



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

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

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, March 4, 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. Administration and Finance Committee Meeting of February 11, 1991
 - 2. Committee of the Whole Committee Meeting of February 11, 1991
 - 3. Administration and Finance Committee Meeting of February 19, 1991
 - 4. Regional Transit Board Meeting of February 19, 1991
 - 5. Policy Committee Meeting of February 25, 1991
- D. CHAIR'S REPORT**
 - 1. Driver of the Month Award
 - 2. Resolution of Appreciation for David Minister
- E. REPORT OF THE POLICY COMMITTEE**
Elwyn Tinklenberg, Chair
 - 1. City of Robbinsdale Comprehensive Plan Amendment
 - 2. Review of Plans for Rosedale Transit Hub
 - 3. Review and Comment on Midway Light Rail Transit Corridor Draft Environmental Impact Statement
- F. OTHER BUSINESS**
 - 1. Proposed Amendment to 1991 Budget
- G. PUBLIC COMMENT**

Michael J. Ehrlichmann
Chair



REGIONAL TRANSIT BOARD

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

Minutes of the Meeting of the
ADMINISTRATION AND FINANCE COMMITTEE
Mears Park Centre, Room A
February 11, 1991

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

MEMBERS EXCUSED: John T. Finley and Elwyn Tinklenberg

OTHERS PRESENT: Charles Weaver and Gregory Korstad, Legal Counsel; Arnie Entzel, Amalgamated Transit Union; Sarah Lenz, Wilder Foundation; Jim LeTourneau, Yellow Taxi Service; Michael Christenson, Carole Faricy, Bev Auld and Chris Gran, Metropolitan Transit Commission (MTC); Beverly Miller, Minnesota Valley Transit Authority (MVTA), Morgan Grant, Transit Accessibility Advisory Committee, Gregory Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Ed Kouneski, Randy Rosvold, Suzanne Hanson, Sherry Munyon, Paul Moline and Mary Fitzgerald, Regional Transit Board (RTB) staff

The meeting was called to order at 4:10 p.m. and roll was taken. Theis moved and Wedell seconded that the agenda be approved. The motion was unanimously approved.

Funding Agreement for Rosedale Transit Hub

Blin reviewed the staff report dated February 1, 1991. Wedell moved and Franklin seconded:

That the Administration and Finance Committee recommend:

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.

In response to Wedell's question, Ulrich said the source of the funds is the \$2 million bond issue in 1990. These funds are available and waiting for this and similar projects. Blin said the project is justifiable even without a successful circulator service. The motion was unanimously approved.

Anoka County Traveler Service Changes

Mayer reviewed the February 5, 1991 staff report. She added that the Anoka County staff has been exceptional in developing the transit service needs assessment and marketing the program. Kouneski said the regular route performance farebox recovery standard is 35 percent and for Dial-a-Ride service, 15 percent. This program is in the demonstration phase and not expected to reach 15 percent at this time. Based on

experience, it is anticipated that the service will perform very well. Kranz moved and Wedell seconded:

That the Administration and Finance Committee recommend:

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

Ehrlichmann noted that when the project reaches its end the board will have to reevaluate what our funding relationship will be in light of our appropriation and levy this year. The program will be subject to the dollars available. The motion was unanimously approved.

Metro Mobility Provider Contract Extension

Kouneski reviewed the February 1, 1991 staff report. Lenz said there are many items in the memo to which the providers object: specifically, the timetable on page 2 shows a serious lack of appreciation for the current providers who built the program and are disappointed that they have been excluded from the planning process for the future of this program.

Wedell moved and Kranz seconded:

That the Administration and Finance Committee recommend:

That the Regional Transit Board:

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:

	<u>Proposed Fares</u>	
	<u>Demand</u>	<u>Standing</u>
	<u>Order</u>	<u>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

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

The motion was unanimously approved.

Proposed Amendment to 1991 Budget

Ulrich distributed a revised memorandum dated February 11, 1991. Hollander reported that four meetings were held last week with providers. She reviewed some of the concerns they raised regarding elimination of bonus payments. The small urban and rural providers are concerned about budget cuts and what will happen next. She distributed a memorandum, dated February 8, 1991, summarizing the concerns raised at a meeting last week with the Metropolitan Transit Commission.

Questions have been raised by the opt-out providers about RTB's authority. Until those questions have been resolved, it may not be possible to ask for a reduction to their budgets.

Franklin said since only the members of this committee received a letter from the Southwest Metro Transit Commission's attorneys, that information should be provided to the chair, other members and staff, along with the RTB attorney's response. Weaver said Mr. Pauly called him on Friday, February 8, and he saw the letter today, February 11. Korstad has done some work on a response. Ehrlichmann said the RTB needs an absolute clarification of its ability to impose budget reductions.

Korstad discussed the interpretation of the opt-out legislation. It contains one essential provision on whether the RTB is required to approve a request for funding from opt-out communities. Clearly RTB has discretion in approving applications for funding. The statute says "may" not "shall." The RTB's authority has some limitations, but RTB has continuing authority over the implementation plan and performance standards. Discretion must be exercised on the basis of the board's charge, there has to be a rational basis for action and a public policy purpose must be served. A budget cut may be passed on to those jurisdictions that receive the full 90 percent funding, it is unclear, however, whether the cuts can be made in programs that are funded at less than the 90 percent. The board does not have the authority to pass on arbitrary budget cuts.

After extensive discussion, Kranz moved and Wedell seconded that the meeting be adjourned to the call of the chair.

There being no other business, the meeting was recessed at 5:45 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Administration and Finance Committee meeting of February 11, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 4th day of March 1991.



REGIONAL TRANSIT BOARD

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

Minutes of the Meeting of the
COMMITTEE OF THE WHOLE
Mears Park Centre, Room A
February 11, 1991

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

MEMBERS EXCUSED: John T. Finley and Elwyn Tinklenberg

OTHERS PRESENT: Charles Weaver and Gregory Korstad, Legal Counsel; Arnie Entzel, Amalgamated Transit Union; Jim LeTourneau, Yellow Taxi Service; Michael Christenson, Carole Faricy, Bev Auld and Chris Gran, Metropolitan Transit Commission (MTC); Beverly Miller, Minnesota Valley Transit Authority (MVTA); Morgan Grant, Transit Accessibility Advisory Committee, Gregory Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Ed Kouneski, Randy Rosvold, Suzanne Hanson, Sherry Munyon, Paul Moline and Mary Fitzgerald, Regional Transit Board (RTB) staff

The meeting was called to order at 5:45 p.m. and roll was taken.

HIGH SUBSIDY ROUTES

The chair announced that this meeting was called to review the recommendations by MTC on routes that consistently exceed the board's performance standards. In the future, the board itself will conduct the public meetings regarding route terminations. The route terminations have been included in the budget. In response to his question, Auld said routes are reviewed on an annual basis and additional high subsidy routes may be identified in the future.

Rosvold explained the process followed and used maps and a table to illustrate the routes, their subsidies and number of passengers served. Members agreed to review and vote on the routes individually.

Franklin moved and Caranicas seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board 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.

The motion was unanimously approved.

Franklin moved and Hilary seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board 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.

The motion was unanimously approved.

Franklin moved and Hilary seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board notify Minnesota Valley Transit Authority to restructure Route 35K.

Miller said, regarding this route and also Route 19, the MVTA board has not been involved in any discussions of this route and had no opportunity to participate. It is a new board and she asked for time to review the service operating within the six cities. The chair said that given RTB's financial constraints, cuts not taken in one place must be taken in another. The motion was unanimously approved.

Franklin moved and Caranicas seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board direct MTC to eliminate Minneapolis #36 weekday service upon ample notification to all existing riders.

Walter Wise, City of St. Louis Park, said the timed transfer station, which will play an important part of the transportation system, will not be ready until 1992. Auld said MTC has studied restructuring, but it did not improve that route. When 394 is complete, they recommend a feeder service. Wise said the city would like something in the interim. The motion was unanimously approved.

Caranicas moved and Kranz seconded that Routes 78, 88 and 89 be considered together at this point. The motion was unanimously approved.

The chair recommended that termination be contingent upon directing staff of the RTB and MTC to develop a consolidated crosstown service. Caranicas asked if a circulator service would meet the needs. After discussion, Kranz moved and Caranicas seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board 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.

The motion was unanimously approved.

Hilary moved and Caranicas seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board 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.

The motion was unanimously approved.

Wedell moved and Hilary seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board direct MTC to continue SP #10 Saturday and Sunday service and examine current route and scheduling practices for ways to improve system transferability.

The motion was unanimously approved.

Wedell moved and Hilary seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board direct MTC to continue SP #11 Saturday and Sunday service and examine current route and scheduling practices for ways to improve system transferability.

The motion was unanimously approved.

Hilary moved:

That the Committee of the Whole recommend:

That the Regional Transit Board direct Minnesota Valley Transit Authority to restructure Route 19.

There was discussion of the cost of operating the service for the rest of the year and how those costs were calculated.

Franklin moved and Hilary seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board direct Minnesota Valley Transit Authority to eliminate Route 19 and develop a plan for current trips to be made via van pools.

Kranz said eliminating the service might be premature because MVTA is a new service and he would defer to their recommendation to maintain the service and subcontract it. He offered, and O'Toole seconded, a substitute motion:

That the Committee of the Whole recommend:

That the Regional Transit Board direct Minnesota Valley Transit Authority to restructure and subcontract Route 19.

The motion to accept a substitute motion was unanimously approved. Kranz said many routes have not been properly marketed and the MVTA has renewed interest in transit in their six cities. Wedell called the question. The substitute motion was approved (Hilary voted nay).

O'Toole moved and Caranicas seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board direct MTC to continue SP #49 Saturday and Sunday service and examine current route and scheduling practices for ways to improve system transferability.

The motion was unanimously approved.

O'Toole moved and Caranicas seconded:

That the Committee of the Whole recommend:

That the Regional Transit Board direct MTC to eliminate Saturday SP #61 service upon ample notification to all existing riders.

The motion was unanimously approved.

There being no other business, Kranz moved and O'Toole seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 6:50 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Committee of the Whole meeting of February 11, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this _____ day of _____, 1991.



REGIONAL TRANSIT BOARD

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

Minutes of the Meeting of the
ADMINISTRATION AND FINANCE COMMITTEE
Mears Park Centre, Room 2A
(Recessed on February 11 and
Reconvened February 19, 1991)

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

MEMBERS EXCUSED: Elwyn Tinklenberg

OTHERS PRESENT: Gregory Korstad, Legal Counsel; Bob Rossman, Amalgamated Transit Union; Carole Faricy, Todd Paulson, Michael Christenson, Bev Auld, Greg Failor and Chris Gran, Metropolitan Transit Commission (MTC); Roger Pauly, legal counsel for Southwest Metro; Morgan Grant, Transit Accessibility Advisory Committee; Mary O'Hara Anderson; Barry Stock, City of Shakopee; Jay Johnson, Southwest Metro Transit Commission; Gregory Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Ed Kouneski, Len Simich; Suzanne Hanson, Sherry Munyon, and Mary Fitzgerald, Regional Transit Board (RTB) staff

Committee Chair Franklin reconvened the meeting, which had been recessed on February 11, at 4:05 p.m. and roll was taken. Finley moved and Theis seconded that the agenda be approved. The motion was unanimously approved.

PROPOSED AMENDMENT TO 1991 BUDGET

Andrews noted that a revised staff report, dated February 19, 1991, had been distributed. At the last meeting a list of budget reductions was presented along with an opinion from legal counsel indicating that the board's authority relating to homestead tax reductions applies only in those communities whose Opt-Out programs are at 90 percent. Ulrich has prepared an estimate of homestead taxes in those areas. In answer to Theis' question, Kouneski said the City of Plymouth and Southwest Metro are operating Dial-A-Ride programs below the performance standard. They are asked to bring them up to standard, but the savings will be nominal. The HACA cuts comprise \$86,000 of the \$116,000 Opt-Out proposed budget reductions. Only Maple Grove and Minnesota Valley Transit Authority (MVTA) are affected by the HACA cuts. Andrews said the Maple Grove program started April 1990 and MVTA in 1991. When the recommendation on the contracts was made to the board in December, staff did an analysis of local available revenue. Since then the state took the money back and the proposed action before the committee is to pass on the reduction in available revenue, or take the funds from other programs.

Finley said that the board had asked for information on the employee pass program. The MTC budget contains a \$500,000 expenditure for that program. Andrews said that issue will be on the committee's agenda for March 11--it will have an impact on MTC's reductions. Finley said it will be in effect a \$1 million cut and asked what the staff is

recommending. Andrews said the staff wishes to work closely with MTC in analyzing the program and determine whether employees would be resistant to its elimination. Finley said it is very important that RTB get opinions from employers and employees because they could affect the policy questions. Responding to Finley's question, Auld said if the employer discount is not eliminated the MTC reduction will be \$2.076 million. When MTC adopted the revenue projections for its 1991 budget they included elimination of that discount program.

Pauly said Southwest Metro should have been put on notice and had an opportunity to rectify the situation before cuts are made. Andrews said the \$15,000 reduction to SWMTC is consistent with Plymouth's actions. Staff is not recommending amendments to individual contracts, they are recommending amendments to the RTB budget, which puts the communities on notice about how much RTB can put into the programs. After discussion, Kranz moved and Finley seconded:

That the Administration and Finance Committee recommend:

That the Regional Transit Board delete the reduction of \$116,000, Opt-Out Provider Expense, from the Regional Transit Board Schedule of Proposed Budget Reductions dated February 19, 1991.

Franklin said she will not support the motion because the board must proceed with making its budget cuts.

Stock said Southwest Metro was at 50 percent of funds available to them and it would be inequitable to ask for another cut. Kouneski said the issue is whether a program is performing within the standard, rather than what percentage of funds it is using.

Simich said staff went to the various communities and looked at the services, made suggestions, and outlined where corrective action had to be taken.

Andrews said RTB has a \$3.5 million problem to deal with and staff was directed to try to come up with a plan to accommodate that reduction to the 1991 budget. Staff will come back on March 11 with the first round of specific reductions on which contracts will be cut.

Theis pointed out the contradiction in cutting funds to the Opt-Out Communities and MTC and spending money trying to get more people in buses.

Jay Johnson said it was Southwest Metro's understanding in December that they could return in 1991 and ask for the money. There is \$310,000 that is still within the 90 percent and they plan to ask for it later in the year.

Ehrlichmann suggested that the Opt-Out reduction be \$101,000, which is a 2 percent cut for those communities at 90 percent. The remaining \$15,000 has to do with performance standards. Finley said it would be better to deal with all the Opt-Out programs together. Andrews said that \$15,000 of the \$101,000 is for the City of Plymouth.

Kranz said for the past ten years suburban transit has been a major goal at the Legislature. In most instances RTB and MTC did little to address the issue. If it were not for the Opt-Out legislation they would have very little suburban transportation in the Metropolitan Area. Those communities accepted the challenge and spent time and effort to create suburban transportation. This was not created by the RTB and it appears most budget cuts were focused at the Opt-Out communities. If the board had passed earlier

proposals they would have been forced to eliminate the transit programs. He opposes program cuts for Dial-A-Ride services.

The motion was unanimously approved.

Finley recommended that the all the programs be tied to funding cuts in the staff recommendations. He would like to see what all the providers will be doing on the balance of their budgets because RTB will not subsidize them at the level promised. Those two elements should come together.

In response to Franklin's question, Andrews said staff strongly urges the board to take action on the full recommendation even at the level shown tonight. Southwest Metro's situation is like that of the other providers who had plans and were cut back. He would welcome the opportunity to come back to the board to discuss the programs and how they are funded. Franklin recommended that the motion be forwarded to the board without recommendation. Finley moved and Kranz seconded:

That any proposed budget cuts recommended by staff come to the full board with a programmatic plan as to how the providers plan to implement those proposed cuts.

Ehrlichmann said the dollar figures are related to the calendar year. He suggested that the committee identify those issues with which they have difficulty and approve the other cuts so they can be implemented as soon as possible.

Finley said that since Andrews said the contract amendments will be coming to the board within two weeks, they should be dealt with together, regardless of the program. Franklin said she agreed on one hand, but staff needs direction from the board on what kinds of major cuts should be taken.

Wedell said he understands Finley to mean that there are two sides: a cut and a revenue change. Bringing in more revenue is as effective as cutting. He asked if total revenue is fixed. Ulrich said it is not--half of the \$700,000 reduction for Metro Mobility is new revenue. New revenue and expense cuts are combined in some of the budget reductions. Finley said that should be presented to the decision-makers.

Hilary noted that once the board takes action it creates a corresponding problem for someone else in the list. If cuts are not made another service will have to absorb them. It is the board's responsibility to deal with the budget reductions.

The motion was unanimously approved.

There being no other business, the meeting was adjourned at 5:20 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Administration and Finance Committee meeting of February 19, 1991..

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 4th day of March 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, Room 2A
February 19, 1991

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

MEMBERS EXCUSED: Elwyn Tinklenberg

OTHERS PRESENT: Gregory Korstad, Legal Counsel; Bob Rossman, Amalgamated Transit Union; Carole Faricy, Todd Paulson, Michael Christenson, Bev Auld, Greg Failor and Chris Gran, Metropolitan Transit Commission (MTC); Roger Pauly, legal counsel for Southwest Metro; Morgan Grant, Transit Accessibility Advisory Committee; Mary O'Hara Anderson; Barry Stock, City of Shakopee; Jay Johnson, Southwest Metro Transit Commission; Gregory Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Ed Kouneski, Len Simich; Suzanne Hanson, Sherry Munyon, and Mary Fitzgerald, Regional Transit Board (RTB) staff

The meeting was called to order at 5:20 p.m. and roll was taken. The chair noted that the agenda should be amended, deleting Item 4, Proposed Amendment to 1991 Budget. Staff will prepare information on programmatic cuts and the issue will be brought to the next full board meeting on March 4, 1991. Finley said he would like the agenda to include discussion of the I-35W Corridor issue. With those amendments, O'Toole moved and Finley seconded approval of the agenda; the motion was unanimously approved.

APPROVAL OF MINUTES

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

1. Policy Committee Meeting of January 28, 1991
2. Regional Transit Board Meeting of February 4, 1991

The motion was unanimously approved.

CHAIR'S REPORT:

Appointments to the Local Officials Advisory Committee

The chair said that two resignations from the committee have created vacancies on this committee. The Association of Metropolitan Municipalities has recommended the following appointments: Caranicas moved and O'Toole seconded:

That the Regional Transit Board appoint Robert DeGhetto, Council Member, City of Minnetonka, to the Local Officials Advisory Committee, effective February 12, 1991; and

That the Regional Transit Board appoint Douglas Pearson, Council Member, City of Brooklyn Park, to the Local Officials Advisory Committee, effective February 19, 1991.

The motion was unanimously approved.

The chair explained the context in which his comments regarding I-35W light rail corridor were made at the Senate hearing. Finley said the concept of a central corridor connecting the two hubs was a consensus reached by the Joint Light Rail Transit Advisory Committee and the board and should be supported in RTB lobbying initiatives. The chair said he told the committee that he would like the board to discuss the issue and there has been no change of policy and direction.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Funding Agreement for Rosedale Transit Hub

Franklin moved and Wedell seconded:

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.

The motion was unanimously approved.

Anoka County Traveler Service Changes

Franklin moved and Wedell seconded:

That the Regional Transit Board approve the fare revision as described in the February 5, 1991 staff report.

The motion was unanimously approved.

Metro Mobility Provider Contract Extension

Andrews said that since the last meeting legal counsel has advised that since the RTB is discussing a change to the contract, it would be appropriate to terminate these contracts on April 30 and implement any changes from that period on. He recommended that the first item of the staff recommendations be deleted. The board should then select the preferred fare structure and set dates for the public hearing.

Franklin moved and Wedell seconded:

That the Regional Transit Board approve:

1. 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:

	<u>Proposed Fares</u>	
	<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

2. Direct staff to notify providers by March 1, 1991 of these proposed changes to become effective July 1, 1991.
3. That public hearings be scheduled on March 18, 1991 at Holmes Greenway and March 25, 1991 at the Mears Park Centre Chambers.

The motion was unanimously approved.

REPORT OF THE COMMITTEE OF THE WHOLE

High Subsidy Routes

Andrews reviewed the report of the committee's February 11, 1991 meeting. Kranz moved and Hilary seconded:

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.

The motion was unanimously approved.

OTHER BUSINESS

There being no other business, O'Toole moved and Theis seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 6:00 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of February 19, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 4th day of March 1991.



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
February 25, 1991

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

OTHERS PRESENT: John T. Finley and Richard Wedell, Regional Transit Board (RTB); Arnie Entzel, Amalgamated Transit Union; Karen Lyons and Emil Brandt, Metropolitan Council; John Jamieson; Kathy DeSpiegelaere, Ramsey County Regional Railroad Authority; Sherry Munyon, Gregory Andrews, Judy Hollander, Howard Blin, David Minister, Stephanie Eiler, Garneth Peterson, Suzanne Hanson and Mary Fitzgerald, Regional Transit Board staff

The meeting was called to order at 4:05 p.m. and roll taken. O'Toole moved and Caranicas that the agenda be approved; the motion carried unanimously.

CITY OF ROBBINSDALE COMPREHENSIVE PLAN AMENDMENT

Peterson reviewed the February 13, 1991 report. Caranicas moved and O'Toole seconded:

That the Policy Committee recommend:

That the Regional Transit Board approve the comments contained in the February 13, 1991 Policy Committee memorandum for transmittal to the City of Robbinsdale and to the Metropolitan Council.

The motion was unanimously approved.

REVIEW OF PLANS FOR ROSEDALE TRANSIT HUB

Blin reviewed the February 15, 1991 report, using maps to illustrate the proposed facility. O'Toole moved and Caranicas seconded:

That the Policy Committee recommend:

That the Regional Transit Board approve the plans for the Rosedale Transit Hub facility as outlined in the February 15, 1991 Policy Committee memorandum.

Theis asked what past practice has been. Blin said the arrangement would allow RTB to gain the use of private property for up to 20 years. RTB will contribute the capital investment and Center Companies, manager of Rosedale Center, will assume

responsibility for maintenance, which is a significant cost. The agreement is similar to that of the Northtown Hub and the Mall of America. Acquiring land for a parking area would be more expensive. The motion was unanimously approved.

REVIEW AND COMMENT ON MIDWAY LIGHT RAIL TRANSIT CORRIDOR DRAFT ENVIRONMENTAL IMPACT STATEMENT

Eiler reviewed the February 19, 1991 report, which was delivered to the members by special delivery. Finley noted that the bulk of the cost increases are attributable to addition structures such as bridge spans that will be required if the I-94 alignment is chosen. Minister added that the original \$107 million assumed the alignment would be on the frontage roads without reconstruction of the freeway. Since then it has moved to the freeway bed itself, which is a radical change in the design concept. Finley said he had stated earlier that not all the costs were included; the county used the absolute maximum spaces for park and ride facilities to be on the high side in their estimates.

Members discussed the changes to the structures, the park and ride facilities, and air quality problems. Each recommendation was reviewed and discussed separately. Item 1 was non-controversial. Staff was directed to redraft Items 2 and 3, including language regarding those items that were not part of the original cost estimates.

In discussing the third bullet on Page 2, Finley said the item includes costs for the entire Central Corridor, but the figures should be split between the Central Corridor and the Midway Corridor, separating out the right-of-way segment.

O'Toole moved and Theis seconded:

That the Policy Committee recommend that the report be sent back to the staff with direction that the figures be set forth more clearly.

The chair said the committee should review all the recommendations and direct staff to incorporate their comments in the report. Eiler said the comments are due to Ramsey County Regional Railroad Authority by March 13. Regarding the first bullet on Page 2, Finley said dollar figures should be used consistently and a phrase added explaining the change from a frontage road alignment to the freeway bed.

Returning to the recommendations, Items 4, 5, 6, 7 and 8 were acceptable. Finley said Item 9 should contain some explanation of the conclusion. The environmental damage issue is unclear. If park and ride lots are not used, there must be a bus staging area. There was extensive discussion of Item 10. Finley said the lawmakers he has spoken with appear to prefer a surface alignment, which is also the preference of Ramsey County. He has recommended that legislators review the statutes controlling the area near the Capitol. There were no comments on Items 11 and 12. O'Toole amended his motion as follows; the seconder accepted the amendment:

That the Regional Transit Board staff redraft the "Findings and Conclusions" section of the staff report dated February 19, 1991 in accordance with the committee's directions and that the item be placed on the agenda for action at the board meeting of March 4, 1991.

The chair said he wishes to review the language before it is sent to the board.

DeSpiegelaere said discussions have been held with Capitol Area Board staff and staff of the RTB. RCRRA has asked the Capitol Area Board staff for more documentation of their proposal. She requested that the options be kept open. Finley suggested that the surface alignment be recommended under Items 10 and 11 and that a request be made to consider a central station as opposed to two stations.

The chair said the item will be forwarded to the board without committee recommendation. He will report the revised recommendations developed by staff. The motion was unanimously approved.

OTHER BUSINESS

Andrews said staff has been meeting with staff of the Metropolitan Council regarding the Five Year Plan and the impact of the recent budget actions. A joint meeting with the Council and RTB is recommended for March 14, 1991 at 5 p.m.

Staff is preparing budget recommendations by program which will be on the agenda of the next board meeting.

There being no other business, it was moved, seconded and approved that the meeting be adjourned at 5:15 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of February 25, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 4th day of March 1991.



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

REPORT OF THE POLICY COMMITTEE

At its meeting of February 25, 1991, the Regional Transit Board's Policy Committee met and took the following actions:

City of Robbinsdale Comprehensive Plan Amendment

The Policy Committee recommends:

That the Regional Transit Board approve the comments contained in the February 13, 1991 Policy Committee memorandum for transmittal to the City of Robbinsdale and to the Metropolitan Council.

Review of Plans for Rosedale Transit Hub

The Policy Committee recommends:

That the Regional Transit Board approve the plans for the Rosedale Transit Hub facility as outlined in the February 15, 1991 Policy Committee memorandum.

Review and Comment on Midway Light Rail Transit Corridor Draft Environmental Impact Statement (DEIS)

The Policy Committee recommends:

That the Regional Transit Board staff redraft the "Findings and Conclusions" section of the staff report dated February 19, 1991 in accordance with the committee's directions and that the item be placed on the agenda for action at the board meeting of March 4, 1991.

Elwyn Tinklenberg
Chair

mff
2/25/91