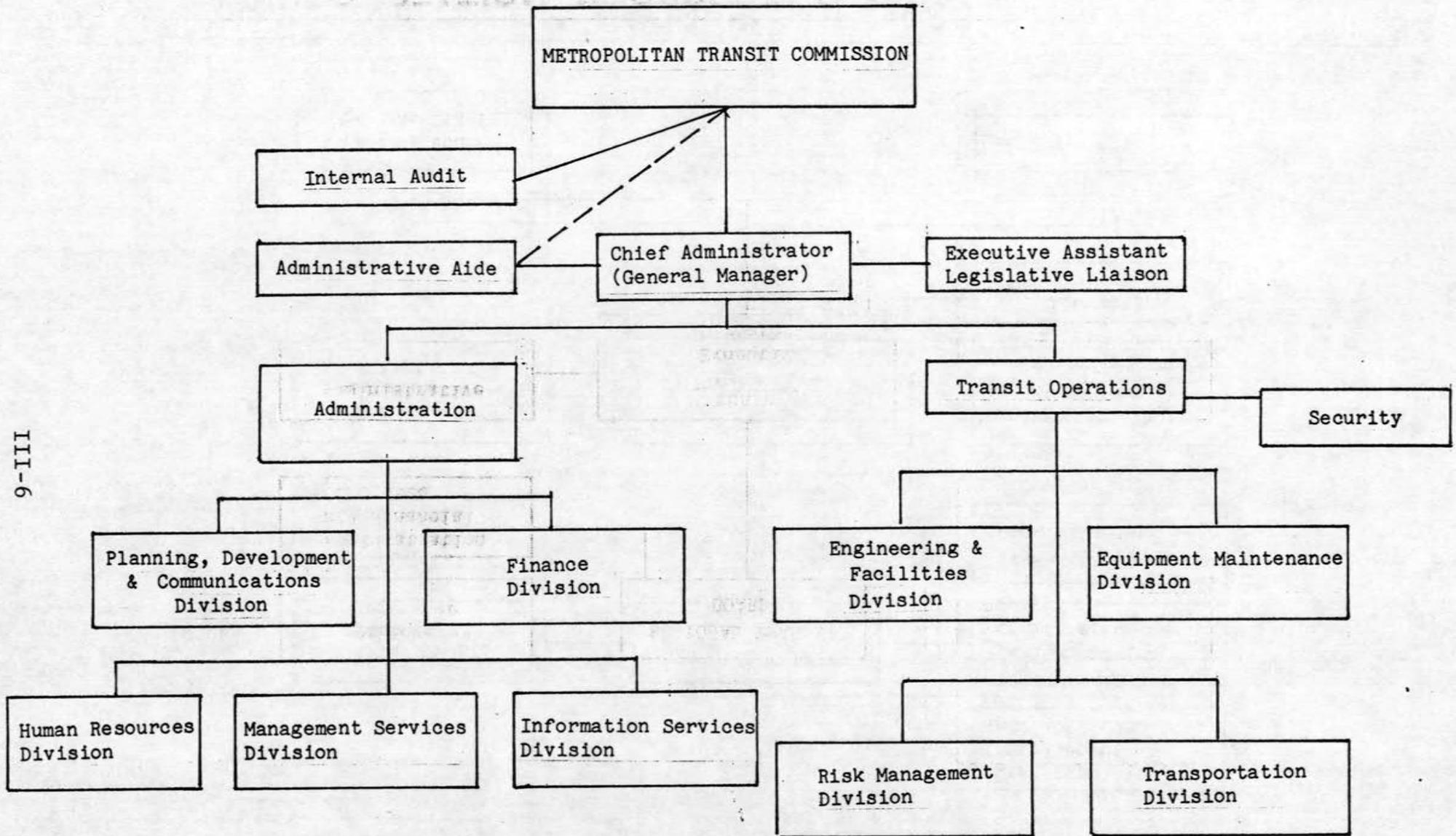
S-III



TRANSPORTATION PROSPECTUS 1986

Metropolitan Council
COMMUNITY DEVELOPMENT
ORGANIZATION CHART

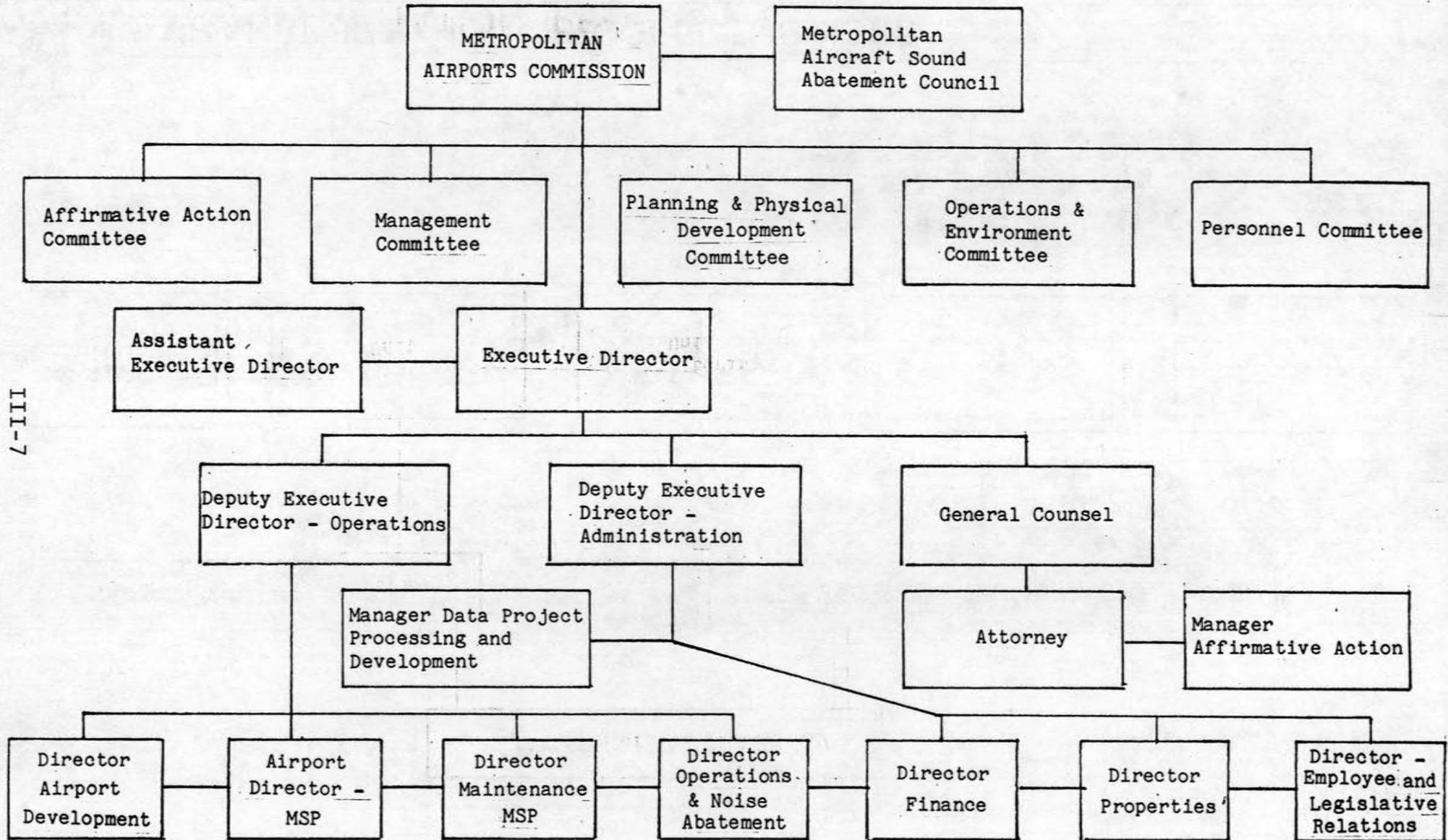
ORGANIZATION CHART 6 METROPOLITAN TRANSIT COMMISSION



9-III



ORGANIZATION CHART 7 METROPOLITAN AIRPORTS COMMISSION

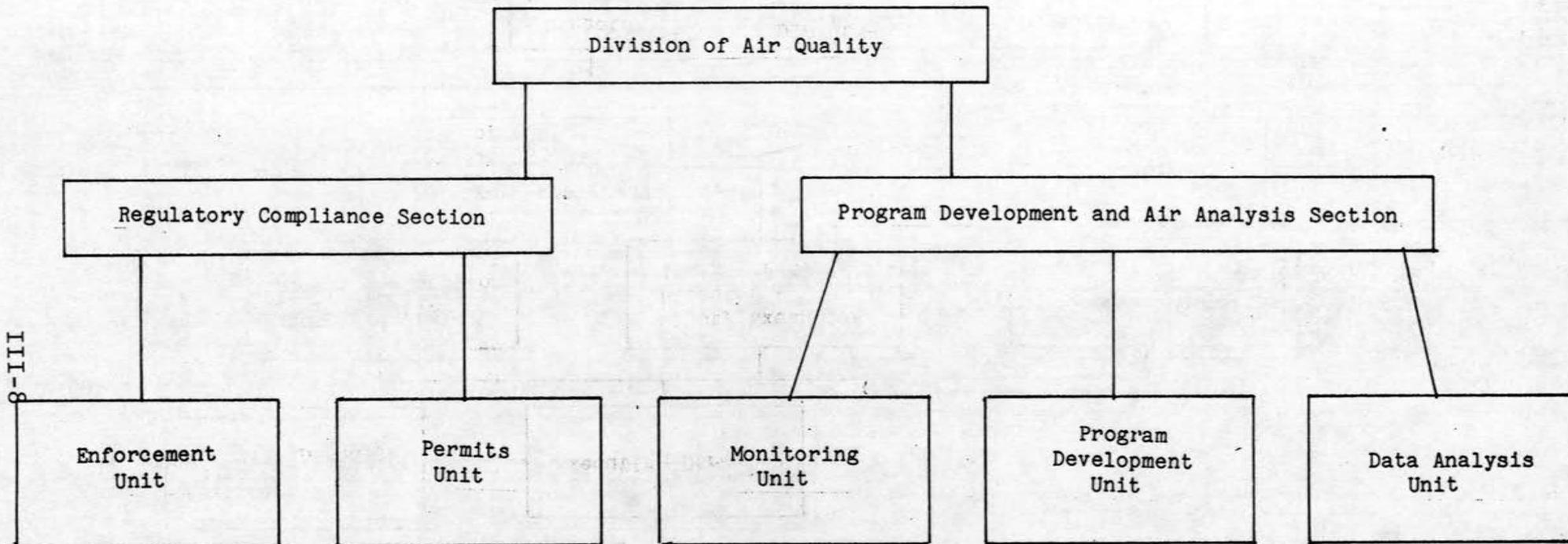


L-III-7



ORGANIZATION CHART 8

MPCA DIVISION OF AIR QUALITY Minn. Pollution Control Agency



TRANSPORTATION PROSPECTUS 1986

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 12, 1986
TO: Members of the Regional Transit Board
SUBJECT: Appointment of the Metropolitan Transit Commission (MTC)
Commissioner

ACTION REQUESTED

That the Regional Transit Board select from the list of applicants an individual to serve on the Metropolitan Transit Commission of a term of office that will begin on August 28, 1986 and terminate on August 27, 1989.

BACKGROUND

Following the August 11 public hearing on the appointment to the Metropolitan Transit Commission, the RTB is scheduled to act on the appointment at the RTB board meeting on August 18. Any additional information received in our offices prior to the board meeting will be forwarded to the members.

The applicants are listed below in alphabetical order.

Camille D. Andre	Gayle M. Kincannon
Gerald H. Biese	Robert Miller
Larry J. Chiat	Bruce G. Nawrocki
Sharron Kathleen Clasen	Terence F. O'Brian
Lee Goderstad	Glenn G. C. Olson

Elliott Perovich
Chairman

GAYLE M. KINCANNON
110709 Kings Lane
Chaska MN 55318

To: Chairman Perovich and Members of the Regional
Transportation Board.

Thank you for providing this opportunity to speak
with you regarding my candidacy a member of the
Metropolitan Transit Commission.

Your letter to me indicated that I should address
my remarks to my qualifications for the position.
I am certain that you all have a copy of my resume
and will only highlight a few of the areas on that
list.

As a member of the MTC as it was previously constituted,
I represented the largest area which was all of Carver
and Scott Counties , most of Dakota County and a
quarter of Hennepin County. There were over 70
communities of which almost fifty were in the
Metropolitan Transit Taxing district. They were
communities that had a great deal of bus service
and those with none.

During the six years that I served i:

- Served on the Finance and Administration
Committee.
- Chaired the Operations Committee.
- Represented the MTC on the Transportation
Advisory Board where I served on its FAU
Committee, Chaired its review of the Metro-
Council Transportation Policy Plan, and
served on its review of the Light Rail
Study.
- I was an officer of the Minnesota Public
Transit Association for many years, where
we lobbied and worked with legislators,
trying to increase their understanding that
Transit was a state issue not just a
metropolitan one.
- I served on the American Public Transit
Committee for Policy and Planning trying to
find new ideas that could increase our
productivity and service.

There have been other things as well, and while one
does not accomplish things alone but in concert
with ones fellow members, I did take the lead role
in creating an education program to increase the
understanding and value of public transportation
in our public schools; worked with the handicapped
and elderly community in establishing Project Mobility;

Obtained the return of the Metropolitan Transit Taxing Area funds to the groups who furnished the service in those area; Attended all Metropolitan Council committee meeting where MTC items were discussed in order to insure adequate communication between the Council and Commission.

Once we were able to get the Commission to place in its legislative program a request that the legislature address the inequities of the Metropolitan Taxing District and then a new chairman talked them out of it as not being in the Commission's best interest. I have often wondered whether or not the RTB would have been created if the Commission had followed through on that earlier initiative since it seemed that the taxing issue was the major issue to legislators who supported the restructuring because the MTC was perceived to be more responsive to its bus system than the people it served.

At the time of my reappointment, I offered letters of support from the Communities I represented, the organizations I worked with, the elderly and handicapped community and the Commissions Minority Concerns Advisory Committee. I believe you all know that I was not reappointed for lack of competence.

In summary, I offer you experience, knowledge of the subject and a reputation for hard work and principled leadership.

During this next week, you will not hear from me. Please do not interpret that as lack of interest in the appointment or an unwillingness to work for it. A majority of the members of the RTB know me and many of you very well. You know what I can do - that I work with people - do my homework and ask the right questions. I recognize that while this is an open process, it is also a political one to which you respond. I trust you to appoint that person whom you feel would do the job best.

My own interest in the position stems from the fact that I've had some feelings of unfinished business while I still have contributions to make and while no one can promise outcome I can promise effort.

Respectfully,

BRUCE G. NAWROCKI
1255 Polk Place
Columbia Heights, Minnesota 55421

Off: (612) 571-1311

Res: (612) 571-5278

BACKGROUND INFORMATION

EDUCATION

Columbia Heights, Minnesota, High School: Class of 1949.

University of Minnesota: (No Degree).

Pre-Law: 1949-1951.

Electrical Engineering: 1954-1957.

U. S. Army Electronics School: 1952-1954.

MILITARY SERVICE

U. S. Army: 1952-1954, Honorable Discharge.

PRIVATE INDUSTRY EMPLOYMENT

President, NAWROCKI, Inc.

GOVERNMENTAL ACTIVITY

City of Columbia Heights:

Mayor: 1965-Current.

Councilman: 1961-1965.

Planning and Zoning Commission Member: 1961-1965.

Metropolitan Transit Commission:

Commissioner and Past Vice-Chairman: 1967-1968, 1971-Current.

Joint Powers Transit Commission:

Member: 1966-1967.

Metropolitan Mass Transit Committee:

Member: 1965-1966.

Transportation Advisory Board and predecessor Metropolitan Area Continuing Transportation Planning Program (3-C Process):

Municipal Representative: 1970-Current. (Serving currently on the Highway Jurisdiction Task Force, and the Transportation Directions Committee).

Waste Management Advisory Committee of the Metropolitan Council:

Municipal Representative and Past Chairman: 1976-Current.

Metropolitan Solid Waste Review Task Force:
Municipal Representative: 1973-1976.

Metropolitan Council Chair's Advisory Committee:
Member: 1974-Current.

Suburban Rate Authority:
Board Member and Past Chairman: 1963-Current.

Association of Metropolitan Municipalities:
Past President and Board Member: 1961-1979.
Transportation Committee: Current Member.

Twin City Metropolitan Planning Commission:
Municipal Representative: 1966-1967.

Metropolitan Mayors Tax Study Committee:
Member: 1966.

N. S. P. Electric Rate Study Committee:
Chairman: 1971-1973.

Anoka County Association of Municipalities:
Past Chairman and Member of Board of Directors: 1966-1968.

Anoka County Joint Law Enforcement Committee:
Member Board of Directors and Past Secretary/Treasurer: 1982-Current.

Economic Development Committee for Anoka County:
Member: 1977-1981.

League of Minnesota Cities:
Board Member and Past President: 1970-1972.
Chairman State League Committee on Utility Rate Regulation: 1973-1974.
State League Committee on Revenue Sources: Member: 1980-Current.
Local Government Aids Task Force: 1984.
Federal Legislative Committee: Current Member.

State Advisory Committee on Community Development Block Grant Funds:
Member: 1981-1983.

National League of Cities:
Transportation Steering Committee: Member: 1974-1977.
Small Cities Advisory Steering Committee: Member: 1975-Current.
Public Transportation Advisory Group: Member: 1980-1981.

National Commission on Air Quality, Minneapolis-St. Paul Information Group:
Member 1979-1981.

International City Management Association Financial Management Practices User Advisory
Committee:
Member: 1979-1980.

PROFESSIONAL ASSOCIATIONS

Solid Waste Division of A. S. M. E.: Current Member.

Air Pollution Control Association of America, Upper Midwest Section:
Current Member and Past Chairman.

Sales and Marketing Executives of St. Paul: Past Member.

The Construction Specifications Institute: Past Member.

Governmental Refuse Collections and Disposal Association, Inc.: Current Member.

International District Heating Association Upper Midwest Section: Past Member.

CIVIC ASSOCIATIONS

American Lung Association of Hennepin County:
Past Chairman and Board Member.

Metro Clean Air Committee: Past Member.

Midway Civic Club of St. Paul: Past Member.

Columbia Heights Chamber of Commerce: Member and past Board Member.

Toastmasters and Jaycees: Past Member and Officer.

League of Women Voters: Current Member.

Citizens League of Minneapolis: Current Member.

Minnesota Epilepsy League: Current Member.

Association for Retarded Citizens: Current Member.

HONORS RECEIVED

SUN Newspaper's "Man of the Year Award" for 1968.

C. C. Ludwig Award of the League of Minnesota Cities for 1970.

Columbia Heights Jaycees Distinguished Service Award for 1975.

Life Memberships in the Jaycees and the Veterans of Foreign Wars.

American Lung Association of Hennepin County Distinguished Service Award for 1982.

Recycling Unlimited of St. Paul Achievement Award for 1984.

MAC ARTHUR CO.

INSULATIONS

DISTRIBUTORS - MANUFACTURERS - CONTRACTORS

BILLINGS - DENVER - FARGO - LACROSSE - NEW BERLIN - ONALASKA
PHOENIX - SACRAMENTO - SAN FRANCISCO - SIOUX FALLS - ST. PAUL

2400 WYCLIFF STREET

• ST. PAUL, MINNESOTA 55114

• TELEPHONE (612) 646-2773

August 4, 1986

Mr. Elliott Perovich, Chairman
Regional Transit Board
270 Metro Square Building
St. Paul, MN 55101

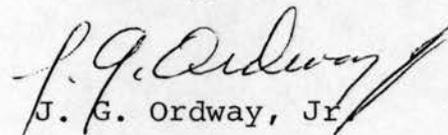
Dear Mr. Perovich:

Approximately two years ago I wrote to you endorsing Bruce Nawrocki for appointment to the Metropolitan Transit Commission. A copy of my letter is attached.

During the intervening two years Bruce has become further involved in governmental and civic matters. I continue to believe the statements made in my original letter and the additional two years' experience can only enhance his usefulness to the Commission.

I hope he will be favorably considered for reappointment.

Sincerely,


J. G. Ordway, Jr.

JGO:md

attachment

RECEIVED
AUG 5 1986
REG. TRANS. BRD



OVER **66 YEARS** OF SERVICE TO CONSTRUCTION AND INDUSTRY

MAC ARTHUR CO.

INSULATIONS

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PHOENIX - SACRAMENTO - SAN FRANCISCO - SIOUX FALLS - ST PAUL

2400 WYCLIFF STREET

• ST. PAUL, MINNESOTA 55114

• TELEPHONE (612) 646-2773

August 8, 1984

Mr. Elliott Perovich, Chairman
Regional Transit Board
Room 402
Metro Square Building
St. Paul, Minnesota 55101

Dear Mr. Perovich:

I am writing this letter to urge the appointment of Bruce Nawrocki for the Metropolitan Transit Commission to represent the service area outside of Minneapolis and St. Paul. I have known Bruce for almost twenty-five years and I consider him imminently qualified for the position.

Bruce's expertise in Metropolitan Transit Commission matters is well known and documented. He has served on the Commission since 1967 and was Vice Chairman during that period for two years.

The fact that he has been Mayor of Columbia Heights for almost twenty years is proof of his ability in that position as I am sure he would not still be in office if he had not properly handled his duties in representing his community.

What perhaps is not known is the experience he has had in running a private business. For several years he managed and had complete profit and loss responsibility over the operations of C. B. Ellyson Company, a subsidiary of Mac Arthur Company. He first managed this company from 1961 to 1965 and continued on as manager after Mac Arthur Company bought it and made it a subsidiary. He did his job well and we were sorry when he left to pursue other interests in 1978.

I sincerely hope that Bruce will receive favorable consideration in his candidacy for the Commission position.

Sincerely yours,

J. G. Ordway, Jr.

JGO:md



OVER **66 YEARS** OF SERVICE TO CONSTRUCTION AND INDUSTRY

LAW OFFICES

GROSE, VON HOLTUM,
SIEBEN & SCHMIDT, LTD.
900 MIDWEST PLAZA EAST, EIGHTH AND MARQUETTE
MINNEAPOLIS, MINNESOTA 55402
TELEPHONE (612) 333-4500

CLINT GROSE
JOHN E. VON HOLTUM
HARRY A. SIEBEN, Jr.
DOUGLAS E. SCHMIDT
TIMOTHY J. McCOY
DAVID A. STOFFERAHN
MARK G. OLIVE
WILBUR W. FLUEGEL
MARK R. KOSIERADZKI
DAVID W.H. JORSTAD
RAYMOND R. PETERSON
WILLARD L. WENTZEL, Jr.
WILLIAM O. BONGARD

August 4, 1986

OF COUNSEL
MILES W. LORD

Elliott Perovich
Chairman
Regional Transit Board
270 Metro Square Building
St. Paul, MN 55101

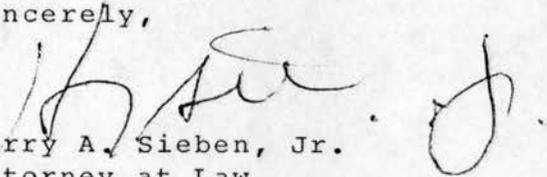
Dear Elliott:

Bruce Nawrocki is a candidate for re-appointment to the Metropolitan Transit Commission as the suburban representative on the Commission. Mr. Nawrocki is deserving of this appointment.

I support Bruce Nawrocki for re-appointment to this position because of his longtime commitment to transportation in the metropolitan area.

Thank you for your consideration.

Sincerely,


Harry A. Sieben, Jr.
Attorney at Law

HAS:jjj

cc: Bruce Nawrocki

DON FRANK

Senator 51st District
517 Manor Drive NE
Spring Lake Park, Minnesota 55432
Phone: 786-4853

and
G-28 State Capitol
St. Paul, Minnesota 55155
Phone: (612) 296-2877



Senate
State of Minnesota

August 4, 1986

Chairman Elliott Perovich
Regional Transit Board
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Chairman Perovich:

I am writing on behalf of Bruce G. Nawrocki, who currently serves the suburban area as a member of the Metropolitan Transit Commission. I believe that his years of experience and his active interest with transportation problems, particularly the public transit aspects of those problems, will be strongly considered.

He is well qualified and deserves another term on the Board. Thank you for your consideration.

Peace.

Sincerely,

A stylized handwritten signature of "DON" in dark ink.

DON FRANK
State Senator

DF:mfr
cc: Bruce G. Nawrocki

RECEIVED
AUG 5 - 1986
REG. TRANS. BRD.

COMMITTEES • Taxes • Employment • Energy and Housing • Public Utilities and
Regulated Industries
SERVING: Columbia Heights, Fridley, Hilltop, Spring Lake Park, and Blaine

Darby Nelson

District 49A
Anoka-Hennepin-Wright Counties

Committees:

Education
Environment and Natural Resources
Regulated Industries and Energy
Legislative Commission on Waste
Management



Minnesota House of Representatives

August 4, 1986

To whom it may concern:

It is my distinct pleasure to write a letter of recommendation in support of the reappointment of Mr. Bruce Nawrocki to the Metropolitan Transit Commission.

His long experience with urban transit issues makes him a very knowledgeable member of the commission. Additionally, I have personally found Bruce to be very responsive to the needs and interests of suburban communities.

All in all I feel he has done an excellent job as the suburban representative on the commission. He most certainly deserves reappointment, and I strongly recommend it. He has my total and enthusiastic support.

Sincerely,

A handwritten signature in cursive script, appearing to read "Darby Nelson".

Darby Nelson
State Representative

DN:BF

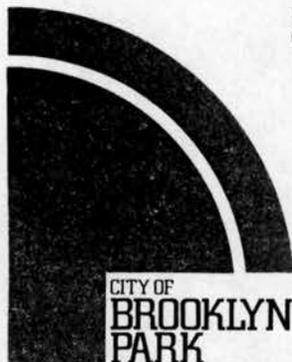
RECEIVED

AUG 5 - 1986

REG TRANS BRD

Reply to: 301 State Office Building, St. Paul, Minnesota 55155
 1013 Vera Street, Champlin, Minnesota 55316

Office: (612) 296-1729
Home: (612) 421-7334



August 7, 1986

Elliot Perovich, Chairman
Regional Transit Board
270 Metro Square Building
St. Paul, MN 55101

Dear Elliot:

I am writing regarding the upcoming appointments to the Metropolitan Transit Commission, in particular the suburban position.

I believe that Bruce Nawrocki would be the best person for the job and heartily recommend that he be re-appointed. I don't think I have to tell you of his dedication to public service because his record speaks for itself. What I do have to say is his ability to represent the suburban area is outstanding. Also he understands Transit because of his many years of involvement and I believe that he will represent the suburban community better than most because of the knowledge and experience he brings to the job.

I have had an excellent relationship with Bruce and know that he has a solid grasp of the Transit needs for the metropolitan area. Bruce can be outspoken, however I believe that he knows when to speak out and when to listen. Although he would represent the suburban area, I know he would not be absolutely parochial in this job. If he feels that someone is getting less than they should, he will speak up. This is the type of person I would want representing the City of Brooklyn Park and the metropolitan area on the Transit Commission.

I would appreciate your consideration of continuing Bruce in this important position. Also, it would be appreciated if you would pass a copy of this to the other people on the Board who must make this decision.

If there are any questions you would like to ask me concerning this appointment, please feel free to contact me. You can reach me at 560-8022 in the evening or at 533-1589 during the day.

Thank you for your consideration of my comments.

Sincerely,

A handwritten signature in cursive script that reads "Jim Krautkremer".

Jim Krautkremer, Mayor
City of Brooklyn Park

Gordon O. Voss

District 52A
Anoka and Ramsey Counties

Committees:

Budget
Financial Institutions and Insurance
Local and Urban Affairs
Taxes



Minnesota House of Representatives

August 8, 1986

Mr. Elliott Perovich
Chairman
Regional Transit Board
270 Metro Square Bldg
St. Paul, MN 55101

Dear Elliott:

I am pleased to support Bruce Nawrocki's application for re-appointment to the Metropolitan Transit Commission. As you know, Bruce has been on the Commission nearly from its inception and is an excellent representative for our local area, as well as the metro area in general.

Bruce takes the time and energy to thoroughly understand the transit system and its impacts. I can think of few people in any appointed office who have exceeded Bruce's dedication. He deserves re-appointment, the metro area needs him, and he has my strongest support!

With best regards,

A handwritten signature in cursive script that reads "Gordon O. Voss".

Gordon O. Voss
State Representative

GOV:ecg

RECEIVED
AUG 10 1986
REG. TRANS. BRD
AUG 1 1986



EMBER D. REICHGOTT
Senate District 46
Room G-27, State Capitol
St. Paul, Minnesota 55155
Phone: (612) 296-2889
and
7701 48th Avenue North
New Hope, Minnesota 55428



Senate
State of Minnesota

August 6, 1986

Mr. Elliot Perovich, Chairman
Regional Transit Board
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Chairman Perovich:

I am writing to add my support for the reappointment of Bruce G. Nawrocki to the Metropolitan Transit Commission. It has been my privilege to work with Mr. Nawrocki in this position, and I have found him to be hard-working, open, and very accessible to the needs of his constituency.

Mr. Nawrocki has been involved in transportation issues for nearly 25 years. I believe he brings valuable expertise to the MTC, and he is willing to take the time necessary to do the job right. I have seen Commissioner Nawrocki participate in various transportation forums throughout the Twin Cities, including my own legislative district.

I am most pleased that Mr. Nawrocki is seeking another term as Commissioner. I sincerely hope that the Regional Transit Board will reappoint him to this important position.

Sincerely,

A handwritten signature in cursive script that reads "Ember Reichgott".

Ember D. Reichgott
State Senator

ER/mh

RECEIVED
AUG 10 1986
REG. TRANS. BLDG.

BRUCE G. NAWROCKI
1255 Polk Place
Columbia Heights, Minnesota 55421

Off: (612) 571-1311

August 1, 1986

Res: (612) 571-5278

Chairman Elliott Perovich
Regional Transit Board
270 Metro Square Bldg.
St. Paul, Mn. 55101

Dear Elliott:

During the years that I have been involved in governmental activity in our metropolitan area, I have been strongly motivated by the feeling that a good metropolitan transportation system is essential to making available the wide range of job, educational, cultural, and recreational opportunities of our metropolitan area to all of the citizens in our metropolitan area.

Public transit is, of course, a most important part of our metropolitan transportation system.

Back in the 60's, I joined in the efforts with others concerned about the decline of public transit in our metropolitan area to create the Metropolitan Transit Commission to seek ways to reverse this decline.

For most of the years of its existence, it has been my privilege to serve as a member of the M.T.C.. I would hope that you have found my record of service on the M.T.C. to be that of an active Commissioner, putting forth the time and commitment necessary to carry out the responsibilities of a Commissioner.

Since the creation of the Regional Transit Board two years ago, I have particularly tried to work closely with the R.T.B.. I have attended many of your meetings where M.T.C. issues were being discussed so that I could be as informed as possible about the R.T.B.'s concerns on those issues.

I have worked in support of the changes necessary at the M.T.C. to make as effective as possible the changes necessary to restructure Metro-Mobility service for our metropolitan area.

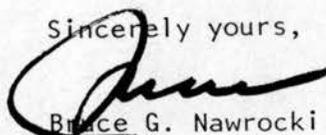
While I think that we would both agree that the M.T.C. does a very good job in its efforts to provide good public transit in our metropolitan area, I think the message from the R.T.B., as well as from our state legislature and congress, is that we must become more cost effective in providing public transit service. Much of my effort has been to help accomplish this.

I have applied for re-appointment to the M.T.C. and I am asking for your support. I hope that you will find my background and record as an active Commissioner to be worthy of your support.

Should you have any questions or comments, I hope that you will give me the opportunity to respond to them.

Thanking you for your consideration, I am,

Sincerely yours,


Bruce G. Nawrocki

RECEIVED

AUG 6 1986

REG. TRANS. BRD.

STEVEN G. NOVAK

Senator 52nd District
203 State Capitol
St. Paul, Minnesota 55155
Phone: (612) 296-4334
Home Address:
747 Redwood Lane
New Brighton, Minnesota 55112
Phone: (612) 636-7564

Senate

State of Minnesota

August 4, 1986

Elliott Perovich
Regional Transit Board
270 Metro Square Building
7th and Robert Streets
Saint Paul, MN 55101

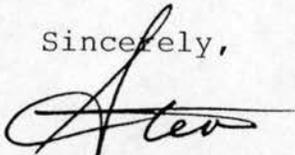
Dear Elliott:

I am writing to strongly recommend the reappointment of Bruce Nawrocki to the Metropolitan Transit Commission. As you know, Bruce has been a valued member of the transit community for better than 20 years. He is the only member of the commission to have served continuously with one short exception since the inception of the MTC. I believe his experience and knowledge concerning transit issues is invaluable to the continuing debate of how best to run and operate an effective transit system in our Twin City area.

In addition, Bruce brings better than 20 years experience as a locally elected Mayor from the long-established suburb of Columbia Heights. In this role he has done an excellent job keeping suburban legislators and other elected officials informed as to transit issues and concerns that most affect our several dozen suburban communities. I am sure you will note in your portfolio numerous letters of recommendation from elected officials at all levels of government who will attest to his sincerity and conscientious work during his years on the commission.

I am hopeful that you will give his application for appointment positive consideration.

Sincerely,



Steve Novak

COMMITTEES • Vice Chairman, Taxes and Tax Laws—Chairman, Income Tax Subcommittee
• Agriculture and Natural Resources • Public Utilities and State Regulated Industries—Chairman,
Regulated Industries Subcommittee • Transportation—Chairman, Transit Subcommittee



VILLAGE OF SHOREVIEW

RAMSEY COUNTY, MINNESOTA

4665 NORTH VICTORIA STREET
Shoreview, Minnesota 55126 • Telephone 484-3353

August 4, 1986

Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Building
St. Paul, MN 55101

Dear Mr. Perovich:

This letter is in support of the candidacy of Mr. Bruce G. Nawrocki for reappointment of the Metropolitan Transit Commission as a suburban representative.

For 25 years, Mr. Nawrocki has been involved in local issues as an elected official. He has participated actively during this period on various boards, and committees dealing with transportation problems showing a particular interest in public transit aspects of those problems.

In this period of time, his service on these committees has provided him with a wide variety of experiences and exposure to public issues. This experience has made him uniquely qualified to continue service on the Metropolitan Transit Commission. I strongly recommend positive consideration for the reappointment of Bruce G. Nawrocki to the Metropolitan Transit Board.

Sincerely,

Richard A. Wedell

Richard A. Wedell
Mayor, City of Shoreview

RLW/jau

RECEIVED
AUG 11 1986
REG. TRANS. BLDG

City of Cottage Grove

7516 80th Street South / Cottage Grove, Minnesota 55016 / Phone (612) 458-2800



August 11, 1986

Dear Regional Transit Board Members:

I wholeheartedly endorse Bruce G. Nawrocki for reappointment as the suburban representative on the three member Metropolitan Transit Commission. Bruce's background and credentials for this position are unique and unparalleled. He is certainly the most knowledgeable of candidates but more compelling is that in his years of past service, he has proven to be responsive to the needs of his constituency and a strong advocate of excellence in transit service for the entire Metropolitan Area.

Since the MTC has only one suburban representative, it is imperative that this individual be extremely well versed in suburban transit needs, understand the complex intricacies of the entire transit service system, and be strong enough to represent and support the views of the majority of the Transit Taxing District population. Bruce Nawrocki is this individual. I urge your consideration and ultimate reappointment of Bruce as the Suburban Representative on the MTC.

Respectfully,

Mayor Roger E. Peterson
City of Cottage Grove

REP/cw

RECEIVED
AUG 8 1986
REG. TRANS BRT



August 6, 1986

Regional Transit Board
Attn: Elliot Perovich
270 Metro Square Building
St. Paul, MN 55101

Dear Chairman Perovich:

I wish to lend my support for the reappointment of Bruce Nawrocki to the Metropolitan Transit Commission to be suburban representative on that Commission. Bruce has been very active in public transit issues for many years as well as being a strong supporter of local government.

Bruce has served the suburban interests well in ensuring that they receive proper consideration as transit decisions were being made. Given the importance of transit to the metropolitan area, it is important that we keep experienced and knowledgeable people active in the decision-making. Bruce is well qualified for this role.

Please make this letter available to the other members of the Regional Transit Board, and if I can provide any additional information or comments, please do not hesitate to contact me.

Thank you for your support.

Sincerely,

Ron Clark
Mayor
RC:gh

cc: Bruce Nawrocki
1255 Polk Place
Columbia Heights, MN 55421

RECEIVED
AUG 8 1986
REG. TRANS. BDC

CLARENCE M. PURFEERST

Senator 25th District
Route 1
Faribault, Minnesota 55021
Phone: (507) 334-6688
and
Room 303 State Capitol
St. Paul, Minnesota 55155
Phone: (612) 296-4167

Senate

State of Minnesota

August 6, 1986

Elliott Perovich
Chairman, Regional Transit Board
270 Metro Square Building
St. Paul, MN 55101

Dear Elliott:

I am writing this letter to express my support of Bruce Nawrocki for the position of Commissioner to the Metropolitan Transit Commission.

His strong beliefs regarding the betterment of public transit have proved to be an asset to the industry. Bruce has done a fine job serving the Metropolitan Transit Commission. As you know, his list of accomplishments are many and continue to strengthen his knowledge and commitment to doing the best job possible.

I have had the privilege of knowing and working with Bruce for several years. I would appreciate your positive consideration of his application.

Very truly yours,

Clarence

Clarence M. Purfeerst
State Senator

RECEIVED
AUG 7 1986
REG. TRANS BRD.

Edward J. Gearty ATTORNEY AT LAW
1102 West Broadway ☞ Minneapolis, Minnesota 55411 ☞ 521-3503

August 5, 1986

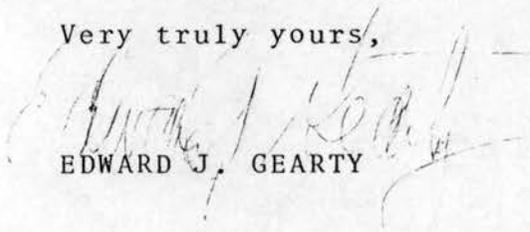
Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Building
St. Paul, MN 55101

Dear Chairman Perovich:

It has been brought to my attention that Bruce G. Nawrocki is a candidate for re-appointment to the Metropolitan Transit Commission as its suburban representative. Having served in the Minnesota Legislature at the time of the creation and development of the Metropolitan Transit System, this area has always been of special interest to me. During most of the time from the creating of public transit to my leaving the Legislature in 1980, I worked with Bruce Nawrocki in this area. I found him very supportive of a good Metropolitan Transit System. He was part of the legislative development of this system and showed a great and abiding interest in it. He has talent and expertise in this area, which should still continue to be utilized to the fullest.

Thank you.

Very truly yours,


EDWARD J. GEARTY

RECEIVED
AUG 7 1986
REG. TRANS BOD



CITY OF SAINT PAUL
OFFICE OF THE CITY COUNCIL

JAMES SCHEIBEL
Councilman

August 5, 1986

Mr. Elliot Perovich, Chairman
c/o Regional Transit Board
270 Metro Square Building
Saint Paul, Minnesota 55102

Dear Mr. Perovich:

I am writing to support the reappointment of Bruce Nawrocki as suburban representative to the Metropolitan Transit Commission.

Bruce has been an active participant in transportation issues for most of his 25 years as a local-elected official. He realizes the importance of a strong public transit system in Saint Paul, and recognizes the vital offerings such a system can add to the daily lives of all citizens.

From my personal experiences in working with Bruce, I have found him to be one to listen to expressed concerns, and act to address these concerns.

On the basis of his past experience in public transportation, his sincere interest in this field, and his ability to work with people, I highly recommend Bruce Nawrocki for reappointment to the position of suburban representative.

Sincerely,

James Scheibel
Councilmember

JS/smj

RECEIVED
AUG 7 1986
REG. TRANS BOD

*From the Desk of His Honor The Mayor
Larry Donlin
City of Minnetonka, Minnesota 55345*

August 3, 1986

Elliott Perovich, Chairman
Regional Transit Board
270 Metro Square Bldg.
St. Paul, Mn 55101

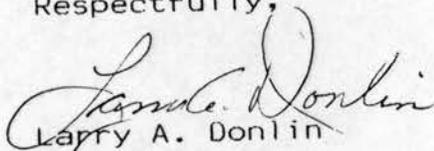
Dear Chairman Perovich;

This letter is written in behalf of Glenn Olson who I understand has submitted his name for appointment to the Metropolitan Transit Commission.

My personal experience with Glenn goes back to 1978 when we served together on the Minnetonka School Board. In the years that we were in direct contact I found him to be insightful and competent in dealing with a variety of situations.

I have remained in close contact with Glenn through the intervening years and would consider him an excellent choice to represent the suburban communities on the MTC.

Respectfully,


Larry A. Donlin
Mayor

RECEIVED

AUG 6 1986

REG. TRANS. BRD



CIVIC CENTER • 6431 UNIVERSITY AVE. N.E. FRIDLEY, MINNESOTA 55432 • PHONE (612) 571-3450

August 4, 1986

Elliott Perovich, Chairman
Regional Transit Board
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Mr. Perovich:

I am writing in support of Bruce G. Nawrocki, Mayor of Columbia Heights, who is a candidate for re-appointment as suburban representative on the Metropolitan Transit Commission.

I have known Bruce for more than two decades and have worked closely with him on innumerable issues and projects of common concern to our two cities. I have been very favorably impressed by his previous service to our area and to the entire metropolitan area while a member of the Metropolitan Transit Commission. As you are well aware, he has served long and well on any number of other boards and commissions serving the Metro Area, the State, and the Nation.

I join with his many supporters in an enthusiastic recommendation for his re-appointment to the Metropolitan Transit Commission.

Sincerely,

William J. Nee
Mayor of Fridley

WJN/ss

1/5

RECEIVED

AUG 6 1986

REG. TRANS. BRD

JEROME M. HUGHES
President of the Senate
Room 328 State Capitol
St. Paul, Minnesota 55155
(612) 296-4183



Senate
State of Minnesota

July 30, 1986

Elliott Perovich, Chairman
Regional Transit Board
270 Metro Square Bldg.
St. Paul, MN 55101

Dear Elliott:

I want to take this opportunity to lend my support to the candidacy of Bruce Nawrocki. It is my opinion that Bruce has served the Metropolitan Transit Commission in a very effective way over many years. Thank you for your consideration of his interest.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Hughes", written in a cursive style.

JMH:pm

RECEIVED
AUG 4 1986
REG. TRANS. HRD.

Richfield Bank & Trust Co.

6625 Lyndale Avenue So.

Richfield, Minnesota 55423 / Telephone: 861-7355

AN INDEPENDENT BANK

August 1, 1986

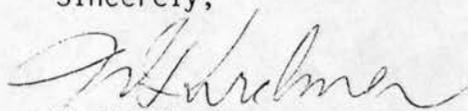
Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Friends:

I am sending this letter on behalf of Bruce Nawrocki. I understand that his term on the Metropolitan Transit Commission is about ready to expire. I urge his reappointment.

I served in the State Legislature at the time the Transit Commission and our Metropolitan Transit problems were being considered and took a critical part in the organization formation. Mr. Nawrocki was part of that effort along with other commission leaders. Most of those people who participated in the problem solving at that time are no longer active in the community. Mr. Nawrocki has served as an independent free speaking member of the committee. He has an excellent historical and suburban comprehension of transit problems. I feel it would be nearly impossible to find anyone as active and experienced for the job as Bruce. I urge his reappointment.

Sincerely,



W. G. Kirchner

WGK:jg

CC: Bruce Nawrocki
1255 Polk Place
Columbia Heights, MN 55421



city of eagan

3830 PILOT KNOB ROAD, P.O. BOX 21199
EAGAN, MINNESOTA 55121
PHONE: (612) 454-8100

BEA BLOMQUIST
Mayor
THOMAS EGAN
JAMES A. SMITH
VIC ELLISON
THEODORE WACHTER
Council Members
THOMAS HEDGES
City Administrator
EUGENE VAN OVERBEKE
City Clerk

July 30, 1986

REGIONAL TRANSIT BOARD
C/O CHAIRMAN ELLIOT PEROVICH
270 METRO SQUARE BUILDING
ST PAUL MN 55101

Re: Appointment of Bruce Nawrocki

Dear Chairman Perovich:

I have learned that Bruce Nawrocki, Mayor of Columbia Heights, is seeking reappointment to the Metropolitan Transit Commission to be our suburban representative on your Commission. I have known Mayor Nawrocki for several years and find him to be a true leader and representative of local government interests.

Mayor Nawrocki has been very active and responsible to our community and other suburban cities in representing us on the Metropolitan Transit Commission. I would strongly encourage your reappointment of Mayor Nawrocki as our suburban commission representative.

Sincerely,

Bea Blomquist
Mayor

BB/kf

ROGER D. MOE

Senator 2nd District

MAJORITY LEADER

Route #3, Box 86A

Erskine, Minnesota 56535

Phone: 218 / 574-2216

Room 208, State Capitol

St. Paul, Minnesota 55155

Phone: 612 / 296-2577

Senate

State of Minnesota

July 31, 1986

Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Bldg.
St. Paul, MN 55101

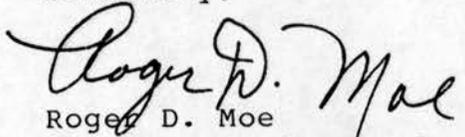
Dear Board Members:

I am writing in support of Bruce Nawrocki's reappointment to the Metropolitan Transit Commission.

I've known Bruce for over a decade. He has been an outstanding local official and a dedicated public servant. He has selflessly shared his time, energy and insights on a wide range of boards and commissions, including the Metropolitan Transit Commission, where he has served with distinction during most of its years of existence. His advocacy on suburban issues has strengthened and improved the MTC.

Bruce's record and contribution to the MTC merit his reappointment as suburban representative on the Commission. I strongly support that action.

Sincerely,


Roger D. Moe
Senate Majority Leader

RDM:jb

cc: Bruce Nawrocki



Thomas N. Aaker
Mayor
City of Crystal

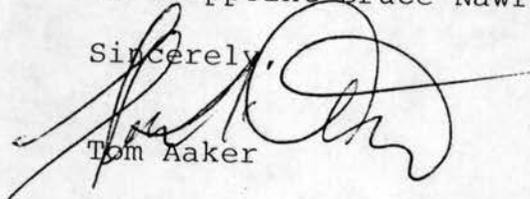
August 5, 1986

Regional Transit Board,
%Chair Elliott Perovich,
270 Metro Square Building,
St. Paul, MN 55101

Dear Mr. Perovich;

I strongly support the reappointment of Mayor Bruce Nawrocki to the MTC. Bruce has shown a willingness, evident to those of us who deal with him in such organizations as the North Suburban Mayors Association, not only to listen to the problems of other suburban Mayors and city officials, but to take an active part in seeking a solution to those problems. It would be hard to find a more competent and knowledgeable candidate for the position. I urge you to reappoint Bruce Nawrocki.

Sincerely,


Tom Aaker

RECEIVED

AUG 6 1986

REG. TRANS BRD

Mike



4801 WEST 50TH STREET, EDINA, MINNESOTA 55424
612-927-8861

July 23, 1986

Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Building
St. Paul, MN 55101

Dear Board Members:

I would like to add my request to that of many elected officials that Bruce G. Nawrocki be reappointed to the Metropolitan Transit Commission.

I know that Bruce has done an admirable job in the past years and will continue to perform excellently when reappointed.

When a Republican supports a DFL individual you can be sure its because of Bruce's fine work and his devotion to the duties of the Commission and to his constituents.

Sincerely,

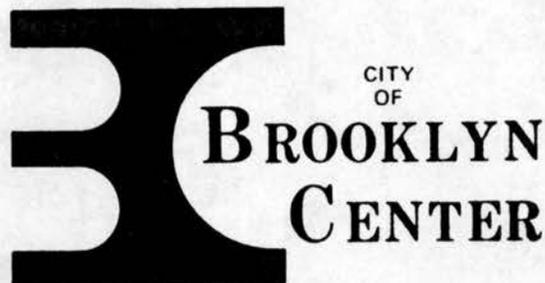
A handwritten signature in cursive script that reads 'C. Wayne Courtney'.

C. Wayne Courtney
Mayor

cc. Bruce G. Nawrocki

RECEIVED
JUL 2 - 1986
REG. TRANS BRD

DEAN A. NYQUIST
Mayor
Res: 533-0774
Bus: 533-7272



CITY HALL
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430
Telephone 612/561-5440

OFFICE OF THE MAYOR

July 24, 1986

Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Building
St. Paul, MN 55101

RECEIVED

JUL 21 1986

REG TRANS BRD

Dear Chairman Perovich:

It is my understanding that Bruce Nawrocki is a candidate for re-appointment to the Metropolitan Transit Commission.

I have known Bruce for a number of years. My first association with him was during the late 1960's and early 1970's when he was Mayor of Columbia Heights and I represented Columbia Heights in the Minnesota Senate. I was always impressed with the dedication of Bruce and his cooperative attitude in attempting to work through some very complex intergovernmental relations problems involving various levels of government. Bruce, I think, is able to effectively represent the best interests of local government while at the same time recognizing the areas in which there must be cooperation.

One of Bruce's primary interests and expertise, of course, has been his service on the Transit Commission. His appearances before committees at the Legislature regarding the transit issues were always very logical and practical and obviously well thought out.

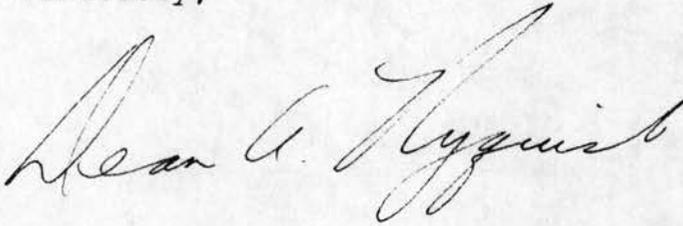
His involvement in the Transit Commission as well as other metropolitan problems is obviously rather lengthy and I am sure that you are aware of them as I. For his outstanding work he has received a number of awards recognizing his leadership.

Regional Transit Board
Page 2
July 24, 1986

I trust that you will look kindly upon re-appointing Bruce to what I consider to be a very important metropolitan position.

If you have any questions, please give me a call.

Sincerely,

A handwritten signature in cursive script, reading "Dean A. Nyquist". The signature is written in dark ink and is positioned below the word "Sincerely,".

Dean A. Nyquist

DAN/lb

cc: Bruce G. Nawrocki

CITY OF



WILLIAM T. SANDBERG, *Mayor*
2526 EAST SEVENTH AVENUE
NORTH SAINT PAUL, MINNESOTA 55109
PHONE 770-4450

July 28, 1986

Mr. Elliott Perovich
Regional Transit Board
270 Metro Square
St. Paul, MN 55101

Dear Mr. Perovich:

I am writing to you in support of the re-appointment of Bruce Nawrocki to the Metropolitan Transit Commission.

Bruce has been an active participant in government and it's agencies for many years. During this time, his service has been exemplary. I believe his many years of service to the community provide the experience and dedication necessary for appointment to the Metropolitan Transit Commission. Therefore, I support him for re-appointment to the Metropolitan Transit Commission.

Thank you for consideration of my request.

Sincerely,

A handwritten signature in cursive script, appearing to read 'William T. Sandberg', written in dark ink.

William Sandberg
Mayor

WS:ja

RECEIVED

JUL 28 1986

REG. TRANS BRD

Wayne Simoneau

District 51B
Anoka County

Committees:
General Legislation and Veterans Affairs
Governmental Operations
Labor-Management Relations
Unemployment Insurance and
Workers' Compensation Division

Legislative Commission on Employee
Relations
Legislative Commission on Pensions
and Retirement



Minnesota House of Representatives

July 28, 1986

Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Elliott:

I am enthusiastically recommending that Bruce Nawrocki be re-appointed to the Metropolitan Transit Commission as its suburban representative.

Bruce has been a member of the MTC since 1971, and 1967-68 before that. In fact, he has been involved with transportation problems and issues, as an active member of various boards and committees, for most of his 25 years as a local, elected official.

As Columbia Heights mayor since 1965, and councilman and commissioner before that, Bruce has shown a keen interest and strong belief in a good metropolitan transportation system so that as many people as possible can participate in job, educational, cultural and recreational opportunities.

In addition, Bruce's civic mindedness has led him to join other organizations to help make his community one that offers the best possible living and working environment. He has been a member and officer of various charities, committees and clubs, receiving honors for his dedication.

I have known and worked with Bruce since 1968. I am sure that you know, as well as I, that Bruce is a very active member of MTC and deserves to be re-appointed to the Metropolitan Transit Commission.

Please feel free to call me if you have any questions or comments.

Sincerely,

A handwritten signature in cursive script that reads "Wayne Simoneau".

Wayne Simoneau
State Representative

WS:eg

Reply to: 239 State Office Building, St. Paul, Minnesota 55155
 465 N.E. 57th Place, Fridley, Minnesota 55432

Office: (612) 296-4331
Home: (612) 571-5268



AMERICAN  LUNG ASSOCIATION *of Ramsey County*
614 Portland Avenue, St. Paul, MN 55102-2287 (612) 224-4901

July 25, 1986

Regional Transit Board
% Chairman Elliott Perovich
170 Metro Square Building
St. Paul, MN 55101

RECEIVED

JUL 30 1986

REG. TRANS. BRD

Dear Chairman Perovich:

I want to heartily endorse Bruce Nawrocki for reappointment as the suburban representative to the Metropolitan Transit Commission.

I have worked with Bruce for 13 years in transportation and transit matters as they relate to air pollution and have the highest respect for his understanding of transit issues, his ability to represent his constituency, faithful attendance and dedication to duty.

I have served with Bruce on the Transportation Advisory Board (TAB) and some of its subcommittees for the past few years. I have been impressed with the way he represents the MTC, how he functions on the Planning and FAU committees. He is an effective advocate for transit.

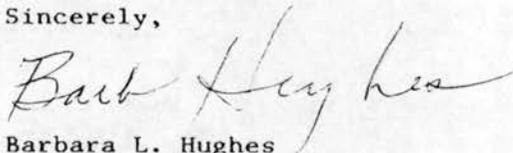
As an active community worker, I have firsthand knowledge over the last 25 years, of how well he keeps in touch with people in the northeast metropolitan region and their needs. His extensive network of contacts throughout the metropolitan areas is very impressive and demonstrates how well he can represent the suburban communities in the Twin Cities.

I have been privileged to work with him in other community and civic organizations such as the American Lung Association and Air Pollution Control Association where his talents and hard work have been recognized. I know he works hard at whatever he undertakes.

As a citizen member of the Environmental Quality Board, I am very conscious of what kind of impact the metropolitan transportation system can have on our total environment. I consider it very important to have knowledgeable, dedicated people like Bruce Nawrocki continue to help make our transit system work.

I am honored to recommend Bruce to the Regional Transit Board for reappointment to the MTC.

Sincerely,



Barbara L. Hughes
Managing Director

cc: Nawrocki

John J. Sarna

District 58A
Hennepin County

Committees:

Commerce and Economic Development
Appropriations
Agriculture, Transportation and
Semi-State Division



Minnesota House of Representatives

July 25, 1986

Mr. Elliott Perovich, Chairman
REGIONAL TRANSIT BOARD
270 Metro Square Building
Saint Paul, Minnesota 55101

Dear Mr. Perovich:

I am writing to ask you to consider reappointing Bruce G. Nawrocki, 1255 Polk Place, Columbia Heights, Minnesota 55421, to the Metropolitan Transit Commission.

It has been my privilege to know Bruce Nawrocki for sixteen years and his enthusiasm, knowledge and dedication have always impressed me. As you know, since he has been serving on the Commission, Bruce is exceptionally well-qualified and his background experience is impeccable.

We need talented, enthusiastic, well-trained and experienced individuals, such as Bruce Nawrocki, to help resolve the dilemmas facing the Commission in its role of providing transportation for the citizens of the metropolitan area. I urge you to favorably reconsider him for reappointment.

Sincerely yours,

A handwritten signature in cursive script that reads "John J. Sarna".

John J. Sarna
STATE REPRESENTATIVE

JJS:e

cc: Bruce Nawrocki

City of Oakdale, Minnesota

1584 Hadley Avenue North/55119
612/739-5086



July 25, 1986

Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Building
Saint Paul, MN 55101

Dear Members:

This letter is in support of the re-appointment of Mr. Bruce Nawrocki to the Metropolitan Transit Commission.

I have known Bruce as an elected official and a member of numerous committees for the past 16 years and he has always demonstrated an honest and sincere concern for whatever the job. His past record and involvement in government and civic activities is beyond reproach to say nothing of the many honors he has received. In addition, the residents of Columbia Heights think so highly of him that they have kept him on as mayor for the past 21 years.

One would have to look long and hard for a person more able and qualified to serve on the Commission.

Sincerely,

A handwritten signature in cursive script that reads "Leo A. Hudalla".

Leo A. Hudalla
Mayor of the City of Oakdale

RECEIVED
JUL 28 1986
REG. TRANS. BRD.

SAM GRAIS
1910 HIGHLAND PARKWAY
ST. PAUL, MINNESOTA 55116
612-699-5066

July 24, 1986

Regional Transit Board
c/o Chair Elliott Perovich
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Elliott:

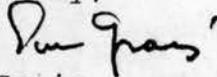
I am writing to recommend Bruce Nawrocki for reappointment to the M.T.C.

I have known Bruce for many years and have been impressed with his knowledge of transportation problems, especially public transit aspects.

As a member of the Metropolitan Airport Commission and its representative on the TAB Board, I have had further contact with Bruce. He is thoughtful, dedicated and articulate and would continue to be an asset to the M.T.C.

Please contact me in Governor Perpich's office if there is any more information I can give you.

Sincerely,



Sam Grais

HERBST & THUE, LTD.
ATTORNEYS AT LAW
2030 NORTHWESTERN FINANCIAL CENTER
7900 XERXES AVENUE SOUTH
BLOOMINGTON, MINNESOTA 55431-1178

TELEPHONE
(612) 835-2434

ADRIAN E. HERBST
DANIEL D. THUE
GARY R. MATZ
TOM TOGAS
DIANE M. SCHMIDT
JOHN M. STANOCH
RICK E. MATTOX
REESE E. CHEZICK

July 28, 1986

Regional Transit Board
Chairman Elliott Perovich
270 Metro Square Building
St. Paul, Minnesota 55101

RE: Bruce Nawrocki - Reappointment to
the Metropolitan Transit Commission

Dear Elliott:

I am pleased to write this letter in support of Mr. Bruce G. Nawrocki. I understand that Bruce is a candidate for reappointment to the Metropolitan Transit Commission to be the suburban representative on the Commission.

As you know I have been long involved in municipal government and participating in a number of different Commissions throughout the metropolitan area for approximately 20 years.

During the time I have been involved in government, I have become familiar with Bruce and his activities involved with numerous Boards and Commissions. From my observation, I firmly believe that Bruce is a person who is extremely able and dedicated and has a great desire to do a good job for any Board or Commission that he serves on. Further, I have never known of a time that he has not actively participated in a Board or Commission that he has served on and given it a great deal of input. In fact the opposite is true. Bruce has always been a very active member of any Board or Commission that he has served on and a person whom I have always listened for various comments and suggestions that he will make.

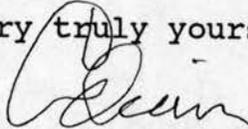
I can only say that I think Bruce Nawrocki is a candidate that should be reappointed to the Metropolitan Transit Commission.

HERBST & THUE, LTD.

Chairman Elliott Perovich
July 28, 1986
Page Two

I trust that this letter will be of assistance to you.
However, if you wish I would be more than happy to talk to you
further about Bruce.

Very truly yours,



Adrian E. Herbst

AEH:dl
cc: Bruce G. Nawrocki

BETTY ADKINS

Senator 22nd District
550 Central Avenue East
St. Michael, Minnesota 55376
Phone: (612) 497-2693

and
235 State Capitol Building
St. Paul, Minnesota 55155
Phone: (612) 296-5981

Senate

State of Minnesota

July 28, 1986

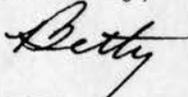
Mr. Elliott Perovich
Regional Transit Board
270 Metro Square Building
St. Paul, MN 55101

Dear Mr. Perovich:

I am writing to recommend Bruce G. Nawrocki for re-appointment to the Metropolitan Transit Commission. My recommendation is based on my past work with Mr. Nawrocki. He has always been helpful and I feel he is very knowledgeable in the area of transportation and public transit. It has been a pleasure to work with Mr. Nawrocki over the past several years.

Thank you for your consideration.

Sincerely,



BETTY ADKINS
State Senator
District 22

RECEIVED

JUL 30 1986

REG. TRANS. BRD

Sally Olsen

District 44A
Hopkins-Minnetonka-St. Louis Park

Committees:

Budget

Education

Education Finance Division, Chair

Financial Institutions and Insurance

Taxes

Academic Excellence Foundation

Legislative Commission on Public Education

Midwestern Education Board



Minnesota House of Representatives

David M. Jennings, Speaker

July 29, 1986

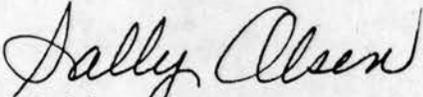
Regional Transit Board
% Chairman Elliott Perovich
270 Metro Square Building
St. Paul, MN 55101

Dear Mr. Perovich:

I am writing to ask you to consider Bruce G. Nawrocki, 1225 Polk Place, Columbia Heights, MN 55421, for reappointment to the Regional Transit Board.

I believe that Mr. Nawrocki's past service as a member of the Metropolitan Transit Commission has been noteworthy, and that he ought to be considered for reappointment to the Regional Transit Board.

Sincerely,


Sally Olsen
State Representative

SO:jr

RECEIVED
JUL 29 1986
LEG. SERVICES DIV.



RONALD B. SIELOFF

Senator 64th District
1934 Rome Avenue
St. Paul, Minnesota 55116
Phone: (612) 690-4986
Office:
135 State Office Building
St. Paul, Minnesota 55155
Phone: (612) 296-4310

Senate

State of Minnesota

July 29, 1986

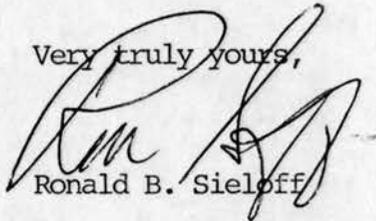
Regional Transit Board
% Chairman Elliott Perovich
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Sirs:

This letter is written in support of the re-appointment of Bruce Nawrocki to the Regional Transit Board.

Mr. Nawrocki's long experience and attention to transportation policy is much needed.

Very truly yours,



Ronald B. Sieloff

RBS:pjo

cc: Bruce Nawrocki

RECEIVED

JUL 31 1986

REG. TRANS BRD



*City of
Rosemount*

1367-145TH ST. E.
ROSEMOUNT, MINNESOTA 55068
612-423-4411

July 31, 1986

Regional Transit Board
270 Metro Square Building
St. Paul, MN 55101

Attention: Elliott Perovich, Chairman

Dear Chairman Perovich and Members of the Board:

I understand that Bruce G. Nawrocki has applied for reappointment to the Metropolitan Transit Commission as a suburban representative.

I would like to go on record in support of his reappointment. His background and experience in this area would be most valuable to the Commission. I have found him to be a willing listener and an active participant in any dealings that our City has had with the MTC.

With kindest regards for an easy selection process, I would encourage you to reappoint Bruce G. Nawrocki to the Metropolitan Transit Commission.

Sincerely,

Leland S. Knutson
Mayor

smj

ROBERT J. SCHMITZ

Senator 36th District
6730 Old Hwy. 169 Blvd.
Jordan, Minnesota 55352
Phone: 492-2182

Office:
235 State Capitol
St. Paul, Minnesota 55155
Phone: 296-7157

Senate

State of Minnesota

July 31, 1986

Mr. Elliott Perovich
Chairman
Regional Transit Board
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Elliott:

I would like to recommend Bruce Nawrocki for reappointment to the Metropolitan Transit Commission to be the suburban representative of the Commission.

For more than 25 years he has been involved as a local elected official, participating in various boards and committees dealing with transportation problems.

I do not hesitate to recommend him enthusiastically.

Sincerely,



BOB SCHMITZ
State Senator -- District 36

RJS/st

cc: Bruce G. Nawrocki
1255 Polk Place
Columbia Heights, MN 55421



COUNTY OF ANOKA

Office of the County Board of Commissioners

COURT HOUSE ANOKA, MINNESOTA 55303 421-4760

July 30, 1986

ALBERT A. KORDIAK-Chairman
County Board of Commissioners

Mr. Elliott Perovich, Chairman
Regional Transit Board
270 Metro Square Building
St. Paul, MN 55101

Dear Chairman Perovich:

I am writing to support and recommend the re-appointment of Mayor Bruce G. Nawrocki to the Metropolitan Transit Commission. In the many conversations you and I have had over the past years, you are aware of the deep degree of confidence I have in the reputation and record of Bruce. I have known him all my life, have worked with him closely for thirty-two years as County Commissioner, have worked with him in his capacity as Mayor, and have chaired many projects with him in Chamber of Commerce activities.

Bruce Nawrocki is not a parochial individual, looks at problems on a regional basis, and makes his decisions based on his opinion of how they best would serve the needs of the entire metropolitan region. It would certainly be in the best interest of all of us to have Bruce continue serving on the Metropolitan Transit Commission.

Yours very truly,

Albert A. Kordiak
Chairman, Anoka County
Board of Commissioners

AAK:pm



BOARD OF HENNEPIN COUNTY COMMISSIONERS

2400 GOVERNMENT CENTER
MINNEAPOLIS, MINNESOTA 55487

July 30, 1986

Mr. Elliot Perovich
Regional Transit Board
270 Metro Square Building
St. Paul, MN 55101

Dear Mr. Perovich:

Please accept my strongest recommendation in support of Bruce Nawrocki's candidacy for another term on the Metropolitan Transit Commission.

I am familiar with Mr. Nawrocki's excellent background and qualifications. He has demonstrated a very professional and effective approach in public policy issues for many years on the innumerable boards, committees and commissions he has served on.

Your serious consideration of this excellent candidate for the important work on the Metropolitan Transit Commission will be greatly appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "John E. Derus".

Commissioner John E. Derus
Fourth District

JED:mf



CITY OF
SOUTH ST. PAUL

OFFICE OF MAYOR
451.3226

125 THIRD AVENUE NORTH
SOUTH ST. PAUL, MINN. 55075-2097

July 30, 1986

Elliott Perovich
Chairman
Regional Transit Board
270 Metro Square Building
St. Paul, Minnesota 55101

Dear Mr. Perovich:

I understand Bruce Nawrocki is a candidate for re-appointment to the Metropolitan Transit Commission. I am pleased to support his candidacy for re-appointment.

I've known Bruce for several years and am well aware of his excellent record of participating in civic matters as an elected and appointed official. Metropolitan agencies need this type of experienced, knowledgeable, and dedicated people.

I strongly recommend and support Bruce Nawrocki for re-appointment to the Metropolitan Transit Commission.

Sincerely,

Bruce W. Baumann
Mayor

BWB/ln

cc: B. Nawrocki

AUG 1 1986

COLLE & MCVOY
ADVERTISING AGENCY

RAY FOLEY
PRESIDENT

July 29, 1986

Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Building
St. Paul, MN 55101

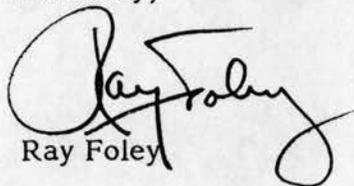
Dear Mr. Perovich:

I have known Bruce Nawrocki for many years. He followed me as president of the Hennepin County Chapter of The American Lung Association.

He is also a fellow mayor of a suburban city.

I recommend Bruce for re-appointment to the Metropolitan Transit Commission. His years of experience and service on the Commission also recommends his re-appointment.

Sincerely,



Ray Foley

RF/sg

July 29, 1986

Regional Transit Board
c/o Chairman Elliott Perovich
270 Metro Square Building
St. Paul, MN 55101

Dear Mr. Perovich:

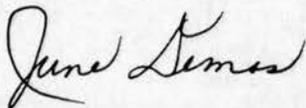
This letter is in support of Mr. Bruce Nawrocki for reappointment to the Metropolitan Transit Commission.

Bruce Nawrocki has distinguished himself in the area of public transportation because of his strong commitment, and belief in the necessity of having an effective and viable metropolitan system.

His long service in local government has provided him with a unique perspective on the needs of cities, and he has effectively represented that perspective.

To many of us in city government, the name of Bruce Nawrocki is synonymous with "public transit". I believe Mr. Nawrocki's continued presence on the Metro Transit Commission is needed, and his reappointment is recommended without reservation.

Sincerely,



June Demos, Mayor

RECEIVED
JUL 31 1986
MET TRANS BOT

GLENN G. C. OLSON

When the credits are rolled with the names of those who have made our Metropolitan area what it is today, Glenn G. C. Olson will be high on the list. Glenn has participated in the Metropolitan area as a citizen, and as a member of three local units of government; and he has had the unique opportunity to serve in metropolitan government as an original member of the Metropolitan Council, as a member of the Metropolitan Transit Commission and as chairman of the MTC's Advisory Committee on Transit. In each capacity he has won the respect of his colleagues (he was elected President of the Minneapolis City Council and Chairman of the Minnetonka School Board) and the respect of the citizens he has served. This respect has been non-partisan and well earned, because Glenn has always approached his responsibilities with both a commitment and clear objectives.

Glenn began his career of public service in 1963, when he was elected to the Minneapolis City Council. On the City Council, Olson worked to clean up the City Housing Inspectors Office; to initiate a long-range street paving program; on street lighting; on strengthening the role of the City Coordinator and other comparable projects. In 1965 Glenn was elected President of the City Council. He set ten goals for his two-year tenure, and achieved nine of them. During that time he also paid serious attention to Charter Reform, which was a long standing city issue. He proposed many positive charter changes, including combining the various financial functions of the city government. Glenn believed that charter reform should be done on a step-by-step basis, rather than as one large package. The large packages were not successful at the polls.

When the Twin Cities bus system began to fail in the mid-1960's, Olson supported government subsidization of bus operations. He organized a committee on the future of mass transit in 1965, and worked throughout the remainder of his term to get legislative action on the creation of an agency with the power to handle mass transit problems. Glenn also joined others as early as 1967 to prognosticate on the future of mass transit as far away as the year 2000.

Glenn Olson knew Minneapolis could not solve these problems alone. He committed the City to a good faith effort to work with the suburbs on common problems.

When Glenn Olson retired from City Hall, the Minneapolis Star, in an editorial summed up his service by stating: "His quiet approach to leadership has left him out of the limelight sought by some of his colleagues, but his presence on the Council and in the caucus has been reassuring to citizen more interested in substance than in political shadowboxing."

In 1967, when the Metropolitan Council was established, there was a widespread feeling that the new agency would succeed if members with exceptional credentials were selected. Olson was appointed by the Governor. On the Council, he devoted his efforts to developing an appropriate plan

for metropolitan area sewers, and served as the Council's liaison to the Metropolitan Transit Commission. During the 1967 bus strike, the Mayors of both Minneapolis and St. Paul asked Glenn to chair a committee to seek ways to end the strike. Olson also made several trips to evaluate transit systems around the nation. Glenn's Metropolitan Council service ended in 1971, but his interest in transit did not. From 1970 to 1974, he served as a member of the City of Minneapolis Advisory Board to the Metropolitan Transit Commission.

In 1972, the City of Minneapolis elected Glenn to the MTC. Glenn served at a time of great service expansion and capital expenditure. He quickly became Chairman of MTC's Finance and Administration Committee, and was an advocate of cost control systems for MTC.

When his term ended at MTC, Glenn agreed to become a member of MTC's Advisory Committee on Transit. In 1976 the Chairman of MTC appointed him Chairman of ACT. As ACT's Chairman, a post he still holds, Glenn restructured the Committee into working subcommittees, and the result was a series of recommendations to the MTC. Most notable was the recommendation to sell monthly passes to riders and to allow transit fares to be deducted from employee pay checks. Both plans were adopted, and have been very successful.

Glenn Olson moved to Greenwood in 1975, and was asked to be involved in its community and civic affairs. He was elected to the Greenwood City Council and the Minnetonka School Board. For three years, Glenn was Chairman of the School Board.

Glenn G. C. Olson works for Northern States Power Company. He and his wife, Barbara, reside in Greenwood. He was chairman of the Boy Scout Committee of his church, and is currently President of the Church Council, Chairman of the congregation. Glenn Olson's telephone number is 330-5975.