



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

Tuesday, February 21, 1989
Mears Park Centre, Room A
4:00 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Board Meeting Minutes of January 3, January 17 and January 30, 1989
4. Consent List
5. **REPORT OF THE POLICY COMMITTEE** Doris Caranicas,
Chair
 - A. Metro Mobility Policy Actions on Agency Transportation
6. **REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE** Ruth Franklin,
Chair
 - A. Application by the MTC to U.S. Department of Transportation for Grants Under the Urban Mass Transportation Act, Resolution No. 89-04
 - B. 1987 Refunding Bond Issue, Resolution No. 89-05
 - C. 1989 Compensation and Benefits Package Resolution 89-03
 - D. Route 52 MTC Impact Assessment
7. **REPORT OF THE AD HOC COMMITTEE ON LIGHT RAIL TRANSIT** George Isaacs,
Chair
 - A. Hennepin County Regional Railroad Authority (HCRRA) System Standards
8. **OTHER BUSINESS**
 - A. Chairman's Report
 - B. Members' Reports
 - C. Advisory Committee Reports
 - D. Staff Reports
 - E. Public Comment

Elliott Perovich
Chairman
An Equal Opportunity Employer

Resolve that the RTB HAS DETERMINED
THAT THE MTC WILL BE NEGATIVELY IMPACTED
BY THE LOSS OF ROUTE 52. SUCH LOSS WOULD
RESULT IN THE DISMISSAL OF ^{3 or 4} ~~5~~ MECHANICS VIOLATING
MINNESOTA STATUTE ⁴⁷³⁻³⁸⁴ SUBDIVISION 2 ENTITLED MTC
IMPACT ASSESSMENT.

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REGIONAL TRANSIT BOARD
 ROLL CALL AND ATTENDANCE SHEET

DATE: 2/21/89

BOARD OR COMMITTEE: _____

MEMBER NAME	PRESENT	VOTE	89-04 VOTE	89-05 VOTE	89-03 VOTE	
Chairman	✓		y	y	y	y no
Doris Caranicas	✓		y	y	y	y no
Ruth Franklin			y	y	y	y no
Carole Faricy						
Alison Fuhr	✓		y	y	y	y no
Rochelle Graves	✓		y	y	y	no y
George Isaacs	✓		y	y	y	no y
Paul Joyce	✓		y	y	y	no y
Edward Kranz	✓		y	y	y	no y



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REPORT OF THE POLICY COMMITTEE

At its meeting of February 13, 1989, the Policy Committee reviewed and approved the following recommendations:

METRO MOBILITY POLICY ACTIONS ON AGENCY TRANSPORTATION

That the Regional Transit Board:

1. Issue the following policy statements in an effort to clarify the definition and purpose of Metro Mobility service:
 - a. Metro Mobility is a demand-responsive service intended to serve individuals going from a variety of origins to a variety of destinations whose travel needs cannot be accommodated by other public transit services.
 - b. As a substitute travel method, contract subscription route service is best suited to bring individuals from a variety of origins to a single location, or conversely, to transport a large group of individuals from a single location to a variety of destinations.
 - c. Given RTB budget constraints, the Department of Human Services should add or restore funding to arrange transportation for individuals traveling to developmental achievement centers to best provide for their needs.
 - d. Metro Mobility can respond to the needs of developmentally disabled persons who live on their own and participate in community-supported employment programs when regular route service cannot accommodate their needs.
 - e. Travel skills training must be emphasized for developmentally disabled persons in extended employment programs who are able or can learn to use regular route bus service instead of Metro Mobility.
2. Seek interagency agreements and legislative support to define the purpose of Metro Mobility and to clarify the role of the Regional Transit Board in relation to:

- a. The arrangement of substitute special contract service oriented to or from developmental achievement centers by the Department of Human Services; and
 - b. The coordination and expansion of regional travel skills training programs by the Department of Jobs and Training.
3. Adjust the Metro Mobility provider reimbursement rates to compensate more for individual demand-responsive trips as a measure to increase service capacity and availability.
4. Instruct the Metropolitan Transit Commission to develop a program to offer free or discounted bus passes to persons who complete travel skills training.
5. Modify the RTB capital plan to provide funding to developmental achievement centers for the purchase of vans to operate their own services.

The next meeting of the committee is March 20, 1989.

Doris Caranicas
Chair

REGIONAL TRANSIT BOARD
Mears Park Centre, 230 E. 5th St., St. Paul, MN 55101

MINUTES OF THE MEETING OF THE
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
January 17, 1989
4:00 P.M.

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

The meeting was called to order at 4:00 p.m. and roll was taken. Isaacs moved and Fuhr seconded to approve the Agenda. The motion carried unanimously.

CONSENT LIST

Fuhr moved and Isaacs seconded to approve the Consent List. The motion carried unanimously.

REPORT OF THE POLICY COMMITTEE

Committee Chair Caranicas said the committee would be meeting following today's board meeting.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

- o RTB SOCIALLY, ECONOMICALLY AND DISADVANTAGED (SED) BUSINESS PURCHASING POLICIES AND GOALS

Franklin moved and Isaacs seconded:

That the Regional Transit Board adopt the following policy, effective January 1, 1989, with regard to SED purchasing and procurement:

- 1) The RTB shall attempt to award at least six percent of the value of all procurements for consultant services or professional or technical services to SED businesses.
- 2) The RTB shall attempt to award at least ten percent of the value of all eligible procurements (other than consultant, professional and technical services) to SED businesses.
- 3) As a condition of awarding procurements for construction, consulting, professional or technical service contracts in excess of \$200,000 the RTB shall attempt to ensure that at least ten percent of the contract award to a prime contractor be subcontracted to an SED business.
- 4) The RTB will require that a business employing more than 20 full-time employees in Minnesota have a certified Affirmative Action Plan in order to enter into contracts with the RTB in excess of \$50,000.
- 5) The RTB shall set aside three-percent of eligible purchase dollars to be available solely for SED vendors.

The motion carried unanimously.

o RECOMMENDATION TO APPROVE CHANGE IN REGULAR ROUTE FARE STRUCTURE AND FARE PRICING LEVELS

Franklin moved and Joyce seconded:

That the Regional Transit Board:

1. Approve the following regular route fare structure and fare pricing levels:

- \$.50 - Base off-peak fare
- \$.75 - Peak fare
- \$.25 - Zone charge with a single zone boundary at the existing Zone 1 boundary (Figure 1)
- \$.25 - Express surcharge
- \$.25 - Youth and limited mobility fare
- \$.10 - Senior citizen/off-peak fare
- \$.10 - Downtown zone fare (dime zone)

2. Approve an adult fare of \$.50 to be used on the RTB's new services demonstration service as appropriate.
3. Maintain the \$.10 senior fare upon continued legislative support to maintain the difference between \$.10 and \$.25 fare levels.
4. Approve the implementation date for the change to the new fare structure and fare pricing level of April 1, 1989.
5. Direct staff to work with all providers and other interested parties to ensure the coordinated implementation of the change.

The Chair suggested that this item be tabled, however, the committee voted on the motion. The motion carried with the Chair voting no.

o SUPPLEMENTAL SUBSIDY AGREEMENT FOR NEST AND WHITE BEAR AREA TRANSIT

Franklin moved and Isaacs seconded:

That the Regional Transit Board ratify the supplemental subsidy agreement with Northeast Suburban Transit and White Bear Area Transit in the amount of \$25,000 each.

The motion carried unanimously.

o FINANCIAL STATEMENTS - NOVEMBER 1988

Franklin moved and Fuhr seconded:

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

The motion carried unanimously.

o RTB TRAVEL AND EXPENSES POLICIES AND PROCEDURES

Franklin moved and Isaacs seconded:

That the Regional Transit Board approve the modifications to the Regional Transit Board Travel and Expenses Policies and Procedures, Section IV, mileage rates and sustenance allowances, as outlined in the January 3, 1989, staff report, replacing the October 21, 1985, procedure.

The motion carried unanimously.

o METRO MOBILITY ADMINISTRATIVE CENTER 1989 MANAGEMENT PLAN AND BUDGET

Franklin moved and Joyce seconded:

That the Regional Transit Board approve the revised Metro Mobility Administrative Center 1989 Management Plan and Budget of \$648,897 as outlined in the Metropolitan Transit Commission memorandum dated December 20, 1988.

The motion carried with the Chair voting no.

o AMENDMENT OF RTB PERSONNEL CODE

The committee agreed to table this item.

REPORT OF THE AD HOC COMMITTEE ON LIGHT RAIL TRANSIT

CHAIR'S REPORT

The Chair discussed a proposal to contract for legislative affairs services with Michael J. Ehrlichmann in an amount not to exceed \$15,000.

Kranz moved and Isaacs seconded:

That the Regional Transit Board authorize a contract for legislative affairs services with Michael J. Ehrlichmann in an amount not to exceed \$15,000 and direct the executive director to execute such a contract.

Several committee members expressed concerns as to whether or not Erlichmann might have a conflict of interest. The motion carried with Graves abstaining.

The Chair also suggested moving the next meeting date.

Franklin moved and Joyce seconded:

To change the meeting date to January 30, 1989, from February 5, 1989.

The motion carried unanimously.

STAFF REPORTS

Greg Andrews announced the upcoming visit by the House Local and Urban Affairs Committee to the Metropolitan Council on January 19 in the Council Chambers and the Senate Local and Urban Affairs Committee on Monday, January 23. Board members were invited to attend.

ADJOURNMENT

Franklin moved and Joyce seconded to adjourn the meeting at 4:40 p.m. The motion carried unanimously.

Respectfully submitted,

Chris Yankovec
Acting Secretary

REGIONAL TRANSIT BOARD

230 E. Fifth Street, St. Paul, Minnesota 55101
(612) 292-8789

DATE: February 13, 1989
TO: Regional Transit Board
FROM: Elliott Perovich, Chairman
SUBJECT: Consent List

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.

Authorization for the Executive Director to Enter Into an
Agreement with the Minnesota Department of Transportation for
the Publishing of the Proceedings of the Third National HOV Facilities Conference

The Regional Transit Board (RTB) along with the Minnesota Department of Transportation (Mn/DOT) and other local and national organizations, was one of the co-sponsors of the Third Annual HOV Facilities Conference. The Regional Transit Board has been the lead organization in coordinating the planning for the conference, including the financial arrangements. In October, 1988, the Federal Highway Administration (FHWA) authorized \$15,000 for the recording and publishing of the proceedings from the Third National HOV Facilities Conference. Since the Minnesota Department of Transportation (Mn/DOT) has a continuing contractual and funding arrangement with FHWA, Mn/DOT is acting as the local recipient of the federal funds. An agreement between Mn/DOT and the RTB is needed to pass the funds through to the RTB. The Executive Director is hereby authorized to execute an agreement with Mn/DOT for \$15,000 to publish the proceedings from the Third National HOV Facilities Conference.



REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
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Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
January 3, 1989

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

OTHERS PRESENT: Gregory Andrews, Judy Hollander, Mary Fitzgerald, Mike Kuehn, Ed Kouneski, Katie Turnbull, Dale Ulrich, Regional Transit Board staff; Mary O'Hara Anderson, Michael Ehrlichman, Metropolitan Center for Independent Living (MCIL); Christopher Gran and Tom Vida, Metro Mobility Administrative Center; Bob Rossman, Amalgamated Transit Union; Bob Thompson, Metropolitan Transit Commission (MTC)

The meeting was called to order at 4:00 p.m. and roll was taken. Caranicas moved and Fuhr seconded that the amended agenda be approved; the motion carried unanimously.

Caranicas moved and Isaacs seconded that the minutes of the meeting of December 19, 1988 be approved. The motion carried unanimously.

REPORT OF THE AD HOC COMMITTEE ON LIGHT RAIL TRANSIT

Committee Chair Isaacs reviewed the report of the committee's meeting of January 3, 1989.

APPROVAL OF LIGHT RAIL TRANSIT INFORMATION PROGRAM

Isaacs moved and Caranicas seconded:

That the Regional Transit Board approve work tasks Nos. 1, 3, 4 and 5 of the Media Rare, Inc. proposal in an amount not to exceed \$17,211 and direct the executive director to enter into a professional services contract for such services with Media Rare, Inc.

The motion carried unanimously.

PUBLIC MEETING TO RECEIVE COMMENTS ON RECERTIFICATION CRITERIA FOR METRO MOBILITY

The chairman called the public meeting to order and asked speakers to present new testimony on concerns not previously addressed at the public meetings conducted by

the Metropolitan Center for Independent Living. He also asked that a spokesperson for each organization be designated to speak on behalf of the group.

Tom Lijewski, speaking on his own behalf, spoke against the new criteria for the conditional certification for blind people.

George Failes, speaking on his own behalf, spoke against conditional certification for the blind.

Michael Ehrlichman, Chair of the Minnesota State Council on Disabilities and Chair of the United Handicapped Federation, said the system was designed for people with mobility impairments who could not use main line transportation with training. No one who can use main line should be able to use Metro Mobility, no matter what the cost. The funding issue is critical and he asked for support at the Legislature.

Stephanie Hall, speaking on her own behalf, spoke against the conditional certification criteria.

Tom Heintl, President of the American Council of the Blind of Minnesota, spoke against the conditional certification criteria.

Max Swanson, representing himself, spoke in support of the position taken by the Blind for Access to Metro Mobility as articulated by Tom Lijewski.

Sandra Bauer spoke on behalf of people with respiratory problems, against eliminating the rule regarding the ability to wait outdoors for ten minutes. Perovich said the problem is dealt with in Items 3 and 4 of the draft guidelines, which is intended to clarify ambiguous wording. Bauer said it does not deal with pulmonary problems.

Mary O'Hara Anderson said Items 2, 3 and 4 actually broaden the eligibility so that a person who cannot be outside for more than ten minutes would be eligible.

Brad Smith, Director of the Association for Retarded Citizens of Hennepin County, suggested that county case counselors and some others be added to the list of professionals qualified to sign off on training. The association is concerned about which organizations will do the training for people with mental disabilities and how it will be funded. "Permanent functional disability" should be defined and the appeals process is an important component. Perovich asked that a specific list of suggested certification professionals be sent to RTB.

Joyce Scanlon, representing the National Federation of the Blind, spoke in support of the conditional certification of the blind.

Joyce Toleno, Blind for Access to Metro Mobility, spoke in support of having options on how she gets somewhere and said the service should be extended without training being an issue.

Russell Anderson, representing Blind, Inc., is a mobility instructor and said the current rule is adequate, fair and legal.

The chairman requested that testimony be confined to new information since there have been eight public hearings and the testimony is available in writing.

Lynette Lijewski said the record should show that people who came to this meeting may not have an opportunity to speak. She expressed concern about the clarity of the

language and resentment at the implication that using the system would be considered pitiful. No cost figures are included in the report. Perovich said the report was not intended to deal with the financial aspects of certification.

Milly Miller said people who lost their vision later in life sometimes find training to be very difficult; they may be fearful and have no one to help them prepare a new certification application and may slip through the cracks.

Rick Cardenas spoke against the process used to issue the contract for the recertification study and recommended that the criteria be discarded. He supports the position expressed by Tom Lijewski.

Agnes Degerstedt, United Blind board member, spoke against the requirement for orientation and mobility training.

Wendy Brooks, representing the Epilepsy Foundation, said she has called the Metro Mobility Administrative Center regarding certification, but they have been unresponsive. She is photo-sensitive and on-coming headlights send her into seizures, which can cause her to forget where she is going.

Judy Sanders, President of the Metro Chapter of the National Federation of the Blind, spoke in support of the proposed criteria.

David Lillihog, an attorney, questioned why the criteria are being proposed and said there should be a cost analysis included in the study. The report should indicate who is helped and hurt by the report. It appears to position wheelchair users against the blind.

Lynn Lockhart said she uses the bus system, but could not find a job she could get to. She was told that until the criteria are changed she is not eligible. Currently she would have to pay \$32 per day for cab fare. She asked how the proposed criteria would be interpreted and said there must be a provision for mixed use. Her appeal was rejected because she appealed too late.

In response to Lockhart's question, Mary O'Hara Anderson said other use is discussed on Page 19. Braille copies of the draft were available on request and the last draft was also on tape and talking book.

Carl Rauer said the Transportation Handicapped Advisory Committee took the position at a November 1988 meeting that blindness in and of itself should be eligible for certification.

Curtis Chong spoke in support of the position of the National Federation of the Blind.

Nancy Jursik, a staff member of the National Federation of the Blind, spoke in support of their position.

Casey Streich said blindness and mental impairment should not be linked together since blindness has nothing to do with IQ. He said the definitions are vague and discriminatory.

Milo Gilland, representing the Senior Blind Federation, said that two-thirds of the blind population is over age 65, and age brings on subtle conditions that effect the ability to travel. He suggested that medical evidence be compared with requirements of the rehabilitation program for the blind. In response to Graves' question, he said

professionals who work with the blind are most competent to certify. Further, the facilities and availability of mobility trainers should be analyzed.

Martin Wagner, representing himself, said he has had mobility training and used a cane for several years. He was hit by a car in the crosswalk of a lighted intersection and does not trust the white cane as a safety device.

Arlene Innmon spoke in support of the position taken by Tom Lijewski.

Tom Brunholtz spoke in support of the position of the National Federation of the Blind.

Jonathon Ice spoke in support of the conditional certification.

Jean Wright, a member of the St. Paul Society of Blind, said that in the aging process people begin to lose health and income. Some elderly blind people may not have problems getting up and down the steps of a bus, but may have problems when they get off the bus. Transportation makes blind people independent, regardless of what the mode of transportation is.

Sherry Mortenson Brown, representing the Minnesota Association of Rehabilitation Facilities, spoke against the criteria because she feels they discriminate against the sensory or mentally disabled. This is the only instance where people have been singled out.

Carl Rauer said that according to MCIL figures, only 270 people out of 13,000 have the single disability of blindness.

There being no further speakers, the public hearing was closed.

After a five-minute recess, Vice Chair Graves reconvened the board meeting.

RESOLUTION OF APPRECIATION OF KATHYRN CHRISTOPHERSON, COMPTROLLER, REGIONAL TRANSIT BOARD, RESOLUTION NO. 89-01

Franklin moved and Caranicas seconded approval of Resolution No. 89-01. On a roll call vote, the resolution was unanimously approved.

RESOLUTION OF APPRECIATION TO JOHN DOYLE, CHAIR, RIDESHARE ADVISORY COMMITTEE, RESOLUTION NO. 89-02

k Fuhr moved and Doyle seconded approval of Resolution No. 89-02. On a roll call vote, the resolution was unanimously approved.

APPOINTMENT OF RIDESHARE ADVISORY COMMITTEE MEMBERS AND CHAIR

Kranz moved and Joyce seconded:

That the Regional Transit Board approve the Rideshare Advisory Committee recommendations.

The motion carried unanimously.

REPORT OF THE NOMINATING COMMITTEE

Committee Chair Joyce reviewed the committee report; he moved and Caranicas seconded:

Kranz offered a friendly amendment that was accepted by the mover and seconder:

That the Regional Transit Board approve the appointment of the following candidates to serve as officers of the board for 1989:

Rochelle Graves, Vice Chair
Paul Joyce, Treasurer
Mary Fitzgerald, Secretary

The above terms will take effect at the first meeting in January 1989 and officers will serve until the first meeting in January 1990 or until a new election is held.; and

That the Regional Transit Board commend the incumbent officers for their excellent service.

The motion carried unanimously.

REPORT OF THE POLICY COMMITTEE

Committee Chair Caranicas reviewed the report of the committee's December 19, 1988 meeting.

SECTION 16(b)(2) POLICY RECOMMENDATION

Caranicas moved and Joyce seconded:

That the Regional Transit Board authorize the executive director to negotiate a memo of understanding with the Minnesota Department of Transportation and that the RTB serve as the local contact with Metropolitan Area applicants in the areas of counter proposals and program monitoring, and assist in the Section 16(b)(2) application process.

The motion carried unanimously.

OTHER BUSINESS

Perovich said he had been contacted by representatives of the Metropolitan Airports Commission (MAC), who asked about the board's attitude toward supporting the taxi driver training and certification program. Gary Pagel proposed that the Metropolitan Council, RTB and MAC each contribute \$20,000 toward the project. After discussion, members agreed that there should be more support by the interested parties and the cities affected before making a commitment.

In response to Joyce's remarks about the audio system in Chambers, Andrews said the Council has retained another consultant who estimates that additional work on the room will require approximately \$50,000, which the three agencies would have to pay.

Kranz said that after three hours concentration tends to diminish. He suggested that the Administration and Finance Committee meeting be delayed to a later date. Franklin said staff had advised her that there were two business items that require action. She recommended that those two issues be dealt with and then recess the meeting until January 9.

Graves noted that she will appear on regional cable television on Monday, January 9, to discuss issues of the transit-dependent.

There being no further business, Graves moved and Caranicas seconded that the meeting be adjourned. The motion carried and the meeting was adjourned at 7:25 p.m.

Respectfully submitted,

Mary Fitzgerald, Secretary

Approved by the Board on _____, 1989.



REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
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MEETING OF THE REGIONAL TRANSIT BOARD

Tuesday, February 21, 1989
Mears Park Centre, Room A *Chanderson*
4:00 p.m.

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add TTTTC minutes

Elliott Perovich
Chairman
An Equal Opportunity Employer



REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
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REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of February 13, 1989, the committee discussed and approved the following recommendations:

Application by the Metropolitan Transit Commission (MTC) to the U.S. Department of Transportation for Grants Under the Urban Mass Transportation Act, Resolution No. 89-04

That the Regional Transit Board approve the Metropolitan Transit Commission's application to the Urban Mass Transportation Administration for fiscal year 1989 funding under the Section 9 program.

1987 Refunding Bond Issue, Resolution No. 89-05

That the Regional Transit approve Resolution No. 89-05, Cancelling Transit Tax Levy for Certificate of Indebtedness.

Compensation Study

That the Regional Transit Board accept the Compensation Audit Proposed Recommendations, dated January 1989.

1989 Compensation and Benefits Package

That the Regional Transit Board approve Resolution No. 89-03, establishing compensation and benefits for 1989.

Route 52 MTC Impact Assessment

That the Route 52 MTC Impact Assessment be referred to the full board at its meeting of February 21, 1989; and

That the executive director be directed to request that MTC provide written response to the MTC Impact Assessment staff recommendation dated February 8, 1989.

Other Business

The board also received a status report on the RTB contract with the Center for Transportation Studies. The next meeting of the committee will be March 6, 1989.

Ruth Franklin
Chair



REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
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REPORT OF THE AD HOC COMMITTEE ON LIGHT RAIL TRANSIT

At its meeting of February 16, 1989, the Ad Hoc Committee on Light Rail Transit reviewed and approved the following recommendations:

REVIEW OF HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY (HCRRRA) SYSTEMS STANDARDS

That the Regional Transit Board approve the proposed system standards for the Hennepin County Light Rail Transit System, with the exception of the standard design of station platforms, which should be determined after further examination of various platform designs in all the proposed corridors.

OTHER BUSINESS:

The committee discussed the following issues, but took no action.

- Changes to HCRRRA Scoping Decision Document
- HCRRRA Federal Grant Applications
- LRT Demonstration Project
- Other Regional Transit Board LRT Activities

George Isaacs
Chair

RESOLUTION NO. 89-05

RESOLUTION CANCELLING TRANSIT TAX LEVY FOR
CERTIFICATES OF INDEBTEDNESS

WHEREAS:

A. The Minneapolis-St. Paul Area (Metropolitan Council) (the "Council") issued, at the request of the Regional Transit Board (the "Board") \$5,660,000 General Obligation Refunding Bonds, Series 1987 (the "Bonds"), on May 5, 1987, to refund outstanding Certificates of Indebtedness (the "Certificates"), dated November 1, 1982, of the Metropolitan Transit Commission (the "Commission") maturing in the years 1990 through 1995, as a crossover refunding pursuant to Minnesota Statutes, Section 473.39, subdivision 1, and Section 475.67, subdivision 13;

B. As a result of issuance of the Bonds, sufficient funds were deposited in escrow to pay when due (1) upon prepayment and redemption on February 1, 1989, the callable principal amount of each of the Certificates maturing in the years 1991, 1992, 1993, 1994, and 1995, each called for prepayment on that date, and (2) the principal of the Certificates to become due on February 1, 1990, and, accordingly, all of the Certificates have been fully paid and discharged except for the \$1,000,000 in Certificates coming due on February 1, 1990;

C. At the time the Certificates were issued, the Commission levied and filed a special transit levy pursuant to Minnesota Statutes, Section 473.446 (in effect on the date of issuance of the Certificates); and by virtue of amendments subsequently made to said Section 473.466, the Board (instead of the Commission) now has sole power to cancel said levy on account of the refunding;

D. The Board is required pursuant to certification of the Council to levy each year special transit taxes pursuant to Minnesota Statutes, Section 473.446 and Section 473.39, subdivision 1, for purposes of paying debt service on the Bonds; and

E. The special transit taxes originally levied by the Commission for the Certificates in the year 1988 for collection in 1989 were cancelled by the Board, and relieved in an amount which, together with other funds irrevocably appropriated for such purpose, including Bond proceeds held in escrow, were sufficient to pay when due at least 105% of the principal and interest to become due on the Certificates on or before February 1, 1990.

NOW, THEREFORE, BE IT RESOLVED by the Regional Transit Board as follows:

1. The tax levy made by the Commission upon all taxable property in the Metropolitan Transit Taxing District as an incident to the issuance of the Certificates, and for the purpose of paying debt service thereon in the years 1988 through 1994 has heretofore been cancelled for taxes levied in 1988 and is hereby cancelled for taxes levied in 1989 through 1994, and the County Auditors of Ramsey, Hennepin, Anoka, Carver, Scott, Dakota, and Washington Counties are hereby authorized and directed to record such cancellation on their respective registers for said issue of Certificates.

2. All special transit taxes heretofore levied by the Commission or Board in excess of the amount required to pay interest on the Certificates coming due on February 1, 1990, shall be applied towards the payment of debt service on the Bonds, and the Regional Transit Board shall, in accordance with Minnesota Statutes, Section 473.39, subdivision 1, annually levy transit taxes on all taxable property in the Metropolitan Transit Taxing District in the amount certified on or before October 1 of each year by the Council as necessary to provide full and timely payment of the Bonds, including interest thereon.

Adopted this ____ day of February, 1989.

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary



REGIONAL TRANSIT BOARD

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

RESOLUTION NO. 89-04

RESOLUTION

**RESOLUTION APPROVING THE FILING OF AN APPLICATION
BY THE METROPOLITAN TRANSIT COMMISSION WITH THE
DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA,
FOR GRANTS UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964,
AS AMENDED**

WHEREAS, the secretary of transportation is authorized to make grants for a mass transportation program of projects; and

WHEREAS, the Metropolitan Transit Commission has prepared and requested approval of an application for operating and capital assistance under Section 9 of the Urban Mass Transportation Act of 1964 as amended; and

WHEREAS, Minnesota Statutes 473.375, Subdivision 8, requires that the Regional Transit Board approve the application of political subdivisions within the metropolitan area for federal transit assistance; and

WHEREAS, the Regional Transit Board at its regular meeting of February 21, 1989, reviewed the application of the Metropolitan Transit Commission for \$13,752,933 of federal transit assistance.

NOW THEREFORE BE IT RESOLVED:

1. THAT the Regional Transit Board approves the application of the Metropolitan Transit Commission, dated December 20, 1988, for \$13,752,933 of federal transit assistance.
2. Directs the executive director to transmit this resolution to the Metropolitan Transit Commission.

Adopted this 21st day of February 1989.

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary

**REGIONAL TRANSIT BOARD
MEARS PARK CENTRE, 230 E. FIFTH STREET, ST. PAUL, MINNESOTA 55101**

RESOLUTION NO. 89-03

RESOLUTION ESTABLISHING COMPENSATION AND BENEFITS FOR 1989

WHEREAS, the Regional Transit Board (RTB) Personnel Code, Section 4.1 requires that the Board annually review salary ranges and benefits, and;

WHEREAS, the Regional Transit Board (RTB) wishes to establish a sound compensation program which will provide the flexibility to attract and retain highly qualified and productive employees;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Regional Transit Board (RTB) adopt the attached job classifications and salary ranges for calendar year 1989.
2. That the Regional Transit Board (RTB) adopt the attached statement of benefits for RTB staff for calendar year 1989.

Adopted this _____ day of _____ 1989

Elliott Perovich, Chair

Mary Fitzgerald, Secretary

Regional Transit Board
JOB CLASSIFICATION SYSTEM

<u>Proposed Grade</u>	<u>Job Title</u>
1	Receptionist/Office Clerk
2	Secretary/Clerical Assistant
3	Vacant
4	Bookkeeper Secretary - Planning & Programs Public Information Assistant
5	Accountant
6	Planner I Administrative Assistant Contract & Grants Administrator Project Administrator I
7	Administrative Aide Fiscal Analyst
8	Planner II Program Auditor Project Administrator II Public Information Officer
9	Senior Project Administrator Assistant to the Chair Principal Planner
10	Vacant
11	Planning Manager Programs Manager
12	Comptroller
13	Director of Planning & Programs
14	Executive Director

Regional Transit Board
1989 SALARY STRUCTURE

<u>Grade Level</u>	<u>Zone 1</u>	<u>Zone 2 (Midpoint)</u>	<u>Zone 3</u>	<u>% Percent Min to Max</u>
1	14,000-14,975	14,975-16,925 (16,000)	16,925-17,900	28%
2	15,400-16,525	16,525-18,775 (17,600)	18,775-19,900	29%
3	16,900-18,175	18,175-20,725 (19,400)	20,725-22,000	30%
4	19,300-20,800	20,800-23,800 (22,300)	23,800-25,300	31%
5	21,200-22,875	22,875-26,225 (24,500)	26,225-27,900	32%
6	23,400-25,400	25,400-29,400 (27,400)	29,400-31,400	34%
7	26,000-28,350	28,350-33,050 (30,700)	33,050-35,400	36%
8	29,100-31,875	31,875-37,425 (34,600)	37,425-40,200	38%
9	34,500-37,850	37,850-44,550 (41,200)	44,550-47,900	39%
10	38,300-42,125	42,125-49,775 (46,000)	49,775-53,600	40%
11	42,000-46,400	46,400-55,200 (50,800)	55,200-59,600	42%
12	45,800-50,825	50,825-60,875 (55,900)	60,875-65,900	44%
13	50,000-55,750	55,750-67,250 (61,500)	67,250-73,000	46%
14	54,100-61,700	61,700-76,900 (70,800)	76,900-84,500	48%

REGIONAL TRANSIT BOARD
STATEMENT OF EMPLOYEE BENEFITS

A. HOSPITAL/MEDICAL CARE. The RTB pays for employee health insurance coverage and contributes 90% of the cost of dependent health coverage of the lowest cost carrier. The employee has a choice of three (3) different HMO plans, one of which offers fee-for-service coverage in addition to the HMO coverage.

1. Health Maintenance Organization Coverage. The employee has the option of selecting health coverage through one of the following HMO's: Med Center Health Plan, Share Health Plan, or Group Health. Booklets and coverage information is available in Personnel for interested employees.
2. Fee-for-Service Coverage. One of the HMO's offered by the RTB, Group Health, offers access to physicians outside of their Group Health network, in addition to the full coverage of their normal HMO plan. If an employee were to see a physician outside of the Group Health network, the plan provides benefits similar to that of a fee-for-service plan; a specified deductible and an 80/20 co-payment. This is in addition to the normal HMO coverage. Booklets and coverage information are available in Personnel for interested employees.

B. DENTAL INSURANCE. The RTB pays the cost of employee dental insurance and contributes 90% of the cost of dependent dental coverage. Coverage includes preventative and restorative care, prosthetics and orthodontics.

C. GROUP TERM LIFE INSURANCE. The RTB pays for coverage which is equal to two (2) times the employee's annual salary rounded to the next highest \$1,000 with a minimum of \$10,000 and a maximum of \$200,000. The amount of coverage is reduced by 35% at age 65 and coverage ceases at retirement or the employee's termination. An additional \$75,000 in units of \$5,000 and dependent coverage of \$2,000 for spouse and \$2,000 for each child is also available at the employee's expense. Equal amounts of accidental death and dismemberment coverage are included in all coverages.

D. LONG TERM DISABILITY COVERAGE. The RTB pays full premium on a long term disability insurance plan which provides disability benefits of 60% of base salary per month up to \$5,000 for covered employees after the 90th day of disability. Benefits are payable to recovery or age 65, except that persons disabled at age 62, or thereafter, receive benefits on a Decreasing Years of Benefits Duration Schedule. Employees are also eligible for basic disability benefits under Social Security, and after five years full coverage, under provisions of the retirement plan.

E. **VACATION LEAVE.** Employees earn vacation according to the following schedule. Vacation is earned incrementally each bi-weekly pay period and may be used when earned, subject to prior supervisory approval.

<u>Service</u>	<u>Approximate Number of Days</u>
During first three years	13
After 3, up to 6 years	16
After 6, up to 8 years	20
After 8, up to 20 years	23
After 20 years	26

F. **SICK LEAVE.** All full-time employees are credited with 96 hours (12 days) of sick leave on the first full pay period of each calendar year. Sick leave accumulation is unlimited.

G. **RETIREMENT-SURVIVOR BENEFITS.** Full-time employees are members of the Minnesota State Retirement System (MSRS). This system is coordinated with Social Security and provides retirement annuities and disability benefits for employees and survivor benefits for dependents when an employee dies. The employee contribution is 3.73% of total salary for retirement and disability provisions of the state retirement plan, plus the current rate for Social Security contributions. Employees in the Unclassified Service may choose to be covered under the Unclassified Retirement Plan. Unclassified employees interested in this plan should contact Personnel.

H. **WORKERS COMPENSATION.** Employees are covered under the provisions of the Minnesota Worker's Compensation Act.

I. **UNEMPLOYMENT COMPENSATION.** Employees are eligible for unemployment compensation upon termination of employment provided they meet the requirements of the Minnesota Employment Security Law.

J. **WORK WEEK.** Employees work a 40 hour week. Official office hours are 8:15 a.m. to 5:00 p.m. Monday through Friday. Flexible hour arrangements are also available, subject to supervisory approval.

K. **OVERTIME.** For assigned overtime, office and clerical employees earn overtime pay at time and one half for hours worked in excess of forty (40) hours in the pay period. Other personnel are not eligible for overtime pay; however, compensatory time off may be granted in accordance with established rules.

L. **TRANSPORTATION.** Monthly bus passes are available at a discount rate through payroll deduction. Personal automobile travel on RTB business is reimbursed at the Internal Revenue Service standard mileage rate. Parking incurred on official business is also reimbursed.

M. **EMPLOYEE EDUCATION PROGRAM.** This program provides for payment of tuition for certain kinds of academic course-work in accordance with established rules. Additional information is available from Personnel.

N. **EMPLOYEE ASSISTANCE PROGRAM.** This service, provided outside the RTB, is available free of charge for diagnosis and referral of employee and family member problems.

O. **EMPLOYEE WELLNESS PROGRAM.** This program provides for the payment of tuition for specific courses in the area of employee health and wellness. Additional information is available from Personnel.

P. **DEFERRED COMPENSATION PROGRAM.** The RTB, through the State of Minnesota, offers a deferred compensation program. This is a voluntary plan that allows employees to place a portion of their earnings in a pretax deferred investment program. Taxes on money set aside and earnings are deferred until the time of withdrawal. Several different investment options are offered. Additional information is available from Personnel.

REGIONAL TRANSIT BOARD

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

REPORT OF THE PROVIDERS' ADVISORY COMMITTEE

At the February 9, 1989, meeting of the Providers' Advisory Committee (PAC), the following topics were discussed:

- Regional Coordination Study
- Implementation Plan Issue Papers
 - overall philosophy
 - transit disadvantaged
 - rural/paratransit
- Changes to the Regular Route Fare Structure and Fare Pricing Levels
- Competitive Bidding of Transit Services

No action was required on these items.

REGIONAL TRANSIT BOARD

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

REPORT OF THE TRANSPORTATION HANDICAPPED ADVISORY COMMITTEE

At the February 13, 1989, meeting of the Transportation Handicapped Advisory Committee (THAC), the committee discussed the recommendations relating to Metro Mobility policy actions on agency transportation that were scheduled for presentation to the Policy Committee later in the day. While agreeing that the RTB should begin negotiations with the Department of Human Services to address the problems being encountered, the committee could not reach consensus to support the recommendations as presented in the February 7, 1989, memorandum to the Policy Committee.

The recent action taken by the RTB on the Metro Mobility eligibility criteria was also discussed. Because of the need to clarify the wording and understand the impact of the new criteria, modified by the RTB, the committee unanimously approved the following motion:

That the Transportation Handicapped Advisory Committee recommends that the Regional Transit Board reconsider its recent action relative to the Metro Mobility eligibility criteria.

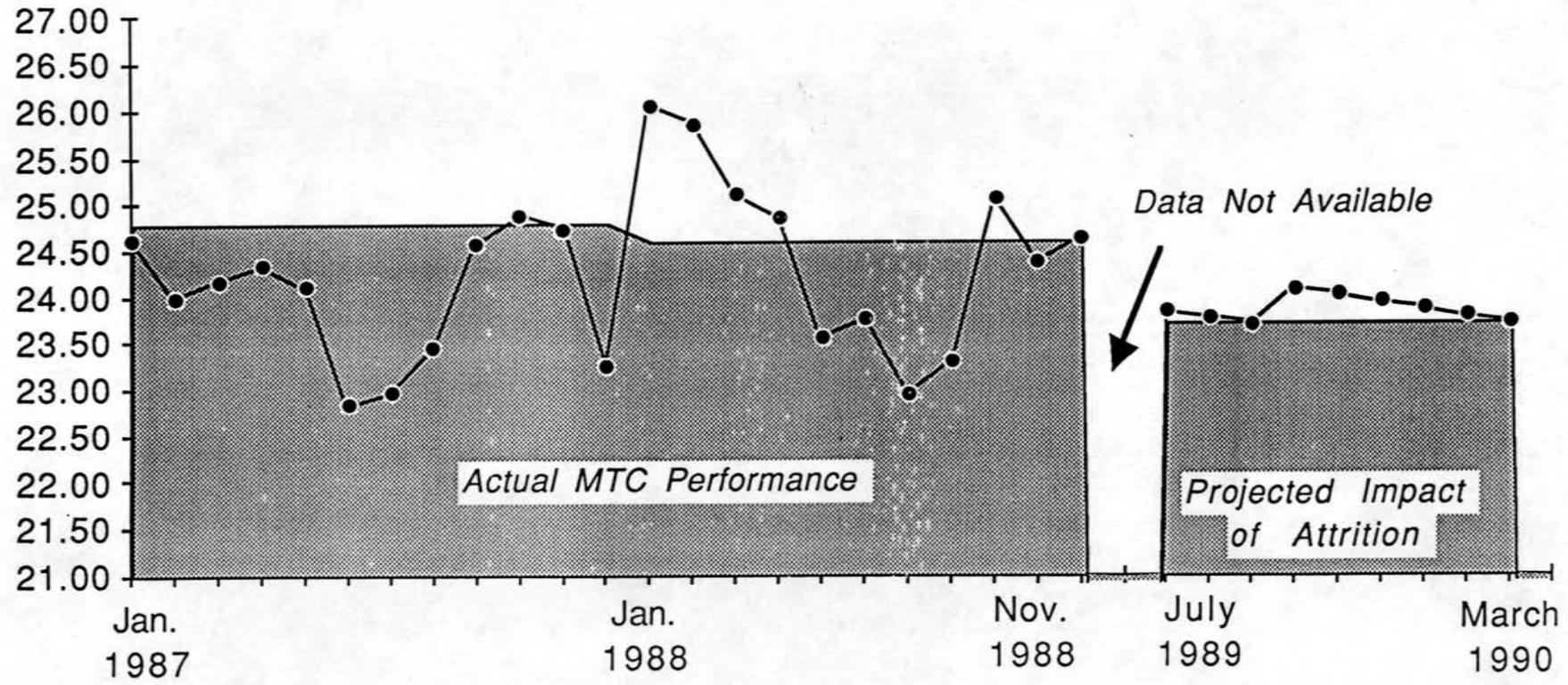
Other topics discussed at the meeting but on which no action was required included:

- the December 1988 Metro Mobility Operations Report;
- the MCIL travel skills training report; and
- an RTB update including Metro Mobility fund balance, and committee bylaws and membership.

The next meeting of the Transportation Handicapped Advisory Committee is scheduled for Monday, March 13, 1989.

Ex

Actual and Projected MTC Mechanic Work Hours per 1,000 Miles For the Period January 1987 - March 1990



■ MTC's Annual Performance Goals -●- "MTC's Actual and Projected Performance"



METROPOLITAN TRANSIT COMMISSION
560-6th Avenue North, Minneapolis, Minnesota 55411-4398 612/349-7400

DU ER
JIT
MK

February 16, 1989

Mr Gregory L Andrews
Executive Director
Regional Transit Board
Mears Park Center
230 E Fifth Street
Saint Paul, MN 55101

Dear Mr Andrews:

On February 13, 1989, the Regional Transit Board's Administration and Finance Committee requested that the Metropolitan Transit Commission provide a written evaluation of the impact of losing Route 52 service to another transit provider.

The loss of Route 52 express service to the University of Minnesota will have the following impact on the MTC:

- Approximately 32 jobs will be eliminated from the MTC. A listing of the affected positions is shown below:

18 Full-time drivers
4 Part-time drivers
5 Mechanics
1 Helper
1 Cleaner
1 Transit supervisor
.5 Other administrative
1 Clerical

—
31.5 Total Positions

- Three or four Equipment Maintenance employees will be laid off. Based on current attrition rates, the four part-time drivers could be absorbed into the driver work force in two months and the eighteen full-time drivers in a two and one-half month period. Because of the relatively short period of time it takes to absorb drivers through attrition, we do not anticipate laying off drivers at the termination of the Route 52 contract (July 1, 1989). The administrative, clerical and supervisory employees affected by the loss of Route 52 will be reassigned to other budgeted positions as they become vacant.

Gregory L Andrews
February 16, 1989
Page Two

We do, however, expect to lay off Equipment Maintenance employees because of the low employee turnover rate in the maintenance division. The monthly attrition rate of mechanics at the MTC averages about .8 mechanics a month. As a result, it would take approximately nine months, at current attrition rates, to absorb the seven Equipment Maintenance employees through attrition. This is a relatively long period of time to keep non-productive employees on the MTC payroll. As a result, the MTC would lay off Equipment Maintenance employees, subject to recall under Article 6 of the labor agreement with the Amalgamated Transit Union.

This is similar to the course of action the MTC took when it terminated its Project Mobility service in October, 1986 when the RTB restructured the Metro Mobility program. Thirty-seven Project Mobility drivers were affected by the loss of Metro Mobility service. All thirty-seven drivers were absorbed into regular driving jobs through the process of attrition. Ten Equipment Maintenance employees were also affected by the loss of Metro Mobility service. Eight of these employees were laid off, subject to recall. Two of the employees resigned at the time of recall, two resigned while on layoff and four were recalled over a one-year period from November 5, 1986 to November 9, 1987. The MTC also laid off five transit information/metro mobility representatives. Two of the employees resigned at the time of recall, while the other three employees were eventually recalled, the last on March 22, 1988.

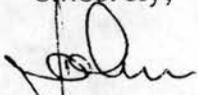
Employees who were laid off were given consideration for other job vacancies within the MTC. Job vacancy notices were sent to employees on layoff so that they could apply for open jobs at the MTC.

- The elimination of Route 52 express service to the University of Minnesota will cause the loss of approximately 850,000 passengers and 500,000 miles, twelve routes and twenty-four peak buses from the MTC system.

Gregory L Andrews
February 16, 1989
Page Three

I will be at the RTB meeting on February 21, 1989, should the board have any questions regarding the impact of the loss of Route 52 service on the MTC.

Sincerely,



John J Capell
Chief Administrator

JJC:jw/D28

cc MTC Commissioners
RTB Members
B Auld
J Olson
G Failor

move that the RTB adapt the report & the findings contained therein, as its assessment of the potential impact on the MTC if the U.S. of Mex. were to enter into a contract with a provider other than the MTC, to operate R.R. 52 service.

I would also move to direct the MTC to retain the three or four ~~equipment~~ ^{equipment} maint. employees until such time as attrition occurs. ~~If there is not enough regular maintenance to keep them busy, increase the preventative maintenance program.~~

→ During the review of the ¹⁹⁸⁹ Budget - ~~the MTC would~~ ^{talked about better} maint. of cleaner buses - perhaps this is an opportunity to increase the preventative maint. program.

Can't take action
at retreat