



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
612/292-8789

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, October 24, 1988
Mears Park Centre, Room A
4:00 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Minutes of the October 10, 1988 Board Meeting
4. Update on Metro Mobility Computer
5. REPORT OF THE POLICY COMMITTEE

Doris Caranicas,
Chair

6. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Ruth Franklin,
Chair

- A. Purchase of Computer System
- B. Financial Statements - July 1988
- C. Regional Transit Board 1988 (Payable 1989)
Property Tax Levy, Resolution No. 88-06
- D. Regional Transit Board Insurance Renewals
- E. Change to Statement of Benefits - Health Insurance
- F. Amendment to 1989 Metropolitan Transit Commission
Capital Budget
- G. Metropolitan Transit Commission 1989 Operating
Budget Approval

- Amended*
7. OTHER BUSINESS

- A. Chairman's Report
- B. Members' Reports
- C. Advisory Committee Reports
- D. Staff Reports

8. PUBLIC COMMENTS

Elliott Perovich
Chairman



Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101
612/292-8789

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre, Room A
October 10, 1988

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Doris Caranicas; Carole Faricy; Ruth Franklin; Alison Fuhr; Rochelle Graves; Paul Joyce; Ed Kranz

MEMBERS ABSENT: George Isaacs

OTHERS PRESENT: Gregory Andrews, Kathy Christopherson, Mary Fitzgerald, Judy Hollander, Jan Hennings, Clete Luberts, Regional Transit Board Staff; Charles Weaver, legal counsel; Arnie Entzel, Amalgamated Transit Union; Natalio Diaz, Metropolitan Council; Steve Bertrand, Transportation Handicapped Advisory Committee; Steve Cramer, Bill Barnhardt, City of Minneapolis; Vern Genzlinger and Jeff Spartz; Hennepin County, Bev Auld, Bob Thompson and Greg Failor, Metropolitan Transit Commission

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

Caranicas moved approval of the minutes of the September 19, Franklin seconded the motion. Motion carried unanimously.

Fuhr moved and Caranicas seconded that the minutes of the meeting of September 26 be approved. The motion carried unanimously. Franklin asked if issues discussed at the September 26 special board meeting will receive further consideration. The chairman said all the legislative issues will be assembled and presented to the Policy Committee.

AMENDMENT TO THE REGIONAL TRANSIT BOARD BYLAWS, RESOLUTION NO. 88-07

As required, the amendment to the Bylaws was presented to the board for the first time at its meeting of September 6, 1988. Amendments to the Bylaws must be approved by two-third of the members present at the meeting. Andrews reviewed his memorandum of September 29, 1988, adding that the proposed change of meeting days would take effect on the fourth week of November. Caranicas moved and Franklin seconded:

That the Regional Transit Board approve Resolution No. 88-07, amending the Bylaws of the board to change the regular meeting day of the board to the second and fourth Tuesday of each month, effective November 22, 1988.

Kranz said the change would be confusing and disruptive for the public, which has become accustomed to Monday board and committee meetings. After discussion, a roll call vote was taken on the motion and resolution. The motion and resolution failed (Graves, Fuhr and Kranz voted nay).

CLARIFICATION OF AUTHORITY AND PROPOSED CONDITIONS FOR FINANCIAL SUPPORT FOR HENNEPIN COUNTY LIGHT RAIL TRANSIT PATRONAGE FORECASTING AND SURFACE OPTION ANALYSIS

Hollander reviewed the staff report dated October 10 that was passed out before the meeting. The chairman noted that a letter has been received from the City of Minneapolis requesting financial support of the surface option analysis. Legal Counsel Weaver said the statute is not entirely clear; however, 473.17 directs the board to cooperate with Hennepin County, and review, comment and cooperating in their studies. In other sections, the board is authorized to go ahead with these studies. Fuhr moved and Joyce seconded:

1. That the Regional Transit Board authorize the executive director to enter into an interagency agreement, consistent with the conditions identified in this memorandum, with Hennepin County Regional Railroad Authority to contribute financial support in an amount not to exceed \$361,500 for its LRT patronage forecasting/bus service planning efforts; and
2. That the Regional Transit Board authorize the executive director to enter into an interagency agreement, consistent with the conditions identified in this memorandum, with Hennepin County Regional Railroad Authority to contribute financial support in an amount not to exceed \$51,500 for its surface option analysis for downtown Minneapolis.

Joyce said this is timely because as the overall transit planning body, the board should try to guide this process. The surface option must be studied to identify the pros and cons. In response to Graves' question, Hollander said under this proposal, RTB would pay 50-percent of the cost, the county would pay for the balance, and RTB would pay the total cost of any modifications to the study. For the surface option study proposal, the county would pay 50 percent of the total cost, the city would pay 25 percent, and RTB would pay 25 percent of the total cost.

Cramer said the City of Minneapolis hopes to find support for the city's obligation. They paid \$40,000 for a study done by Strgar-Roscoe-Fausch, Inc. that confirmed their choice of the surface option. Minneapolis is also committed to sharing the cost of the surface component of the Environmental Impact Statement. Preliminary engineering is the only way to acquire information on which to make a final decision. The Legislature did not direct the city to build light rail transit. The city's position is that at some point the regional agencies must be responsible for the regional system. He asked if the board would pay the City of Minneapolis' share of the cost.

Spartz said the only way to determine if the numbers are accurate on the tunnel is to do substantial boring. Franklin said that while she supports the tunnel, she favors the staff recommendation as a way to avoid wasting time. Members discussed the roles and responsibilities of the public bodies and the effect on the RTB's budget if the staff recommendation is accepted.

Hollander explained the tasks involved in collecting information on how the bus system is being used. The study can be expanded region-wide for the benefit of the RTB and other regional rail authorities. It is not a duplication of the studies MTC has budgeted. Auld agreed, saying MTC is beginning to study the operational issues, changes in organization, and other issues involved in operating light rail transit. MTC would endorse this study.

Spartz said, referring to the surface option issue, that the county's position is that cities requesting studies of alternatives will be asked to pay for half of the cost of those studies. The chairman said it is probable that other cities will ask the board to finance studies. The motion carried unanimously.

REPORT OF THE POLICY COMMITTEE

Committee Chair Caranicas reviewed the corrected report of the committee's meeting on September 19.

HIGHWAY 96 TASK FORCE DRAFT STUDY REPORT

Caranicas moved and Fuhr seconded:

That the Regional Transit Board endorse the transit strategies contained in the Draft T.H. 96 Study and direct staff to pursue follow-up activities with the communities.

The motion carried unanimously.

RIDESHARE EVALUATION FINAL REPORT

Caranicas moved and Fuhr seconded:

That the Regional Transit Board accept the Rideshare Evaluation Study for the Twin Cities Metropolitan Area, and direct staff to prepare an implementation plan.

The motion carried unanimously.

Referring to the statement in the report that the committee took no action on the requests for financial support at the committee meeting, Fuhr said she disagrees with the statement because she tried to bring the discussion to a conclusion. Caranicas said the committee could not take action until the legal questions were resolved.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Committee Chair Franklin said the committee will meet immediately after the conclusion of this meeting.

REPORT OF THE AD HOC COMMITTEE ON LIGHT RAIL TRANSIT

Paul Joyce, acting for Committee Chair Isaacs, reviewed the action taken by the committee at its meeting of September 29, 1988.

LIGHT RAIL VEHICLE DEMONSTRATION

Joyce moved and Fuhr seconded:

That the Regional Transit Board approve in principle having a light rail vehicle at Lake Harriet in March 1989 as a demonstration.

Hollander said the recommendation endorses the concept and staff will return to the board with more detailed information on the project and its cost. Fuhr asked if Hennepin County has approved the project. Perovich said the feasibility of the project has not yet been determined. The motion carried unanimously.

OTHER BUSINESS

CHAIRMAN AND MEMBERS REPORTS

The chairman said the American Public Transit Association annual conference will be discussed at the next meeting. Fuhr said the 2000 study commissioned last year was very impressive and might be incorporated into RTB's annual meeting in December. Perovich said the report is not complete. APTA will probably hold public hearings because there are definite differences of opinion.

ADVISORY COMMITTEE REPORTS

Andrews reviewed the staff report of October 10, 1988 regarding an appointment to the Transportation Handicapped Advisory Committee. Kranz requested and received a status report on the vacancy in his district. Hennings said the committee bylaws state that the terms of all the members will expire at the end of this year. Staff will contact all the members and ask them to wait. After discussion, Franklin moved and Joyce seconded:

That the Regional Transit Board approve the appointment of Rebecca Smith as a District B representative on the Transportation Handicapped Advisory Committee.

STAFF REPORTS

Andrews introduced Clete Luberts, the newly hired bookkeeper.

There being no other business, Graves moved and Faricy seconded that the meeting be adjourned. The motion carried unanimously and the meeting was adjourned at 5:20 p.m.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the board: _____, 1988.

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, Saint Paul, Minnesota 55101
292-8789

DATE: October 17, 1988
TO: Chairman and Members of the Regional Transit Board
FROM: Edward Kouneski, ^{Ek} Programs Manager
SUBJECT: Metro Mobility Computer Status Report

At the Board meeting October 24, 1988, representatives from the Metropolitan Transit Commission (MTC) will deliver a presentation to update you on the Metro Mobility computer installation and software development efforts completed to date.

Meantime, if you have any questions please feel free to call me at 229-2712.



EX A
Bd 10/24

MEMORANDUM

DATE: October 20, 1988

TO: Chairman and Members of the Regional Transit Board

FROM: Thomas N. Vida *Thomas N. Vida*
MTC Assistant Director of Transportation

SUBJECT: MMAC Computer Status Report

All of the major computer applications needed to perform the critical administrative and operational functions of both providers and the MMAC have been completed and are fully operational.

As you know, the purpose in developing the MMAC computer system was to automate the order taking, order filling and billing procedures for providers. It was also designed to enable the MMAC to maintain an automated data base of eligible Metro Mobility riders, to view by provider all orders taken, to compare those orders with documentation of service delivery, and to calculate the subsidy reimbursement that each provider has coming so that the MMAC can recommend subsidy payments to providers by the RTB.

Providers can benefit from the MMAC computer system in several ways. The system allows providers to determine if a rider is eligible for Metro Mobility, obtain rider information which is useful in meeting the rider's travel needs, computerize billing procedures, estimate daily revenue, and produce reports pertaining to their service. The computer system provides MMAC administrators with timely information for use in service evaluation and planning. This information is summarized in various reports and allows MMAC to perform several functions, including monitoring provider service performance and identifying trip-making patterns.

In order to accomplish the above, literally hundreds of computer software activities had to be programmed. They may be summarized by the ten (10) major provider functions and the eleven (11) major MMAC computer functions outlined in my July 18, 1988 Computer Status Report to the RTB. I have listed those functions again with their status as of July 18 and as of today:

PROVIDER		
Function	Status 7-18-88	Status 10-20-88
1. Call Intake (including frequent location capability)	fully operational	fully operational
2. View Existing Clients	fully operational	fully operational
3. View Client Disability	fully operational	fully operational

	<u>Function</u>	<u>Status 7-18-88</u>	<u>Status 10-20-88</u>
4.	View Client Trips - current days or previous days	fully operational	fully operational
5.	View Standing Orders	fully operational	fully operational
6.	Modify Standing Orders - <u>optional field</u>	fully operational	fully operational
7.	Align Forms & Print Trip Tickets for standing orders and demand orders - includes capability to sort sequence of printing tickets	fully operational	fully operational
8.	Post Trip Exceptions	operational but not included in billing procedures at this time	fully operational
9.	Print Vouchers	not available - software almost complete, must resolve printer problem	fully operational software complete, new printers in place
10.	Calculate Trip Reimbursement	not available - software development in progress	fully operational - ability to calculate different rates of reimbursement in place

MMAC ADMINISTRATIVE STAFF

1.	Enter New Clients (part of certification process)	fully operational	fully operational
2.	View Client Disability	fully operational	fully operational
3.	View Existing Client	fully operational	fully operational
4.	Modify Existing Client	fully operational	fully operational
5.	Delete Existing Client	fully operational	fully operational
6.	Enter/Delete Standing Orders	fully operational	fully operational
7.	View Standing Orders	fully operational	fully operational

	<u>Function</u>	<u>Status 7-18-88</u>	<u>Status 10-20-88</u>
8.	List Standing Orders - allows different sort options	fully operational	fully operational
9.	Print Standing and/or Demand Order Trip Tickets	fully operational - in case providers unable to print	fully operational
10.	Print Daily Trip List - for phone surveys and ride verification	fully operational	fully operational
11.	Verify Trip Requests - allows MMAC staff to call up ordered trip and compare it to signed/validated voucher submitted by provider and automatically calculate subsidy reimbursement rate	software development in progress	fully operational

All Metro Mobility providers have been using the system. Providers and the MMAC have been working through the bugs which normally appear during the computer system implementation. Meetings with providers last week yielded words of general satisfaction with the system. During the meetings MMAC staff solicited and received suggestions from providers on enhancements which would make the system more valuable to them. The MMAC will evaluate the suggestions and implement those enhancements which are judged to be most beneficial to providers and to the overall delivery of Metro Mobility services.

In the weeks and months ahead, MMAC will continue to work to increase the speed, reliability, effectiveness and efficiency of the system. Maintaining an automated system is a continuous mission. As Metro Mobility changes (i.e. number of clients and/or providers, internal procedures, rate structure, etc.) so must the computer. Likewise, as technology advances, so must the MMAC automated system. The MMAC will continue to stay abreast of these changes and make sure that our system continually improves to meet our operational and administrative responsibilities.

AMENDMENT TO THE 1989 METROPOLITAN TRANSIT COMMISSION (MTC) CAPITAL BUDGET

That the RTB approve an amendment to the 1989 MTC Capital Budget involving projects 3710, 3810, 3811, and 3910 as outlined below:

<u>Project</u>	<u>Amended Project Cost</u>	<u>Change</u>	<u>Amended Local Funding</u>	<u>Change</u>
3710	\$20,157,445	\$1,994,625	\$ 6,719,269	\$1,994,625
3810	\$16,366,022	800,000	\$ 8,570,102	800,000
3811	\$ 7,547,087	0	\$ 4,012,076	(749,011)
3910	\$18,300,405	<u>597,240</u>	\$10,700,405	<u>\$ 597,240</u>
Total		\$3,391,865		\$2,642,854

METROPOLITAN TRANSIT COMMISSION 1989 OPERATING BUDGET APPROVAL

That the Regional Transit Board:

1. Approve a 1989 operating budget of \$105,138,252 and RTB subsidy of \$62,289,603 for Metropolitan Transit Commission regular route and other programs, excluding the Metro Mobility Administrative Center and Minnesota Rideshare services at this time.
2. Approve MTC debt service expenditures of \$2,476,137.
3. Approve implementation of the MTC's fare simplification plan on or about April 1, 1989, with the exception that the fare for elderly persons shall remain 10 cents during 1989. The new fare structure will be:
 - a. A base fare of 50 cents.
 - b. A peak fare of 75 cents.
 - c. A youth fare and handicapped fare of 25 cents.
 - d. A senior fare of 10 cents.
 - e. A downtown area zone fare of 25 cents.
 - f. An express charge of 25 cents.
 - g. A zone charge of 25 cents, with a single boundary drawn at the current Zone 1 line.
4. Direct staff to set public hearing dates on Fare Simplification the weeks of November 21 and November 28, 1988.

OTHER BUSINESS

The committee also heard a presentation by the representatives of Hennepin County regarding the county's application for Urban Mass Transportation Administration grants. No action was taken.

Ruth Franklin
Chair

RF/mff
AFtoBD
RTRBTX1



Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101
612/292-8789

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of October 10, 1988, the Administration and Finance Committee reviewed and approved the following recommendations. The board is expected to take action on the recommendations at its meeting of October 24, 1988.

PURCHASE OF COMPUTER SYSTEM

That the Regional Transit Board authorize the purchase of Apple Macintosh microcomputer systems in an amount not to exceed \$122,000.

FINANCIAL STATEMENTS - JULY 1988

That the Regional Transit Board receive the July 1988 financial statements and direct that they be placed on file.

REGIONAL TRANSIT BOARD 1988 (PAYABLE 1989) PROPERTY TAX LEVY, RESOLUTION NO. 88-06

That the Regional Transit Board adopt Resolution No. 88-06, "Resolution Levying Ad Valorem Property Taxes" for 1988, payable 1989.

REGIONAL TRANSIT BOARD INSURANCE RENEWALS

That the Regional Transit Board approve the renewal of the Regional Transit Board's insurance policies for liability, business auto, employee fidelity bond, property, and workers compensation at a premium cost of \$15,464.51.

CHANGE TO STATEMENT OF BENEFITS - HEALTH INSURANCE

That the Regional Transit Board approve the following change in the RTB Statement of Benefits, Effective October 1, 1988:

Hospital/Medical Care. The RTB pays for employee health insurance coverage, and contributes 90 percent of the cost of dependent health coverage of the lowest cost carrier.



Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101
612/292-8789

DATE: October 18, 1988
TO: Regional Transit Board
FROM: Edward Kouneski, Programs Manager
SUBJECT: MTC 1989 Operating Budget Approval

SUMMARY

This memorandum reviews the 1989 operating budget proposed by the Metropolitan Transit Commission (MTC) and presents the staff recommendation for Regional Transit Board (RTB) approval.

BACKGROUND

The MTC is responsible to prepare an annual budget that conforms with the RTB's Implementation and Financial Plan. The RTB may approve or disapprove the budget, in whole or in part, and can specify conditions for approval as authorized by Minnesota Statutes 473.435, Subd. 1.

The MTC held a public hearing July 27, 1988 on its 1989 operating budget and no testimony was received. Following receipt of the operating budget on August 10, 1988, RTB staff prepared a set of questions to elicit more information from the MTC and then met with MTC staff. The MTC's response to the questions is attached to this memorandum as well as summary pages from the MTC budget document.

DISCUSSION

Highlights

The following highlights what is proposed by the MTC for regular route service in 1989, based on information in the budget document, the MTC's response to our questions, and subsequent conversations.

- o An operating budget of \$105,138,252 for regular route and all other programs, excluding the Minnesota Rideshare and Metro Mobility Administrative Center services, which will be approved separately by the RTB at a later date.
- o Debt service expenditures of \$2,476,137 financed through a property tax levy by the RTB.
- o Implementation of the fare simplification plan on April 1, 1989, that institutes a base fare of 50 cents. The MTC has requested an additional \$70,000 for marketing the fare simplification plan, if approved.

- o An approximate one percent ridership increase to 71.2 million in 1989 for the regular transit service program. (Please note that this target ridership figure excludes the Southwest Metro, Metropolitan Airport Shuttle, and Valley Transit projects.) Ridership growth is primarily attributed to planned service enhancements for commuters.
- o Adding 17 peak buses and 706,000 miles of service, raising the active fleet to 833 and service miles to 28,569,000 in 1989. This accomplishes:
 - Improved commuter service for the suburban communities of Anoka, Apple Valley, Blaine, Brooklyn Center, Burnsville, Columbia Heights, Coon Rapids, Eagan, Fridley, Maple Grove, Savage, and Spring Lake Park; and service expansion in the I-394 corridor and in the Rosedale area. The total cost of these service enhancements is approximately \$1 million in 1989.
 - Service modifications required during the Nicollet garage reconstruction that will cost approximately \$700,000 in 1989.
- o Completing the phased implementation of two major initiatives for improved customer service and bus cleaning, with expenditures totaling \$195,147 and \$1,920,340, respectively, in 1989.
- o Light rail transit operational planning activities to support the efforts of Hennepin County and other county railroad authorities.
- o A full-time complement of 2,035 employees at the start of 1989, increased by 29 positions.
- o An RTB operating subsidy of \$62,289,603, an increase of \$5 million from 1988. Of this amount, new state appropriations approved this year include \$700,000 to offset a raise in fares for elderly persons and \$1 million to replace the MTC's loss of federal funds.

Analysis

The MTC's increase in total operating expenses generally conforms to the guidelines of the RTB's Implementation and Financial Plan. The introduction of service enhancements and implementation of the fare simplification plan are responsive to the need to stimulate ridership growth.

Farebox recovery is estimated to be approximately 35 percent in 1989, although the MTC's ridership and revenue targets may be conservative, in staff's opinion. Fare simplification likely could effect a ridership increase that exceeds the 1 percent goal.

Fare Simplification

In staff's view, the most significant part of approving the MTC's 1989 operating budget is the adoption of the fare simplification plan. RTB staff supports the MTC recommendation with one modification: that the fare for elderly persons remain at 10 cents during 1989 since state funds have been appropriated for this purpose.

The MTC has indicated that the fare simplification plan can be implemented April 1, 1989. Consistent with the RTB's fare policies, the fare levels will be monitored annually but changes in fares should not be expected to occur for two years. The MTC must be prepared to meet the farebox recovery standard of 35 percent throughout this period. The RTB's action to approve the proposed 1989 MTC operating budget along with the fare simplification plan does not waive the requirement that the MTC meet the farebox recovery standard next year and beyond.

New Service

RTB staff endorses the service enhancements proposed by the MTC in its 1989 operating budget, with the following clarifications:

- o Based on discussions with the MTC's service planning and scheduling staff, we prefer that the Rosedale service improvements outlined in the staff memorandum dated July 20, 1988, to the Administration and Finance Committee, be implemented first or in place of the proposed crosstown service. The RTB approved this plan in August 1988.
- o The I-394 service improvements are necessary due to the two-year closing of the existing County Road 73 park-and-ride lot. While the new roadway segment and park-and-ride lot are being constructed, additional service is needed to serve temporary lots at other locations. We recommend that MTC staff continue to work with the I-394 technical committees on the final plans for implementation of this service.

FINDINGS AND CONCLUSIONS

- o RTB staff finds the MTC 1989 operating budget to be consistent with the goals and policies of the RTB Implementation and Financial Plan and its assumptions for growth in operating expenses.
- o The MTC operating budget responds to the RTB's direction to develop strategies for increasing ridership, including new service proposals and fare simplification.
- o The 35 percent farebox recovery must be maintained even with implementation of the fare simplification plan, for at least the next two years.

FINDINGS AND CONCLUSIONS

RTB staff recommends approval of the MTC operating budget as submitted and the addition of \$70,000 in expenses and subsidy for additional marketing communications efforts associated with implementation of the modified fare simplification plan by April 1, 1989.

RECOMMENDATION

That the Administration and Finance Committee:

1. Approve a 1989 operating budget of \$105,138,252 and RTB subsidy of \$62,289,603 for MTC regular route and other programs, excluding the Metro Mobility Administrative Center and Minnesota Rideshare services at this time.
2. Approve MTC debt reserve expenditures of \$2,476,137.
3. Approve implementation of the MTC's fare simplification plan on or about April 1, 1989, with the exception that the fare for elderly persons shall remain 10 cents during 1989. The new proposed fare structure is:
 - a. A base fare of 50 cents.
 - b. A peak fare of 75 cents.
 - c. A youth fare and handicapped fare of 25 cents.
 - d. A senior fare of 10 cents.
 - e. A downtown area zone fare of 25 cents.
 - f. An express charge of 25 cents.
 - g. A zone charge of 25 cents, with a single boundary drawn at the current Zone 1 line.
4. Direct RTB staff to set public hearing dates jointly with the MTC the weeks of November 21 and 28, 1988 to gather input on the new proposed fare structure.

EKMEMO
RTBTX2

Vide
Graham
Hopkin
Entzel
Capell

Weaver
Bertoni
Bob Wilkes
C. Cochran
de Vries
Kathy DeS.

et
mh
jh
ht

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

M. M. de Vries
DATE: 10/24

BOARD OR COMMITTEE: Bd

88-06

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE	VOTE
Chairman					✓	
Doris Caranicas	✓				✓	
Ruth Franklin	✓				✓	
Carole Faricy	✓				✓	
Alison Fuhr	✓				✓	
Rochelle Graves	✓				✓	
George Isaacs	✓				✓	
Paul Joyce	✓				✓	
Edward Kranz					✓	