



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

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

MEETING OF THE REGIONAL TRANSIT BOARD
Monday, October 27, 1986
Metropolitan Council Chambers

AMENDED AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Minutes of July 28, August 27, October 9 and October 16, 1986, Committee of the Whole Meetings
4. PUBLIC HEARING ON DRAFT IMPLEMENTATION AND FINANCIAL PLAN
5. CONSENT LIST
6. REPORT OF THE POLICY COMMITTEE

Todd Lefko,
Chair

 - A. Proposed Improvement of County State Aid Highway (CSAH) 40 from I-94 to 12th Street North and Bridge Replacement in Minneapolis
 - B. Transit Service Needs Assessment Final Report Approval
 - C. Metro Mobility Update
7. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Ruth Franklin,
Chair

 - A. Regional Transit Board Insurance Renewals
 - B. Media Policy
 - C. Southwest Area Transit Contract
 - D. Financial Statements - August 1986
 - E. Per Diem Policy
8. OTHER BUSINESS
 - A. Chairman's Report
 - B. Members' Reports
 - C. Staff Reports
9. PUBLIC COMMENT

Elliott Perovich
Chairman

Note: Please bring material from committee meetings.

Dotty Pieton
Luis
Bent

Entzel
Wesley
Holliday
Peters
Larry
Lee
S Bent

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 10/27/86

BOARD OR COMMITTEE RTB + Public Hearing

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE	VOTE
Chairman	✓					
Kenneth Bedeau (P)	✓					
Doris Caranicas (P)	✓					
Ruth Franklin (Chair, A & F)	✓					
Alison Fuhr (P)						
Paul Joyce (A & F)						
Edward Kranz (A & F)						
Todd Lefko (Chair, Policy)	✓					
Bernard Skrebes (A & F)						

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
October 20, 1986

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

MEMBERS ABSENT: Kenneth Bedeau and Paul Joyce

OTHERS PRESENT: Greg Andrews, Mary Fitzgerald, Judy Hollander, Mike Kuehn, Jerry Brechlin and Jan Hennings, Regional Transit Board Staff; Steve Hetlund, legal counsel; Dirk deVries and Emil Brandt, Metropolitan Council; Arnie Entzel, Amalgamated Transit Union; Steve Bertrand; Tim Thielen

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

Caranicas moved approval of the minutes of the September 15, 1986, meeting; Skrebes seconded the motion. Motion carried unanimously.

Franklin moved approval of the minutes of the September 29, 1986, meeting; Fuhr seconded the motion. Motion carried unanimously.

Skrebes noted that the record should show that he was excused from the September 29 meeting. The chairman said that is usually the case with all members, but for the purposes of recordkeeping, the minutes only reflect absences.

CONSENT LIST

ENVIRONMENTAL ASSESSMENT WORKSHEET FOR CONSTRUCTION OF 73RD AVENUE BETWEEN TRUNK HIGHWAY 169 AND BOONE AVENUE IN BROOKLYN PARK

Lefko moved approval of the Consent List dated October 6, 1986. Caranicas seconded the motion; the motion carried unanimously.

REPORT OF THE POLICY COMMITTEE

Committee Chair Lefko said the committee will meet on October 22 to discuss transit elements of four freeways and the revision of policies for the Implementation and Financial Plan.

MINUTES
October 20, 1986

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

FINANCIAL STATEMENTS - JULY 1984

Committee Chair Franklin reviewed the committee report dated October 14, 1986, and moved:

That the Regional Transit Board receive the July 1986 Financial Statements and direct that they be placed on file.

Skrebes seconded the motion; the motion carried unanimously.

1987-1989 TRANSPORTATION IMPROVEMENT PROGRAM

Committee Chair Franklin reviewed the committee report dated October 14, 1986, noting that this subject has been reviewed at numerous committee meetings. She moved:

That the Regional Transit Board approve the annual element of the 1987-1989 Transportation Improvement Program for submittal to the Metropolitan Council, subject to its consistency with the Implementation Plan that will be adopted by the Regional Transit Board.

Skrebes seconded the motion; the motion carried unanimously.

DEPUTY TREASURER APPOINTMENT, RESOLUTION NO. 86-21

Committee Chair Franklin reviewed the committee report dated October 14, 1986, and moved:

That the Regional Transit Board approve Resolution No. 86-21, appointing the executive director as deputy treasurer and authorizing the deputy treasurer to designate depositories for Regional Transit Board funds.

Skrebes seconded the motion. Roll call vote was taken on the motion and resolution; the motion carried unanimously.

OTHER BUSINESS

CHAIRMAN'S REPORT

The chairman reported that he had a meeting with Marcia Bennett, who is resigning as chair of the Taxicab Advisory Committee because she feels there may be a potential for conflict between her committee activities and her position with Anoka County. The terms of office for advisory committees have never been established. The chairman directed staff to do that.

Lefko moved that the board draft a resolution of appreciation for Ms. Bennett. Fuhr seconded the motion. The motion carried unanimously.

The chairman asked the members to give him recommendations on a new chair.

MINUTES

October 20, 1986

MEMBERS REPORTS

Skrebes reported that the Fairview Community Center has now received its 16.b.2 van. The Kiwanis and Eagles have helped raise the funds.

deVries reported on a presentation presentation by Ed Maranda, a Metropolitan Council principal planner. Maranda is reviewing Metropolitan Council policies against the Metro Governance legislation, which requires the Metropolitan Council to evaluate its own performance. What has crystalized from this is that if you evaluate, you must write your goals clearly, establish what your present conditions are and state what policy you are implementing. Later you will be able to evaluate your process.

deVries said that in transit we have a unique document for showing where we are today so we are off to a running start. Over time, we may have a whole new way of evaluating ourselves. Lefko said this has been discussed a number of times, but we have never formulated a process of evaluation. It might be a process of review and timing of evaluation. The chairman said the Transit Service Needs Assessment is a good vehicle for review. It is a working, living document.

Fuhr asked when the next meeting will be with the Metropolitan Council. Perovich said Sandra Gardebring and Judy Pinke were arranging a schedule for those meetings. He is meeting with them on October 22 and will bring it up.

Kranz said there is very poor representation for transit in Dakota County at the county commission level; none of the county commissioners attended the regional meetings. Franklin said they have representation at the Transportation Advisory Board. Kranz said the area contributes a tremendous amount of money to transit, but for some reason they do not participate. The chairman asked Kranz if he would spearhead an effort to increase Dakota's involvement and commitment. The chairman and staff will assist him. One of the obstacles in Dakota County is that it has such a good highway and freeway system that people do not perceive the problem. Franklin commented, having been on TAB for several years, most county commissioners are much more interested in highways than transit issues. deVries said no commissioners attended the Hennepin County regional meetings. There was discussion about the chairman attending county commissioners meetings.

Lefko said that before the board retreat staff should develop a strategy for constituency development. The chairman said this has to be addressed and the members should be recommending how to address the problem in their areas.

The chairman reported on the competitive services work session in Washington D.C. on October 17. There will be another session October 30. UMTA is trying to develop a process to cope with the advantages and disadvantages of the private and public sectors. The guidelines will be recommendations only; they will not be mandatory.

MINUTES
October 20, 1986

Joyce said that at the Committee of the Whole meeting the members approved a motion regarding per diems and directed the Administration and Finance Committee to formulate a concise policy. He asked if the board should vote on the motion. The chairman said it has to go through the committee and then come to the board for action. Andrews is reviewing the question with legal counsel.

There being no other business, Fuhr moved that the meeting be adjourned. Caranicas seconded the motion; the motion carried unanimously. The meeting adjourned at 4:35 p.m.

Respectfully submitted,

Mary Fitzgerald
Secretary

REGIONAL TRANSIT BOARD

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

DATE: October 27, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Per Diem Policy

At its meeting October 23, 1986, the Administration and Finance Committee reviewed, discussed and moved the following proposal with the change as noted:

Recommendation:

In that ~~they~~ are part of each member's responsibility as a regional representative, all Regional Transit Board members' per diems for the recent series of Metropolitan Council Chair's Regional Meetings are approved as submitted.

The committee further discussed the need to develop a per diem policy. The committee suggested that the policy development be included on the agenda for the Board Retreat on November 25, 1986.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

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

DATE: October 15, 1986
TO: Regional Transit Board
FROM: Elliott Perovich, Chairman
SUBJECT: Environmental Assessment Worksheet (EAW) for Realignment of
County State Aid Highway (CSAH) 15 in Lake Elmo, Minnesota

The following referral has been reviewed by the staff and chair of the Regional Transit Board (RTB). In my opinion, the referral meets the standards of consent referrals adopted by the board in its bylaws.

Environmental Assessment Worksheet (EAW) for Realignment of County State Aid Highway (CSAH) 15 in Lake Elmo, Minnesota

This document outlines the approach to be taken and issues to be examined in the Environmental Impact Statement (EIS) for the proposed realignment of CSAH 15. The RTB has been asked to comment on the Environmental Assessment Worksheet by Washington County. Review of this document has been completed and the RTB finds that no significant impact on transit will occur by the realignment of CSAH 15.

EP:RR:jmo

CONSNT/TX1

REGIONAL TRANSIT BOARD

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

DATE: October 27, 1986
TO: Regional Transit Board
FROM: Policy Committee
SUBJECT: Proposed Improvement of County State Aid Highway (CSAH) 40 from
I-94 to 12th Street North and Bridge Replacement in Minneapolis

At its meeting on October 22, 1986, the Policy Committee approved the following recommendation.

RECOMMENDATION:

That the Regional Transit Board (RTB) finds the Final Project Development Report for improvements to County State Aid Highway (CSAH) 40, or Glenwood Avenue, from I-94 to 12th Street North in Minneapolis consistent with the RTB's Interim Implementation Plan. That the RTB further requests Hennepin County to work closely with the RTB, Metropolitan Transit Commission, Minnesota Rideshare and other providers on detour routing during the construction period and ensure coordination and cooperation between all parties involved.

jmo
PC/BD/TX1

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: October 21, 1986
TO: Regional Transit Board
FROM: Policy Committee
SUBJECT: Proposed Improvement of County State Aid Highway (CSAH) 40 from
I-94 to 12th Street North and Bridge Replacement in Minneapolis

The Policy Committee will review the above mentioned project at its meeting of October 22, 1986. A recommendation will be presented to the board at its meeting of October 27, 1986.

Todd Lefko
Chair

BDLAS1

REGIONAL TRANSIT BOARD

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

DATE: October 8, 1986
TO: Policy Committee
FROM: Randy Rosvold, Planner
SUBJECT: Proposed Improvement of County State Aid Highway (CSAH) 40 from I-94 to 12th Street North and Bridge Replacement in Minneapolis

Action Requested:

That the Policy Committee finds the Final Project Development Report for improvements to County State Aid Highway (CSAH) 40, or Glenwood Avenue, from I-94 to 12th Street North in Minneapolis consistent with the Regional Transit Board's (RTB) Interim Implementation Plan. That the Policy Committee further requests Hennepin County to work closely with the RTB, Metropolitan Transit Commission, Minnesota Rideshare and other providers on detour routing during the construction period and ensuring coordination and cooperation between all parties involved.

Background:

The Final Project Development Report outlines the approach to be taken and issues to be examined in detail for the proposed roadway improvements on County State Aid Highway (CSAH) 40 between I-94 and 12th Street North in Minneapolis. A detailed map of the location of this proposed roadway improvement is attached. The RTB has been asked to comment on the Final Project Development Report by the Hennepin County Department of Transportation. The RTB has reviewed the report in relation to its coverage of transit concerns and has received input from the Metropolitan Transit Commission and Minnesota Rideshare.

The project is an important improvement and is consistent with the Interim Implementation Plan. However, due to the location of the facility, construction activities will have a major impact on transit services currently operated in the area. These include the following:

- Existing transit services on CSAH 40 include MTC Routes 5J, 9 and 34. These will need to be rerouted during the construction process.
- The City-owned 280-car capacity park-and-ride lot at Glenwood and I-94, which is currently used by approximately 150-175 persons and is one of the free lots used by Minnesota Rideshare, will also be impacted by this project. This lot is also connected by the dime zone to the downtown area. Problems during the construction period could have a detrimental effect on usage of the lot.

Findings and Conclusions:

- The RTB has reviewed the Project Development Report for CSAH 40 in Minneapolis and finds it in compliance with the RTB Interim Implementation Plan.
- Construction activities will affect three MTC bus routes--Route 5J, Route 9 and Route 34--and the park-and-ride lot at Glenwood Avenue and I-94. The County should work with the RTB, City, Metropolitan Transit Commission and Minnesota Rideshare to ensure proper detours and coordination during the construction period.

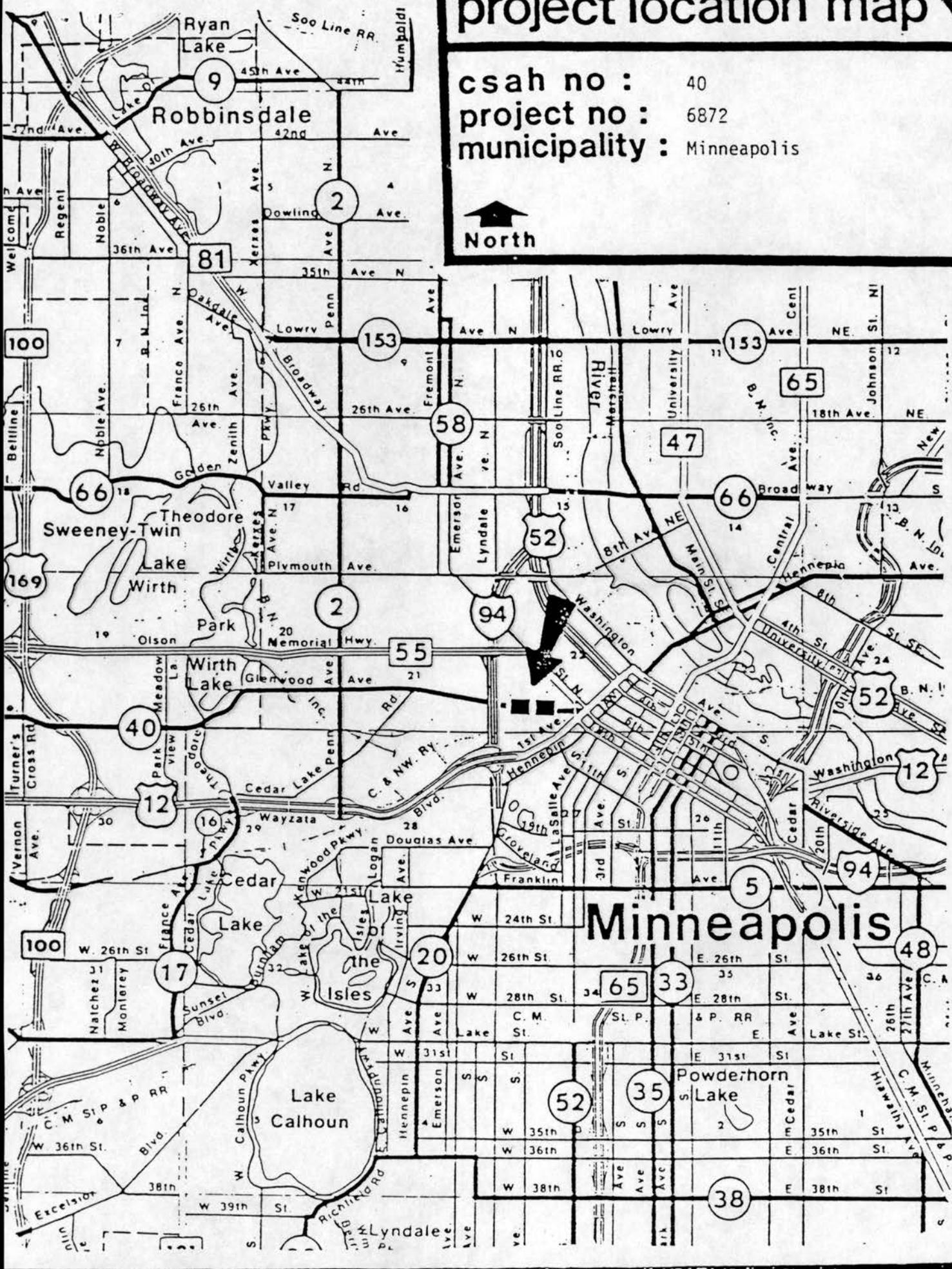
Recommendation:

That the Policy Committee finds the Final Project Development Report for improvements to County State Aid Highway (CSAH) 40, or Glenwood Avenue, from I-94 to 12th Street North in Minneapolis consistent with the Regional Transit Board's (RTB) Interim Implementation Plan. That the Policy Committee further requests Hennepin County to work closely with the RTB, Metropolitan Transit Commission, Minnesota Rideshare and other providers on detour routing during the construction period and ensuring coordination and cooperation between all parties involved.

RR:jmo

project location map

csah no : 40
project no : 6872
municipality : Minneapolis



REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: October 21, 1986
TO: Regional Transit Board
SUBJECT: Transit Service Needs Assessment Final Report Approval

ACTION REQUESTED

That the Regional Transit Board approve the adoption of the Transit Service Needs Assessment Final Report.

BACKGROUND

The Policy Committee, at its meeting on September 10, 1986, approved the adoption of the Transit Service Needs Assessment Final Report and forwarded it to the full board. The following summarizes the comments and responses received on the draft final report.

The Draft Final Report, which was completed on August 29, 1986, was circulated for review during September and October. Copies of the complete draft, the Executive Summary, and the Subarea Technical Memorandums were widely circulated. Presentations were made to numerous groups and comments were received. The following groups, committees and individuals reviewed and commented on the Draft Transit Service Needs Assessment Final Report:

- * Transit Service Needs Assessment Project Management Team
- * Transit Service Needs Assessment Strategic Planning Group
- * RTB Chair's Eight Local Elected Officials Meetings
- * Metropolitan Council's Metro Systems Committee
- * Transportation Advisory Committee (TAC)
- * Transportation Advisory Board (TAB)
- * House and Senate Transportation Task Force
- * I-494 Project Management Team
- * I-35W Project Management Board
- * RTB's Rideshare Advisory Committee
- * RTB's Provider's Meeting
- * East Metro Planners Group
- * City of Brooklyn Park
- * City of St. Anthony
- * Legislative Staff

In addition, the draft was reviewed extensively at two Policy Committee meetings after the initial board presentation. Copies of the notes and comments are available for all these meetings. Please contact Katie Turnbull if you would like copies.

Regional Transit Board
October 21, 1986
Page Two

Most comments received were supportive of the draft plan and the strategies outlined to satisfy unmet needs. Corrections in some of the information were also noted. These corrections will be incorporated into the final document.

RECOMMENDATION

That the Regional Transit Board adopt the Transit Service Needs Assessment Final Report.

Todd Lefko
Chair

BDLAS2

REGIONAL TRANSIT BOARD

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

DATE: October 27, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: RTB Insurance Renewals

At its meeting October 23, 1986, the Administration and Finance Committee reviewed, discussed and moved the following:

Recommendation:

That the Regional Transit Board approve the renewal of the Regional Transit Board's Comprehensive General Liability, Property, Workers Compensation and Business Auto policies for a total premium amount of \$11,485.27.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

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

DATE: October 21, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: RTB Insurance Renewals

At its meeting October 23, 1986, the Administration and Finance Committee will review the proposed insurance policy renewals and a verbal recommendation will be presented at the full board meeting.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: October 17, 1986
TO: Administration and Finance Committee
FROM: Robert Dietrick, Administrative Aide **BD**
SUBJECT: RTB Insurance Renewals

ACTION REQUESTED

The Administration and Finance Committee is asked to recommend board approval of the renewal of the Regional Transit Board's insurance coverage for Comprehensive General Liability, Property, Workers Compensation and Business Auto. The total amount of the premium is \$11,485.27.

BACKGROUND

The Regional Transit Board's insurance policies for Comprehensive General Liability, Property, Workers Compensation and Business Auto have an expiration date of October 24, 1986. The RTB received notice on July 31 that the carrier who underwrites these policies, General Casualty, Inc., would be cancelling our coverage effective the expiration date due to the fact that they are no longer insuring public jurisdictions. Our present insurance agent, Cedarleaf, Inc., was not able to secure any quotes for us from any of the carriers that they represent. We have retained R.L. Youngdahl and Associates as our agent to secure coverage for our insurance policies.

The quotes we obtained from R. L. Youngdahl are as follows:

<u>Coverage</u>	<u>Carrier</u>	<u>Renewal Quote</u>	<u>Present Premium</u>
Liability	Western World/ Northland	\$6598.27	\$1706.00
Property	Security of Hartford	\$571.00	\$648.00
Workers Comp.	MN State Risk Pool	\$3175.00	\$2275.00
Business Auto	Security of Hartford	\$1141.00	\$808.00
		—————	—————
		\$11,485.27	\$5,437.00

RTB INSURANCE RENEWALS
October 17, 1986
Page Two

This total premium cost of \$11,485.27 compares to the present premium of \$5,437.00. This substantial increase is indicative of the industry-wide trend towards high insurance costs facing all public jurisdictions.

The quote received for the RTB's Comprehensive General Liability policy is for a liability limit of \$1,000,000, which is the limit that we have been carrying. The A&F Committee should be aware that under Minnesota Statutes, Chapter 466.04, Subd. 1(a) and (b), the liability limits for a municipality or political subdivision are \$200,000 to any one claimant, or \$600,000 for any number of claims arising out of a single occurrence. The RTB would, under this statute, only have to carry liability insurance up to \$600,000. However, the constitutionality of these liability limits has not been tested, and it is our recommendation, and that of our agent, R.L. Youngdahl, to renew at the higher limit of \$1,000,000. The difference in premium between the \$600,000 limit and the \$1,000,000 limit is less than \$1,000.

RECOMMENDATION

That the Administration and Finance Committee recommend board approval of the renewal of the Regional Transit Board's Comprehensive General Liability, Property, Workers Compensation and Business Auto policies for a total premium amount of \$11,485.27

RD001I

REGIONAL TRANSIT BOARD

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

DATE: October 27, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Media Policy

At its meeting October 23, 1986, the Administration and Finance Committee reviewed, discussed and moved the following:

Recommendation:

That the Regional Transit Board approve the proposed RTB Media Policy.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

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

DATE: October 21, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Media Policy

At its meeting October 23, 1986, the Administration and Finance Committee will review the proposed Media Policy. A verbal presentation/recommendation will be presented at the full board meeting.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

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

DATE: October 17, 1986
TO: Administration and Finance Committee
FROM: Michael Kuehn, Public Information Officer
SUBJECT: Media Policy

ACTION REQUESTED

The Administration and Finance Committee is asked to approve the proposed Media Policy for submittal to the full board for approval.

BACKGROUND

Members of the RTB, based on discussion at the Committee of the Whole meeting on October 9, have requested that a Media Policy be developed. Existing media relations' policies for other metropolitan agencies were examined, namely those of the Metropolitan Council and the Metropolitan Transit Commission.

It was discussed that an RTB Media Policy should serve as more of a general guideline for board members and staff largely because it is virtually impossible to be specific about every media contact that might be encountered.

At the same time, it should be noted that no matter how explicit we may be about expressing our own views, many times comments still become associated with our agency just by nature of our positions with the agency. Therefore, we should be concise in presenting information to the media.

RECOMMENDATION

That the Administration and Finance Committee approve the proposed RTB Media Policy for submittal to the full board for approval.

Attachment
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REGIONAL TRANSIT BOARD

MEDIA POLICY

A. PURPOSE

The purpose of this policy is to provide appropriate guidelines for effective, coordinated dissemination of information related to board activities and its progress in maintaining and improving transit in the metropolitan area.

B. BOARD MEDIA REPRESENTATIVES

The board shall be represented in the media by the chairman, executive director and public information officer or designee.

C. INDIVIDUAL BOARD MEMBER'S VIEWS

Members of the board may express personal views on policy matters to the media. The chairman, executive director, and public information officer do not speak for individual members of the board regarding policy statements. If board members are expressing their own views to the media or in the media (via written materials), they are requested to make it known that they are personal views and do not necessarily reflect the views of the entire board.

D. BOARD STAFF COMMENTS

No board employee, member of the staff, or consultants to the board may make any statement regarding policy or interpretation of policy which has not been previously cleared with the chairman or executive director. Any meeting or appointment with the media must be specifically cleared with the public information officer. Any comments for media attributed by staff, other than those made while reporting at a board meeting, must be cleared with the public information officer.

REGIONAL TRANSIT BOARD

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

DATE: October 27, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Authorization to Enter into Contract with the Southwest Area
Transit Association under the Replacement Service Program

At its meeting October 23, 1986, the Administration and Finance Committee reviewed, discussed and moved the following:

Recommendation:

That the Regional Transit Board authorize the executive director to enter into a 13-month contract with the Southwest Area Transit Association, effective December 1, 1986, for an amount not to exceed the available local transit funds of \$983,775.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

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

DATE: October 21, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Southwest Area Transit (SWAT) Contract

At its meeting October 23, 1986, the Administration and Finance Committee will review the proposed SWAT contract. A verbal presentation/recommendation will be presented at the full board meeting.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

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

DATE: October 27, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Financial Statements - August 1986

At its meeting October 23, 1986, the Administration and Finance Committee reviewed, discussed and moved the following:

Recommendation:

That the Regional Transit Board receive the August 1986 financial statements and direct that they be placed on file.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

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

DATE: October 21, 1986
TO: Regional Transit Board
FROM: Administration and Finance Committee
SUBJECT: Financial Statements - August 1986

At its meeting October 23, 1986, the Administration and Finance Committee will review the August 1986 financial statements. A verbal recommendation will be presented at the full board meeting.

Ruth Franklin
Chair

REGIONAL TRANSIT BOARD

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

DATE: October 17, 1986
TO: Administration and Finance Committee
FROM: Gerald Brechlin, Manager of Accounting Operations
SUBJECT: Financial Statements - August 1986

ACTION REQUESTED

That the Administration and Finance Committee recommend the board receive the August 1986 financial statements and direct that they be placed on file. These have been prepared on the modified accrual basis and in accordance with generally accepted accounting principles. They are:

- the combined balance sheet
- the combined statement of revenues, expenditures and changes in fund balance
- the budget line item status report
- the RTB program status report

RECOMMENDATION

That the Administration and Finance Committee recommend the board receive the August 1986 financial statements and direct that they be placed on file.

Attachment
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REGIONAL TRANSIT BOARD
FINANCIAL STATEMENTS
EIGHT MONTHS ENDED AUGUST 31, 1986

Balance Sheet.....Page 1
Combined Statement of Revenues, Expenditures and Fund Balance...Page 2
Budget Status Report.....Page 3
Work Program Budget Report.....Page 4

REGIONAL TRANSIT BOARD
BALANCE SHEET
AUGUST 31, 1986

	GENERAL FUND	SPECIAL REVENUE	FIXED ASSETS	TOTAL ALL FUNDS
ASSETS:				
CASH	\$114,693.06	\$190,915.58		\$305,608.64
INVESTMENTS	\$291,000.00	\$19,259,181.25		\$19,550,181.25
TAXES RECEIVABLE-CURRENT		\$22,906,886.16		\$22,906,886.16
TAXES RECEIVABLE-DELINQUENT		\$378,230.07		\$378,230.07
ACCRUED INTEREST RECEIVABLE DUE FROM OTHER FUNDS	\$859.63	\$88,515.96		\$89,375.59
DUE FROM MET COUNCIL				\$0.00
DUE FROM STATE OF MINNESOTA		\$1,680,640.12		\$1,680,640.12
DUE FROM FEDERAL GOVERNMENT	\$279,120.00	\$40,567.43		\$319,687.43
FURNITURE AND EQUIPMENT			\$135,026.87	\$135,026.87
OTHER ASSETS	\$6,185.91			\$6,185.91
TOTAL ASSETS	\$691,858.60	\$44,544,936.57	\$135,026.87	\$45,371,822.04
LIABILITIES:				
ACCOUNTS PAYABLE	\$12,869.06	\$1,943,541.55		\$1,956,410.61
ACCRUED PAYROLL LIABILITIES	\$37,134.39			\$37,134.39
DUE TO OTHER GOVERNMENT UNITS	\$55,271.20			\$55,271.20
DUE TO MTC		\$16,012,504.33		\$16,012,504.33
DUE TO OTHER FUNDS				\$0.00
DEFERRED REVENUE & OTHER LIAB.	\$6,185.91	\$23,513,116.23		\$23,519,302.14
TOTAL LIABILITIES	\$111,460.56	\$41,469,162.11		\$41,580,622.67
INVESTMENT IN GENERAL FIXED ASSETS FUND BALANCE	\$580,398.04	\$3,075,774.46	\$135,026.87	\$3,656,172.50
TOTAL LIABILITIES AND FUND BALANCES	\$691,858.60	\$44,544,936.57	\$135,026.87	\$45,371,822.04

REGIONAL TRANSIT BOARD
 COMBINED STATEMENT OF REVENUES,
 EXPENDITURES & CHANGES IN FUND BALANCES
 FOR PERIOD EIGHT MONTHS ENDED 08-31-86

	GENERAL	SPECIAL REVENUE	TOTAL
REVENUES:			
FEDERAL GRANTS	\$274,663.93	\$178,939.15	\$453,603.08
STATE GRANTS	\$562,600.00	\$18,531,042.66	\$19,093,642.66
PROPERTY TAXES		\$19,219,541.33	\$19,219,541.33
INTEREST INCOME	\$16,819.59	\$677,132.18	\$693,951.77
MISCELLANEOUS		\$0.00	\$0.00
TOTAL REVENUE	\$854,083.52	\$38,606,655.32	\$39,460,738.84
EXPENDITURES:			
SALARIES AND BENEFITS	\$451,450.90	\$49,540.58	\$500,991.48
PROF. AND TECH. SERVICES	\$78,905.52	\$347,134.06	\$426,039.58
METRO COUNCIL CHARGEBACKS	\$83,974.93	\$1,349.64	\$85,324.57
MATERIALS AND SUPPLIES	\$23,999.17	\$13,457.97	\$37,457.14
LEASES & RENTALS	\$38,034.99	\$5,337.21	\$43,372.20
UTILITIES	\$7,691.05	\$1,088.10	\$8,779.15
MEMBERS PER DIEMS	\$20,100.00	\$0.00	\$20,100.00
TRAVEL EXPENSE	\$32,993.84	\$857.16	\$33,851.00
TRANSIT PROVIDER PAYMENTS	\$0.00	\$36,307,972.43	\$36,307,972.43
MISCELLANEOUS	\$24,963.81	\$5,114.39	\$30,078.20
GENERAL AND ADMINISTRATIVE	\$14,276.52	\$2,128.46	\$16,404.98
INTEREST EXPENSE	\$0.00	\$229,350.00	\$229,350.00
SUB-TOTAL EXPENDITURES	\$776,390.73	\$36,963,330.00	\$37,739,720.73
CAPITAL EXPENDITURES	\$38,041.79		\$38,041.79
TOTAL EXPENDITURES	\$814,432.52	\$36,963,330.00	\$37,777,762.52
EXCESS (DEF) OF REV OVER EXP	\$39,651.00	\$1,643,325.32	\$1,682,976.32
FUND BALANCE - JANUARY 1, 1986	\$540,747.04	\$1,432,449.14	\$1,973,196.18
FUND BALANCE AUGUST 31, 1986	\$580,398.04	\$3,075,774.46	\$3,656,172.50

BUDGET LINE ITEM STATUS REPORT
PERIOD 08/31/86

REVENUES:	1986 BUDGET	ACTUAL AS OF 8/31/86	VARIANCE	PERCENT OF BUDGET
FEDERAL GRANTS				
1985 UMTA PLANNING GRANT	\$0.00	\$127,481.93	\$127,481.93	
1986 UMTA PLANNING GRANT	\$325,000.00	\$147,182.00	(\$177,818.00)	45.29%
FEDERAL AID URBAN	\$0.00	\$178,939.15	\$178,939.15	
STATE GRANTS				
RTB ADMINISTRATION	\$1,082,500.00	\$562,600.00	(\$519,900.00)	51.97%
TRANSIT ASSISTANCE	\$20,550,400.00	\$11,806,390.24	(\$8,744,009.76)	57.45%
TAX FEATHERING	\$2,488,000.00	\$1,062,700.00	(\$1,425,300.00)	42.71%
HOMESTEAD CREDIT-GEN	\$0.00	\$5,180,864.28	\$5,180,864.28	
HOMESTEAD CREDIT-DEBT	\$0.00	\$481,088.14	\$481,088.14	
PROPERTY TAXES				
GENERAL	\$42,816,000.00	\$17,803,648.73	(\$25,012,351.27)	41.58%
DEBT SERVICE	\$3,353,600.00	\$1,415,892.60	(\$1,937,707.40)	42.22%
INTEREST INCOME:				
TAX ESCROW FUND	\$0.00	\$350,978.00	\$350,978.00	
ALL OTHER	\$450,000.00	\$342,973.77	(\$107,026.23)	76.22%
TOTAL REVENUES	\$71,065,500.00	\$39,460,738.84	(\$31,604,761.16)	55.53%

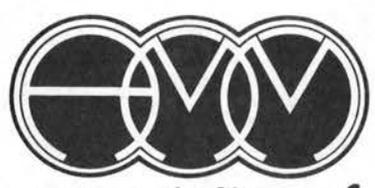
EXPENSES:	1986 BUDGET	EXPENSES TO 08-31-86	UNEXPENDED BUDGET	PERCENT OF BUDGET EXPENDED
SALARIES AND BENEFITS	\$930,700.00	\$500,991.48	\$429,708.52	53.83%
PROF. AND TECH. SERVICES	\$755,000.00	\$426,039.58	\$328,960.42	56.43%
METRO COUNCIL CHARGEBACKS	\$209,700.00	\$85,324.57	\$124,375.43	40.69%
MATERIALS AND SUPPLIES	\$96,500.00	\$37,457.14	\$59,042.86	38.82%
LEASES & RENTALS	\$62,500.00	\$43,372.20	\$19,127.80	69.40%
UTILITIES	\$27,000.00	\$8,779.15	\$18,220.85	32.52%
MEMBERS PER DIEMS	\$38,000.00	\$20,100.00	\$17,900.00	52.89%
TRAVEL EXPENSE	\$93,500.00	\$33,851.00	\$59,649.00	36.20%
TRANSIT PROVIDER PAYMENTS	\$68,607,200.00	\$36,307,972.43	\$32,299,227.57	52.92%
MISCELLANEOUS	\$61,000.00	\$30,078.20	\$30,921.80	49.31%
GENERAL AND ADMINISTRATIVE	\$54,000.00	\$16,404.98	\$37,595.02	30.38%
INTEREST EXPENSE	\$0.00	\$229,350.00	(\$229,350.00)	0.00%
SUBTOTAL	\$70,935,100.00	\$37,739,720.73	\$33,195,379.27	53.20%
CAPITAL EXPENDITURES	\$50,000.00	\$38,041.79	\$11,958.21	76.08%
TOTAL EXPENDITURES	\$70,985,100.00	\$37,777,762.52	\$33,207,337.48	53.22%

EXCESS (DEF) REV. OVER EXP.

\$80,400.00 **\$1,682,976.32** **(\$1,602,576.32)** **2093.25%**

RTB Program Status Report 08/31/86
66.67% of Fiscal Year

Work Prog #	Program name	Original Budget	Revised Budget	Expenses thru Period end date	Unexpended Budget	Expenses as % of Budget
86-01	RTB Policy Management	\$315,630.00	\$316,244.00	\$138,380.69	\$177,863.31	43.76%
86-03	Programs/Planning Admin	\$289,660.00	\$290,180.00	\$155,298.40	\$134,881.60	53.52%
86-04	Transportation Planning Process	\$147,050.00	\$145,665.00	\$52,598.92	\$93,066.08	36.11%
86-05	Transit Corridor Study	\$24,170.00	\$23,758.00	\$14,620.10	\$9,137.90	61.54%
86-06	I-35W Study	\$38,100.00	\$37,664.00	\$2,464.78	\$35,199.22	6.54%
86-07	Service Needs Assessment and Implementation Plan	\$513,770.00	\$516,675.00	\$485,269.17	\$31,405.83	93.92%
86-08	Bus Related Improvements	\$27,310.00	\$28,010.00	\$0.00	\$28,010.00	0.00%
86-09	Urban Travel Analysis	\$49,910.00	\$49,654.00	\$17,452.49	\$32,201.51	35.15%
86-10	Handicapped Transp. Planning	\$99,110.00	\$99,265.00	\$48,899.02	\$50,365.98	49.26%
86-11	Regional Rideshare Prog. Coord.	\$80,550.00	\$80,515.00	\$4,083.94	\$76,431.06	5.07%
86-12	I-394 Planning & Implementation	\$257,750.00	\$258,265.00	\$20,943.09	\$237,321.91	8.11%
86-13	Transit System Planning & Impl.	\$229,190.00	\$229,290.00	\$17,586.56	\$211,703.44	7.67%
86-14	Transit Programs and Admin.	\$65,509,300.00	\$65,506,315.00	\$34,487,005.95	\$31,019,309.05	52.65%
86-21	Transit Operator Assistance Debt Service	\$3,353,600.00	\$3,353,600.00	\$1,833,050.18	\$1,520,549.82	54.66%
	Sub-Total	\$70,935,100.00	\$70,935,100.00	\$37,277,653.29	\$33,657,446.71	52.55%
86-20	Capital Expenditure Program	\$50,000.00	\$50,000.00	\$38,041.79	\$11,958.21	76.08%
	Sub-Total Programs and Capital Expenditures	\$70,985,100.00	\$70,985,100.00	\$37,315,695.08	\$33,669,404.92	52.57%
	1985 UMTA Grant		\$164,922.00	\$165,035.78	(\$113.78)	100.07%
	1985 Debt Service			\$66,153.90		
	430 - 1985 TAC Interest Expense			\$229,350.00		
	Adjustment - Non-allocable Exp.			\$1,527.76		
	TOTAL	\$70,985,100.00	\$71,150,022.00	\$37,777,762.52	\$33,669,291.14	53.10%



association of
metropolitan
municipalities

TO: Regional Transit Board
FROM: Association of Metropolitan Municipalities
Roger Peterson, Director of Legislative Affairs
SUBJECT: AMM Comments per RTB Implementation and Financial Plan

The Association of Metropolitan Municipalities submits the following comments relative to the 'Implementation and Financial Plan Draft' for Public Review of the Regional Transit Board dated October 10, 1986.

1. Local Property Tax
(Chapter V. Financial Plan, Paragraph B-3, Page 65.)

This paragraph states that communities receiving full service are taxed at 2.0 mills, those receiving full peak and limited off peak service are taxed at 1.5 mills, and those receiving limited peak service are taxed at 1.25 mills.

This is absolutely untrue and documents discussing the property tax issue should begin stating the true facts. The original 2 mills are adjusted by Minn. Statutes Section 273.13, subd. 7a, Section 275.49, and Section 272.64 which creates an actual mill levy of between a low of 3.025 in Hennepin County to a high of 3.4 in Carver County. However, the reduction of one half or three quarter mills for feathering is done in actual mills creating the following situation in 1986:

<u>County</u>	<u>2 mill levy adj. to actual mills</u>	<u>1.5 mill adj. to actual</u>	<u>1.25 mill adj. to actual</u>
Anoka	3.339	2.839	2.589
Carver	3.400	2.900	2.650
Dakota	3.159	2.659	2.409
Hennepin	3.025	2.525	2.275
Ramsey	3.063	2.563	2.313
Scott	3.297	2.797	2.547
Washington	3.308	2.808	2.558

If the feathering mills were calculated as the original levy mills the levies in Carver County as an example, would be 3.400, 2.550, and 2.125 respectively.

Regardless of complexity, for clarity sake, the facts should be stated truthfully.

2. Per passenger subsidy threshold of \$2.45.

The RTB indicates on page 69 that poor performing services, implied to be those with a subsidy of greater than \$2.45, will be identified and evaluated for elimination, restructuring or changing to a different type of service. There is a presumption that the status quo will not be maintained. Why?

An important element absent from the report is a comparison of revenue from fares plus property tax to operating cost on a zone to zone basis. In 1984 zones 3 and 4, basically 2nd. and 3rd. ring suburban areas, generated approximately one million dollars of combined fare and property tax in excess of operating expenses. Although there is a high per passenger subsidy on many suburban routes when comparing costs to fare revenue only, the suburban area is more than paying its share in fare plus property tax.

It seems logical that in any evaluation of service and cost for service that a comparison be made to all locally generated revenue. Ignoring this issue was a major part of the genesis of opt-out and the RTB as an agency separate from the MTC.

3. Replacement Service (page 74) (Opt-out)

The RTB has come to the conclusion that Opt-out must be sunset. However, no where is there rationale supporting this conclusion nor is there discussion about replacement or provision of service commensurate with monies generated through the property tax.

The initial purpose of the opt-out program was to provide a mechanism for a limited set of local areas to develop an alternative transit service that would be more cost effective and more service specific to the area. If the RTB cannot or will not provide a reasonable replacement program, its argument for sunset is no better today than the MTC argument against the program was in 1983. Opt-out should be left alone.

Ex B

September 29, 1986

Metropolitan Transit Commission
560 6th Avenue North
Minneapolis, MN 55411

TO WHOM IT MAY CONCERN:

We the associates of the JCPenney Company, petition the Metropolitan Transit Commission to add on a bus to Route 44C going in the opposite direction. We prefer this bus to be an express.

We need to leave the downtown and arrive at Co. Rd. 18 & Bloomington Ferry Rd. by 7:30 a.m. and the return leaving at 4:45 p.m. to go back downtown. Our office will be relocating to this area on April 1, 1987.

Enclosed please find 84 Signatures.

Your immediate response and reply would be greatly appreciated.

ROUTE 44c

EFFECTIVE: 08/08/85

EXPRESS BUS SERVICE BETWEEN
DOWNTOWN MPLS.
WESTERN BLOOM-
INGTON
W. 98TH ST.
W. 102ND ST.

MONDAY THRU FRIDAY

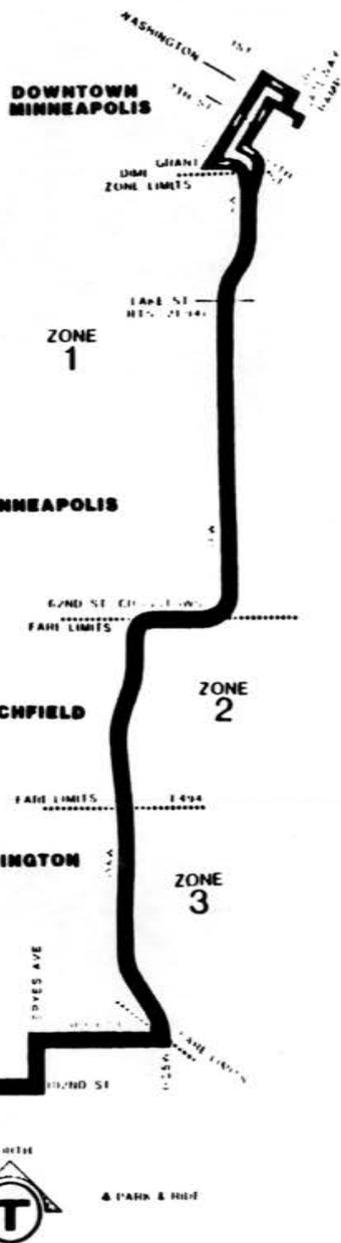
TO DOWNTOWN

Bloom Ferry Co#18	Bloom Inglon Road	Brun & Old Shak.	102nd Norm. Blvd.	102nd and Fran.	98th and Xer- xes	90th and 35W	35W and Lake	7th and 2nd
AM	AM	AM	AM	AM	AM	AM	AM	AM
645	652	656	701	706	709	714	731	741
715	722	726	731	736	739	744	801	811

FROM DOWNTOWN

Gale -way Ramp	Marq. and Wash.	35W and Lake	35W and 90th	98th and Xer- xes	102nd and Norm. Fran.	102nd and Norm. Blvd.	Brun & Old Shak.	Bloom Ferry Road	Bloom Inglon Ferry Co#18
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
434	440	455	513	518	523	527	532	535	545
504	510	525	543	548	553	557	602	605	615

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



ADULT FARE:
All rides completely within Zone 1 \$.85
All rides Zone 1 to Zone 4 \$1.25
All rides completely outside the limits of Zone 1 \$ 1.75

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

PAY POLICY:
GOING TOWARDS DOWNTOWN (OR ON CROSTOWN ROUTES WHICH DO NOT GO DOWNTOWN): Pay the full adult fare when boarding

FROM DOWNTOWN: Pay the full adult fare including zone, express bus charge and the peak period surcharge when leaving the bus

See the route map to determine if your trip crosses any fare zone boundaries.

FARE ZONE LIMITS
ZONE 1 - From downtown to Hwy 62 & 35W
ZONE 4 - From 98th St. and 35W to terminal.

DESTINATION SIGNS
44C "EXPRESS-FREEWAY"

CONNECTING ROUTES
In downtown Minneapolis Route 44c connects with other MTC routes on these streets
Washington - Rt 7 - 3rd St. - Rt 20 - 4th St. - Rts 16, 20 - 5th St. - Rts 14, 19, 58 - 8th 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 LOCATION
BLOOMINGTON
COMMUNITY OF THE CROSS LUTHERAN CHURCH - Old Shakopee Rd. & Bloomington Ferry Rd. - west side of lot along Bloomington Ferry Road.
SCHEDULE SUBJECT TO CHANGE.

Please have exact fare ready. Drivers carry no change.
DOLLAR BILLS NOT ACCEPTED.

Metropolitan Transit Commission
580 - 6th Avenue North
Minneapolis, Minnesota 55411-4398

Call 349-7400 to add more buses

Collections

The lady from Ride Share that spoke to us in the Customer Relations meeting gave us wrong info about the bus. She said we can catch a # 54 bus at Southdale to go to our new office, but that bus is being discontinued. That bus has nothing to do with our office. It only goes 5 miles from where we need to go. The #44c goes there but in the wrong direction. If you wish to, please sign this petition to add more busses to that line going in the opposite direction.

Cross off your name when you have seen this + pass it on.

Scott Olson

Mike Owen

Tom L. Ullman

Return to Joann

Collection Dept.

Joanne Miller

Joanna Thilgen

Chris Zila

Cheryl Stephens

Janell M. Weigel

Chelison

Janie [unclear]

Brian L. Flynn

Acidi Ellis

Jodi Johnson

Jarvis Campbell

Radal S. [unclear]

Wynny Myer

DA Treutz

Cynthia Williams

Paul Angerhofer

Nancy Elger

Pete [unclear]

Joyce Lamunga

Marilyn Jangren

Paula Roman

Carol Nelson

Yvonne Runkberg

Jim Rongstad

Jonas

Denise Lynch

Susan Dayer

Marylin [unclear]

Becki Maki [unclear]

Cathy Chellewold

Vanessa Patterson

Judith Jandies

Mary L. Freeman

Kathy Webb

Cathy Rha

Shirley Hollister

Brian Kitch
James E Brun
May Lee Tesch
Richard Benson
Mal C. Boon
Tamzan Miller
Chas Olson
James S. Japadat

Diane Cusick
Cheryl Andre
Suzanne Poehler
Majine Hanson
Irene Ryller
Dolores Chyjs
Mary Gervais
Evelyn Lanie
Belmont's Mill
Ellen Anderson
Lerric Quirk
Belmont's Mill

Carl Zink
Lynne W. Slawski
Deb Clifton
Sue Denny
Babs Jadoo
Diana Volentini
Jodi L. McCain
Betty Hoagland
Barb Peterson

Lessa Olson
John Christoph
Eline Muz
Mary Beagle
David Thune



GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
OFFICE OF THE MAYOR

347 CITY HALL
SAINT PAUL, MINNESOTA 55102
(612) 298-4323

Ex C.

October 27, 1986

Elliot Perovich, Chairman, and
Members of the Regional Transit Board
270 Metro Square Building
Saint Paul, Minnesota 55101

Subject: Public Hearing on the RTB Implementation and Financial Plan

Dear Chairman Perovich and Board Members:

Thank you for the opportunity for Saint Paul to comment on the Board's Implementation Plan. As you know the city has taken an active interest in the promotion of public transit. Through its Planning Division staff Saint Paul has participated in the formulation of the RTB's recent Needs Assessment.

Saint Paul agrees with and supports the Implementation Plan's approach to meeting the transit needs of the Twin Cities region.

The recently completed Needs Assessment confirmed the need for and effective use of public transit services in the central cities. In addition it identified new central city needs for service improvement and for expansion of services to parts of the region not now served. We particularly support the Needs Assessment's identification of those areas where service can be more effectively provided and also where it needs to be upgraded.

Several services and routes in Saint Paul represent the backbone of the transit system. They must be nurtured if resources are to be available to expand our public transit to areas where services are less cost effective but still needed.

In particular Saint Paul supports the provisions of the Implementation Plan in the following areas:

1. Improvements to and testing of new services within the regular route transit network. While most of Saint Paul has some transit service, many areas need and deserve service expansion and improvement. The city hopes to work with the MTC and RTB to identify and implement the changes suggested in the Needs Assessment.
2. Development of the Saint Paul CBD layover facility.
3. Test marketing and trials to experiment with a variety of methods to extend services into suburban areas. Many Saint Paul residents work in the newly developed areas of the Twin Cities, but lack adequate public transit access to them. We support provisions for two-way transit to serve commuters traveling both to and from the central city to work sites throughout the region.

4. Further exploration of the use of Light Rail Transit (LRT) to upgrade service in the University Avenue area and in other heavily traveled corridors in the region. If the efficiencies projected here bear out, the Twin Cities could provide new alternatives to living/working/traveling not now available in the region. At the same time major operating costs savings could be made. This deserves our further exploration if we take transit service improvement seriously in the Twin Cities.
5. Expansion of Metro Mobility to the rest of the transit service district. The process of weighing fare increases against coverage has been an arduous one for the RTB. Your present program deserves to be implemented and tested. More change will probably be necessary but service expansion will ultimately benefit all users in new accessibility. Only by testing the new operations will we know if the new service is worth the added user costs.
6. Expansion of park-and-ride facilities and of Rideshare. Parking costs are so much less if auto users can be convinced to leave their car (or share their drive with others) before they reach major employment concentrations. We support provision of park-and-ride facilities and will encourage their use.

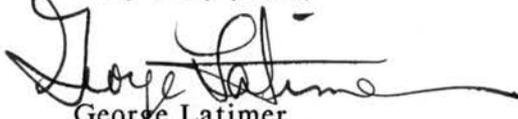
Rideshare programs are also an essential element of the transit picture, especially for people living in areas without regular transit service.

Besides these particular areas of concern, I am encouraged by the balanced program of proposed service improvements the RTB proposes in this Implementation Plan. Saint Paul supports the RTB's cautious, careful entrance into new areas of service. The Implementation Plan does not represent a jump into construction of fixed guideway transit. It does not commit to wholesale expansion into new service areas. What it is doing is moving the next step to analyze -- in specific applications -- the costs, revenues, and efficiencies of new services to meet our existing needs. The Implementation Plan does so without overburdening requests for state assistance or local property tax funding.

I am concerned, however, that recent press discussions of the Needs Assessment may have raised many expectations for rapid expansion of transit services into new geographic areas of the Twin Cities region. Saint Paul will not support expansion of service into less cost-effective areas if it means reductions in cost-effective services now existing in our city.

I do support the RTB's approach which makes cost-effective service improvements to all parts of the transit system, both suburban and urban. Saint Paul will continue to work with the RTB to provide efficient transit service to our city and region.

Very truly yours,


George Latimer
Mayor

November 13, 1986

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

Dear Mr. Perovich:

The County Transit Associates, whose membership includes the four county transportation programs and the three county-coordinated transportation programs, recently collected data on the number and types of trips provided by participating agencies and the ages of the passengers served. That data was plotted on several graphs, which are attached.

In 1985 the number of rides provided by CTA-participating agencies in the seven-county area was 455,595 for an estimated 11,410 individuals, compared to 501,564 rides provided by Metro Mobility for an estimated 6,500 individuals. It is important to note that this network of public and private non-profit organizations provided nearly the same number of rides for almost twice as many people as Metro Mobility.

As we all know, there is a rapid growth in the percentage of elderly in our society, especially the very old. In Minnesota we have the second longest life expectancy in the nation. Due to the exorbitant cost of maintaining frail elderly in nursing homes, Minnesota has put a moratorium on new nursing home beds and passed legislation supporting pre-admission screening and alternative care programs. As more frail elderly remain in their homes, the demand for transportation will increase. We will need to increase the services of both the public and social service systems if we are going to meet this need.

Changes in the health care industry are also affecting the demand for special transportation. In 1985 the Foundation for Health Care evaluation documented that in the metropolitan area there was a 20 percent reduction in hospital admissions for Medicare patients and a corresponding increase in treatment at outpatient facilities. Elderly patients are also being released from hospitals earlier and in less well conditions. These changes in health care are increasing the demand for transportation to outpatient facilities.

Changes are also being seen in the treatment of the developmentally disabled and the mentally ill. As large institutions are being dismantled and replaced by smaller residential facilities scattered throughout the community, the

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Ans'd.....

Elliott Perovich, Chair
Regional Transit Board
Page 2
November 13, 1986

transportation needs of these populations are also changing. Fewer facilities will have their own vehicles; large group trips will be replaced by an increased need for demand-responsive service.

The 70 or more transportation providers represented by the County Transit Associates are public and private non-profit agencies. They are supported by a variety of resources including federal, state, county, city, United Way, and private funding. Many have been in the transportation business for ten or more years and have broad community support. This support frequently includes volunteer drivers and dispatchers.

Among non-profit agencies, competition for 16b2 vehicles is high. On an average, only half of those who make application are funded each year. If eligibility for this program is expanded to include the for-profit sector, replacement of vehicles will become even a more critical problem. Coupled with reduced operating funds caused by the Gramm-Rudman law, the entire social service system could be weakened. If this happens, more elderly and handicapped passengers will seek transportation with Metro Mobility, quickly using up the amount of money saved by reorganization and earmarked for expansion.

As the Regional Transit Board looks at coordination of social service transportation, the subject should be approached from the perspective of how new services can best be coordinated with existing social services in a way that maximizes the use of both public and private funding. We are pleased the RTB is looking at the issues that are affecting the social service provider. It is important that policies be developed that will help maintain this system. As the implementation plan stated, "the approach for coordinating and funding social service transportation will impact the cost, magnitude and direction of other transit services."

In 1980, participants at a Mini-Whitehouse Conference on Transportation for the Aging came to the same conclusion: "Transit operators and social service agencies typically share the responsibility for transportation and local jurisdictions need to consider this duality of responsibility in their planning." They recognized the important contribution volunteers make to these programs and urged local jurisdictions to develop systems that encourage volunteerism.

Social service providers should be looked upon as equal partners in the provision of special transportation services for the elderly and handicapped, not just a safety net for Metro Mobility. In some areas the social service provider is the primary carrier. The non-profit sector provides cost efficient service drawing on the resources of volunteers, as well as the funding resources of foundations, private gifts and United Way.

Elliott Perovich, Chair
Regional Transit Board
Page 3
November 13, 1986

As the Implementation Plan's goal 3 and policy 9 imply, effective and efficient measures will be used to determine which providers will be selected to provide specific transit services. Passenger satisfaction and choice, as well as community support, are also effectiveness measures. Competition in itself will not necessarily guarantee savings or better service.

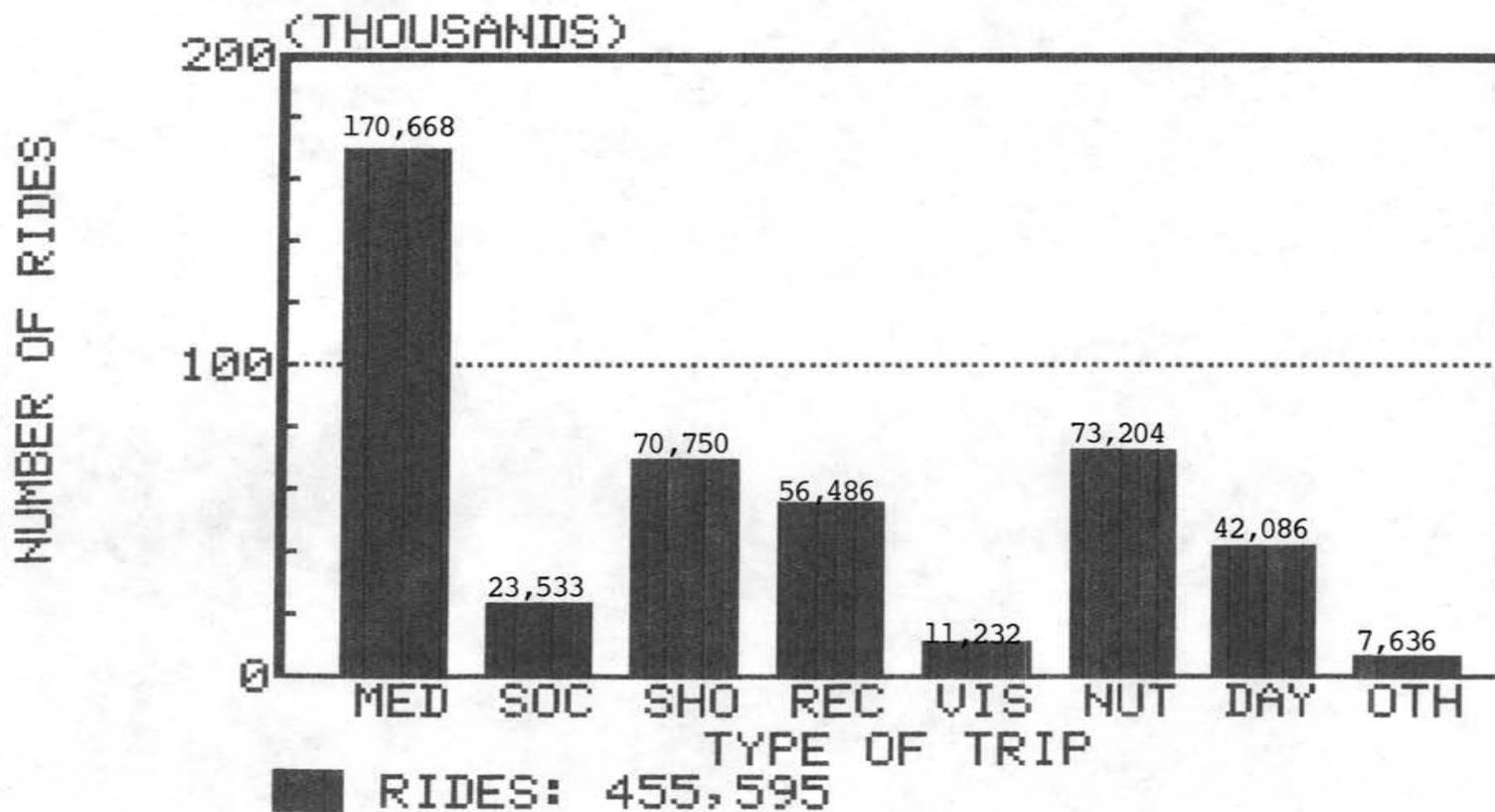
It is important that private and local public dollars which are currently supporting social service transportation continue to be spent for transportation and not be shifted to support other community needs. As the demand for specialized service grows, state money will be needed to supplement the local support of the social service system. As the Regional Transit Board's draft implementation and financial plan pointed out, if social service agencies discontinue providing or financially supporting transportation services, the responsibility will fall on the RTB.

Sincerely,

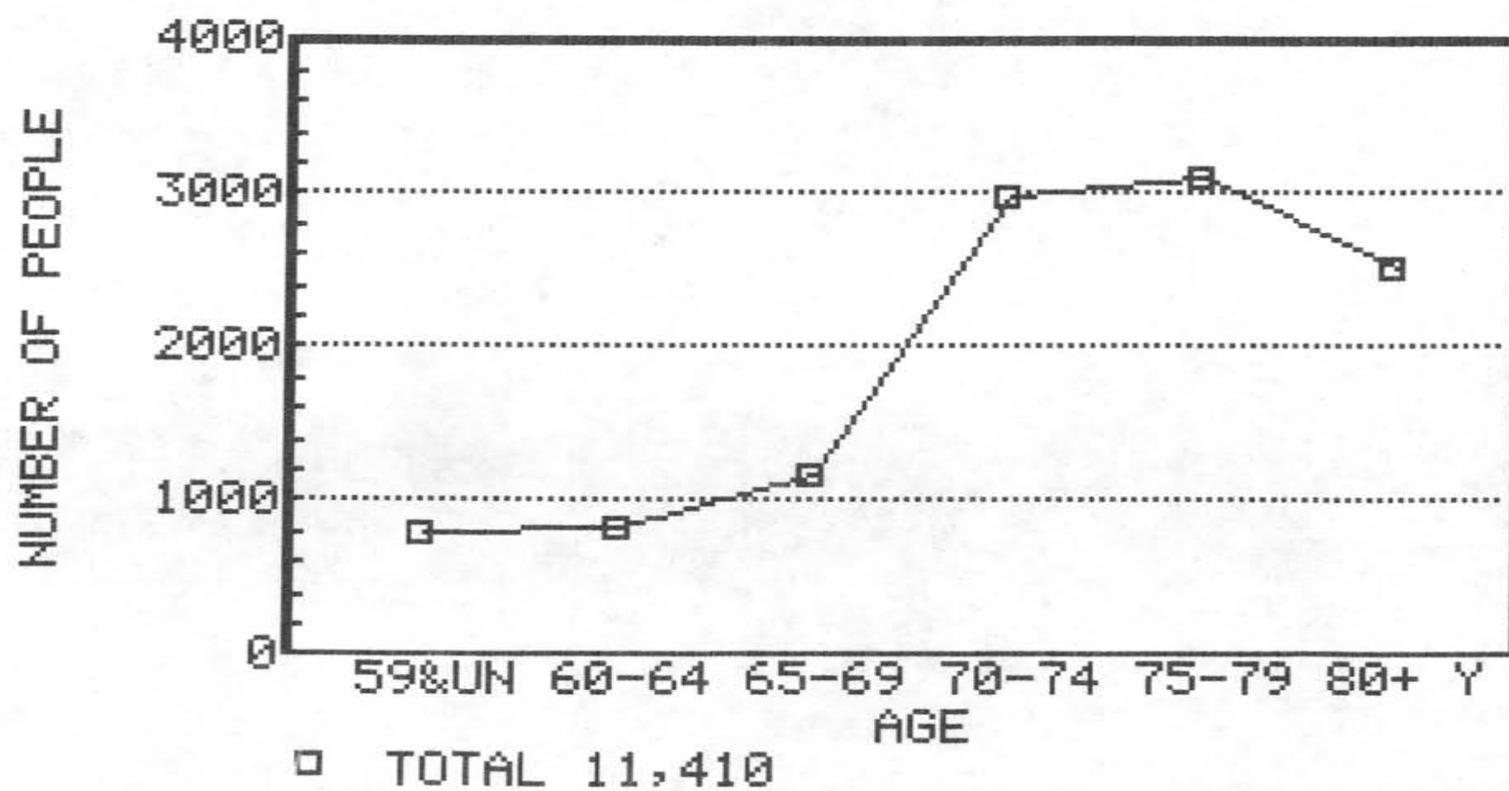
THE COUNTY TRANSIT ASSOCIATES

Attachs.

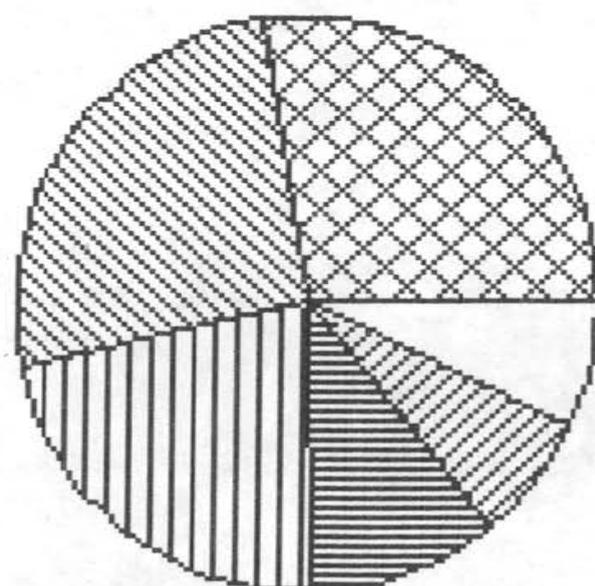
CO. TRANSIT RIDES 1985



RIDER AGES



RIDER AGES
AGE



27.38%
75-79 YRS
26.27%
70-74 YRS
21.91%
80+ YRS
10.36%
65-69 YRS
7.13%
60-64 YRS
6.95%
59&UNDER



St. Paul Area Chapter
 100 South Robert Street
 St. Paul, Minnesota 55107
 (612) 291-6789

November 13, 1986

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

Dear Mr. Perovich:

The Ramsey County Coordinated Transportation Program, administered by the St. Paul Red Cross, coordinates the transportation services of 22 social service agencies in Ramsey County. In 1985 the network of transportation services provided 107,696 one-way rides, of which 57,668 rides were partially paid for by Title IIIB funds through the coordination grant.

Over 50 percent of those rides were for medical appointments, while the other 50 percent took seniors to community centers, shopping and congregate dining sites. Over 125 volunteers, along with paid staff, drove 38 vehicles, 13 with lift equipment. The network provided almost as many rides in Ramsey County as Metro Mobility.

Our typical passenger is a woman, living alone on a fixed income. She is over the age of 75 years, with several disabilities that prevent her from using a bus. There is better than a 50 percent chance she will have an income below the federal poverty level. She will ride an average of six times a year and will donate \$1 each way for her trip. She usually will need a helping hand from the driver and may need an escort to go with her.

About one third, or \$185,000, of the total operating budget of this network of transportation services is currently funded by Title IIIB funds. Red Cross subcontracts with nine agencies to provide rides for minority, low-income and underserved populations. The Title IIIB grant has been cut each of the past two years. We anticipate the same amount in 1987 as in 1986.

Social service agencies rely heavily on the 16b2 program for vehicle replacement. Unfortunately, competition for those vehicles is strong and the program is not large enough to provide vehicles for all those who request them. The United Way and Title IIIB no longer fund capital purchases, so social service agencies also rely on foundations and donations to replace vehicles.



— A Partner in United Way

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Elliott Perovich, Chair
Regional Transit Board
Page 2
November 13, 1986

This reduction in funding is coming at a time when the demand for transportation service is skyrocketing. As we all know, our elderly population is growing, especially the very old. Over 32 percent of our riders are over the age of 80 years. An Amherst Wilder Foundation study documented that in 1985 there were 12,000 persons in Ramsey County over the age of 60 years who were dependent on someone else to transport them. That population will grow 13 percent in the next ten years.

Besides having more elderly needing transportation, we have other changes affecting the demand. The Foundation for Health Care evaluation documented a 20 percent reduction in hospital admissions of Medicare patients. Most of these patients are being treated instead at outpatient facilities. For those who are being hospitalized, they are being released earlier, in less well conditions. These elderly patients are requesting transportation to outpatient facilities in greater numbers.

Providing service in the north suburban area of St. Paul has always been a problem for the social service network. As your Transit Service Needs Assessment pointed out, suburban-to-suburban travel in that area, as well as circulation service focusing on Rosedale and Maplewood Mall, need to be expanded.

With Title IIIB funds being restricted and no state transportation funds being available, providing service in New Brighton, Vadnais Heights, Mounds View, Roseville and Maplewood has been our greatest challenge. Recently, the senior programs at Fairview School in Roseville and Edgewood School in Mounds View received new lift vehicles. The Fairview program vehicle was donated by the Kiwanis and the first year operating funds were donated by Good Neighbors Inc., a health care company. The Edgewood program has a 16b2 vehicle and partial operating funds from the cities of Mounds View, Vadnais Heights and Arden Hills. Maplewood provides congregate dining and grocery shipping by renting a non-accessible vehicle. All these programs back up the van service with volunteer drivers using their own vehicles to transport seniors to medical appointments. The White Bear Lake School District program has one lift vehicle which is partially supported by state transit funds. The demand in their area is growing and they could use a second vehicle.

The social service transportation providers in Ramsey County have been providing service for many years. They are cost efficient and utilize the service of volunteers whenever possible. They have broad community support and are attempting to meet the growing demand for transportation for the elderly.

As the Regional Transit Board develops its implementation plan, the social service providers should be included in the planning and be given an opportunity to provide expanded service when appropriate. Some programs

Elliott Perovich, Chair
Regional Transit Board
Page 3
November 13, 1986

will be able to compete with for-profit providers; some will not, because they are receiving donated dollars and could be perceived as competing unfairly. This should not be a deterrent to their participation.

It is also important that services be coordinated between the social service network and Metro Mobility. There are trips for certain purposes that are better done by the social service provider and others by Metro Mobility. By coordinating these services, the most efficient system can be developed and we can avoid "dumping" on either system.

Thank you for the opportunity to respond to the Implementation Plan. You may reach me at 291-6705 for any further information.

Sincerely,



Bette K. Undis
Administrator
Ramsey County Coordinated
Transportation Service