



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 19, 1991
Mears Park Centre, Room 2A *
Immediately Following the 4:00 p.m.
Reconvened Administration and Finance
Committee Meeting

AGENDA

- A. CALL TO ORDER AND ROLL CALL
- B. APPROVAL OF AGENDA
- C. APPROVAL OF MINUTES
 - 1. Policy Committee Meeting of January 28, 1991
 - 2. Regional Transit Board Meeting of February 4, 1991
- D. CHAIR'S REPORT *Local Officials Advisory Comm. appointments*
- E. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE
Ruth Franklin, Chair
 - 1. Funding Agreement for Rosedale Transit Hub
 - 2. Anoka County Traveler Service Changes
 - 3. Metro Mobility Provider Contract Extensions
 - 4. Proposed Amendment to 1991 Budget
- F. REPORT OF THE COMMITTEE OF THE WHOLE
 - 1. High Subsidy Routes
- G. OTHER BUSINESS
- H. PUBLIC COMMENT

Michael J. Ehrlichmann
Chair

* If Chambers has been vacated by 4 p.m., we will use that room.

**REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET**

DATE: _____

BOARD OR COMMITTEE: *Bd*

Member Name	Present	Vote							
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ISSUE

Mike Ehrlichmann	✓								
Doris Caranicas (P)	✓								
John Finley (A&F)	✓								
Ruth Franklin, Chair (P)	✓								
Ed Kranz (A&F)	✓								
Sandra Hilary (P)	✓								
Terry O'Toole (P)	✓								
Open (P)									
Norbert Theis (P)	✓								
El Tinklenberg (Chair-P)									
Richard Wedell (A&F)	✓								

Visitors

Staff



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

Minutes of the Meeting of the
POLICY COMMITTEE
Mears Park Centre, Room A
January 28, 1991

MEMBERS PRESENT: Elwyn Tinklenberg, Chair; Doris Caranicas; Terrance O'Toole; Norbert Theis

MEMBERS EXCUSED: Sandra Hilary

OTHERS PRESENT: Michael J. Ehrlichmann, Ruth Franklin, Ed Kranz, Regional Transit Board (RTB); Mary O'Hara Anderson, RTB Consultant; Chris Gran, Metro Mobility Administrative Center; Bob Thompson, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union; Sherry Munyon, Gregory Andrews, Judy Hollander, Stephanie Eiler, Garneth Peterson, Ed Kouneski, Suzanne Hanson and Mary Fitzgerald, Regional Transit Board staff

The meeting was called to order at 3:06 p.m. and roll taken. O'Toole moved and Caranicas that the agenda be approved; the motion carried unanimously.

ALTERNATIVE FUELS WORK PROGRAM

Peterson reviewed the staff report dated January 14, 1991. O'Toole moved and Caranicas seconded:

That Policy Committee recommend:

That the Regional Transit Board:

1. Approve the work plan for alternative fuels activities; and
2. Work with the Metropolitan Transit Commission to develop a request for proposals to evaluate the alternative fuels bus demonstration for board approval at a later date.

Staff has received indication from the Urban Mass Transportation Administration (UMTA) that there is a potential for receiving federal funds for this project. In response to Theis' question about duplicating efforts underway in other agencies, Ehrlichmann said that in cooperation with the Center for Transportation Studies, the RTB is collecting data from around the country. Part of the project is acquiring experience with the use of these fuels in transit vehicles and evaluating the results. Peterson said the study would involve a wide variety of fuels. The Clean Air Act does not yet mandate the use of alternative fuel for transit systems, but that could happen in the future. The study is timely in that the evaluation can be done before we are required to make a costly investment in converting the vehicles to alternative fuels. The motion was unanimously approved.

ANOKA COUNTY 2010 COMPREHENSIVE TRANSPORTATION PLAN

Peterson reviewed the staff report dated January 17, 1991. O'Toole moved and Caranicas seconded:

That Policy Committee recommend:

That the Regional Transit Board approve the comments contained in the January 15, 1991 Policy Committee memorandum for transmittal to Anoka County and to the Metropolitan Council.

The motion was unanimously approved.

APPROVAL OF GUIDELINES FOR CONSIDERATION OF MARGINAL COSTS IN AWARDING TRANSIT SERVICE CONTRACTS

Staff requested that the above item be taken off the agenda because a public hearing will have to be scheduled on the issue. MTC was asked to provide written comment. Theis said it is important that the board have more background information on the costing system. No action was taken.

ADOPTION OF RECOMMENDATIONS FOR PROTECTING VULNERABLE ADULTS USING METRO MOBILITY

Hollander reviewed the January 17, 1991 staff report. Caranicas moved and O'Toole seconded:

That Policy Committee recommend:

That the Regional Transit Board approve the following recommendations addressing how to identify, investigate and resolve allegations of vulnerable adult abuse of Metro Mobility passengers:

1. The responsibility for reporting and resolving allegations of vulnerable adult abuse of Metro Mobility passengers should be placed with an agency that has an established information-gathering and compliance monitoring program. The Department of Public Safety (DPS) may be the most appropriate agency to assume these responsibilities because they have already been legislatively assigned other types of regulatory activities regarding who drives vehicles. The Minnesota Department of Transportation (Mn/DOT) however, also has regulatory and coordination responsibilities for state transportation programs and also could fulfill this role.

RTB staff should set up meetings with both the DPS and Mn/DOT to review findings and recommendations generated by this report and them, in conjunction with these agencies, recommend legislative changes that would give DPS or Mn/DOT the appropriate authority and staffing levels to be able to establish and administer licensing of Metro Mobility drivers.

2. In its contracts with Metro Mobility providers, the RTB should require proof that the requirements established by DPS are met by providers. Furthermore, the contracts should be modified to require reporting of all vulnerable adult abuse incidents, not just those involving Metro Mobility service.
3. The RTB should continue to sponsor provider workshops to familiarize Metro Mobility providers with the legal liability for acts of drivers. The goal of these workshops, and supplemental educational materials and correspondence, would be to help providers recognize that driver screening to prevent vulnerable adult abuse is not merely a regulatory requirement, but it is also useful to protect providers from civil liability to injured parties.
4. The RTB and the Metro Mobility Administrative Center need to develop a formal means of communication with county adult protection agencies and law enforcement agencies to inform them of their role in monitoring Metro Mobility provider compliance and willingness to cooperate in resolving complaints associated with Metro Mobility. Such communications would also allow the county adult protection agencies to provide input regarding Metro Mobility program policies.

Kranz commented that the report was very well put together and staff is to be commended on the background. He asked what are the providers' legal responsibilities at this time in hiring Metro Mobility drivers. Hollander said providers are required to meet all the specified requirements of the RTB, including criminal background checks, and drivers must receive training. Additional conditions are imposed by law.

Ehrlichmann said providers cannot check the kinds of information the Department of Public Safety has. RTB has been frustrated in its inability to obtain information to follow through on problems. Hollander said staff will have to work with the Department of Public Safety and the Minnesota Department of Transportation because typically regulations are promulgated on all the programs. School bus drivers are already licensed by a similar means. MTC drivers are not licensed, but must submit to a criminal background check and receive training. Vulnerable adults were a very small portion of the riders. The motion was unanimously approved.

REVIEW AND COMMENT ON HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY
SOUTHWEST CORRIDOR PRELIMINARY DESIGN PLANS FOR HOPKINS AND ST.
LOUIS PARK

Eiler reviewed the staff report dated January 22, 1991. O'Toole moved and Thisis seconded:

That Policy Committee recommend:

That the Regional Transit Board submit comments 1 through 11 in the staff report dated January 23, 1991 on the Southwest Corridor Preliminary Design Plans for light rail transit to Hennepin County Regional Railroad Authority for their consideration and appropriate action.

The motion was unanimously approved.

OTHER BUSINESS:

Ehrlichmann announced that on Thursday, January 31, the Senate Urban and Metro Affairs Committee will review the RTB mission, accomplishments and goals. He urged members to attend. There being no other business, O'Toole moved and Theis seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 3:45 p.m. The next meeting of the committee will be at 4:00 p.m. on February 25, 1991.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of January 28, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 19th day of February 1991.



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

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
February 4, 1991

MEMBERS PRESENT: Michael J. Ehrlichmann, Chair; Doris Caranicas; John T. Finley; Sandra Hilary; Terrance O'Toole; Norbert Theis; Elwyn Tinklenberg and Richard Wedell

MEMBERS EXCUSED: Ruth Franklin and Ed Kranz

OTHERS PRESENT: Charles Weaver and Shannon McCambridge, Legal Counsel; Dirk deVries, Emil Brandt, Nacho Diaz and Karen Lyons, Metropolitan Council; Arnie Entzel, Amalgamated Transit Union; Jim LeTourneau and Todd Sirbasku, Yellow Taxi Service; Greg Failor, Metropolitan Transit Commission (MTC); Gregory Andrews, Judy Hollander, Dale Ulrich, Howard Blin, David Minister, Suzanne Hanson, Sherry Munyon, Dan Murray, Becky Scudder and Mary Fitzgerald, Regional Transit Board (RTB) staff

The meeting was called to order at 4:06. p.m. and roll was taken. O'Toole moved and Caranicas seconded approval of the agenda; the motion was unanimously approved.

APPROVAL OF MINUTES

This moved and O'Toole seconded that the minutes of the following meetings be approved:

1. Regional Transit Board Meeting of January 22, 1991
2. Committee of the Whole Meeting of January 22, 1991
3. Regional Transit Board Meeting of January 25, 1991

The motion was unanimously approved.

CHAIR'S REPORT:

Driver of the Month Award

O'Toole presented the award to Todd Sirbasku, who is a Metro Mobility driver for Yellow Taxi Service.

Resolution Supporting the Issuing of Temporary Seven-County Charter License Extensions by the Transportation Regulation Board to Minnesota Charter Motor Bus Companies, Resolution No. 91-02

A copy of the resolution was distributed. This recommended that language be added to the resolution specifying that the temporary license extensions are "for the purpose of the 1992 Superbowl Game." Wedell stressed that these efforts should be revenue-producing and not be an expense of the transit agencies. On a roll call vote, the resolution was approved.

REPORT OF LEGAL COUNSEL

The chair stated that since counsel was present, this would be an appropriate time to address the board's pending litigation before the Minnesota Department of Human Rights, specifically the Mary Lutz matter. He recommended that the meeting be closed pursuant to Minnesota Statute 471.705, Subd. 1d(e) on the grounds of attorney-client privilege in order that the board might seek legal counsel concerning litigation matters and strategies. Hilary so moved; This seconded the motion and the meeting was closed at 4:10 p.m.. At 4:20 p.m. the regular board meeting was reconvened. Hilary moved and Caranicas seconded:

That the Regional Transit Board authorize the chair to settle the Mary Lutz matter.

The motion was unanimously approved.

REPORT OF THE POLICY COMMITTEE:

Committee Chair Tinklenberg reviewed the report of the committee meeting of January 28, 1991.

Alternative Fuels Work Program

Tinklenberg moved and Caranicas seconded:

That the Regional Transit Board:

1. Approve the work plan for alternative fuels activities; and
2. Work with the Metropolitan Transit Commission to develop a request for proposals to evaluate the alternative fuels bus demonstration for board approval at a later date.

The motion was unanimously approved.

Anoka County 2010 Comprehensive Transportation Plan

Tinklenberg moved and This seconded:

That the Regional Transit Board approve the comments contained in the January 15, 1991 Policy Committee memorandum for transmittal to Anoka County and to the Metropolitan Council.

The motion was unanimously approved.

Adoption of Recommendations for Protecting Vulnerable Adults Using Metro Mobility

Tinklenberg moved and Caranicas seconded:

That the Regional Transit Board approve the following recommendations addressing how to identify, investigate and resolve allegations of vulnerable adult abuse of Metro Mobility passengers:

1. The responsibility for reporting and resolving allegations of vulnerable adult abuse of Metro Mobility passengers should be placed with an agency that has an established information-gathering and compliance monitoring program. The Department of Public Safety (DPS) may be the most appropriate agency to assume these responsibilities because they have already been legislatively assigned other types of regulatory activities regarding who drives vehicles. The Minnesota Department of Transportation (Mn/DOT) however, also has regulatory and coordination responsibilities for state transportation programs and also could fulfill this role.

RTB staff should set up meetings with both the DPS and Mn/DOT to review findings and recommendations generated by this report and them, in conjunction with these agencies, recommend legislative changes that would give DPS or Mn/DOT the appropriate authority and staffing levels to be able to establish and administer licensing of Metro Mobility drivers.

2. In its contracts with Metro Mobility providers, the RTB should require proof that the requirements established by DPS are met by providers. Furthermore, the contracts should be modified to require reporting of all vulnerable adult abuse incidents, not just those involving Metro Mobility service.
3. The RTB should continue to sponsor provider workshops to familiarize Metro Mobility providers with the legal liability for acts of drivers. The goal of these workshops, and supplemental educational materials and correspondence, would be to help providers recognize that driver screening to prevent vulnerable adult abuse is not merely a regulatory requirement, but it is also useful to protect providers from civil liability to injured parties.
4. The RTB and the Metro Mobility Administrative Center need to develop a formal means of communication with county adult protection agencies and law enforcement agencies to inform them of their role in monitoring Metro Mobility provider compliance and willingness to cooperate in resolving complaints associated with Metro Mobility. Such communications would also allow the county adult protection agencies to provide input regarding Metro Mobility program policies.

The motion was unanimously approved.

Review and Comment on Hennepin County Regional Railroad Authority (HCRRA) Southwest Corridor Preliminary Design Plans for Hopkins and St. Louis Park

Tinklenberg moved and Theis seconded:

That the Regional Transit Board submit comments 1 through 11 in the staff report dated January 23, 1991 on the Southwest Corridor Preliminary Design Plans for light rail transit to Hennepin County Regional Railroad Authority for their consideration and appropriate action.

At Finley's request, Minister reviewed the staff comments (staff report dated January 22, 1991). HCRRA is still working with the City of Hopkins to resolve questions surrounding the final alignment. In response to Theis' question, Minister said HCRRA is approaching agreement with the Soo Line Railroad that would involve purchase of a corridor, allow train route changes to occur, and free the Soo line track. The motion was unanimously approved.

OTHER BUSINESS:

The chair said the Senate Metro and Urban Affairs Committee will continue its review of the Regional Transit Board on February 7 at the Capitol. He urged members to attend the hearing if their schedules permit and to contact their legislators. He has been meeting individually with members of the committee. The committee has shown concern about the growth of the paratransit service.

Last year the Department of Human Services spent \$11.8 million on medical assistance rides with an average cost per ride of \$50 to \$75 per ride. He will be meeting soon with DHS to discuss coordination of efforts. In response to Hilary's question, Ehrlichmann said he supports the Transportation Study Board recommendation that the Legislature study the issue of certification of Metro Mobility riders.

Hilary said some members received a letter indicating that their absence from the Metro Mobility public hearing was due to lack of interest, which is not the case.

Theis asked what precipitated the meeting at Eden Prairie. The chair said that when budget cuts were discussed, he said we would go back and talk to all the providers. RTB is operating at a staffing level below 1990.

There being no other business, Finley moved and Theis seconded that the meeting be adjourned. The motion carried and the meeting was adjourned at 4:40 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of February 4, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 19th day of February 1991.

JAMES P. LARKIN
 ROBERT L. HOFFMAN
 JACK F. DALY
 D. KENNETH LINDGREN
 WENDELL R. ANDERSON
 GERALD H. FRIEDEL
 ALLAN E. MULLIGAN
 ROBERT J. HENNESSEY
 JAMES C. ERICHSOHN
 EDWARD J. BRISCOLL
 GENE N. FULLER
 DAVID C. BELLENGREN
 RICHARD J. KEENAN
 JOHN D. FULLMER
 ROBERT E. SOYLE
 FRANK L. HARVEY
 CHARLES S. HODELL
 CHRISTOPHER J. DIETZEN
 JOHN R. BEATTIE
 LINDA H. FISHER
 THOMAS P. STOLTMAN
 STEVEN G. LEVIN
 MICHAEL C. JACKMAN
 JOHN E. DIEHL
 JOHN B. SWIERZEWSKI
 THOMAS J. PLYNN
 JAMES R. QUINN
 TODD J. FREEMAN
 STEPHEN B. SOLOMON
 PETER H. BEOR
 JEROME H. KAHNKE
 SMERRILL R. OMAN
 GERALD L. BECK
 JOHN R. LUNDQUIST
 DAYLE NOLAN
 THOMAS B. HUMPHREY, JR.
 MICHAEL T. MCKIM
 CHARLES R. WEAVER
 HERMAN L. HILLE
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OF COUNSEL
 JOSEPH GITIS
 RICHARD A. NORDBYE
 DAVID J. PEAT

* ALSO ADMITTED IN
 WISCONSIN

Reply to Bloomington

February 13, 1991

Mr. Gregory Andrews
 Executive Director
 Regional Transit Board
 Mears Park Centre
 230 East Fifth Street
 St. Paul, MN 55101

Re: Replacement Service Program Funding

Dear Greg:

Introduction

This letter is in response to your request for legal advice concerning the authority of the Regional Transit Board to make funding allocation decisions in managing the Opt Out or replacement service program.

The RTB's power to grant or deny a funding request under the Opt Out program is discretionary. The RTB's exercise of this discretion must, however, be done reasonably, and be supported by a rational basis consistent with the transit policymaking function. The statute requires the RTB to deny a request in three situations. These are inconsistency with the RTB regional transit implementation plan, reduced efficiency or effectiveness of the service when compared with MTC and exceedance of available local transit funds. In circumstances where these three conditions do not exist, the RTB may decide to grant or deny the request on the basis of sound transit policy.

Because the Opt Out program is funded with a specified funding mechanism, the RTB does not have authority to make funding decisions on the basis of fiscal policy alone.

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Mr. Gregory Andrews
February 13, 1991
Page 2

Discussion

The RTB's source of authority to make replacement service program decisions is contained in Minnesota Statutes §473.388. A copy of this statute is attached.

The need for interpretation of RTB's authority under the replacement service program arises in the context of the reduction of available property tax revenues and a governor's executive order restricting budgets. Based on these events, the RTB is reviewing transit service budgets systemwide and may impose reductions if appropriate.

We understand that most Opt Out communities have historically not created replacement service programs that require the expenditure of more than "available local transit funds" (90% of transit taxes collected in the community plus an amount based on any other MTC funding level). The RTB seeks to act consistently in requiring budget reduction in transit programs in order to respond to shortages in available state and tax funds.

The replacement service program is a discretionary program of the RTB. Specifically the legislature has authorized that "the transit board may provide assistance under the program...". Minnesota Statute §473.388 Subd. 2 (emphasis added). The use of the term "may" in this section and in Minnesota Statutes §473.388 Subd. 4 allows the RTB to exercise its discretion in approving financial assistance to a community for replacement service transit.

Subdivision 4 gives the RTB some limits on exercising discretion and limits the RTB in cases where there is an inconsistency with the RTB implementation plan or a lack of efficiency in providing transit service. The RTB is further limited in that the amount of assistance which it may provide cannot exceed a maximum amount defined in the statute. The statute provides no guidance in other areas.

The legislature clearly called for RTB discretion in the approval of Opt Out programs and provided some guidance for the exercise of that discretion. In addition, the RTB, as a unit of government must act reasonably and not be arbitrary or capricious in exercising its authority. This means any decision made must be supported by a transit policy reason for the action.

The imposition of reductions in homestead credits that reduce property tax revenue clearly requires the RTB to reduce the level of funding for jurisdictions that receive their maximum funds as defined under the statute.

LARKIN, HOFFMAN, DALY & LINDGREN, LTD.

Mr. Gregory Andrews
February 13, 1991
Page 3

To reduce funding for other situations, the RTB has more flexibility. The RTB must act rationally. Affected parties are also entitled to be made aware of the situation at the first opportunity and to comment on the proposal. Other arrangements must be made in the case of existing contractual arrangements affected by the situation. One approach is to use the implementation plan for metropolitan transit as a vehicle for requiring all programs meet financial standards of efficiency metropolitan area wide. The statute does not prevent the RTB from adopting other uniform policies applicable to all similarly affected programs to be used as guidance for approving projects.

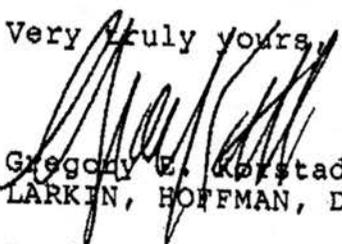
Conclusion

In exercising its judgment in reviewing Opt Out funding requests, a decision by RTB not to approve a request can be supported in certain circumstances:

1. In the event that a request for funding exceeds the statutory maximum amount which is available for the jurisdiction.
2. In consistency of the transit project proposed for funding with the RTB's implementation plan policies, goals, performance standards, etc.
3. In the event of a new service, a determination by RTB that the service would not be as effective and efficient as the MTC service being replaced.
4. In other circumstances, if supported by a sound, transit based policy reason.

There are other circumstances which the RTB may feel compelled to disapprove an application for funds, however the RTB is not authorized to deny a request for funding based on a fiscal policy of uniform budget reductions unless there is an actual unavailability of funds sufficient to support a request that otherwise meets RTB policy review.

Very truly yours,


Gregory E. Korstad, for
LARKIN, HOFFMAN, DALY & LINDGREN, Ltd.

Enclosure

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nonprofit groups providing assistance to the targeted service groups; by arrangements with prospective employers, with employment, education, retail, medical, or other activity centers, or with local governments; or by any other methods designed to improve service and reduce costs to the targeted service groups.

Subd. 3. Jobseekers. The board shall establish a program and policies to increase the availability and utility of public transit services and reduce transportation costs for persons who are seeking employment and who lack private means of transportation.

Subd. 4. Transit disadvantaged. The board shall establish a program and policies to reduce transportation costs for persons who are, because of limited incomes, age, disability, or other reasons, especially dependent on public transit for common mobility.

History: 1Sp1983 c 10 s 101

473.388 REPLACEMENT SERVICE PROGRAM.

repealed 1989 Ch 654

Subdivision 1. Program established. A replacement service program is established to continue the metropolitan transit service demonstration program established in Minnesota Statutes 1982, section 174.265, as provided in this section.

Subd. 2. Replacement service; eligibility. The transit board may provide assistance under the program to a statutory or home rule charter city or town or combination thereof, that:

- (a) is located in the metropolitan transit taxing district;
- (b) is not served by the transit commission or is served only with transit commission bus routes which begin or end within the applying city or town or combination thereof; and
- (c) has fewer than four scheduled runs of metropolitan transit commission bus service during off-peak hours defined in section 473.408, subdivision 1.

Eligible cities or towns or combinations thereof may apply on behalf of a transit operator with whom they propose to contract for service.

The board may not provide assistance under this section to a statutory or home rule charter city or town unless the city or town,

(i) was receiving assistance under Minnesota Statutes 1982, section 174.265 by July 1, 1984,

(ii) had submitted an application for assistance under that section by July 1, 1984, or

(iii) had submitted a letter of intent to apply for assistance under that section by July 1, 1984, and submits an application for assistance under this section by July 1, 1988. A statutory or home rule charter city or town has an additional 12-month extension if it has notified the board before July 1, 1988, that the city or town is in the process of completing a transportation evaluation study that includes an assessment of the local transit needs of the city or town.

Subd. 3. Application for assistance. An application for assistance under this section must:

- (a) describe the existing service provided to the applicant by the transit commission, including the estimated number of passengers carried and the routes, schedules, and fares;
- (b) describe the transit service proposed for funding under the demonstration program, including the anticipated number of passengers and the routes, schedules, and fares; and
- (c) indicate the total amount of available local transit funds, the portion of the available local transit funds proposed to be used to subsidize replacement services, and the amount of assistance requested for the replacement services.

Subd. 4. Financial assistance. The board may grant the requested financial assistance if it determines that the proposed service is consistent with the approved implementation plan and is intended to replace the service to the applying city or town or combination thereof by the transit commission and that the proposed service will meet the needs of the applicant at least as efficiently and effectively as the existing service.

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473.388 METROPOLITAN GOVERNMENT

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The amount of assistance which the board may provide under this section may not exceed the sum of:

(a) the portion of the available local transit funds which the applicant proposes to use to subsidize the proposed service; and

(b) an amount of financial assistance bearing an identical proportional relationship to the amount under clause (a) as the total amount of financial assistance to the transit commission bears to the total amount of taxes collected by the board under section 473.446. The board shall pay the amount to be provided to the recipient from the assistance the board would otherwise pay to the transit commission.

For purposes of this section "available local transit funds" means 90 percent of the tax revenues which would accrue to the board from the tax it levies under section 473.446 in the applicant city or town or combination thereof.

Subd. 5. Other assistance. A city or town receiving assistance under this section may also receive assistance from the board under section 473.384. In applying for assistance under that section an applicant must describe the portion of the available local transit funds which are not obligated to subsidize replacement service and which the applicant proposes to use to subsidize additional service. An applicant which has exhausted its available local transit funds may use any other local subsidy funds to complete the required local share.

Subd. 6. Assumption of program. The board shall certify to the commissioner of transportation when it has adopted an approved interim implementation plan and is ready to assume responsibility for the metropolitan transit service demonstration program administered by the commissioner under Minnesota Statutes 1982, section 174.265. On receipt of the certification the commissioner shall make no further contracts under that program and shall assign all contracts then in effect under that program to the board, and the contracts at that time become obligations of the board.

History: 1984 c 654 art 3 s 123; 1986 c 444; 1987 c 278 s 16

473.39 BORROWING MONEY.

Subdivision 1. General authority. The council, if requested by vote of at least two-thirds of all of the members of the transit board, may issue general obligation bonds subject to the volume limitation in subdivision 1a to provide funds to the board for expenditure to implement the board's approved implementation plan and may issue general obligation bonds not subject to the volume limitation set forth in subdivision 1a for the refunding of outstanding bonds or certificates of indebtedness of the council, the board or the commission, and judgments against the board or the commission. The council may not unreasonably withhold the issuance of obligations for an implementation plan that has been approved by the council. The council may not issue obligations pursuant to this subdivision, other than refunding bonds, in excess of the amount specifically authorized by law. Except as otherwise provided in sections 473.371 to 473.449, the council shall provide for the issuance, sale, and security of the bonds in the manner provided in chapter 475, and has the same powers and duties as a municipality issuing bonds under that law, except that no election is required and the net debt limitations in chapter 475 do not apply to the bonds. The obligations are not a debt of the state or any municipality or political subdivision within the meaning of any debt limitation or requirement pertaining to those entities. Neither the state, nor any municipality or political subdivision except the council and board, nor any member or officer or employee of the board or council, is liable on the obligations. The obligations may be secured by taxes levied without limitation of rate or amount upon all taxable property in the transit taxing district and transit area as provided in section 473.446, subdivision 1, clause (c). The council shall certify to the transit board before October 1 of each year the amounts necessary to provide full and timely payment of the obligations. As part of its levy made under section 473.446, subdivision 1, clause (c), the board shall levy the amounts certified by the council and transfer the proceeds to the council for payment of the obligations. The taxes must be levied, certified, and collected in accordance with the terms and conditions of the indebtedness.

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REPLY TO EDEN PRAIRIE OFFICE:

February 8, 1991

TO: Members of the Administrative and Finance Committee
of the RTB

We are writing to you as attorneys for Southwest Metro Transit Commission ("SMTC"). The immediate question before this committee is the proposed reduction in replacement service assistance to opt-out transit systems allegedly necessitated by H.F. No. 47. SMTC believes that it is also appropriate to discuss other issues of concern that have been brought to the surface as the result of other actions and posture of the RTB. Accordingly, the following background is provided for your information.

BACKGROUND

In December, 1990 SMTC submitted to the RTB staff its proposed budget for 1991 in the total amount of \$1,580,000 with proposed financial assistance of \$1,238,500. The RTB staff rejected a proposal to provide expanded express service and imposed a reduction of \$310,000 in the total budget. This represented a reduction of \$278,250 in financial assistance, and a reduction of \$31,750 in projected passenger fares as a result of the reduction of service mandated by the RTB staff. SMTC proposed to add two buses and expand the hours of its

express routes in response to the growth in ridership. The current buses are at capacity, with passengers standing in the aisles. In response to H.F. No. 47, RTB staff has proposed further reductions in replacement service assistance for the fiscal year ending June 30, 1991. The RTB initially mandated a total reduction in financial assistance for the opt-out systems in the amount of \$239,800, but stated at a meeting on February 7, 1991 that this amount was revised to \$182,955. SMTC's present understanding is that the RTB has mandated a cut of \$45,500 in the operating budget through the end of the fiscal year. RTB staff has indicated that SMTC, and the other opt-outs, may be subject to further cuts in 1991. To date, RTB staff has mandated a total budget cut for SMTC alone of \$355,500 through June 30, 1991.

Additionally, not only has the RTB mandated the budget cuts, it has dictated specific reductions in operating expense line items in SMTC's budget. As an example, the RTB has mandated no new service or expansion of existing services in 1991, termination of all dial-a-ride service on Saturday, "corrective action", possibly including termination, of SMTC's in-commute service Route 54, and specific reductions in the budget for personnel, legal, audit, and professional fees, advertising, marketing, promotion, and professional development.

SMTC further has an immediate concern with the withholding of funds for 1991 by the RTB on the basis that no contract with SMTC has been executed. In past years the RTB staff has issued a non-negotiable contract in November or December for signature by SMTC for the following year. However, SMTC did not receive the non-negotiable contract for 1991 until last week. SMTC has not executed the contract because it finds certain provisions unacceptable, including a change in the method of payment. In the meantime, SMTC is unable to meet its

obligations under its contracts with Morley Bus Company and the Metropolitan Transit Commission because RTB staff has refused to make sufficient payments to SMTC to meet such obligations. The RTB staff admitted at the meeting on February 7, 1991 that the money was available, but had no explanation as to why the opt-outs were not being paid.

ISSUES

The issues of concern to SMTC are whether the RTB has the authority to:

1. Mandate a reduction of SMTC's budget under H.F. No. 47;
2. Mandate no new service or expansion of existing service in 1991;
3. Mandate line item budget reductions;
4. Mandate provisions in the contract between the RTB and SMTC;
and
5. Withhold funds for 1991.

DISCUSSION

The extent of jurisdiction or authority granted to an administrative agency, in this case the RTB, is measured by the statute from which it derives its authority. McKee v. County of Ramsey, 310 Minn. 192, 195, 245 N.W.2d 460, 462 (1976) and Matter of Hibbing Taconite Co., 431 N.W.2d 885, 890 (Minn. App. 1988). "Authority is not obtained by the agency's own acts, or by its assumption of authority." Matter of Hibbing Taconite Co., 431 N.W.2d at 890, citing, Frost-Benco Electric Association v. Minnesota Public Utilities Commission, 358 N.W.2d 639, 642 (Minn. 1984) (emphasis added).

BUDGET REDUCTIONS FOR PERIOD ENDING JUNE 30, 1991

While it is not the main concern of SMTC, the immediate issue before the Administration and Finance Committee is its recommendation to the Board for budget reductions to be made by the RTB pursuant to H. F. No. 47. Consequently, this issue as it relates to the financial assistance received by SMTC for its replacement service program will be discussed first and the more serious concerns of SMTC will be discussed later in this letter.

It is our understanding that it has been proposed that SMTC's 1991 budget be reduced in the sum of \$45,500 as a share of the reductions imposed upon the RTB pursuant to H.F. No. 47, in addition to the \$310,000 amount by which the budget was reduced by the RTB in December 1990.

A review of H.F. No. 47 and the income stream which makes up "available local transit funds" as that term is used in M.S. §473.388 which governs the replacement service program ("opt out") leads to the inescapable conclusion that the RTB has no authority to reduce the financial assistance to SMTC. In short, there is no language in H. F. No. 47 which authorizes the RTB to tap into the current budget of SMTC. The financial assistance provided by an opt-out organization such as SMTC is composed of the transit tax levy described in M.S. §473.446, which includes amounts for the homestead and agricultural credit aid and disparity reduction aid ("HACA") (M.S. §273.1398) and fiscal disparities funds (M.S. §473 F.08).

The only reductions authorized by H.F. No. 47 which could arguably affect the income stream available to opt-out transit services are those relating to HACA. Article 8, Sec. 9 which applies to special taxing districts such as the

RTB provides for the reduction of HACA only. It does not call for a reduction of the non-HACA portion of SMTC's \$473.388 financial assistance.

While 1991 figures are not yet available, the amounts of taxes payable for calendar year 1990, 90% of which was available for financial assistance to SMTC from its member cities Eden Prairie, Chanhassen, and Chaska was as follows:

	<u>Eden Prairie</u>	<u>Chanhassen*</u>	<u>Chaska*</u>	<u>Total</u>
90% Transit Tax Levy Pursuant to M.S. §473.446	\$1,227,600	\$	\$	\$
90% (HACA)	\$ 243,000	\$	\$	\$
90% (Fiscal Disparities)	\$ 90,000	\$	\$	\$
TOTAL	\$1,560,600	\$ 176,189	\$ 139,384	\$1,876,173

* Verification of the figures for Chanhassen and Chaska was unavailable. SMTC's total 1991 Budget is \$1,270,000 of which only \$960,250 is to be funded from financial assistance provided by M.S. §473.388. The balance is to be provided from fare box collections, interest, and contract revenues. It is apparent therefore that the financial assistance to be received pursuant to M.S. §473.388 is less than the transit tax levy of Eden Prairie alone, exclusive of HACA funds. That being so, it follows that the RTB has no authority to reduce SMTC's \$473.388 financial assistance.

SERVICE REDUCTIONS AND LINE ITEM BUDGET REDUCTIONS

The RTB's actions in mandating no new service or expansion of existing service, and imposing line item budget reductions is not authorized by statute. As stated above, the statute under which the opt-out transit systems operate is M.S. §473.388. Subdivision 4 of the statute provides that the RTB may grant

requested financial assistance for a proposed service if it determines that the proposed service is consistent with the approved implementation plan, is intended to replace the service being provided by the MTC, and will meet the needs of the applicant at least as efficiently and effectively as the existing MTC service. If the requirements are met, Subd. 4 provides that, "The Board shall pay the amount to be provided to the recipient from the assistance the Board would otherwise pay to the Transit Commission." The available local transit funds from which the Board provides assistance is defined as an amount equal to 90% of the tax revenues which would accrue to the Board from the taxes it levies under §473.466 in the applicant's city or town or combination thereof.

As SMTC has met the requirements for a proposed opt-out service, the statute mandates that the RTB provide financial assistance to SMTC up to the amount of the available local transit funds. SMTC proposes to use less than half of its available local transit funds for 1991. Given the fact that SMTC is well under the amount available for its service, the RTB has no authority to reduce the SMTC's request for financial assistance. Moreover, there is nothing in the statute that authorizes the RTB to limit the expansion of service or dictate to the opt-out service specific budgetary expenditures.

The RTB staff has indicated that it has based budget reductions of certain services on the fact that the services are inconsistent with the performance standards in its implementation plan. However, as the services provided by SMTC are consistent with those performance standards, the RTB has no basis to eliminate any of SMTC's service.

SMTC's position that the RTB is acting outside its authority is consistent with the legislative history of the opt-out program. We contacted former

Representative, Caroline Rodriguez, sponsor of the initial opt-out demonstration program statute in 1981, at that time M.S. §174.265. The current statute, enacted in 1984, replaced the prior statute with little substantive change in the language. The primary change was that assistance is provided by the RTB rather than the Commissioner of Transportation. Representative Rodriguez stated that the legislative intent was that an opt-out community would apply for replacement service financial assistance, and if it met the criteria the assistance would be granted.

In a meeting of the Local and Urban Affairs Committee in 1981, Representative Rodriguez explained the demonstration program as follows:

"What in essence it does is available local transit funds up to 90% of the tax proceeds which would accrue to the MTC can be allotted to communities at the end of transit lines or in areas that do not receive any service. They can opt-out and take with them 90% of the \$1.72 million levy that is presently turned over to the Metropolitan Transit... The establishment of it is designed to test the efficiency and effectiveness of alternative methods of providing public transit services for communities within the MTC Transit taxing district which are not adequately served by existing regular route transit." (emphasis added).

In discussions with Representative Rodriguez, she stated that the intent of the opt-out program was to remedy the situation where communities at the end of the transit line were being assessed for transit service from which they

received little benefit. She stated that current RTB budgetary reductions of the opt-out system for the purpose of supplementing other systems operated by the RTB results in the same situation that existed in 1981, namely, the communities at the end of the transit lines are again subsidizing service from which they receive little or no benefit.

The RTB's reductions in SMTC's service and line item budget reductions are contrary to the express provisions of the statute and the intent of the legislature.

CONTRACT PROVISIONS AND WITHHOLDING OF FUNDS

The RTB recently issued a contract for SMTC's signature that contains provisions unacceptable to SMTC, but which the RTB has indicated are not negotiable. The RTB has arbitrarily changed the method of payment to SMTC from an advance payment system to a reimbursement system. In addition, the RTB has been withholding funds to SMTC until a contract is signed, in spite of the fact it failed to issue a proposed contract until last week. Since the RTB refuses to pay to SMTC the funding it needs, SMTC is unable to meet its obligations under its contracts. The RTB has no statutory authority to mandate contract provisions and to withhold funds as a means to coerce SMTC to sign a contract.

Minnesota Statute §473.384, Subd. 1 sets out the provisions that are required in contracts between the RTB and transit providers, except that this statute specifically excludes contracts made under §473.388, the opt-out provision. While §473.384 implies that contracts with opt-out providers are appropriate, there are no standards set out for those contracts. The RTB is therefore seeking to impose contractual requirements that it has no authority to

impose. The legislature clearly intended to exclude the opt-out contracts from the requirements in the statute. Thus, the contractual provisions must be negotiated between the RTB and SMTC, as well as the other opt-outs. Further, the RTB must pay to SMTC sufficient funds to meet its obligations.

CONCLUSION

In sum, SMTC opposes the RTB's actions in reducing its 1991 budget, in mandating no new service or expansion of existing service, in mandating line item budget reductions, in mandating provisions in the contracts, and in withholding funds for 1991. The basis for SMTC's opposition is that these actions by the RTB exceed its authority under Minnesota law. Therefore, SMTC requests that the RTB reject the proposals of the RTB staff and approve SMTC's proposed 1991 budget without the proposed reductions.

Sincerely,

LANG, PAULY & GREGERSON, LTD.

By Barbara M. Ross
Roger A. Pauly
Barbara M. Ross

RAP/BMR:ss

cc Charles Weaver



February 8, 1991

7600 Executive Drive
Eden Prairie, MN 55344
(612) 934-7928

TO: Regional Transit Board
FROM: Diane Harberts, Administrator
SUBJECT: Budget and Policy Proposals

Southwest Metro Transit Commission (SMTc) is recommending that the Regional Transit Board not approve the RTB staff's proposed reduction of \$45,500 or any other reductions to Southwest Metro Transit's 1991 budget.

- The RTB has already reduced SMTc's 1991 budget by \$310,000.

In December 1990, the RTB reduced SMTc's original 1991 funding request by \$310,000, cutting service including the planned expanded express service. This cut was accepted by the SMTc because RTB staff indicated that a budget amendment could be requested later to access funding for service (see enclosed Len Simich memo). The RTB now has a policy of NO NEW SERVICE OR EXPANSION OF EXISTING SERVICE IN 1991, thus eliminating's SMTc's ability to add to or maintain the same level of service in 1991 as in 1990.

- The RTB staff-proposed reduction of \$45,500 would be, in real terms, a total loss of \$59,235 to SMTc.

New and current RTB policies would cause SMTc an actual loss of \$59,235 in available operating funds for 1991. The policies that would cause this are:

<u>Policy</u>	<u>LOSS in \$\$</u>
1. Up to a one-year retainage of 3% until RTB conducts an audit (Audits have normally taken 1 -2 years to finalize)	\$36,735
2. 1991 contract terms eliminating quarterly advance of funds: (SMTc has been receiving quarterly advances since 1987)	\$15,000
3. Proposed RTB cuts	\$45,500
4. No new service or expansion of service	<u>\$1,500+</u>
TOTAL	\$59,235

- SMTc's budget reductions in 1991 would total 22%;
- SMTc's 1991 budget is **BELOW** our 1990 budget level.

The overall impact of the proposed \$45,500 reduction on SMTc is depicted in the table on page 2. Please note that the proposed cut of \$45,500 plus the \$310,000 already cut would reduce SMTc's 1991 budget by 22%.

Southwest Metro Budget Overview

	<u>1990 Actual</u> <u>(unaudited)</u>	<u>1991 Requested</u> <u>(original)</u>	<u>1991 Approved</u> <u>(12/90)</u>	<u>1991 Cuts</u> <u>(2/8/91)</u>
Budget	\$1,352,478	\$1,580,000	\$1,270,000	\$1,224,500
RTB Subsidy	\$922,587	\$1,238,500	\$960,000	\$914,000

-----1991 Total Budget Reductions would equal \$355,500-----
(\$310,000 in December 1990 and \$45,500 in February 1991)

If the RTB were to impose the additional reduction of \$45,500, the following may happen:

1. *Existing level of transit services would have to be reduced.*

1990 (Actual) Purchase of Service: \$1,114,000

1991 Requested Purchase of Service: \$1,300,000

1991 Approved Purchase of Service: \$1,000,000 (After RTB cut of \$300,000)

1991 Revised Purchase of Service: \$994,000 (After cut by RTB staff)

SMTC ridership is growing at its own rate of 20-22% annually. In 1991, service changes were implemented only to respond to the steady increase in ridership.

2. *SMTC's ability to manage its day-to-day operations would be jeopardized.*

SMTC has a staff of only two fulltime permanent employees. Temporary clerical help plus staff overtime were used in 1990 to perform basic operations tasks and meet the increasing workload of a growing transit system. In addition, administrative expense will increase in 1991 because of new and current RTB policies. Yet, RTB staff proposes to reduce personnel expense by 5%.

3. *Corrective action to improve transit services to meet performance standards could not be taken.* Yet, the RTB staff has indicated the need to improve the efficiencies of Dial-A-Ride and reverse-commute services.

• **Southwest Metro is using less than 50% of the funds available.**

(See table below)

The 1991 budget for SMTC, as approved by the RTB, includes a subsidy of \$960,000; with the additional budget cut, the subsidy would be reduced to \$914,000 (less than the subsidy of \$922,000 for 1990). Under the opt-out legislation, SMTC is eligible for approximately \$2 million from property taxes collected in our communities. Thus, SMTC is requesting less than 50% of the funds available per the opt-out legislation. We believe that this demonstrates SMTC's commitment to carefully plan and administer a cost-effective system. Additional cuts to the already reduced budget would have a severe impact on service delivery.

1991 Estimated 90% of Property Taxes Collected = \$2.0 million

1991 RTB Subsidy for SMTC's Approved Budget (Dec. 1990)
is equal to \$960,000 or 45% of funds available

1991 RTB Revised Subsidy for Southwest Metro (Feb. 1991)
is equal to \$914,000 or 43% of funds available

IN CONCLUSION, the budget reductions proposed by the RTB staff are not presented in the full scope of their impact. This memo outlines the full impact of the proposed budget reductions. Before any reductions are approved, the Southwest Metro Transit Commission strongly urges the RTB Administration and Finance Committee to fully understand (1) how the budget reductions were arrived at for each opt-out system and (2) the full impact of the proposed budget cuts and consider whether the RTB has the authority to reduce these funds that are legislatively mandated for specific purposes.

REGIONAL TRANSIT BOARD

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

DATE: December 4, 1990
TO: Diane Harberts, Executive Director, Southwest Transit Commission
FROM: Len Simich, Senior Project Manager 
SUBJECT: 1991 Budget Adjustment

This memo is a follow-up to our phone conversation held on Thursday, November 29, 1990:

As discussed, the 1991 budget submitted by S.W. Metro has been adjusted in the total expense line item by \$310,000 (\$278,250 in RTB subsidy request). The adjustment is all related to the funding proposed for new services.

It is the RTB's policy that until new services have been identified through a needs assessment process like the one outlined below, additional funding can not be granted. However, in the case of S.W. Metro, once the assessment has been completed and the service has been justified, S.W. Metro is eligible to apply for an amendment to their 1991 budget.

Needs Assessment Process

- Justify and demonstrate that a demand for the proposed service exists. Demand is based on key transit indicators (such as population, employment, transit dependents, travel desires, congestion, available transit) both as they exist and as they are anticipated to change.
- Outline the operating characteristics of the service, including vehicles, routes, schedules and fare structures. Also identify how each meet the programs goals and objectives.
- Identify how the projected ridership and service levels meet or will meet RTB performance standards.
- Identify an evaluation and monitoring process as part of the demonstration.
- Identify how the service including the planning and scheduling conforms to the RTB's Five Year Transit Plan and other service standards, objectives, and policies established by the RTB.



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 February 11, 1991 the Committee of the Whole approved the following recommendation:

High Subsidy Routes

The Committee of the Whole recommends:

That the Regional Transit Board:

1. Direct the Metropolitan Transit Commission (MTC) to continue operation of Minneapolis #3 weekday local crosstown service. This route meets the new regular route performance standard. MTC should continue monitoring and evaluation of this service and strive to increase or sustain ridership while at the same time efficiently manage service resources used to operate Route 3.
2. Direct MTC to restructure Minneapolis #27 Saturday to avoid service overlap with the Anoka County Traveler, reduce service levels to match appropriate passenger demand, work with the Anoka County Traveler program to ensure service coordination and promote transferability between services, and inform the Regional Transit Board of cost savings realized through service restructuring.
3. Direct Minnesota Valley Transit Authority to Restructure Route 35K.
4. Direct MTC to eliminate Minneapolis #36 weekday service upon sufficient notification to all existing riders.
5. Direct MTC to restructure Minneapolis #51 Saturday and Sunday service and reduce level of service to meet actual passenger demand, inform RTB of the cost savings realized through service restructuring and prepare to implement changes to Minneapolis #51 weekend service to reflect future I-394 timed-transfer bus service plans.
6. Direct MTC to restructure Minneapolis #78 weekday service, Minneapolis #88 weekday and Saturday service, and Minneapolis #89 weekday and Saturday service into a single route.
7. Direct MTC to continue SP #10 Saturday and Sunday service and examine current route and scheduling practices for ways to improve system transferability.

8. Direct MTC to continue SP #11 Saturday and Sunday service and examine current route and scheduling practices for ways to improve system transferability.
9. Direct Minnesota Valley Transit Authority to restructure and subcontract Route 19.
10. Direct MTC to continue S.P. #49 Saturday and Sunday service and examine current route and scheduling practices for ways to improve system transferability.
11. Direct MTC to eliminate Saturday S.P. #61 service upon ample notification to all existing riders.

Michael J. Ehrlichmann
Chair

mff
2/12/91



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 February 11, 1991 the committee discussed and approved the following recommendations:

Funding Agreement for Rosedale Transit Hub

The Administration and Finance Committee recommends:

That the Regional Transit Board authorize its executive director to execute a grant agreement in an amount not to exceed \$300,000 with the City of Roseville to construct a transit hub facility at the Rosedale Center contingent upon subsequent Regional Transit Board approval of plans and specifications for the facility.

Anoka County Traveler Service Changes

The Administration and Finance Committee recommends:

That the Regional Transit Board approve the fare revision as described in this February 5, 1991 memorandum for the Anoka County Traveler program.

Metro Mobility Provider Contract Extension

The Administration and Finance Committee recommends:

& Public Hearing

That the Regional Transit Board approve:

out

1. Extend the term of the Metro Mobility provider contract from June 30, 1991 through September 30, 1991 and amend the contract to increase fares and change provider reimbursement rates effective July 1, 1991;
2. Select the following fare structure as the preferred alternative for the purpose of gathering public input and reduce provider reimbursement rates to offset the fare revenue increase:

	Proposed Fares	
	<u>Demand Order</u>	<u>Standing Order</u>
Peak Hour	\$1.50	\$2.00
Off-Peak	\$1.00	\$1.50
Over 8 Miles	\$3.00	\$3.50
Over 12 Miles	\$5.00	\$5.50

- Over*
3. Direct staff to notify providers by March 1, 1991 of these proposed changes to become effective July 1, 1991.

Proposed Amendment to 1991 Budget

The Administration and Finance Committee recessed the meeting to the call of the chair in order to consider the above item.

Ruth Franklin
Chair

MFF
2/12/91

4. Public Hearing

2/19

Michael,

At the board meeting today, under Chair's Report, please ask the board to make the following appointments:

Robert DeGhetto, Council Member
City of Minnetonka
Effective 2/12
(replacing Jan Haugen of Shorewood)

Douglas Pearson, Council Member
City of Brooklyn Park
Effective 2/19/91
(replacing Dale Gustafson)

Mary

handwritten
2/19/91

REGIONAL TRANSIT BOARD

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

DATE: February 19, 1991
TO: Chair and Members of the Administration and Finance Committee
FROM: Dale Ulrich, ^{WU}Comptroller
SUBJECT: Proposed Amendment to 1991 Budget

Attached are three schedules which summarize the proposed 1991 budget reductions.

The first schedule lists the reductions by expenditure category and provider type.

The second schedule shows the effects of the proposed budget reductions, and the revenue reductions resulting from legislative action, on the work programs as they were approved by the Board on December 3, 1990; note the "proposed" and "change" columns at the far right of the schedule/

The third schedule shows the proposed budget reductions and revenue reductions integrated into a "new" 1991 budget.

RECOMMENDATION:

That the Board amend the 1991 RTB Budget , as adopted December 3, 1990, and subsequently amended on December 17, 1990 by adding \$1,565,000 to the MTC subsidy, by recognizing decreased revenues of \$2,002,257 and decreased expenditures of \$3,594,795. The proposed revised budget reflects total sources of \$93,833,984 and total uses of \$92,737,534 with an estimated ending fund balance at 12/31/91 of \$1,096,450.

Regional Transit Board Schedule of Proposed Budget Reductions February 19, 1991
--

Revenues

State appropriation	-600,000
Property Taxes	-1,416,421
Allowance for Uncoll.	14,164
Total Decreased Revenues	-2,002,257

Expenditures

RTB Agency

Salaries and Benefits	-139,170
Per Diems	-10,000
Professional & Technical	-395,700
Travel	-76,300
Occupancy	-23,000
Miscellaneous	-31,950
Printing & Publishing	-23,700
Capital	-15,000

Provider Expense

Regular Route	
MTC	-1,576,000
Other	-170,950
Rural	-7,000
Small Urban	-7,025
Opt-Out	-116,000
Metro Mobility	-700,000
Rideshare	-96,000
New Services	-207,000
Total Proposed Reductions	-3,594,795

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	PROPOSED	CHANGE
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	5,742,319	0
1991 Revenues										0	
Property Taxes		55,794,145	1,085,877	5,179,604	358,477			62,418,103	62,418,103	61,001,682	-1,416,421
Allowance for Uncollectibles		-557,941	-10,859	-51,796	-3,585			-624,181	-624,181	-610,017	14,164
State Appropriation	1,350,000	8,357,600	11,568,000	931,400	894,000	0		21,751,000	23,101,000	22,501,000	-600,000
Federal										0	
Section 8	300,000							0	300,000	300,000	0
Competitive Services	25,000							0	25,000	25,000	0
Entrepreneurial Grant								0	0	0	0
FAU grant	0	104,000						104,000	104,000	104,000	0
Bond Issues	812,500							0	812,500	812,500	0
Interest/Misc.	150,000	400,000	0	150,000	20,000	15,000	40,000	625,000	775,000	775,000	0
1991 Agency Reimbursement			3,182,500					3,182,500	3,182,500	3,182,500	0
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	93,833,984	-2,002,257
1991 Expenditures											
91-01 Policy	420,907							0	420,907	364,338	-56,569
91-02 Executive Director	157,160							0	157,160	143,160	-14,000
91-03 P & P Administration	194,353							0	194,353	180,127	-14,226
91-04 Transportation Planning	154,874							0	154,874	154,874	0
91-10 Elderly/Disabled	118,224							0	118,224	106,890	-11,334
91-11 Rideshare Planning	83,701							0	83,701	78,867	-4,834
91-13 Transit System Planning	371,880							0	371,880	256,107	-115,773
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	88,070,672	-1,247,254
91-15 Administration	524,514							0	524,514	491,514	-33,000
91-16 Finance	290,769							0	290,769	252,711	-38,058
91-17 Personnel	60,022							0	60,022	43,022	-17,000
91-19 Public Information	374,920							0	374,920	283,909	-91,011
91-20 Capital	837,500							0	837,500	822,500	-15,000
91-23 Light Rail Transit	0					343,083		343,083	343,083	230,355	-112,728
91-26 New Services/Grants	0						1,457,575	1,457,575	1,457,575	1,204,574	-253,001
91-27 Community Relations	59,921							0	59,921	53,914	-6,007
Indirect Cost allocation	-271,641	35,230		14,459	21,040	122,883	78,029	271,641	0	0	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	92,737,534	-2,029,795
12/31/91 Ending Fund Balance	41,405	0	0	86,265	109,739	120,588	710,914	1,027,507	1,068,912	1,096,450	27,538

RTB Budget- February 19, 1991 Version

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		54,280,701	378,806	5,994,404	347,771			61,001,682	61,001,682
Allowance for Uncollectibles		-542,807	-3,788	-59,944	-3,478			-610,017	-610,017
State Appropriation	1,350,000	8,689,000	11,568,000	0	894,000	0		21,151,000	22,501,000
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	64,651,342	15,125,518	6,084,460	1,640,706	586,554	2,246,518	90,335,098	93,833,984
1991 Expenditures									
91-01 Policy	364,338							0	364,338
91-02 Executive Director	143,160							0	143,160
91-03 P & P Administration	180,127							0	180,127
91-04 Transportation Planning	154,874							0	154,874
91-10 Elderly/Disabled	106,890							0	106,890
91-11 Rideshare Planning	78,867							0	78,867
91-13 Transit System Planning	256,107							0	256,107
91-14 Transit Programs Admin.	42,229	65,476,991	15,125,518	5,967,433	1,458,501			88,028,443	88,070,672
91-15 Administration	491,514							0	491,514
91-16 Finance	252,711							0	252,711
91-17 Personnel	43,022							0	43,022
91-19 Public Information	283,909							0	283,909
91-20 Capital	822,500							0	822,500
91-23 Light Rail Transit	0					230,355		230,355	230,355
91-26 New Services/Grants	0						1,204,574	1,204,574	1,204,574
91-27 Community Relations	53,914							0	53,914
Indirect Cost allocation	-252,979	31,067		13,200	20,324	114,083	74,305	252,979	0
TOTAL EXPENDITURES	3,021,183	65,508,058	15,125,518	5,980,633	1,478,825	344,438	1,278,879	89,716,351	92,737,534
12/31/91 Ending Fund Balance	477,703	-856,716	0	103,827	161,881	242,116	967,639	618,747	1,096,450

Handout 2/11/91

REGIONAL TRANSIT BOARD

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

DATE: February 11, 1991
TO: Chair and Members of the Administration and Finance Committee
FROM: Dale Ulrich, Comptroller
SUBJECT: Proposed Amendment to 1991 Budget

Attached are three schedules which summarize the proposed 1991 budget reductions.

The first schedule lists the reductions by expenditure category and provider type.

The second schedule shows the effects of the proposed budget reductions, and the revenue reductions resulting from legislative action, on the work programs as they were approved by the Board on December 3, 1990; note the "proposed" and "change" columns at the far right of the schedule!

The third schedule shows the proposed budget reductions and revenue reductions integrated into a "new" 1991 budget.

RECOMMENDATION:

That the Board amend the 1991 RTB Budget, as adopted December 3, 1990, and subsequently amended on December 17, 1990 by adding \$1,565,000 to the MTC subsidy, by recognizing decreased revenues of \$2,002,257 and decreased expenditures of \$3,631,750. The proposed revised budget reflects total sources of \$93,833,984 and total uses of \$92,700,579 with an estimated ending fund balance at 12/31/91 of \$1,133,405.

Regional Transit Board Schedule of Proposed Budget Reductions February 11, 1991
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Revenues

State appropriation	-600,000
Property Taxes	-1,416,421
Allowance for Uncoll.	14,164
Total Decreased Revenues	-2,002,257

Expenditures

RTB Agency

Salaries and Benefits	-139,170
Per Diems	-10,000
Professional & Technical	-395,700
Travel	-76,300
Occupancy	-23,000
Miscellaneous	-31,950
Printing & Publishing	-23,700
Capital	-15,000

Provider Expense

Regular Route	
MTC	-1,576,000
Other	-170,950
Rural	-7,000
Small Urban	-7,025
Opt-Out	-182,955
Metro Mobility	-670,000
Rideshare	-96,000
New Services	-207,000
Total Proposed Reductions	-3,631,750

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	PROPOSED	CHANGE
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	5,742,319	0
1991 Revenues										0	
Property Taxes		55,794,145	1,085,877	5,179,604	358,477			62,418,103	62,418,103	61,001,682	-1,416,421
Allowance for Uncollectibles		-557,941	-10,859	-51,796	-3,585			-624,181	-624,181	-610,017	14,164
State Appropriation	1,350,000	8,357,600	11,568,000	931,400	894,000	0		21,751,000	23,101,000	22,501,000	-600,000
Federal										0	
Section 8	300,000							0	300,000	300,000	0
Competitive Services	25,000							0	25,000	25,000	0
Entrepreneurial Grant								0	0	0	0
FAU grant	0	104,000						104,000	104,000	104,000	0
Bond Issues	812,500							0	812,500	812,500	0
Interest/Misc.	150,000	400,000	0	150,000	20,000	15,000	40,000	625,000	775,000	775,000	0
1991 Agency Reimbursement			3,182,500					3,182,500	3,182,500	3,182,500	0
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	93,833,984	-2,002,257
1991 Expenditures											
91-01 Policy	420,907							0	420,907	364,338	-56,569
91-02 Executive Director	157,160							0	157,160	143,160	-14,000
91-03 P & P Administration	194,353							0	194,353	180,127	-14,226
91-04 Transportation Planning	154,874							0	154,874	154,874	0
91-10 Elderly/Disabled	118,224							0	118,224	106,890	-11,334
91-11 Rideshare Planning	83,701							0	83,701	78,867	-4,834
91-13 Transit System Planning	371,880							0	371,880	256,107	-115,773
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	88,033,717	-1,284,209
91-15 Administration	524,514							0	524,514	491,514	-33,000
91-16 Finance	290,769							0	290,769	252,711	-38,058
91-17 Personnel	60,022							0	60,022	43,022	-17,000
91-19 Public Information	374,920							0	374,920	283,909	-91,011
91-20 Capital	837,500							0	837,500	822,500	-15,000
91-23 Light Rail Transit	0					343,083		343,083	343,083	230,355	-112,728
91-26 New Services/Grants	0						1,457,575	1,457,575	1,457,575	1,204,574	-253,001
91-27 Community Relations	59,921							0	59,921	53,914	-6,007
Indirect Cost allocation	-271,641	35,230		14,459	21,040	122,883	78,029	271,641	0	0	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	92,700,579	-2,066,750
12/31/91 Ending Fund Balance	41,405	0	0	86,265	109,739	120,588	710,914	1,027,507	1,068,912	1,133,405	64,493

RTB Budget- February 11, 1991 Version

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		55,181,798	409,109	5,063,004	347,771			61,001,682	61,001,682
Allowance for Uncollectibles		-551,818	-4,091	-50,630	-3,478			-610,017	-610,017
State Appropriation	1,350,000	7,757,600	11,568,000	931,400	894,000	0		21,151,000	22,501,000
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	64,612,028	15,155,518	6,093,774	1,640,706	586,554	2,246,518	90,335,098	93,833,984
1991 Expenditures									
91-01 Policy	364,338							0	364,338
91-02 Executive Director	143,160							0	143,160
91-03 P & P Administration	180,127							0	180,127
91-04 Transportation Planning	154,874							0	154,874
91-10 Elderly/Disabled	106,890							0	106,890
91-11 Rideshare Planning	78,867							0	78,867
91-13 Transit System Planning	256,107							0	256,107
91-14 Transit Programs Admin.	42,229	65,476,991	15,155,518	5,900,478	1,458,501			87,991,488	88,033,717
91-15 Administration	491,514							0	491,514
91-16 Finance	252,711							0	252,711
91-17 Personnel	43,022							0	43,022
91-19 Public Information	283,909							0	283,909
91-20 Capital	822,500							0	822,500
91-23 Light Rail Transit	0					230,355		230,355	230,355
91-26 New Services/Grants	0						1,204,574	1,204,574	1,204,574
91-27 Community Relations	53,914							0	53,914
Indirect Cost allocation	-252,979	31,067		13,200	20,324	114,083	74,305	252,979	0
TOTAL EXPENDITURES	3,021,183	65,508,058	15,155,518	5,913,678	1,478,825	344,438	1,278,879	89,679,396	92,700,579
12/31/91 Ending Fund Balance	477,703	-896,030	0	180,096	161,881	242,116	967,639	655,702	1,133,405

REGIONAL TRANSIT BOARD

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

DATE: February 5, 1991
TO: Chair and Members of the Administration and Finance Committee
FROM: Dale W Ulrich, ^{MU} Comptroller
SUBJECT: Proposed Amendment to 1991 Budget

Attached are three schedules which summarize the proposed 1991 budget reductions that were presented and reviewed at the special meeting on Friday, January 25.

The first schedule lists the reductions by expenditure category and provider type.

The second schedule shows the effects of the proposed budget reductions, and the revenue reductions resulting from legislative action, on the work programs as they were approved by the Board on December 3, 1990; note the "proposed" and "change" columns at the far right of the schedule.

The third schedule shows the proposed budget reductions and revenue reductions integrated into a "new" 1991 budget.

The January 25th list of proposed reductions will see changes between now and the A & F meeting. These will come as a result of ongoing staff review of its own proposals, and as a result of the series of meetings with providers which was announced at the Jan 25th meeting. Those provider meetings are being held this week.

I will have a revised edition of this work on Feb 11, with an action recommendation.

Regional Transit Board
Schedule of Proposed 1991 Budget Reductions

December 3 -Adopted Budget		
Revenues/Fund Balance		95,836,241
Expenditures		94,767,329
Ending Fund Balance		1,068,912

Budget changes since Dec. 3, 1990		
MTC additional Subsidy 12/17/90		1,565,000

Proposed Budget Changes

Salaries and Benefits	-139,170	3.81%	
Per Diems	-10,000	0.27%	
Professional & Technical	-395,700	10.83%	
Travel	-76,300	2.09%	
Occupancy	-23,000	0.63%	
Miscellaneous	-31,950	0.87%	
Printing & Publishing	-23,700	0.65%	
Capital	-15,000	0.41%	
		19.56%	-714,820

Provider Expense

Regular Route			
MTC	-1,576,000	43.12%	
Other	-126,750	3.47%	
Rural	-7,000	0.19%	
Small Urban	-1,625	0.04%	
Opt-Out	-239,800	6.56%	
Metro Mobility	-670,000	18.33%	
Rideshare	-96,000	2.63%	
New Services	-223,000	6.10%	

Sub-total		80.44%	-2,940,175
Total Proposed Savings			-3,654,995

Revised Expenses			92,677,334
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Adjustments to Revenues			-2,002,257
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Revised Ending Fund balance			1,156,650
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RTB Budget- February 4, 1991 Version

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		55,181,798	409,109	5,063,004	347,771			61,001,682	61,001,682
Allowance for Uncollectibles		-551,818	-4,091	-50,630	-3,478			-610,017	-610,017
State Appropriation	1,350,000	7,757,600	11,568,000	931,400	894,000	0		21,151,000	22,501,000
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	64,612,028	15,155,518	6,093,774	1,640,706	586,554	2,246,518	90,335,098	93,833,984
1991 Expenditures									
91-01 Policy	364,338							0	364,338
91-02 Executive Director	143,160							0	143,160
91-03 P & P Administration	180,127							0	180,127
91-04 Transportation Planning	154,874							0	154,874
91-10 Elderly/Disabled	106,890							0	106,890
91-11 Rideshare Planning	78,867							0	78,867
91-13 Transit System Planning	256,107							0	256,107
91-14 Transit Programs Admin.	42,229	65,521,191	15,155,518	5,843,633	1,463,901			87,984,243	88,026,472
91-15 Administration	491,514							0	491,514
91-16 Finance	252,711							0	252,711
91-17 Personnel	43,022							0	43,022
91-19 Public Information	283,909							0	283,909
91-20 Capital	822,500							0	822,500
91-23 Light Rail Transit	0					230,355		230,355	230,355
91-26 New Services/Grants	0						1,188,574	1,188,574	1,188,574
91-27 Community Relations	53,914							0	53,914
Indirect Cost allocation	-252,979	31,067		13,200	20,324	114,083	74,305	252,979	0
TOTAL EXPENDITURES	3,021,183	65,552,258	15,155,518	5,856,833	1,484,225	344,438	1,262,879	89,656,151	92,677,334
12/31/91 Ending Fund Balance	477,703	-940,230	0	236,941	156,481	242,116	983,639	678,947	1,156,650

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	PROPOSED	CHANGE
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	5,742,319	0
1991 Revenues										0	
Property Taxes		55,794,145	1,085,877	5,179,604	358,477			62,418,103	62,418,103	61,001,682	-1,416,421
Allowance for Uncollectibles		-557,941	-10,859	-51,796	-3,585			-624,181	-624,181	-610,017	14,164
State Appropriation	1,350,000	8,357,600	11,568,000	931,400	894,000	0		21,751,000	23,101,000	22,501,000	-600,000
Federal										0	
Section 8	300,000							0	300,000	300,000	0
Competitive Services	25,000							0	25,000	25,000	0
Entrepreneurial Grant								0	0	0	0
FAU grant	0	104,000						104,000	104,000	104,000	0
Bond Issues	812,500							0	812,500	812,500	0
Interest/Misc.	150,000	400,000	0	150,000	20,000	15,000	40,000	625,000	775,000	775,000	0
1991 Agency Reimbursement			3,182,500					3,182,500	3,182,500	3,182,500	0
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	93,833,984	-2,002,257
1991 Expenditures											
91-01 Policy	420,907							0	420,907	364,338	-56,569
91-02 Executive Director	157,160							0	157,160	143,160	-14,000
91-03 P & P Administration	194,353							0	194,353	180,127	-14,226
91-04 Transportation Planning	154,874							0	154,874	154,874	0
91-10 Elderly/Disabled	118,224							0	118,224	106,890	-11,334
91-11 Rideshare Planning	83,701							0	83,701	78,867	-4,834
91-13 Transit System Planning	371,880							0	371,880	256,107	-115,773
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	88,026,472	-1,291,454
91-15 Administration	524,514							0	524,514	491,514	-33,000
91-16 Finance	290,769							0	290,769	252,711	-38,058
91-17 Personnel	60,022							0	60,022	43,022	-17,000
91-19 Public Information	374,920							0	374,920	283,909	-91,011
91-20 Capital	837,500							0	837,500	822,500	-15,000
91-23 Light Rail Transit	0					343,083		343,083	343,083	230,355	-112,728
91-26 New Services/Grants	0						1,457,575	1,457,575	1,457,575	1,188,574	-269,001
91-27 Community Relations	59,921							0	59,921	53,914	-6,007
Indirect Cost allocation	-271,641	35,230		14,459	21,040	122,883	78,029	271,641	0	0	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	92,677,334	-2,089,995
12/31/91 Ending Fund Balance	41,405	0	0	86,265	109,739	120,588	710,914	1,027,507	1,068,912	1,156,650	87,738