



Minnesota Regional Transit
Board: Records.

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MEETING OF THE REGIONAL TRANSIT BOARD

Monday, June 3, 1991
Mears Park Centre Chambers
4:00 p.m.

AMENDED AGENDA

- A. CALL TO ORDER AND ROLL CALL
- B. APPROVAL OF AGENDA
- C. APPROVAL OF MINUTES
 - 1. Administration and Finance Committee Meeting, April 8, 1991
 - 2. Policy Committee Meeting, April 29, 1991
 - 3. Administration and Finance Committee Meeting, May 13, 1991
 - 4. Regional Transit Board Meeting May 20, 1991
- D. CHAIR'S REPORT
 - 1. Driver of the Month Award - Bob Hennes, Yellow Taxi Service Corporation
- E. EXECUTIVE DIRECTOR'S REPORT
 - 1. Amendment to the Roseville Hub Contract
- F. REPORT OF THE POLICY COMMITTEE
Elwyn Tinklenberg, Chair
 - 1. Americans with Disabilities Act
 - 2. Metro Mobility Service Changes
 - 3. Metropolitan Council Review of Five Year Transit Plan
- G. OTHER BUSINESS
- H. PUBLIC COMMENT

Michael J. Ehrlichmann
Chair

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

DATE: _____

BOARD OR COMMITTEE: _____

<u>Member Name</u>	<u>Present</u>	<u>Vote</u>							
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

Se Journeau
Arnie E
May O'Hara Anderson
Chris Gera
Tony Fails
Infante

Staff

S.H., HB, GP, CM, CE, JH
DV, GA M



REGIONAL TRANSIT BOARD

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

Minutes of the Meeting of the
POLICY COMMITTEE
Mears Park Centre, Chambers
April 29, 1991

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

MEMBERS EXCUSED: Sandra Hilary

OTHERS PRESENT: RTB Chair Michael J. Ehrlichmann; Mary O'Hara Anderson; Chris Gran, Metro Mobility Administrative Center (MMAC); Sherry Munyon, Judy Hollander, Dale Ulrich, Howard Blin, Cyndie Mayer, Randy Rosvold, Paul Moline, Kathy Grochowski, Regional Transit Board Staff

The meeting was called to order at 4:05 p.m. Theis moved and Caranicas seconded that the agenda be approved; the motion was carried unanimously.

Bloomington Regular Route Service Consolidation

Moline reviewed the memorandum dated April 15, 1991. Theis questioned whether or not the RTB had any transit plans for the new Mega Mall. Blin briefly discussed the RTB's long term plans to service the Mega Mall. Theis moved and Caranicas seconded:

That the Policy Committee recommend:

That the Regional Transit Board approve the service consolidation plan for Bloomington local crosstown service and direct the executive director of the RTB to solicit bids for implementation of this service according to the RTB's competitive bidding guidelines.

The motion was unanimously approved.

Metro Mobility Fare and Service Changes

Hollander informed committee members about the need to increase fares and implement service changes given the Metro Mobility program budget shortfall. She explained that staff would bring additional service options for the Board's consideration next month.

Mayer reviewed the memorandum dated April 23, 1991. Caranicas and Theis want the record to reflect their concern about cutting back service hours in Area 2. Hollander requested that the motion be sent to the Administration and Finance Committee because of the financial implications. Theis moved and Caranicas seconded:

That the Policy Committee endorse:

The Metro Mobility policy changes proposed by staff, and forward the following recommendations to the Administration and Finance Committee for approval:

1. Increase Metro Mobility customer fares, with provider subsidy rates simplified and reduced to offset the additional fare revenue that will be collected as follows:

Modified Option C

Under 8 Miles	\$2.00
Over 8 Miles	\$4.00
Over 12 Miles	\$5.00

2. Reduce area of coverage in Area 2 communities to coincide with area of coverage for peak hour regular route transit service. Peak hour service only would be provided on weekdays and weekends in the following communities:

Apple Valley	Maple Grove
Arden Hills	Medicine Lake
Birchwood	Mendota
Burnsville	Mendota Heights
Centerville	Plymouth
Chanhassen	Prior Lake
Chaska	Rosemount
Circle Pines	Savage
Dellwood	Shakopee
Eagan	Sunfish Lake
Eden Prairie	White Bear Lake
Lilydale	White Bear Township
Lino Lakes	Woodbury

Reduce area of Metro Mobility coverage to Area 1 communities of Mendota Heights, west Bloomington and east Edina to coincide with area of coverage for peak hour regular route transit service, and

3. Eliminate the over-8-mile coupon program.

The motion was unanimously approved.

Other Business

Ehrlichmann briefly reviewed the current status of RTB legislation.

There being no further business, Chair Tinklenberg adjourned the meeting at 4:52 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Policy Committee meeting of April 29, 1991.

Respectfully submitted,

Kathy Grochowski
Acting 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
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
May 20, 1991

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

MEMBERS EXCUSED: John T. Finley; Ed Kranz, and Elwyn Tinklenberg

OTHERS PRESENT: Charles Weaver, legal counsel; Michael Christenson and Bev Auld, Metropolitan Transit Commission; Kurt Strom, Minnesota State Council on Disability; Morgan Grant, Transportation Access Advisory Committee; Ann Gerber; Maggie Willy; Steve Dory, Courage Center, Bette Undis, Red Cross; Mary O'Hara Anderson; Chris Gran, Metro Mobility Advisory Center (MMAC); Arnie Entzel, Amalgamated Transit Union; Gregory Andrews, Judy Hollander, Dale Ulrich, Ed Kouneski, Cyndie Mayer, Sherry Munyon and Mary Fitzgerald, Regional Transit Board staff

The chair called the meeting to order at 4:05 p.m. and roll was taken.

APPROVAL OF AGENDA

Theis moved and Caranicas seconded approval of the agenda; the motion was unanimously approved.

APPROVAL OF MINUTES

O'Toole moved and Theis seconded that the minutes of the meeting of May 6, 1991 be approved. The motion was unanimously approved.

CHAIR'S REPORT

The chair said a report on the legislative activity was being copied and the report would be made at the end of the meeting when the material was available.

He announced that all communications with board members, except in policy areas, are to be channeled through Mary Fitzgerald. Clerical duties for the chair will be performed by Kathy Grochowski.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Committee Chair Franklin reviewed the recommendations approved at the Administration and Finance Committee meeting of May 13, 1991:

Financial Statements - January, February and March 1991

Franklin moved and Hilary seconded:

That the Regional Transit Board receive the January, February and March 1991 financial statements and direct that they be placed on file.

The motion was unanimously approved.

Market Research Request for Proposal

Franklin moved and Caranicas seconded:

That the Regional Transit Board authorize the issuance of a Request for Proposal for a transit market research study to be funded from Work Programs 91-19 and 91-13.

The motion was unanimously approved.

Urban Mass Transportation Administration Grant Application-Advanced Public Transportation Program, Resolution 91-04

Franklin moved and Theis seconded:

That the Regional Transit Board approve Resolution 91-04, authorizing submittal of an application for Urban Mass Transportation Administration Section 6 funding under the Advanced Public Transportation Program.

On a roll call vote, the motion was unanimously approved.

Metro Mobility Fare and Service Changes

At its meeting of April 29, 1991, the Policy Committee approved recommendations on this issue and forwarded them to the Administration and Finance Committee. Franklin said she will, as committee chair, move the committee's recommendations. The staff report, dated May 17, was distributed. It contains revised recommendations that the committee directed the staff to develop. Hilary seconded:

That the Regional Transit Board authorize the executive director to negotiate and approve contracts with the providers of Metro Mobility service with the following customer fare increases to become effective July 1, 1991:

Customer Fares

Under Eight (8) Miles.....	\$2.00
Over Eight (8) Miles.....	\$4.00
Over Twelve ((12) Miles.....	\$5.00

Hollander reviewed the staff recommendations, which reflect committee discussion and questions raised at that meeting. Administration of the Over-Eight-Mile Coupon Program is expensive and the distribution system for coupons is not adequate.

In 1986 the Legislature appropriated funds to offset the cost to the riders for trips over eight miles. That funding was later discontinued but the board decided to continue to support the program. If the program is eliminated, the projected cost savings would be approximately \$176,000 in subsidies; not including administrative costs for the program, which are part of the MMAC work program. Forty to fifty people per day would be affected. Hilary offered a substitute motion, seconded by Franklin:

- That the Regional Transit Board increase Metro Mobility customer fares, with provider subsidy rates simplified and reduced to offset the additional fare revenue that will be collected, as follows:

Customer Fares

Under Eight (8) Miles.....\$2.00
Over Eight (8) Miles.....\$3.50

- That the Regional Transit Board reduce the area of Metro Mobility coverage in Area 2 communities to coincide with the area of coverage for peak-hour, regular-route transit service. Peak-hour service only would be provided on weekdays and weekends in the following communities:

Apple Valley	Maple Grove
Arden Hills	Medicine Lake
Birchwood	Mendota
Burnsville	Mendota Heights
Centerville	Plymouth
Chanhassen	Prior Lake
Chaska	Rosemount
Circle Pines	Savage
Dellwood	Shakopee
Eagan	Sunfish Lake
Eden Prairie	White Bear Lake
Lilydale	White Bear Township
Lino lakes	Woodbury

- That the Regional Transit Board reduce the area of Metro Mobility coverage to Area 1 communities of Mendota Heights, West Bloomington, and East Edina to coincide with the area of coverage for peak-hour, regular-route transit service in these communities; and
- That the Regional Transit Board eliminate the Over-Eight-Mile Coupon Program.

Hollander added that the Americans with Disabilities (ADA) regulations may require that RTB will have to provide some type of discount fares comparable to those offered to regular-route customers. Staff may have to make additional recommendations to the board for such a program after the regulations are received.

The motion was approved (Ehrlichmann voted nay).

1991 Capital Funding Contract for the City of Hastings

Franklin moved and Theis seconded:

That the Regional Transit Board approve 1991 capital funding and authorize the executive director to enter into a capital contract with the City of Hastings in an amount not to exceed \$24,000.

The motion was unanimously approved.

Report of the Audit Advisory Committee

Franklin presented the Administration and Finance Committee's recommendations on the following items, which had been transmitted to the committee by the Audit Advisory Committee on April 25, 1991.

Audits of Dakota Area Referral and Transportation for Seniors, Inc. (DARTS)--1986, 1987, 1988, 1989

Franklin moved and Hilary seconded:

That the Regional Transit Board approve the audit reports on the Dakota Area Referral and Transportation for Seniors, Inc. (DARTS) for 1986, 1987, 1988 and 1989, but with the settlement of the net financial elements at \$7,758 due to DARTS.

The motion was unanimously approved.

Audits of Senior Community Services Transportation--1986, 1987, 1988 and 1989

Franklin moved and Hilary seconded the following recommendation.

That the Regional Transit Board approve the audit reports of the Senior Community Services Transportation Program, 1986 through 1989, and that the executive director be directed to implement a repayment schedule of \$100 per year until repaid.

Franklin added that the action is irresponsible because it will take 170 years to repay the obligation. She asked that the board review the issue and direct the executive director to negotiate a repayment plan that would accelerate repayment of the \$17,000 debt. O'Toole said the recommendation was a compromise; some members felt the debt should be cancelled. Ehrlichmann said at that Audit Advisory Committee meeting Franklin expressed concern that there were expenditures that were not appropriate within the context of the contract, but that Senior Community Services believed they had tacit approval to use volunteer time as a match to the contract. The organization is not capable of paying a large debt and repayment funds would be taken directly out of service. The Audit Advisory Committee did not want to set a precedent of forgiving the debt, but recognized that RTB shared responsibility by allowing the practice to continue.

Hilary said no one can be obligated to a commitment for 170 years. There has to be a time certain for the beginning and end of an obligation. Franklin said the debt should either be forgiven or repaid in ten years. O'Toole moved and Theis seconded:

That the Regional Transit Board forgive the financial obligation of Senior Community Services Transportation incurred in the final audits for 1986, 1987, 1988 and 1989.

The motion was unanimously approved. Wedell moved and O'Toole seconded:

That the Regional Transit Board approve the audit reports of the Senior Community Services Transportation Program, 1986 through 1989

The motion was unanimously approved.

Audits of Scott County Transportation Services--1988 and 1989

Franklin moved and Theis seconded:

That the Regional Transit Board approve the audit reports of the Scott County Transportation Service for 1988 and 1989.

The motion was unanimously approved.

Audits of Anoka County Transportation Programs--1988 and 1989

Franklin moved and Theis seconded:

That the Regional Transit Board approve the audit reports of the Anoka County Transportation Programs for 1988 and 1989.

The motion was unanimously approved.

Southwest Metro Transit Capital Fund Request

Franklin moved and Theis seconded:

That the Regional Transit Board amend the Regional Transit Board Five-Year Transit Plan to include Southwest Metro Transit park and ride lot projects and enter into a capital agreement with Southwest Metro Transit in an amount not to exceed \$1,050,000.

The motion was unanimously approved.

Franklin said the Administration and Finance Committee received an presentation by Dale Ulrich on the current cash flow situation. Ulrich distributed an updated projection of weekly cash balances for the period of April to June 1991. RTB is in a negative cash flow position and will withhold payment of bills to get through this period. Ehrlichmann said that since the situation is expected to worsen in the next biennium, the board members will have to authorize decreasing service and/or increasing fares. Hilary said local governments are in the same situation. If they managed their funds correctly in the past and maintained a sound fund balance, they were directed by the state to spend down

their balances. Unexpected demands to fund critical services will create strains on local budgets. If there is any kind of emergency the city could be bottomed out. The levels of service will never be what they were before this started--costs are rising and services are disappearing. Ehrlichmann said MTC operates with a higher fund balance, but it gives them very little flexibility. Theis commented on the contradiction in the state maintaining a "rainy day" fund while forcing local governments to eliminate that local fund.

OTHER BUSINESS

Legislative Report

Ehrlichmann and Munyon reviewed the final action by the Legislature on light rail transit, licensing of Metro Mobility Drivers, the joint RTB and Department of Human Services committee to study all paratransit programs, allocation of funds, securement devices for wheelchairs on buses, and the provision that metro agencies will have a non-voting Senate and House member on their boards. Six members of the board must be elected officials, but the stipulation as to what office they hold has been deleted. The proposed Opt-Out legislation did not pass. Senator DeCramer plans to hold hearings on the proposal. RTB, the railroad authorities and the Minnesota Department of Transportation's Commissioner will jointly prepare any application for federal assistance for light rail transit in the Metropolitan Area. The tax bill contains provisions affecting the regional railroad authorities and reducing the amount of the LRT levy to 75 percent of the amount actually levied in 1990. Any railroad authority that requests federal funds must prepare an operations and maintenance estimate and present it to the Metropolitan Council. The Legislature will study LRT in the interim. Members discussed the implications for LRT in the half-cent increase in sales taxes.

Munyon thanked Senators Kelly, Flynn and Langseth and Representatives Rice, Anderson and Kalis for their support of transit issues.

Michael Christenson said the proposed appropriation for transit is remarkable and everyone associated with transit worked together very well. Ehrlichmann thanked him and MTC Chair Faricy for their cooperation.

Morgan Grant expressed concern over the adoption of the staff recommendations on Metro Mobility. It was his understanding that they would be considered item by item. A TAAC representative should have been called upon to present other proposals. Ehrlichmann said the TAAC proposals were considered at the Administration and Finance Committee meeting and are not customarily reconsidered at the full board meeting. Grant said members of the handicapped community wish to address the board.

Andrews reported on the current legislative language regarding a three-percent cap on the levy. Ehrlichmann said it will be an RTB priority for the next legislative session to identify a new transit funding source such as a parking tax.

PUBLIC COMMENT

Kurt Strom, Minnesota State Council on Disabilities and member of TAAC, said it is a mistake to reduce service to Area II. ADA rules indicate that a lack of capacity is not an adequate valid reason to reduce service. More rides will be scheduled during peak hours. It is a violation of the equal treatment principle because it is an attempt to give equal

treatment to Area II, making it comparable to regular-route; however, some Metro Mobility users need to keep appointments for kidney dialysis and reducing their service hours places an additional burden on them.

The board did not consider the TAAC proposal for a \$10 annual renewal fee for standing orders, which might generate additional revenues to offset some other options being considered.

Ehrlichmann asked Hilary to assume the chair.

Bette Undis said the county cannot cover the people who were voted out of the service in Area II. Her personal situation will be adversely affected as well.

Ann Gerber, a Metro Mobility user, expressed amazement that an issue affecting the lives of people with disabilities was passed so quickly. Regular-route buses can only accommodate two wheelchairs and it is possible that if three wheelchair users want to board, one of them will not be allowed to ride. Hilary said the issue has been discussed for a long time and two public hearings were held. The proposal presented and approved at this meeting is more favorable for Metro Mobility users than the earlier recommendation. The issue is that there is no money. Gerber said she has been informed that RTB has funds for the program. Hilary said everyone is suffering and there is no good way to do this.

Gerber questioned the purchase of regular-route, lift-equipped buses. Ehrlichmann said that action is required by federal law. The potential exists to expand the number of wheelchair spaces on those buses.

Andrews said more options will be presented to the Policy Committee on May 28 and the TAAC recommendations are part of that presentation. The recommendations before the board today are those presented earlier for public hearing as the first phase of the reductions. Additional recommendations involve the means to reduce demand on the program.

Maggie Willy spoke against the service reductions.

Steve Dory, Courage Center, explained the long distances he and other Courage Center clients must travel and the affect of the elimination of the Over-Eight-Mile Coupon program on people with extremely limited disposable income. Hilary said it is important to attend those meetings where testimony can have the most effect. This meeting was not a public hearing. Dory said he was informed of that but wished to observe. Hilary said that with the reduced service people could consider saving rides for those events they must attend. Andrews said the Metro Mobility appropriation is \$25 million; \$1.7 million less than RTB requested. There is specific language in the bill prohibiting use of any other funds outside the appropriation for the program. In the past other funds were diverted to the program. That is the dilemma facing the board. The program must be structured so that RTB spends only that much over the next two years.

Ehrlichmann said the disability community was not strongly visible at the Legislature and he urged them to challenge RTB at the Department of Human Rights or the courts if the community does not like what we have done.

There being no other business, O'Toole moved and Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 5:35 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of May 20, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this third day of June 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 A
May 13, 1991

MEMBERS PRESENT: Ruth Franklin, Chair; Ed Kranz, Richard Wedell

MEMBERS EXCUSED: John T. Finley

OTHERS PRESENT: Michael J. Ehrlichmann, Terrance O'Toole, and Norbert Theis, Regional Transit Board; Karen Lyons, Metropolitan Council; Barbara Bradford, ADAPT; Mary O'Hara Anderson; Kurt Strom; Lyle Frehrichs, Metro Mobility Administrative Center; Diane Harberts, Southwest Metro Transit; Mark Hoisser, DART; Jerry Hayes; Mary Jo Nichols, Morgan Grant, Transportation Accessibility Advisory Committee (TAAC); Ben Withart and Tom Ticen, Senior Community Services Transportation; Gregory Andrews, Judy Hollander, Dale Ulrich, Clete Luberts, Suzanne Hanson, Stephanie Eiler, Howard Blin, Ed Kouneski, Cyndie Mayer, Mike Opatz, Len Simich, Jerry Brechlin, Mary Fitzgerald, Regional Transit Board staff

APPROVAL OF AGENDA

Ehrlichmann asked that the agenda be amended to review the Metro Mobility item first because he was obliged to be at the airport. Wedell moved and Kranz seconded that the agenda be amended to review the financial statements first, followed by the Metro Mobility Fare and Service Changes. The motion was unanimously approved.

FINANCIAL STATEMENTS - JANUARY, FEBRUARY AND MARCH, 1991

The financial statements for March 1991 had been distributed immediately prior to the meeting and were presented by Luberts (Exhibit A). Kranz moved and Wedell seconded:

That the Regional Transit Board receive the January, February and March 1991 financial statements and direct that they be placed on file.

The motion was unanimously approved.

LEGISLATIVE REPORT

Ehrlichmann reviewed the issues in the Tax Committee and conference committees that have implications for the RTB's budget. The cut in the HACA tax has been eliminated. There is a provision freezing the RTB's ability to capture assessed increases of valuation to no more than three percent. The staff has not yet completed a financial analysis of what the effect will be on the RTB budget. The conference committee today approved an

\$8 million increase in RTB funding, but that is \$5 million below last biennium's expenditures. When the session ends, at the end of this week, staff will examine the impacts on RTB programs. The board members may need to examine the issue of another fare increase to maintain service.

METRO MOBILITY FARE AND SERVICE CHANGES

Committee Chair Franklin said two public hearings have been held on the fare and service changes so this meeting will focus on discussion between the members. The recommended changes were endorsed by the Policy Committee at their meeting of April 29, 1991.

Ehrlichmann said the board has no alternative except to operate within the limits of the funds provided by the Legislature. Hollander reviewed the staff report dated May 3, 1991. A full set of options will be presented to the board after it is known how much the Legislature will allocate. Mayer reviewed the options.

Morgan Grant reviewed the TAAC report (Exhibit B). He said the committee had assumed that Metro Mobility would not receive any more than last biennium's appropriation of \$23 million but it now appears the program will receive a minimum of \$25 million. Ehrlichmann said last year the RTB took \$4 million from property tax revenues to supplement Metro Mobility, which resulted in a total of \$28 million. Since the budget was submitted, program costs have increased based on certification.

Grant said no mention is made of reducing administrative costs. The MMAC budget provides for ten administrators and includes one individual who can never provide answers. The RTB should consider trimming back. Ehrlichmann said the disability community is being incredibly agreeable in their willingness to accept the proposed one dollar increase rather than a reduction of service. Ehrlichmann said he will make a motion at the next board meeting that the Over-Eight-Mile Coupon program be retained at its current subsidy level. Not only is the RTB proposing to eliminate the coupons, but increasing the over-eight-mile fare will make transit unaffordable transit for some people. On standing orders a trip could cost up to \$7. Most of these people are on a fixed income with no more than \$40 in spendable income per month. Hollander suggested that it may be better to keep the fare lower and eliminate the coupons since the program only affects 40 people a day, but with a higher fare there would be more incentive to use coupons. Further, the program has been burdened with administrative problems.

Ehrlichmann recommended that staff be directed to study the cost implications of reducing long distance fares, eliminating the coupon program, and administering any special program.

Grant said Option C was the United Handicapped Federation's proposal, but they recommended that the coupon program be retained. According to the Americans with Disabilities Act regulations paratransit fares may be no than twice the mainline fares.

Barbara Bradford, American Disabled for Accessible Public Transit (ADAPT), distributed a fact sheet (Exhibit C) and warned of the effect the proposed fare increases will have on the disabled population and their reaction.

There was discussion of the service for outlying areas. Kranz moved and Wedell seconded:

That the Regional Transit Board authorize the executive director to negotiate and approve contracts with the providers of Metro Mobility service with the following customer fare increases to become effective July 1, 1991:

Customer Fares

Under Eight (8) Miles.....\$2.00
Over Eight (8) Miles.....\$4.00
Over Twelve ((12) Miles.....\$5.00

Franklin asked how, if the motion is approved, the shortfall will be made up. Kranz said fares may have to be increased or other sources of revenues identified and secured. The motion was approved.

With regard to the other staff recommendations, Franklin said no one is happy with them, but funds cannot be taken away from regular route service because that will also experience a funding shortfall. Ehrlichmann suggested that this committee progress the remaining items to the full board without recommendation. After the legislative session we may experience even more severe cuts.

Kranz asked Grant if he could suggest new sources of revenue and areas for cutting. Grant said staff should look at re-opening the certification process and put the administrative center contract out for competitive bidding. There must be some way to save money administratively. Since 1989 the RTB increased staff.

Wedell moved and Kranz seconded:

That the Administration and Finance Committee forward the staff recommendations on reducing the service areas and hours of service, and the elimination of the Over-8-Mile Coupon program to the Regional Transit Board without recommendation.

The motion was unanimously approved. (Ehrlichmann was excused.)

MARKET RESEARCH REQUEST FOR PROPOSAL

Hanson reviewed the staff report dated May 7, 1991. Wedell moved and Kranz seconded:

That the Regional Transit Board authorize the issuance of a Request for Proposal for a transit market research study to be funded from Work Programs 91-19 and 91-13.

The motion was unanimously approved.

URBAN MASS TRANSPORTATION ADMINISTRATION GRANT APPLICATION-
ADVANCED PUBLIC TRANSPORTATION PROGRAM

Blin reviewed the staff report dated May 3, 1991. Wedell moved and Kranz seconded:

That the Regional Transit Board approve a resolution authorizing submittal of an application for Urban Mass Transportation Administration Section 6 funding under the Advanced Public Transportation Program.

This was asked if there are matching funds. Blin said that as UMTA has defined the program, there would be a \$20,000 match and Mn/DOT has offered to pay that \$20,000. The motion was unanimously approved.

1991 CAPITAL FUNDING CONTRACT FOR THE CITY OF HASTINGS

Curry reviewed the staff report dated April 30, 1991. Kranz moved and Wedell seconded:

That the Regional Transit Board approve 1991 capital funding and authorize the executive director to enter into capital contracts with the City of Hastings in an amount not to exceed \$24,000.

The motion was unanimously approved.

REPORT OF THE AUDIT ADVISORY COMMITTEE

Audit Advisory Committee Chair Kranz reviewed the report of the April 25, 1991 meeting. The DARTS audits and the audits of Senior Community Services Transportation received a great deal of discussion and were not unanimously approved by the advisory committee members.

(DARTS)--1986, 1987, 1988, 1989

Hoisser reviewed the letter from DARTS, dated May 8, 1991. On his own behalf, but not the advisory committee, Kranz moved settlement figure be amended to \$21,098 due to DARTS. There was no second. Franklin moved the committee's recommendation; Wedell seconded the motion.

That the Regional Transit Board approve the audit reports on the Dakota Area Referral and Transportation for Seniors, Inc. (DARTS) for 1986, 1987, 1988 and 1989, but with the settlement of the net financial elements at \$7,758 due to DARTS.

The motion was approved (Kranz voted no).

Audits of Senior Community Services Transportation--1986, 1987, 1988 and 1989

Kranz moved and Wedell seconded:

That the Regional Transit Board approve the audit reports of the Senior Community Services Transportation Program, 1986 through 1989, and that the executive director be directed to implement a repayment schedule of \$100 per year until repaid.

Franklin said the annual \$100 repayment schedule would have to continue for 170 years. She asked that the Administration and Finance Committee disapprove the motion

and direct the executive director to work out a payment schedule to complete repayment more expeditiously. Ben Withart introduced Tom Ticen. Withart reviewed the position taken by Senior Community Services regarding using volunteer services as their match. Brechlin reviewed the audit findings. Franklin suggested that the matter be sent back to the advisory committee with a recommendation to adjust the repayment schedule. After discussion, the motion was approved (Franklin opposed).

Audits of Scott County Transportation Services--1988 and 1989

Kranz moved and Wedell seconded:

That the Regional Transit Board approve the audit reports of the Scott County Transportation Service for 1988 and 1989.

The motion was unanimously approved.

Audits of Anoka County Transportation Programs--1988 and 1989

Kranz moved and Wedell seconded:

That the Regional Transit Board approve the audit reports of the Anoka County Transportation Programs for 1988 and 1989.

The motion was unanimously approved.

SOUTHWEST METRO TRANSIT CAPITAL FUND REQUEST

Simich reviewed the May 1 staff report. Wedell moved and Kranz seconded:

That the Regional Transit Board amend the Regional Transit Board Five-Year Transit Plan to include Southwest Metro Transit park and ride lot projects and enter into a capital agreement with Southwest Metro Transit in an amount not to exceed \$1,050,000.

Ulrich pointed out that before RTB can ask the Metropolitan Council to sell the bonds for this project the council must approve the RTB's Five-Year Plan. At best it will take two more months after the plan is approved to sell the bonds. Harberts asked if Southwest can get the funds from operating funds. Andrews said the parking lots are not presently in the approved plan. There is a question about advancing funds but this needs to be resolved. A great deal of work must be done before the bonds can be sold. Franklin said she would not recommend that Southwest purchase the land now.

In response to O'Toole's question, Andrews said the council has refused to approve the five-year plan and their recommendations will be discussed at the next Policy Committee meeting. Franklin said the board is aware of the importance of park and ride lots to the total system. The motion was unanimously approved.

CURRENT CASH FLOW STATUS

Ulrich reviewed the May 6, 1991 staff report on the current cash flow situation that has resulted from the sharply declining fund balance, state appropriation cuts, and the

need to fund the receivables due from agencies being billed for Metro Mobility service. No formal action was taken.

OTHER BUSINESS

There being no further business, Wedell moved and Kranz seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 5:40 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 May 13, 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 A
April 8, 1991

MEMBERS PRESENT: Ruth Franklin, Chair; Ed Kranz

MEMBERS EXCUSED: John T. Finley and Richard Wedell

OTHERS PRESENT: Michael J. Ehrlichmann, Terrance O'Toole, Norbert Theis and Elwyn Tinklenberg, Regional Transit Board; Greg Korstad, legal counsel; Emil Brandt, Karen Lyons, Metropolitan Council; Mary O'Hara Anderson; Carole Faricy, Michael Christenson and Beverly Auld, Metropolitan Transit Commission (MTC); Chris Gran, Metro Mobility Administrative Center; Doug Ewald, Ewald Consulting; Jerry Biese, Opportunity Workshop, Inc.; Roger Blohm, United Handicapped Federation; Beverley Miller, Southwest Metro Transit; Leroy Marshal, Gregory Andrews, Judy Hollander, Dale Ulrich, Suzanne Hanson, Stephanie Eilers, Howard Blin, Ed Kouneski, Cyndie Mayer, Mike Opatz, Len Simich, Mary Fitzgerald, Regional Transit Board staff

APPROVAL OF AGENDA

Franklin moved and Kranz seconded approval of the agenda; the motion was unanimously approved.

METRO MOBILITY ADMINISTRATIVE CENTER

Mayer reviewed the March 27, 1991 staff report. Ehrlichmann expressed reservations about approving the contract since the audit of the contract is still in draft form. The draft audit and the MMAC response raise a number of significant questions. He asked about the status of billing and collection of funds from social service agencies. RTB budgeted \$3 million and recovery of those funds is far behind schedule. O'Toole asked that the matter be laid over until questions are resolved. Faricy said she received a copy of the draft today and asked that the matter be laid over until senior MTC staff can analyze it. In response to Franklin's question, Ulrich outlined the process followed in completing a final audit. The purpose of the audit is to review the control procedures regarding authorization of payment for trips.

Kranz moved and Ehrlichmann seconded that the committee table consideration of the Metro Mobility Administrative Center contract until the next meeting of the committee (June 10, 1991). The motion was unanimously approved.

In response to Ehrlichmann's question, Faricy said the MTC wants to retain the administrative center contract. Kranz added that he does not know of another agency that could handle this kind of program.

SENIOR TRANSPORTATION PROGRAM 1991 CONTRACT AMENDMENT

Mayer reviewed the March 27, 1991 staff report. Kranz moved and Franklin seconded:

That the Regional Transit Board amend its 1991 contract with the Senior Transportation Program (Contract 90/12/17-43) in an amount not to exceed \$19,053.

The motion was unanimously approved.

1991 CAPITAL FUND CONTRACT WITH THE CITY OF PLYMOUTH

Opatz reviewed the March 27, 1991 staff report. Kranz moved and Franklin seconded:

That the Regional Transit Board authorize its executive director to enter into a capital funding agreement with the City of Plymouth in an amount not to exceed \$80,000 for calendar year 1991 and amend the 1991 RTB capital budget accordingly.

The motion was unanimously approved.

1990 SOUTHWEST METRO TRANSIT COMMISSION OPERATING AND CAPITAL CONTRACT AMENDMENTS

Simich reviewed the March 28, 1991 staff report. Kranz moved and Franklin seconded:

That the Regional Transit Board authorize its executive director to amend Southwest Metro Transit's 1990 operating contract (Contract No. 89/12/04-16) by a total of \$11,219 from \$982,856 to \$993,856 and amend the 1990 capital contract (Contract No. 89/12/04-16) by a total of \$16,371 from \$96,000 to \$112,371.

The motion was unanimously approved.

SHAKOPEE 1990 CONTRACT AMENDMENT

Simich reviewed the March 28, 1991 staff report. Kranz moved and Franklin seconded:

That the Regional Transit Board authorize its executive director to amend the 1990 Shakopee contract (Contract No. 89/12/04-15) by a total of \$1,859 from \$216,640 to \$218,499.

The motion was unanimously approved.

OTHER BUSINESS

There being no other business, Kranz moved and Franklin seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Administration and Finance Committee meeting of April 8, 1991.

Respectfully submitted,

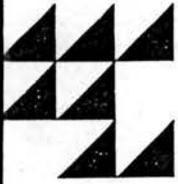
Mary Fitzgerald
Secretary

Approved this _____ day of _____ 1991.

METROPOLITAN COUNCIL REGIONAL BREAKFAST MEETINGS

- Tuesday, June 4: ANOKA COUNTY--Season's Restaurant, 12800 Bunker Prairie Dr., Coon Rapids
- Friday, June 7: DAKOTA COUNTY--Dakota County Technical College (Rainbow Room), 1300 E. 145th St., Rosemount
- Monday, June 17: CARVER COUNTY--Chaska Bell, 430 Hwy. 212, Chaska
- Wednesday, June 19: WASHINGTON COUNTY--Lake Elmo Inn, 3442 Lake Elmo Av. N., Lake Elmo
- Friday, June 21: SCOTT COUNTY--Canterbury Inn, 1244 Canterbury Rd., Shakopee
- Tuesday, June 25: HENNEPIN COUNTY (south)--T. Wrights, 3310 S. Hwy. 101, Wayzata
- Friday, June 28: RAMSEY COUNTY--Holiday Inn Shoreview, 1000 Gramsie Rd., Shoreview
- Monday, July 1: HENNEPIN COUNTY (north)--Days Inn Minneapolis North, 1501 Freeway Blvd., Brooklyn Center

All meetings will be 7:30-9 a.m. Prices range from \$4 to \$7. To RSVP, please call Rosemarie Coleman at 291-6330.



METROPOLITAN COUNCIL

Mears Park Centre, 230 East Fifth Street, St. Paul, MN 55101-1634 612 291-6359 FAX 612 291-6550 TTY 612 291-0904

CC MJE
CA

June 3, 1991

To Affected Metropolitan Area Legislators:

Pursuant to Chapter 473.141, subd. 2, the Metropolitan Council is hereby submitting to the legislators affected by the Council's appointment process, the candidates for the Parks and Open Space Commission, the Regional Transit Board, and the Metropolitan Waste Control Commission. These candidates were recommended by the Council's appointment committee at its meeting on May 30, 1991.

Metropolitan Parks and Open Space Commission

Trudy Dunham 474 Desnoyer Avenue St. Paul, Minnesota 55104	Sandra Colvin Roy 4821 - 30th Avenue So. Mpls., MN 55487
Thomas T. Dwight 1200 Hallam Ave. No. Mahtomedi, MN 55115	Barbara Johnson 2616 Victory Memorial Drive Mpls., MN 55412

Regional Transit Board

Ruth Franklin 430 Rice Street Anoka, MN 55303	Sharon Feess 5301 Hamilton Lane Brooklyn Park, MN 55443
Don Scheel 13404 South 5th Street Afton, MN 55001	Thomas M. Workman 7233 Pontiac Circle Chanhassen, MN 55317
Maryann Campo 512 W. 53rd Street Mpls. MN 55419	

Metropolitan Waste Control Commission

Judith G. Schotzko 1490 Summit Ave. St. Paul, MN 55105	Roy Taylor 6045 Lyndale Ave. So. #238 Mpls., MN 55419
John L. Schneeman 2350 Joy Avenue White Bear Lake, MN 55110	John T. Irving 7020 - 45th Place No. Crystal, MN 55428

Applications from these candidates are attached. We solicit your comments. The final appointments will be made on June 13 at the meeting of the full Council.

Sincerely,

Mary E. Anderson
Chair

REGIONAL TRANSIT BOARD

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

DATE: June 3, 1991
TO: Chair and Members of the Regional Transit Board
FROM: Howard Blin, Planning Manager *HB*
SUBJECT: Rosedale Transit Hub Contract Amendment

SUMMARY

On February 19, 1991, the RTB authorized execution of contracts with the City of Roseville and the Rosedale Center to develop a transit hub facility at Rosedale. An amount not to exceed \$300,000 was authorized for the project. An amendment to the contract authorizing up to \$400,000 is requested.

DISCUSSION

The Rosedale Transit Hub project involves three elements:

1. A formal agreement with the owners of Rosedale for use of 300 parking spaces for exclusive park-and-ride use.
2. Roadway improvements to driving lanes on mall property to accommodate buses.
3. Construction of a large heated passenger shelter adjacent to the Carson-Pirie-Scott store at the east entrance to the mall and a smaller shelter in the park-and-ride area.

The project is to be designed and constructed by General Growth/Center Companies, Inc., the managers of Rosedale Center. Preliminary estimates of design and construction costs for the project totaled slightly less than \$300,000. This amount was used in the contract for the project.

Since that time, bids have been received for various components of the project. Transit improvements at Rosedale are now projected at \$481,000. The breakdown of costs is as follows:

Construction

- Roadway Improvements	\$107,849
- Parking Lot Repair	40,950
- Shelters	<u>222,200</u>
Subtotal	\$370,990

- Contingency (10%)	\$37,000
- Construction Management	<u>40,000</u>
Total Construction	\$447,990

<u>Design</u>	<u>\$33,000</u>
	\$480,990

Project elements that exceeded earlier estimates include increased costs for roadway improvements and shelter construction.

In negotiations with General Growth Center Companies, the mall has agreed to assume the costs for parking lot repair and construction management. These components of the project total \$81,000.

To complete the project as designed, it would be necessary for the RTB to authorize an additional \$100,000, bringing the total project authorization to \$400,000.

RECOMMENDATION

That the Regional Transit Board approve an amendment to the Rosedale Transit Hub funding agreement to increase project authorization by \$100,000 to a total of \$400,000.

HB:jmo



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 May 28, 1991, the Regional Transit Board's Policy Committee met and took the following action:

Americans with Disabilities Act

The Policy Committee recommends that the Regional Transit Board endorse the joint Regional Transit Board/Metropolitan Transit Commission letter to the U. S. Department of Transportation on the proposed regulations for transportation of persons with disabilities.

Metro Mobility Service Changes

The Policy Committee recommends that the Regional Transit Board:

1. Endorse the following proposed service changes to become effective July 1, 1991:
 - Eliminate the subsidy to providers for escorts; and
 - Implement an annual fee of \$10 and a renewal fee of \$10 for standing orders.
2. Direct staff to pursue other long-term changes, including certification eligibility changes and a lower cost, complementary paratransit service.

Metropolitan Council Review of Five-Year Transit Plan

The Policy Committee recommends that the Regional Transit Board approve the schedule and process for making the required changes to the Five-Year Transit Plan as outlined in the May 16, 1991 staff report for submittal to the Metropolitan Council.

Other Business

Tom Becker, representing the City of Minneapolis, made a presentation to the committee on the city's Uptown Area Transit Study, which was conducted by the city through a grant provided by the Regional Transit Board. The purpose of the study was to identify strategies for improving the effectiveness and attractiveness of transit services in the Uptown area. Copies of the study were distributed.

Elwyn Tinklenberg
Chair

mff