



Minnesota Regional Transit
Board: Records.

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RTB Funding for Metropolitan Transit

Program	RTB Base Appropriation Level		
	FY1991	FY1992	FY1993
Regular Route *	10,504,000	10,504,000	10,504,000
Metro Mobility **	10,003,000	10,003,000	10,003,000
Small Urban & Rural	919,000	919,000	919,000
RTB Agency operations	1,350,000	1,350,000	1,350,000
	22,776,000	22,776,000	22,776,000

Program	RTB Proposed Legislative Request Per Department of Finance Guidelines			
	FY1992	FY1993	FY1992 Changes***	FY1993 Changes
Regular Route *	7,374,000	6,054,000	-3,130,000	-4,450,000
Metro Mobility **	13,133,000	13,953,000	3,130,000	3,950,000
Small Urban & Rural	919,000	919,000	0	0
RTB Agency operations	1,350,000	1,850,000	0	500,000
	22,776,000	22,776,000	0	0

Program	RTB Same Level of Service Legislative Request			
	FY1992	FY1993	FY1992 Changes***	FY1993 Changes
Regular Route *	10,504,000	10,504,000	0	0
Metro Mobility **	13,133,000	13,953,000	3,130,000	3,950,000
Small Urban & Rural	919,000	919,000	0	0
RTB Agency Operations	1,350,000	1,850,000	0	500,000
Light Rail Transit	200,000	400,000	200,000	400,000
New Services	750,000	630,000	750,000	630,000
	26,856,000	28,256,000	4,080,000	5,480,000

Assumes no specific fund balance at end of FY 93; Minimum fund balance should be equivalent to approximately 5% of expenditures, or \$5 million

* Assumes 25 cent fare increase April 1, 1991

** Assumes - anticipated ridership demand , October 90 ridership 155,000

*** Changes from FY91 base appropriation level



REGIONAL TRANSIT BOARD

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

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, December 17, 1990
Mears Park Centre Chambers
Immediately Following the 4 p.m.
Policy Committee Meeting

AGENDA

- A. Call to Order and Roll Call
- B. Approval of Agenda
- C. Approval of Minutes
 - 1. Regional Transit Board Meeting of December 3, 1990
 - 2. Committee of the Whole Meeting of December 3, 1990
- D. Chair's Report
- E. ^{Trans. Committee} Report of the ^{Resolutions} Committee of the Whole
Jeff Spartz, Chair
 - 1. Recommendations on Draft Regional Light Rail Transit Coordination Plan
- F. Report of the Administration and Finance Committee
Elwyn Tinklenberg, Chair
 - 1. Financial Statements - October 1990
 - 2. 1991 Affirmative Action Plan
 - add 3. 1991 Compensation and Benefits Package ^{Policy on Payback}
 - 4. Jobseekers Program 1991 Contracts
 - 5. St. Louis Emergency Program (STEP) 1990 Contract Amendment
 - 6. Shakopee 1990 Contract Amendment
 - 7. Metropolitan Transit Commission 1991 Operating and Capital Budgets
 - 8. 1991 Operating and Capital Contracts with Transit Service Providers
 - 9. Agency Auditor Selection
- G. Public Comment

Michael J. Ehrlichmann
Chair

An Equal Opportunity Employer

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, January 7, 1991
Mears Park Centre Chambers
4:00 p.m.

AGENDA

- A. Call to Order and Roll Call**
- B. Approval of Agenda**
- C. Approval of Minutes**
 - 1. Committee of the Whole Meeting of December 10, 1990
 - 2. Administration and Finance Committee Meeting of December 10, 1990
 - 3. Committee of the Whole Meeting of December 17, 1990
 - 4. Regional Transit Board Meeting of December 17, 1990
- D. Chair's Report**
 - 1. Election of Officers
- F. Report of the Policy Committee**
Jeff Spartz, Chair
 - 1. ~~Approval of the Light Rail Transit (LRT) Coordination Plan~~
 - 2. Accessible Regular Route Selection Process and Implementation Schedule
 - 3. Vulnerable Adult Abuse Protection Findings and Recommendations
- G. Public Comment**

Michael J. Ehrlichmann
Chair



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

ADMINISTRATION AND FINANCE COMMITTEE REPORT

At its meeting of December 10, 1990 the committee discussed and approved the following recommendations:

Financial Statements - October 1990

The Administration and Finance Committee recommends:

That the Regional Transit Board receive the October 1990 financial statements and direct that they be placed on file.

1991 Affirmative Action Plan

The Administration and Finance Committee recommends:

That the Regional Transit Board approve the updates to the Affirmative Action Plan for 1991 for submission to the Minnesota Department of Employee Relations.

1991 Compensation and Benefits Package

The Administration and Finance Committee recommends:

That the Regional Transit Board adopt the compensation and benefits package for 1991 and that the Regional Transit Board amend the amount available for tuition reimbursement to \$1,000 per employee per calendar year.

The RTB also directs that employees be issued regional bus passes at no cost.

Jobseekers Program 1991 Contracts

The Administration and Finance Committee recommends:

That the Regional Transit Board authorize the executive director to enter into a contract with Hennepin County (Refugee Unit), Centro Cultural Chicano, Ramsey Action Programs, Inc., Pillsbury United Neighborhood Services, Inc. and ChartWEDCO to participate in the 1991 Jobseekers program; and

That future expansion of the program to additional agencies be authorized on the basis of staff review and chair approval.

St. Louis Emergency Program (STEP) 1990 Contract Amendment

The Administration and Finance Committee recommends:

That the Regional Transit Board authorize its executive director to amend the 1990 STEP contract (Contract No. 89/12/04-31) to an amount not to exceed \$9,719 for calendar year 1990.

Shakopee 1990 Contract Amendment

The Administration and Finance Committee recommends:

That the Regional Transit Board authorize its executive director to amend the 1990 Shakopee contract (Contract No. 89/12/04-15) to an amount not to exceed \$216,640 for calendar year 1990.

Metropolitan Transit Commission 1991 Operating and Capital Budgets

The Administration and Finance Committee recommends:

That the Regional Transit Board:

1. Approve MTC 1991 operating assistance of \$64,736,444 as designated below:

a. Regular route services	\$62,231,218
b. Metro Mobility Administrative Center	825,518
c. Minnesota Rideshare	614,928
d. Jobseekers discount fare subsidy	350,000
e. Western suburbs contract service subsidy	714,780
2. As conditions for its approval, direct the MTC to:
 - a. Remove \$361,000 of expenses by delaying until 1992 the implementation of I-394 and Southwest corridor service improvements;
 - b. Maintain accessible bus service planning and marketing as a priority in 1991; and
 - c. Submit a detailed transit marketing plan and program budget for review and comment by the RTB's Marketing Advisory Committee in early 1991.
3. Commit \$361,000 of RTB new service funds for the MTC to use, upon its request, to implement suburban express route overload corrections including service improvement in the I-35W corridor.
4. Select Option D, a \$.35 cash fare increase discounted \$.30 per ride for the purchase of 10-ride cards, tokens and monthly passes) as the preferred alternative for region-wide fare changes in 1991.
5. On the fare changes, direct the MTC to:
 - a. Proceed with plans to have the new fares take effect on March 1, 1991; and
 - b. Immediately pursue additional sales outlets to ensure visible, widespread availability of discounted prepared 10-ride cards, tokens, and monthly passes.

6. Approve an MTC capital budget of \$86,331,250 with expenditures of \$30,331,250 in 1991, with the following conditions:
 - a. Submit a cost/benefit analysis justifying the Metro Mobility Administrative Center computer upgrade to the RTB before proceeding with the project; and
 - b. Submit a proposal to the RTB by April 1, 1991 to add a project to demonstrate advanced fare collection technologies, including an evaluation plan to measure customer satisfaction, potential revenue gains, and operating cost impact.
7. Approve 1990 debt service expenditures of \$2,227,000 as proposed.
8. Direct RTB staff to conduct an in-depth study of Metro Mobility service and subsidy requirements, taking into account the state attorney general's opinion requested by the RTB chair.

The committee further recommends that the board support a legislative initiative seeking full funding to meet the needs of the Metro Mobility systems.

1991 Operating and Capital Contracts with Transit Service Providers

The Administration and Finance Committee recommends:

That the Regional Transit Board:

1. Authorize the executive director to renew annual operating assistance contracts effective January 1, 1991 with the following transit service providers in amounts not to exceed those listed below:

	<u>Total Subsidy Amount</u>
<u>Replacement (Opt-Out) Service</u>	
City of Maple Grove	\$ 681,215
Minnesota Valley Transit Authority	2,902,843
City of Plymouth	956,312
City of Shakopee	235,330
Southwest Metropolitan Transit Commission	960,250
	\$5,735,990
<u>Regular Route Service</u>	
North Suburban Line	\$ 882,114
Valley Transit	118,088
Western Suburbs Route 55 (MTC)	714,780
	\$1,714,982

County/Rural Special Transportation Service

Carver County	\$ 154,893
Dakota County Volunteer	14,432
DARTS (Dakota County)	463,292
Human Services, Inc. (Washington County)	251,872
Scott County	124,445
Senior County Services	57,415
Senior Transportation Program	25,353
Westonka Rides	19,801
	\$1,111,503

Small Urban Communities

City of Hastings (TRAC)	\$ 80,172
City of Hopkins	34,752
Northeast Suburban Transit (NEST)	111,434
St. Louis Park Emergency Program (STEP)	11,286
White Bear Area Transit	90,741
	\$328,385

Grand Total \$8,890,860

2. Authorize the executive director to extend the western suburbs contract with the Metropolitan Transit Commission (MTC) from April 1, 1991 through March 31, 1992.
3. Approve the City of Plymouth's action to extend its contract with the MTC to operate Plymouth Metrolink service from April 1, 1991 through March 31, 1992.
4. Authorize the executive director to enter into a capital assistance contract with the City of Maple Grove for the development of park and ride lot facilities in an amount not the exceed \$20,000.

Agency Auditor Selection

The Administration and Finance Committee recommends:

That the Regional Transit Board authorize the executive director to enter into a three-year contract for audit services for annual audits of the RTB with McGladrey & Pullen, for an amount not to exceed \$43,300.

Elwyn Tinklenberg
Chair

MFF
12/11/90

REGIONAL TRANSIT BOARD

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

DATE: December 14, 1990

TO: Chair and Members of the Regional Transit Board

FROM:  David Minister, Director of LRT Development

SUBJECT: Regional LRT Coordination Plan: Actions Taken by the Joint LRT Advisory Committee at their December 14, 1990 Meeting

Regional Transit Board Vice-Chair John Finley reviewed the actions taken by the RTB's Committee of the Whole (COW) on December 10th regarding the October 17th Draft Regional LRT Coordination Plan recommended by the Joint LRT Advisory Committee.

The Joint LRT Advisory Committee took the following actions:

1. Approved the RTB's COW recommendation that the Light Rail Transit Construction Joint Powers Board would consist of voting members from each of the seven counties in the metropolitan area, the Regional Transit Board, the Minnesota Department of Transportation (Mn/DOT), the Metropolitan Transit Commission and the Metropolitan Council.

(Note: Please refer to the RTB COW's December 10th Meeting Report, Item A-1-c; a copy is attached for easy reference.)
2. Approved the RTB's COW recommendation for a broader role for Mn/DOT as stated in the COW's December 10th Meeting Report, Item A-1-a.
3. Approved a modified version of the RTB's COW recommendation that states "If the LRT alignment lies within a state highway corridor, Mn/DOT shall be the designer and builder for the final design and construction" by adding after the word "construction" the following words: "of the civil works components-i.e., guideway and stations-of the LRT system that lie within the Mn/DOT highway rights-of-way. The Joint Powers Board would be responsible for the system-wide components-i.e., vehicles, tracks, electrification, train signals, communications, etc.-for the entire LRT system."

(Note: Please refer to the RTB COW's December 10th Meeting Report, Item A-1-b.)

-continued-

Chair and Members of the Regional Transit Board
December 14, 1990
Page Two

4. Discussed at length but did not approve the RTB COW's recommendation #A-2-a, which would have deleted the requirement that "1/2 cent of the proposed 1¢ regional sales tax be returned to counties and municipalities within the seven-county metropolitan area for transportation purposes."

The suburban counties made it very clear that this point was crucial to their support for a proposed 1¢ regional sales tax for broad-based transportation purposes.

5. Approved the RTB COW's recommendations #A-3 through A-8 and #B which are minor clarifications and modifications of a "housekeeping nature" that do not change the meaning or intent of the Joint LRT Advisory Committee's recommendations as contained in the October 17th Draft Regional LRT Coordination Plan Report.

RDM:cm

Attachment



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
229-2700

REPORT OF THE COMMITTEE OF THE WHOLE

At its meeting of December 10, 1990, the Committee of the Whole approved the following recommendation:

Draft Light Rail Transit Regional Coordination Plan

The Committee of the Whole recommends:

- A. That the Regional Transit Board approve the Draft Regional Light Rail Transit Coordination Plan, dated October 17, 1990, subject to the following modifications and forward it to the Joint Light Rail Transit Advisory Committee for their review and concurrence:
 1. Organization Alternative A with the following modification:
 - a. At page 5, under Organization Plan, add the following sentence after the fourth sentence, after the word "oversight." "That such program management oversight would include final design and construction in alignments that lie within the highway right-of-way so that highway construction and LRT construction can be provided by the same state agency (Minnesota Department of Transportation).
 - b. At page 6, after the second sentence of the second full paragraph, insert: "If the alignment lies within the state highway corridor, Mn/DOT shall be the designer and builder for the final design and construction."
 - c. That a new paragraph should be inserted in the Executive Summary and the full report that would call for the Joint Powers Board to consist of voting members from each of the seven counties in the Metropolitan Area, the Regional Transit Board, the Minnesota Department of Transportation, the Metropolitan Transit Commission, and the Metropolitan Council.
 2. Scheduling and Financing Alternative A, with the following modification:
 - a. At page 6, under Schedule and Budget, delete the part of the first sentence which states, "...and 1/2 cent returned to counties and municipalities within the Seven-County Metropolitan Area for transportation purposes.

3. Implementation Strategies as stated in Chapter 4 of the October 17 draft report with the addition of the modifications recommended in the December 4 board transmittal memorandum.
 4. LRT Design Guidelines as stated in Chapter 6 of the October 17 draft report with the addition of the modifications recommended in the December 4 board transmittal memorandum
 5. LRT Operations and Maintenance Plan as stated in Chapter 7 of the October 17 draft plan with the addition of the modifications recommended in the December 4 board transmittal memorandum.
 6. LRT and Land Use Coordination as stated in Chapter 8 of the October 17 draft report with the addition of the modifications recommended in the December 4 board transmittal memorandum.
 7. Process for Updating the Plan as stated in Chapter 9 of the October 17 draft plan with the addition of the modifications recommended in the December 4 board transmittal memorandum.
 8. Next Steps for Implementing LRT as stated in Chapter 10 of the October 17 draft plan.
- B. That the Regional Transit Board accept all of the comments and suggestions received from the Metropolitan Council, the Minnesota Department of Transportation, the Transportation Advisory Board, the county regional railroad authorities, the cities and other interested organizations and individuals and incorporate them into the final Regional LRT Coordination Plan as appropriate and where they would not conflict with the meaning or intent of the final Regional LRT Coordination Plan as recommended by the Joint LRT Advisory Committee and the Regional Transit Board.

Jeff Spartz
Chair

12/11/90
mff



REGIONAL TRANSIT BOARD

Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101

Minutes of the Meeting of the
COMMITTEE OF THE WHOLE
Mears Park Centre Chambers
December 3, 1990

MEMBERS PRESENT: Michael J. Ehrlichmann, Chair; Doris Caranicas; Ruth Franklin; Sandra Hilary; Terrance O'Toole; Norbert Theis; Jeff Spartz; and Richard Wedell

MEMBERS EXCUSED: John Finley, Ed Kranz and Elwyn Tinklenberg

OTHERS PRESENT: Charles Weaver, Legal Counsel to RTB; Carole Faricy, Todd Paulson, John Capell, Bev Auld, Bob Thompson and Greg Failor, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union; Natalio Diaz, Metropolitan Council; Mary Beth Davidson, Transportation Study Board; Greg Andrews, David Minister, Judy Hollander, Howard Blin, Suzanne Hanson, Dale Ulrich, Stephanie Eiler and Mary Fitzgerald, Regional Transit Board staff

The meeting was called to order at 4:30 p.m. and roll was taken. Administration and Finance Committee Chair Tinklenberg having been excused because of schedule conflicts, Ehrlichmann chaired the meeting. O'Toole moved and Caranicas seconded approval of the agenda; the motion was unanimously approved.

REVIEW OF METROPOLITAN TRANSIT COMMISSION 1991 BUDGET PROPOSAL

Kouneski reviewed the 1991 MTC proposed budget, focusing on the options for dealing with the reduction in funding expected next year. There was extensive discussion of what level of working capital (fund balance) is appropriate for the operations of RTB and MTC in light of the budget shortfall. In the discussion of fare increases, Wedell said it would be prudent to move quickly in light of the escalating fuel prices. The chair said he is drafting a letter regarding the state's fiscal problems and will present his recommendations to the board shortly. They will include instituting a fare increase as soon as possible.

Faricy discussed the option of transferring \$4 million from regular route service to Metro Mobility. MTC auditors have recommended that to avoid having to borrow money, MTC should maintain a \$15 million, two-month fund balance in case of emergency, but only 7 million of that is liquid. The current contract for fuel, which has a cap of 91 cents, will expire on June 30, 1991. If the Persian Gulf situation has not been successfully resolved, fuel costs will be a great deal higher.

Franklin questioned the percentage of change in fringe benefit costs from 1990 to 1991. Thompson said one major factor is medical expenses. He will furnish more information.

REVIEW OF 1991 METROPOLITAN COUNCIL CHARGEBACKS

Diaz distributed the 1991 Transportation Unified Planning Work Program for the Twin Cities Metropolitan Area and explained how chargebacks are handled. The RTB is assessed approximately \$250,000, which is approximately 15 percent of the Metro Council Transportation Planning Department budget.

REVIEW OF REGIONAL TRANSIT BOARD 1991 BUDGET

Ulrich distributed copies of the 1991 budget and a staff report dated December 3. After discussion of the budget schedule and process for amendments, O'Toole moved and Hilary seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 5:45 p.m. (The board meeting was reconvened immediately following the end of the committee meeting to allow action on the budget.)

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Committee of the Whole meeting of December 3, 1990.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this _____ day of _____, 1990.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
December 3, 1990

MEMBERS PRESENT: Michael J. Ehrlichmann, Chair; Doris Caranicas; Ruth Franklin; Sandra Hilary; Terrance O'Toole Norbert Theis; Jeff Spartz; and Richard Wedell

MEMBERS EXCUSED: John Finley, Ed Kranz and Elwyn Tinklenberg

OTHERS PRESENT: Charles Weaver, Legal Counsel to RTB; Carole Faricy, Todd Paulson, John Capell, Bev Auld, Bob Thompson and Greg Failor, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union; Natalio Diaz, Metropolitan Council; Maggie Gibeau, Yellow Taxi Service; Mary Beth Davidson, Transportation Study Board; Greg Andrews, David Minister, Judy Hollander, Howard Blin, Suzanne Hanson, Dale Ulrich, Stephanie Eiler and Mary Fitzgerald, Regional Transit Board staff

The meeting was called to order at 4:10 p.m. and roll was taken. Caranicas moved and Wedell seconded approval of the agenda; the motion was unanimously approved.

Theis moved and Caranicas seconded that the minutes of the following meetings be approved:

Marketing Committee Meeting of November 8, 1990
Administration and Finance Committee Meeting of November 13, 1990
Public Hearing of November 14, 1990
Regional Transit Board Meeting of November 19, 1990
Policy Committee Meeting of November 20, 1990

The motion was unanimously approved.

CHAIR'S REPORT:

Driver of the Month Award - Maggie Gibeau, Yellow Taxi Service

O'Toole presented the award to Maggie Gibeau, a Metro Mobility driver for Yellow Taxi Service.

Legal Opinion on Metro Mobility

The chair distributed copies of a letter sent to the attorney general asking for more specific definition and parameters of the Metro Mobility service requirements. The Human Rights Act and the Americans with Disabilities Act (ADA) have had an effect on the legal requirements placed on the board. The board must know what its options are if we do not receive an appropriation equal the the need for service. Spartz asked if the

board has a legal opinion as to whether Metro Mobility constitutes a legal entitlement; regular route service is not an entitlement. Ehrlichmann said it has never been stipulated but regular route service creates an entitlement for paratransit. Spartz asked, if regular route service cannot be fully maintained, is RTB required to pirate from regular route resources? Federal law makes a distinction between physically and functionally disabled, but in Minnesota law there is no such distinction. The Department of Human Rights states we cannot refuse service.

Weaver said the Farnham case shows that money cannot be the limiting factor and these questions have to be clarified.

Entzel said he is very concerned about these issues. They should be clarified and the Attorney General should be aware that letters and opinions can be drafted within a very narrow corridor. Was it the intent of the legislation or the ADA to do what is being done now? There will be a serious effect in taking away from regular route to provide paratransit service.

RECESS

O'Toole moved and Theis seconded that the meeting be recessed in order to convene the Committee of the Whole meeting. The motion was unanimously approved.

The board meeting was reconvened at 5:45 p.m.

APPROVAL OF REGIONAL TRANSIT BOARD 1991 BUDGET

O'Toole moved and Caranicas seconded:

That the Regional Transit Board adopt the Regional Transit Board 1991 Work Program and Budget to recognize:

- a. Operating expenses of \$93,929,829 and capital expenses of \$837,500;
- b. Revenues of \$90,093,922; and
- c. Beginning fund balance of \$5,742,319 (carryover 1990 estimated ending fund balance).

The motion was unanimously approved.

There being no other business, O'Toole moved and Hilary seconded that the meeting be adjourned. The motion carried and the meeting was adjourned at 5:50 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of December 3, 1990.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this _____ day of _____, 1990.

1991 FINAL

REGIONAL TRANSIT BOARD
 SOURCES AND USES OF FUNDS
 1991 BUDGET BY WORK PROGRAM

Sources of Funds	TOTAL GENERAL FUND	REGULAR ROUTE	METRO MOBILITY	OPT OUT	RURAL SMALL URBAN	LRT	NEW SER/TEST	TOTAL SPECIAL FUNDS	TOTAL ALL FUNDS
1/1/91									
Beginning Fund Balance	861,386	1,720,448	0	0	382,413	571,554	2,206,518	4,880,933	5,742,319
1991 Revenues									
Property Taxes		55,794,145	1,085,877	5,179,604	358,477			62,418,103	62,418,103
Allowance for Uncollectibles		-557,941	-10,859	-51,796	-3,585			-624,181	-624,181
State Appropriation	1,350,000	8,357,600	11,568,000	931,400	894,000	0		21,751,000	23,101,000
Federal									
Section 8	300,000							0	300,000
Competitive Services	25,000							0	25,000
Entrepreneurial Grant								0	0
FAU grant	0	104,000						104,000	104,000
Bond Issues	812,500							0	812,500
Interest/Misc.	150,000	400,000	0	150,000	20,000	15,000	40,000	625,000	775,000
1991 Agency Reimbursement			3,182,500					3,182,500	3,182,500
Total Sources of Funds	3,498,886	65,818,252	15,825,518	6,209,208	1,651,305	586,554	2,246,518	92,337,355	95,836,241
1991 Expenditures									
91-01 Policy	420,907							0	420,907
91-02 Executive Director	157,160							0	157,160
91-03 P & P Administration	194,353							0	194,353
91-04 Transportation Planning	154,874							0	154,874
91-10 Elderly/Disabled	118,224							0	118,224
91-11 Rideshare Planning	83,701							0	83,701
91-13 Transit System Planning	371,880							0	371,880
91-14 Transit Programs Admin.	80,377	65,783,021	15,825,518	6,108,484	1,520,526			89,237,549	89,317,926
91-15 Administration	524,514							0	524,514
91-16 Finance	290,769							0	290,769
91-17 Personnel	60,022							0	60,022
91-19 Public Information	374,920							0	374,920
91-20 Capital	837,500							0	837,500
91-23 Light Rail Transit	0					343,083		343,083	343,083
91-26 New Services/Grants	0						1,457,575	1,457,575	1,457,575
91-27 Community Relations	59,921							0	59,921
Indirect Cost allocation	-271,641	35,230		14,459	21,040	122,883	78,029	271,641	0
TOTAL EXPENDITURES	3,457,481	65,818,251	15,825,518	6,122,943	1,541,566	465,966	1,535,604	91,309,848	94,767,329
									0
12/31/91 Ending Fund Balance	41,405	0	0	86,265	109,739	120,588	710,914	1,027,507	1,068,912



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
229-2700

REPORT OF THE COMMITTEE OF THE WHOLE

At its meeting of December 10, 1990, the Committee of the Whole approved the following recommendation:

Draft Light Rail Transit Regional Coordination Plan

The Committee of the Whole recommends:

- A. That the Regional Transit Board approve the Draft Regional Light Rail Transit Coordination Plan, dated October 17, 1990, subject to the following modifications and forward it to the Joint Light Rail Transit Advisory Committee for their review and concurrence:
 1. Organization Alternative A with the following modification:
 - a. At page 5, under Organization Plan, add the following sentence after the fourth sentence, after the word "oversight." "That such program management oversight would include final design and construction in alignments that lie within the highway right-of-way so that highway construction and LRT construction can be provided by the same state agency (Minnesota Department of Transportation).
 - b. At page 6, after the second sentence of the second full paragraph, insert: "If the alignment lies within the state highway corridor, Mn/DOT shall be the designer and builder for the final design and construction."
 - c. That a new paragraph should be inserted in the Executive Summary and the full report that would call for the Joint Powers Board to consist of voting members from each of the seven counties in the Metropolitan Area, the Regional Transit Board, the Minnesota Department of Transportation, the Metropolitan Transit Commission, and the Metropolitan Council.
 2. Scheduling and Financing Alternative A, with the following modification:
 - a. At page 6, under Schedule and Budget, delete the part of the first sentence which states, "...and 1/2 cent returned to counties and municipalities within the Seven-County Metropolitan Area for transportation purposes.

3. Implementation Strategies as stated in Chapter 4 of the October 17 draft report with the addition of the modifications recommended in the December 4 board transmittal memorandum.
 4. LRT Design Guidelines as stated in Chapter 6 of the October 17 draft report with the addition of the modifications recommended in the December 4 board transmittal memorandum.
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 8. Next Steps for Implementing LRT as stated in Chapter 10 of the October 17 draft plan.
- B. That the Regional Transit Board accept all of the comments and suggestions received from the Metropolitan Council, the Minnesota Department of Transportation, the Transportation Advisory Board, the county regional railroad authorities, the cities and other interested organizations and individuals and incorporate them into the final Regional LRT Coordination Plan as appropriate and where they would not conflict with the meaning or intent of the final Regional LRT Coordination Plan as recommended by the Joint LRT Advisory Committee and the Regional Transit Board.

Jeff Spartz
Chair

12/11/90
mff



REGIONAL TRANSIT BOARD

Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
229-2700

DATE: December 14, 1990
TO: Members of the Regional Transit Board
FROM: Michael J. Ehrlichmann, Chair
SUBJECT: Nominating Committee

We are required by our Bylaws to appoint new officers at the first meeting of each new year. The committee, which serves for a period of one year, is required to prepare a "written report recommending a slate of candidates for submission to board members at least seven days prior to the election meeting." Accordingly, I recommend that the following members be appointed to the Nominating Committee and make a recommendation to the board.

Dick Wedell, Chair
Ruth Franklin
John Finley

The committee will present its slate of candidates to the board for approval at our January 7, 1991 meeting.

MJE/mff