



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 NOTICE

### REGIONAL TRANSIT BOARD

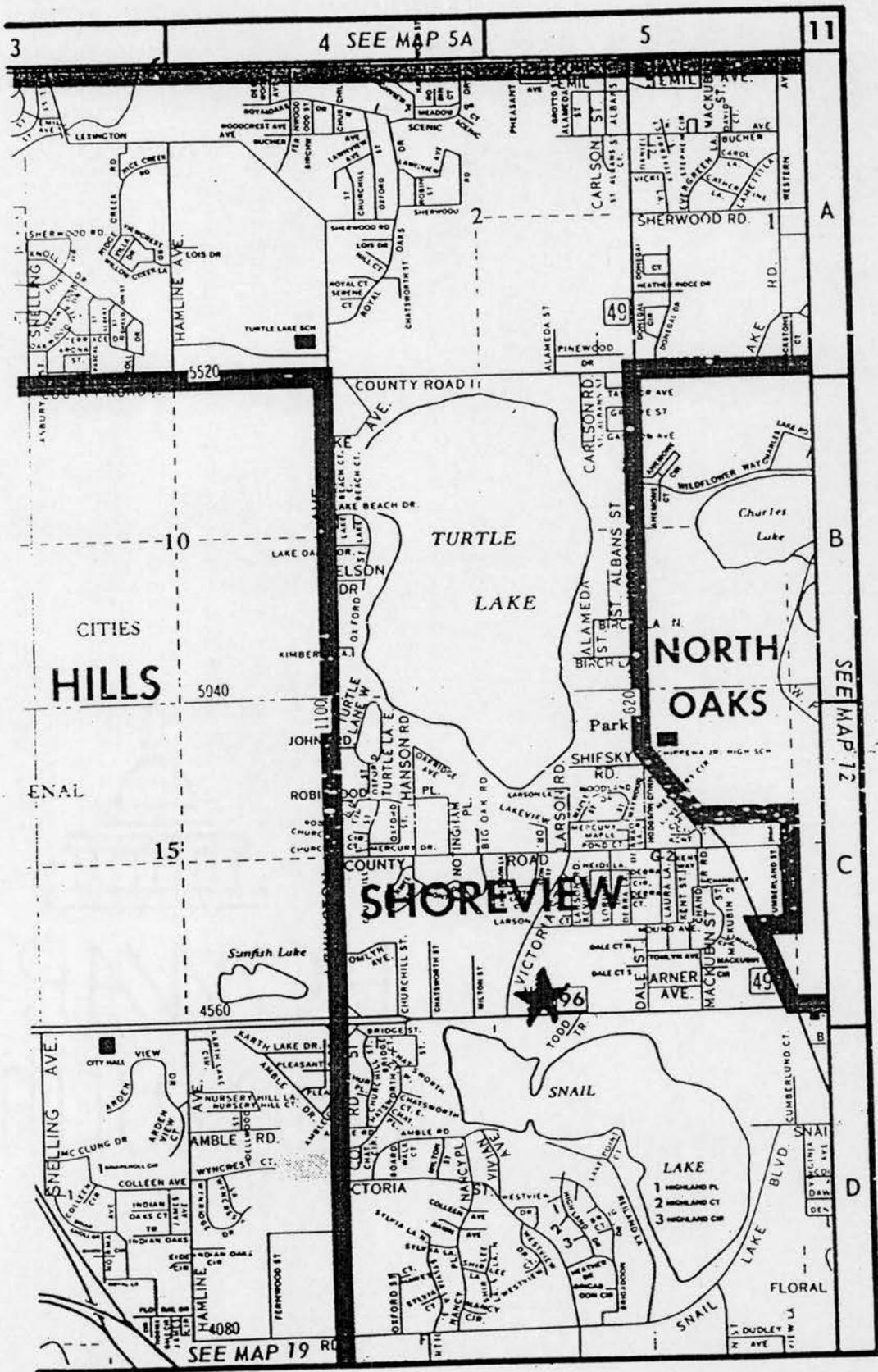
Shoreview Community Center  
4600 North Victoria  
Shoreview, Minnesota

Monday, July 8, 1991  
2:00 to 5:00 p.m.

The members of the Regional Transit Board will hold an orientation session at the time and place shown above. Staff will present a financial overview. No action will be taken.

A map is enclosed.

Michael J. Ehrlichmann  
Chair



REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: July 8, 1991

BOARD OR COMMITTEE: \_\_\_\_\_

Member Name    Present    Vote    Vote    Vote    Vote    Vote    Vote    Vote    Vote

**ISSUE**

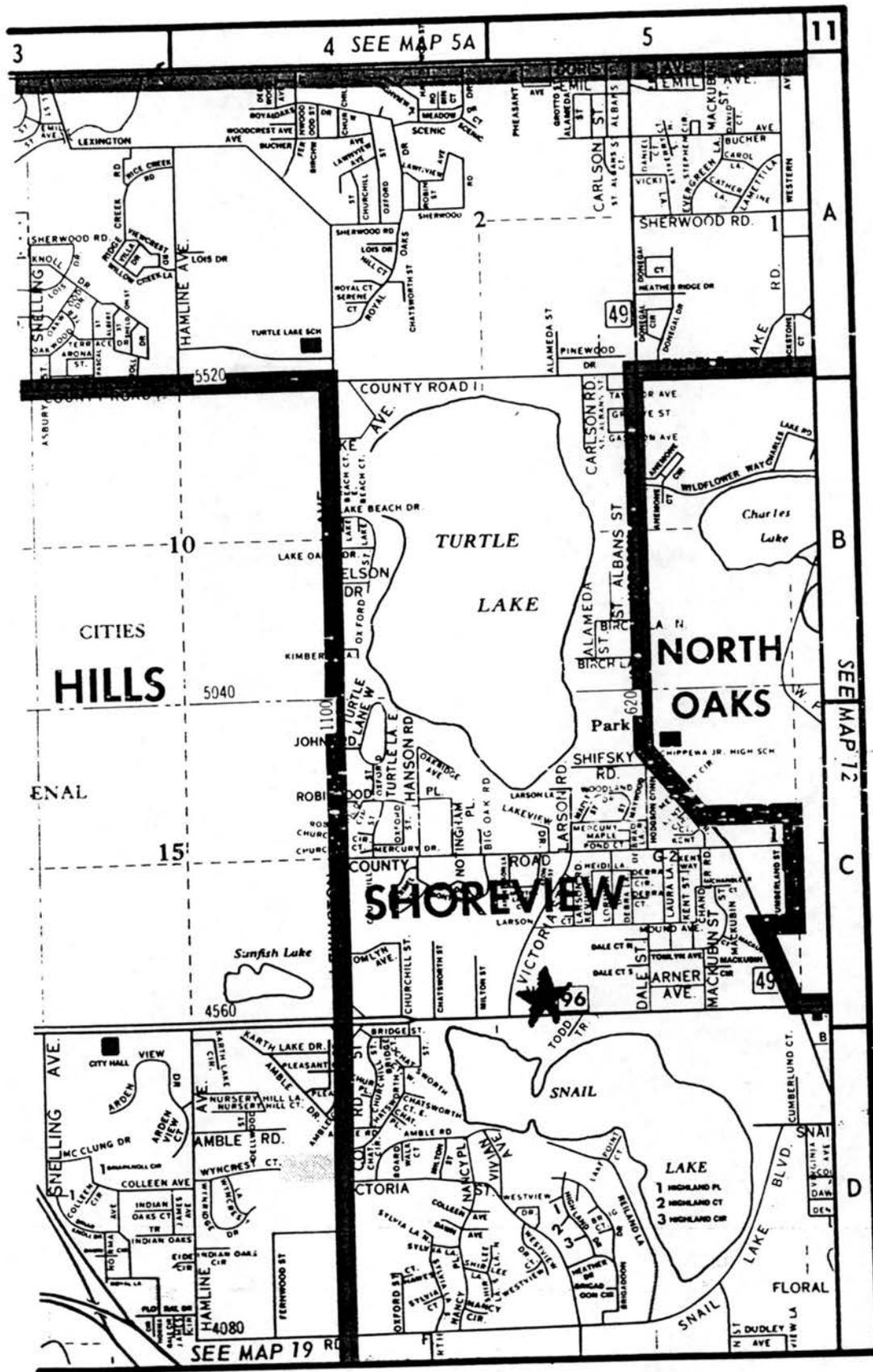
Mike Ehrlichmann	✓								
Maryann Campo	✓								
Doris Caranicas	✓								
Sharon Feess	✓								
John Finley									
Ruth Franklin	✓								
Val M. Higgins	✓								
Sandra Hilary	✓								
Don Scheel	✓								
Richard Wedell	✓								
Tom Workman	✓								

**Visitors**

Mike Robertson, Sarah  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Staff**

Ulrich, Andrews, Hollander  
EK, HB, SA, RD, EZ  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## **MEETING NOTICE**

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Michael J. Ehrlichmann  
Chair



**REGIONAL TRANSIT BOARD**

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

DATE: June 13, 1991  
TO: Greg Andrews  
FROM: Mary Fitzgerald  
SUBJECT: Board Orientation

Space has been reserved at Shoreview Community Center for the board retreat at Shoreview Community Center on July 8. Mixed beverages and a fruit/muffin/cookie layout will be set up on a side table before people arrive.

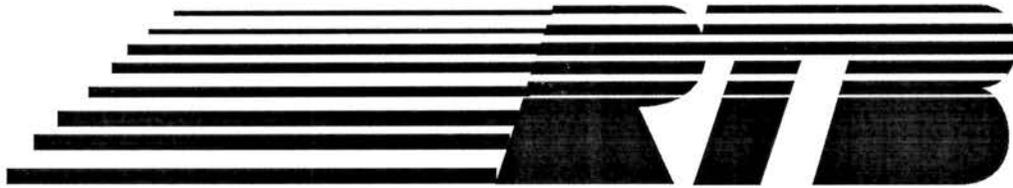
I'm told that the MWCC conference facilities are more than adequate, cost is minimal and catering can be arranged. If that is the choice for the morning sessions, please let me confirm date, time, etc. and I will try to book the space.

mff

cc: M. Ehrlichmann  
S. Munyon

# Regional Transit Board

## Financial Overview and Orientation



July 8, 1991

# 1992 Regional Transit Board Budget Process

## Background

The accounts of the RTB are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self balancing accounts that comprise its assets, liabilities, fund equity, revenues and expenditures. Government resources are allocated and accounted for in individual funds based on the purpose for which they are to be spent and the means by which spending activities are controlled.

The various funds are grouped into the following fund types:

### General fund -

The general fund includes financial transactions relating to the administration and maintenance of the RTB which are not accounted for in other funds.

### Special revenue funds -

Special revenue funds account for revenues from specific revenue sources (specific tax levies and other revenues that are legally restricted for various transit provider services) and the related expenditures.

### Agency fund -

The agency fund accounts for resources held in an agent capacity for others. This fund is custodial in nature and does not involve measurement of results of operations. The agency fund accounts for debt service taxes levied for the MTC and the Metropolitan Council and the deferred compensation plan available to RTB employees.

### General fixed assets account group -

The general fixed assets group is established to account for all property and equipment of the RTB. Fixed assets are recorded at historical cost and depreciation is not provided. The RTB is not allowed to own transit property. Its fixed assets consist of furniture and office equipment.

## Basis of accounting - modified accrual:

Revenues and expenditures are recognized in the accounts and reported in the monthly financial statements. Revenues are recognized when they become measurable and available. Revenue sources susceptible to accrual include property taxes, intergovernmental revenues and investment earnings. Expenditures are generally recognized under the modified accrual basis of accounting when the related fund liability is incurred.

Expenditures are accounted for both at a work program level approach and by an object of expenditure approach.

### Sample Budget by Work Program and Fund

Regional Transit Board Sources and Uses by Fund 1992 Draft Budget by Work Program									
	TOTAL GENERAL FUND	REGULAR ROUTE	METRO MOBILITY	OPT OUT	RURAL SMALL URBAN	LRT	NEW SER/TEST	SPECIAL FUNDS	TOTAL ALL FUNDS
Sources of Funds 1/1/92									
Beginning Fund Balance	662,995	396,795	-2,762,052	80,842	121,784	316,244	1,943,024	96,637	759,632
1992 Revenues									
Property Taxes		57,066,364		7,001,390	372,051			64,439,805	64,439,805
Allowance for Uncollectibles		-570,664	0	-70,014	-3,721			-644,398	-644,398
State Appropriation	1,600,000	10,504,000	12,668,000	0	919,000	0	1,438,500	25,529,500	27,129,500
Federal									
Section 8	300,000							0	300,000
Competitive Services	0							0	0
Entrepreneurial Grant	0							0	0
FAJ grant	0	0						0	0
Bond Issues	0							0	0
Interest/Misc.	110,000	325,000	0	125,000	10,000	5,000	25,000	490,000	600,000
1992 Agency Reimbursement			2,600,000					2,600,000	2,600,000
Total Sources of Funds	2,672,995	67,721,495	12,505,948	7,137,218	1,419,114	321,244	3,406,524	92,511,544	95,164,539
1992 Expenditures									
92-01 Policy	353,647							0	353,647
92-02 Executive Director	223,682							0	223,682
92-03 P & P Administration	73,801							0	73,801
92-04 Transportation Planning	158,453							0	158,453
92-10 Elderly/Disabled	116,288							0	116,288
92-11 Rideshare Planning	83,568							0	83,568
92-13 Transit System Planning	258,959							0	258,959
92-14 Transit Programs Admn.	144,890	65,862,117	14,973,142	6,285,510	1,673,373			88,794,142	88,939,032
92-15 Administration	509,989							0	509,989
92-16 Finance	299,648							0	299,648
92-17 Personnel	64,317							0	64,317
92-19 Public Information	276,252							0	276,252
92-20 Capital	0							0	0
92-23 Light Rail Transit	0					107,466		107,466	107,466
92-26 New Services/Grants	0						2,882,680	2,882,680	2,882,680
92-27 Community Relations	56,160							0	56,160
Indirect Cost allocation	-242,398	37,019		15,649	23,064	80,565	86,101	242,398	0
TOTAL EXPENDITURES	2,377,256	65,899,136	14,973,142	6,301,159	1,696,437	188,031	2,968,781	92,026,686	94,403,942
12/31/92 Ending Fund Balance	295,739	1,822,359	-2,467,194	836,059	-277,323	133,213	437,743	484,858	780,597

Some dollars for transit assistance (Out-Out 2.5% Incr from 91)  
MM within funding guidelines

## **RTB FUND BALANCES**

"Fund balance" is the governmental accounting equivalent of "retained earnings" in commercial accounting. Fund balance represents the equity of the Regional Transit Board, the total of its assets in excess of its obligations.

-RTB Assets include cash and receivables -- from property taxes, state appropriations, federal grants , interest on invested cash-- and the furnishings and equipment owned by the Agency.

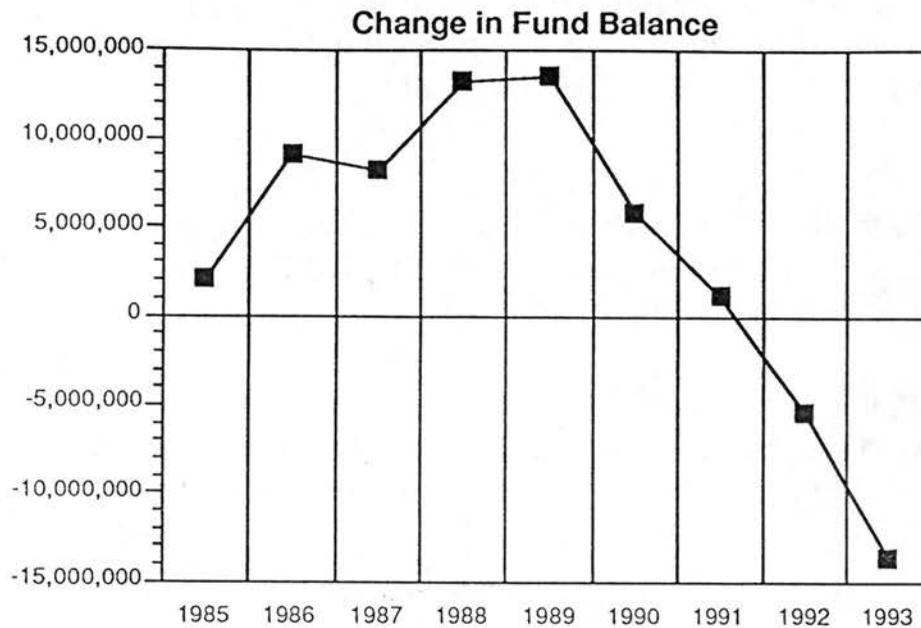
-RTB Obligations include subsidies earned by transit providers but not yet paid, accrued payroll, and assets which are in the possession of the RTB but have not yet been earned or which are due to be passed through to other entities.

(Fund balance does not equal cash or liquid assets. For example, in 1989 the RTB showed total fund balance of about \$16 million for half of the year; cash at the end of those same six months ranged from \$1.1 million to \$31.5 million.)

Maintaining a level of equity is essential for every unit of government to finance the unit's investment in the property and equipment necessary to function. Equity is necessary in order to fund the working capital needs such as financing receivables, e.g. levied property taxes, which may not be available at the time they are needed. Adequate working capital is essential in meeting the implicit obligation to avoid short-term jeopardy to the transit providers, agency employees and consulting contractors who depend on the RTB's ability to perform its mission and pay its debts when due.

Such short-term jeopardy can result from unanticipated problems like sudden fuel cost fluctuations, tax abatements, slow tax collections, escalating insurance bills, costs of casualties, and delays in receiving state or federal aid payments.

Equity, or fund balance, is the necessary cushion which provides the RTB the ability to maintain public transit services in the face of short term crises.



### Fiscal Year -

The RTB's fiscal year covers the period January 1 through December 31.

### Budgets and budgetary accounting:

The RTB follows this process and schedule in establishing the annual budget. Both the requirements to have an annual budget and the due dates are part of Minnesota statutes.

- Prior to August 1, the RTB staff submits to the Board a proposed operating budget for the year starting on January 1. The operating budget includes anticipated revenues and expenditures for the ensuing year.
- Public hearings are conducted prior to August 15 to obtain public comment.
- Property Tax levy is certified prior to <sup>Aug.</sup> ~~September~~ 1.
- Final budget is adopted by the Board or on before December 15.
- The budget is prepared for individual funds on a basis consistent

with generally accepted accounting principles.

- The budget is prepared on a work program level.

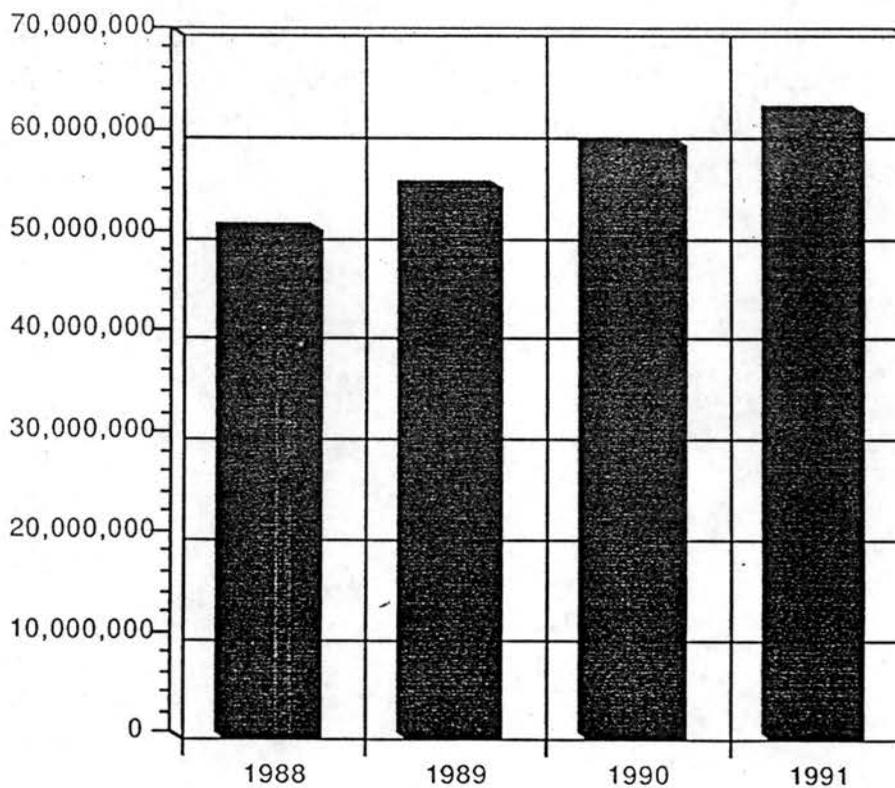
RTB revenue sources include the following: Property taxes, state appropriations, federal grants, agency reimbursement and interest earnings.

### Property taxes -

The RTB is authorized by Minnesota Statute to levy property taxes for payment of the expenses of operating transit and a debt service levy to retire debt on the certificates of indebtedness and bonds issued by the Metropolitan Council and the Metropolitan Transit Commission to fund the capital programs of the MTC and the RTB.

The Operating levy is divided into the Transit Taxing District Levy and the Transit Taxing Area Levy (also known as the "exurban" levy). The Transit Taxing District is defined by Minnesota Statute and is the portion of the

## Property Tax Operating Revenue 1988-1991



seven county metropolitan area which receives regular-route transit service.

The taxes levied in the Transit Taxing District fund a portion of the operating expenses of regular-route and paratransit services in the District. The Transit Taxing Area is that portion of the metropolitan area outside of the Transit Taxing District. Proceeds from the Transit Taxing Area levy are used for paratransit services or ride-sharing programs in the Area.

The levy limit is subject to annual adjustment based on year-to-year market value changes in the taxing district. The total tax levy is certified to the Minnesota Department of Revenue to determine if the levy is within statutory limitations. The Department of Revenue calculates and deducts the amount due to the RTB for state-reimbursed HACA aid (homestead and agricultural credit) from the levy, then apportions the remaining levy among the seven metropolitan area counties and notifies each county auditor of this apportionment. The county auditors have the responsibility of spreading this remaining levy among the various cities and towns in their county.

The tax levy for the Transit Taxing Area ("exurban") is equal to ten-percent of the sum of the levies of the Transit Taxing District and Debt Service multiplied by the ratio of the tax capacity of the transit area to the transit district.

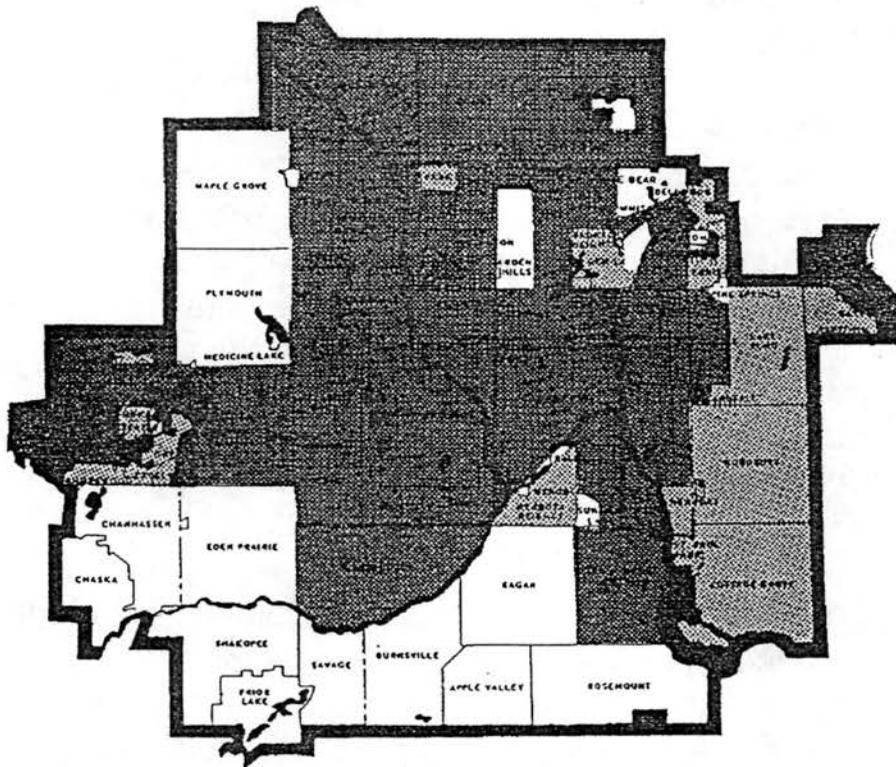
The transit tax levied within the Transit Taxing District is reduced (tax "feathering") for communities not receiving full, all day service. The RTB receives reimbursement from the General Fund of the State for the amounts of the levy reduction.

## 1991 Property Tax Feathering

The tax rate of communities within the transit taxing district is based on the level of regular route transit service provided to the community as follows:

<u>Level of Service</u>	<u>Tax Capacity Rate Reduction</u>
Full peak and off-peak service	0% reduction - full levy
Full peak and limited off-peak service	.510% tax capacity rate reduction
Peak period service only	.765% tax capacity rate reduction

**Seven County Metropolitan Transit District Area Map  
Cities and Towns with Feathering**



PAYABLE 1991 TAX CAPACITY RATE REDUCTIONS FOR  
"FEATHERED" CITIES AND TOWNS WITHIN THE METROPOLITAN  
TRANSIT DISTRICT



## **Homestead Agricultural Credit Aid (HACA) -**

Taxpayers meeting homestead requirements receive a credit towards their total property tax bill. In order for the RTB to receive the full amount of the property tax levied, the state pays the amount of the homestead credit directly to the RTB. Total HACA revenues for the past several years are as follows.

<u>Year</u>	<u>Amount</u>
1988	\$7,774,542
1989	\$9,791,921
1990	\$13,680,596 *
1991	\$12,155,556 **

\* includes a HACA reduction of \$450,000

\*\* includes a HACA reduction of \$2.6 M

## **Debt Service and Bond Issues**

In order for the Regional Transit Board to fund those capital expenditures prescribed in the implementation and capital plans of the RTB through the sale of general obligation bonds, the Agency must first seek and receive specific authority from the State Legislature. After this authority is secured in law, Minnesota Statutes provide that the Metropolitan Council sell the bonds at the request of the RTB. The RTB issued \$2 million in general obligation bonds in January 1991 to fund transit hubs and capital acquisitions for public transit providers, \$26 million in February 1990 for MTC fleet replacement.

The Metropolitan Council and the Metropolitan Transit Commission certify to the RTB by resolution the amount needed each year to pay interest and principal on the certificates of indebtedness and bonds issued by the Council and MTC. The RTB then certifies the debt levy to the Department of Revenue and the counties.

Each individual county levies and collects the transit tax then pays the proceeds to the RTB. Recently the amount collected has averaged 98% of the current year's levy. This collection rate includes delinquent taxes from prior years. The counties provide tax settlements to the RTB in July and

December of each year. In addition to the tax levies from the counties, the RTB receives state reimbursement of the tax feathering reduction and HACA credit aid in July and December, shortly after the county tax settlements are received.

#### **Agency Reimbursement Revenue-**

The RTB receives payment for providing transportation through the Metro Mobility program to eligible clients to and from day training and habilitation centers. Through a cooperative agreement, the RTB and the Department of Human Services have recovered federal medical assistance dollars for providing this transportation. This revenue is recognized in the Metro Mobility fund of the RTB. An estimated \$2.6 million is expected to be received in calendar year 1991.

## State Appropriations -

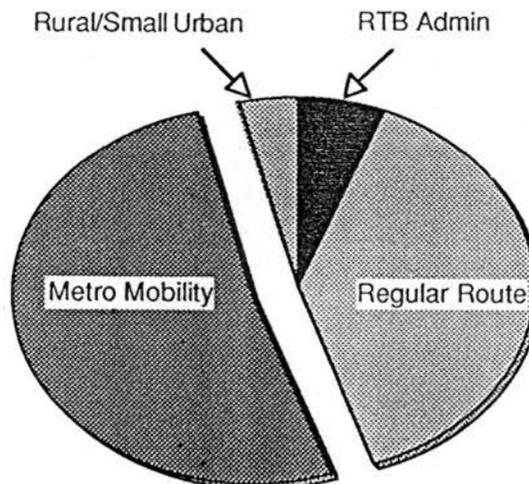
The RTB receives state appropriations to fund transit services and support the administrative costs of the RTB. Transit services funded by the state include: Regular route service, rural/small urban programs and Metro Mobility. In 1992 Metro Mobility will be fully funded by state funds, whereas the other transit services receive partial funding from the state and the balance from property taxes and or federal grants.

The amount of state appropriation to the RTB is determined on a biennial basis (two year cycle) by the Minnesota legislature. For the 1992-1993 (July 91 through June 93) biennium, the RTB appropriations have been set as follows:

Metro Mobility	\$25,336,000
All other programs	<u>28,923,000</u>
Total	\$54,259,000

The RTB prepares a cash flow report for the Department of Revenue to determine when the RTB will require these funds, and they are released to the Agency as needed.

1991 Uses of State Appropriation Funds



## **Federal Funding -**

There are several programs for funding of transit operations and planning administered by the Urban Mass Transportation Administration (UMTA). These are:

- UMTA Section 9. This program provides direct appropriations to urbanized areas (over 50,000 population) for operating assistance and routine capital needs. Section 9 funds are allocated each year in an amount determined by formula. The MTC is the designated recipient of Section 9 funds for the metropolitan area.
- UMTA Section 8. Grants to state and local public bodies for the planning, engineering, designing and evaluation of public transportation projects and for other technical studies. Activities assisted under Section 8 may include: 1) studies relating to management, operating, capital requirements and economic feasibility; 2) preparation of engineering and architectural surveys, plans and specifications; 3) evaluation of previously funded projects; and 4) other similar or related activities preliminary. The Metropolitan Council is the designated recipient of Section 8 funds. The RTB and Metropolitan Council use Section 8 funds to support their planning efforts.
- UMTA Section 18. These funds are administered through Mn/DOT and are allocated to rural and small urban providers. Three RTB providers, Hastings TRAC, Carver County and Scott County, receive Section 18 funds.
- Federal Aid Urban (FAU). This federal highway program has provided funding for rideshare programs. Funding decisions are made through the metropolitan planning process. FAU funding is not anticipated to continue after 1991.

## **Interest Earnings-**

Interest revenue is generated through the investment of idle funds. The RTB investment purchases are categorized as low risk since they consist of registered commercial paper. Due to a declining fund balance and lower interest rates, interest revenue in 1992 is projected to be at a lower level than 1991.



STATE OF MINNESOTA

DEPARTMENT OF REVENUE  
Mail Station 3340  
St. Paul, Minnesota 55146-3340  
(612) 296-3155  
FAX #(612) 297-2166

August 28, 1990.

Mr. Robert Dietrick  
Regional Transit Board  
Mears Park Centre  
230 East 5th Street  
St. Paul, Minnesota 55101

Dear Mr. Dietrick:

It has been determined that the Regional Transit Board's payable 1991 certified non-debt levy of \$62,505,126 for the Transit District is in compliance with the statutory levy limitation. Also, the certified levy of \$362,977 for the Transit Area is in compliance with the statutory levy limitation. The enclosed tables contain the data used in making the compliance determinations.

The enclosed tables show that the Board's certified non-debt levy of \$62,505,126 for the Transit District is within the statutory limitation of \$62,505,126 for payable 1991. The enclosed tables also show that the certified Transit Area levy of \$362,977 is within the statutory limitation of \$362,977 for payable 1991.

If you have any questions regarding this letter, please feel free to contact me.

Very truly yours,

A handwritten signature in cursive script that reads "Richard B. Gardner".

**RICHARD B. GARDNER**  
Research Analyst Supervisor Senior  
Local Government Services Division

RBG:jdw

**REGIONAL TRANSIT BOARD  
TRANSIT DISTRICT LEVY LIMITATION (M.S. 473.446, SUBD. 1)  
TAXES PAYABLE 1991**

1.	Payable 1990 Levy Limit	\$59,309,247
2.	Payable 1990 Total Market Value*	\$75,307,395,129
3.	Payable 1991 Total Market Value*	\$79,365,315,665
4.	Payable 1991/Payable 1990 Market Value Ratio (3/2)	1.053885
5.	Payable 1991 Levy Limit (1 x 4)	\$62,505,126

\* Before valuation adjustments for tax increment, fiscal disparity and power line credit values.

**REGIONAL TRANSIT BOARD  
TRANSIT DISTRICT LEVY LIMITATION (M.S. 473.446, SUBD. 1A)  
TAXES PAYABLE 1991**

1.	Payable 1991 Transit District General Levy	\$62,505,126
2.	Payable 1991 Transit District Debt Levy	\$10,405,224
3.	Payable 1991 Transit District Total Levy (1 + 2)	\$72,910,350
4.	Ten Percent of District Levy (3 x 10%)	\$7,291,035
5.	Ratio of Payable 1990 Net Tax Capacity of Transit Area to Transit District Net Tax Capacity	0.049784
6.	Payable 1991 Levy Limit (4 x 5)	\$362,977

Prepared by: Minnesota Department of Revenue  
Local Government Services Division  
August 28, 1990

Handout

Bd Orientation

7/8/91

REGIONAL TRANSIT BOARD



## The Role of the Regional Transit Board

Established by the Minnesota State Legislature in 1984, the Regional Transit Board plans, makes policy and administers transit service for the metropolitan area. The RTB strives to ensure a basic level of mobility is available to all people in the metropolitan region. The mission statement is:

*The Regional Transit Board plans, prioritizes, coordinates and administers a system of cost-effective transit services in the Twin Cities metropolitan area which is responsive to and meets the needs of area residents.*

The RTB coordinates the planning and financing of new and existing services so the metropolitan area's 2.2 million residents have accessible and reliable public transportation. An important component of coordinating a regional system is monitoring more than 40 transit service contracts.

With regional vision and input from those it serves, the RTB aims to unify metro and suburban transit concerns. The RTB develops consensus on a variety of issues by working with several constituent groups. Seeking fresh solutions for transit needs is an ongoing effort.

### RTB Major Activities in Fulfilling Its Mission

- develops transit policy
- executes and administers over 40 transit service contracts
- prepares transit implementation plans
- prepares transit budgets, financial proposals, and staffing plans
- administers the Metro Mobility, Minnesota Rideshare, Jobseekers,

- replacement (opt-out) and community grants programs
- develops new services
- adopts light rail transit plans, consisting of development, finance and facility design guidelines, as well as regional coordination
- appoints members to the Metropolitan Transit Commission
- reviews and approves MTC budget
- conducts research and renders advice on transit issues
- encourages use of public transit

### Working to Build a Comprehensive Transit System

In 1989, the Legislature reorganized the Board and increased its membership from nine to 11 members. Three members are appointed by the Governor of the State of Minnesota. These appointees are: the chair, a member who represents the disability community, and a member who represents those who are 65 and older.

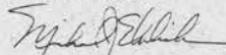
The remaining eight members are appointed by the Metropolitan Council and selected from among the eight transit districts which comprise the seven county metropolitan area. No longer a citizen's board, six of the eight Metropolitan Council appointments must be elected officials of cities, towns or counties. Board members serve four year terms, while elected officials serve for only as long as they hold office.

The RTB staff consists of more than 30 professionals who are involved with the planning, programming, administering, financing and promoting of transit services in the region.

commute service for the 1990's. People are choosing to work, live and play in a variety of locations. Access to medical care, shopping and leisure activities must be planned for all segments of the population.

While we view transit services as a right, we must be responsible stewards of public dollars. Clearly, we must balance the need for transit with the resources we are given and provide services that are accessible to all residents of the region.

Warm regards,



Michael J. Ehrlichmann  
RTB Chair



## THE NECESSITY OF PUBLIC TRANSIT

Traffic congestion is a growing problem which confronts everyone who travels in the metropolitan area. Projections show that the number of vehicle trips per person will increase by 63 percent over the next 20 years.

As travel demand continues to increase, and adding highway capacity becomes more difficult, transit will play a larger role in meeting the mobility needs of area residents. This will require continued expansion of the variety of transit services now provided in the region, including: regular route service, Metro Mobility, rideshare services, community based circulators and paratransit services. New types of transit service such as light rail transit and high occupancy vehicle lanes for car pools and buses will also be necessary.

Providing attractive and efficient transit options will require a comprehensive approach to highway and transit planning. The RTB works closely with transit providers and highway agencies to ensure a coordinated transportation system.

As our population increases, so will the number of people who are transit dependent. Public transit is needed by those who don't own or operate an automobile. Low-income households, persons with disabilities, and senior citizens, typically depend on public transit for travel.

The environment benefits from transit, too. More reliance on transit means fewer motorists on our roads. By using transit as a travel option, riders are doing their part to conserve fuel and improve air quality.

## Dear friend

Our metropolitan area is growing and changing. An efficient transit system is necessary to meet our region's needs. Public transit is no longer a privilege; it's a right. While transit is in and of itself important, it cannot operate in a vacuum. As transit planners and policy makers, we need to be aware of the changes taking place in our community.

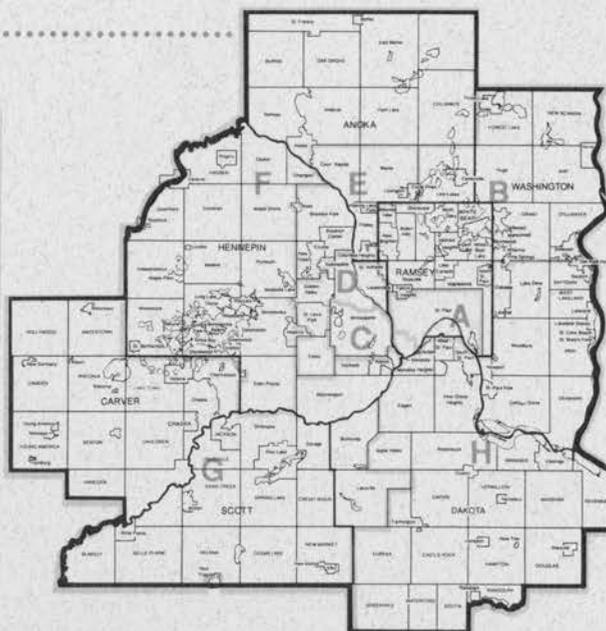
The Regional Transit Board considers the demographics of a changing community and an aging population when setting transit policy. Changes from urban to more suburban work centers have caused us to institute a reverse



## Regional Transit Board Members

Michael J. Ehrlichmann    Chair

John T. Finley	District A
Richard A. Wedell	District B
Maryann Campo	District C
Sandra Hilary	District D
Sharon Feess	District E
Ruth Franklin	District F
Tom Workman	District G
Donald G. Scheel	District H
Doris Caranicas	At-large
Val M. Higgins	At-large



## Regular Route Service

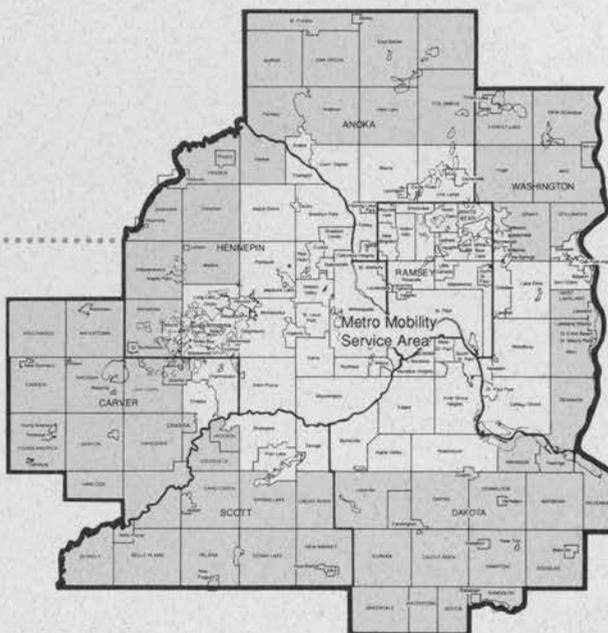
The metropolitan area is served by 126 regular routes from the following providers:

Metropolitan Transit Commission	
• MTC Route Information	827-7733
• MTC Customer Service	349-7415
• MTC Lost and Found	349-7418
Medicine Lake Lines	545-1025
North Suburban Lines, Inc.	784-7196
Valley Transit, Inc.	777-5222 or 827-7733
Roseville Area Circulator	631-8826

## Metro Mobility

Metro Mobility is a demand-responsive door-through-door paratransit service for individuals who, because of a disability, are unable to use regular route services. It is a "passenger choice" transit service because riders can select one of fourteen service providers serving their area. Operating hours for Metro Mobility service are: 6 a.m. to 11 p.m. Monday-Friday, 8 a.m. - 11 p.m. Saturday, Sunday and Holidays.

Individuals must be certified to ride Metro Mobility through the Metro Mobility Administrative Center (MMAC) before they can use the service. Call MMAC at 349-7480 or 341-3322 TDD for more information about certification and registration. Office hours are 8 a.m. - 5 p.m., seven days a week.



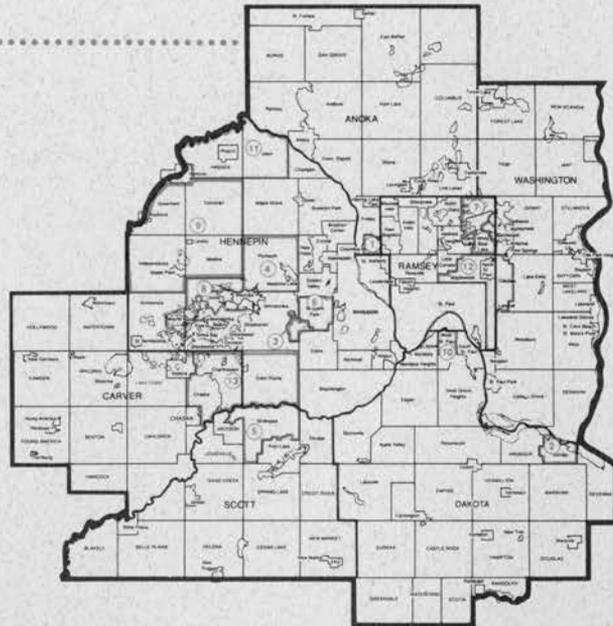
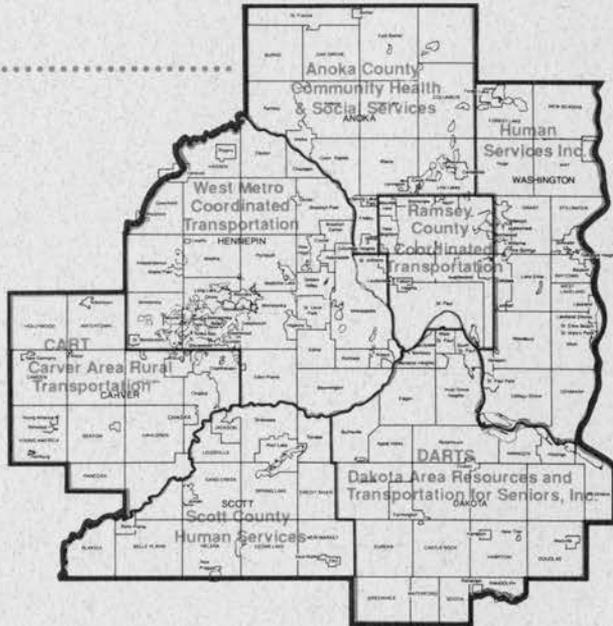
## County and Local Community Service

Seven county paratransit programs are operated in the Twin Cities metropolitan area. The services focus primarily on the needs of disabled citizens, senior citizens and young people. The county services are:

1. Anoka County Coordinated Transportation 422-7085
2. Carver Area Rural Transportation (CART) 448-3661
3. Dakota Area Resources and Transportation for Seniors, Inc. (DARTS) 455-1339
4. Scott County Human Services-Transportation Services 445-7751
5. Human Services, Inc. in Washington County (HSI Transporter) 777-5222
6. West Metro Coordinated Transportation 874-7339
7. Ramsey County Coordinated Transportation 291-6790

Thirteen local community paratransit programs are operated in the Twin Cities metropolitan area. The primary function of this service is to provide for local transportation within the communities they serve. The community services are:

1. Columbia Heights Shared Ride Taxi 788-9221
2. Hastings Transportation Around the City (TRAC) 437-8722
3. Hopkins Hop-a-Ride Taxi 935-8003
4. Plymouth Metrolink (fixed route) 545-1025  
Plymouth (Dial-A-Ride) 559-5057
5. Shakopee Dial-A-Ride 445-9040
6. St. Louis Park Emergency Program (STEP) 925-4899
7. White Bear Area Transit 464-8876
8. Westonka Rides 472-0340
9. Senior Community Services 479-1535
10. Dakota County Volunteer Transportation Program 450-2874
11. Senior Transportation Program 421-8264
12. Northeast Suburban Transit 227-NEST
13. Southwest Metro (Dial-A-Ride) 944-7126  
Southwest Metro (fixed route) 349-7413





**REGIONAL TRANSIT BOARD**  
230 EAST FIFTH STREET, SEVENTH FLOOR  
ST. PAUL, MN 55101  
292-8789

Printed on recycled paper





STATE OF MINNESOTA

DEPARTMENT OF REVENUE  
Mail Station 3340  
St. Paul, Minnesota 55146-3340  
(612) 296-3155  
FAX #(612) 297-2166

August 28, 1990

Mr. Robert Dietrick  
Regional Transit Board  
Mears Park Centre  
230 East 5th Street  
St. Paul, Minnesota 55101

Dear Mr. Dietrick:

It has been determined that the Regional Transit Board's payable 1991 certified non-debt levy of \$62,505,126 for the Transit District is in compliance with the statutory levy limitation. Also, the certified levy of \$362,977 for the Transit Area is in compliance with the statutory levy limitation. The enclosed tables contain the data used in making the compliance determinations.

The enclosed tables show that the Board's certified non-debt levy of \$62,505,126 for the Transit District is within the statutory limitation of \$62,505,126 for payable 1991. The enclosed tables also show that the certified Transit Area levy of \$362,977 is within the statutory limitation of \$362,977 for payable 1991.

If you have any questions regarding this letter, please feel free to contact me.

Very truly yours,

A handwritten signature in cursive script that reads "Richard B. Gardner".

**RICHARD B. GARDNER**  
Research Analyst Supervisor Senior  
Local Government Services Division

RBG;jdw

To: Seven County Metropolitan Area Auditors  
 Re: Regional Transit Board Levy - Taxes Payable 1991  
 December 14, 1990  
 Page 2

Apportionment of Adjusted Levies - Transit District

	<u>Apportionment Percentage</u>	<u>General Fund Levy</u>	<u>Debt Levy</u>
Anoka	6.0198%	\$ 3,003,154	\$ 499,935
Carver	0.8527%	425,394	70,815
Dakota	9.7394%	4,858,785	808,842
Hennepin	56.9236%	28,398,006	4,727,414
Ramsey	20.6321%	10,292,928	1,713,463
Scott	1.3615%	679,224	113,070
Washington	<u>4.4709%</u>	<u>2,230,439</u>	<u>371,301</u>
Total	100.0000%	\$ 49,887,930	\$ 8,304,840

Apportionment of Adjusted Levy - Transit Area

	<u>Percentage</u>	<u>Apportionment Levy</u>
Anoka	21.5775%	\$ 62,511
Carver	9.9397%	28,796
Dakota	24.2552%	70,269
Hennepin	15.0171%	43,506
Ramsey	0.0000%	0
Scott	9.0819%	26,311
Washington	<u>20.1286%</u>	<u>58,314</u>
Total	100.0000%	\$ 289,707

The procedures for determining the Regional Transit Board general fund levy and the reduced general fund levy for certain cities and towns in your county are the same as the procedures used last year.

Again, you do not calculate the Transit District levy limitation in your county. The levy limitation is an overall levy limitation for the entire Transit District in the seven county metropolitan area. Therefore, the apportionment of the Transit District general fund levy to your county shown above is the levy for this purpose within your county.

To: Seven County Metropolitan Area Auditors  
Re: Regional Transit Board Levy - Taxes Payable 1991  
December 14, 1990  
Page 3

The apportioned levies reflect the HACA reductions for the District and Area. These apportioned levies, after deduction of fiscal disparity distribution taxes, are to be used in determining initial tax rates.

A uniform Transit District tax capacity rate is to be established for the entire portion of the Transit District located within your county. The uniform tax capacity rate will apply to all cities and towns comprising the Transit District in your county except those listed in the Transit Board's resolution. Forty-four cities and towns in the seven county area are to have a Transit District tax capacity rate that is less than the uniform rate.

The Transit Board's resolution stipulates tax capacity rate reductions of either 0.510% or 0.765% for the forty-four cities and towns depending on the level of transit service received. For your convenience, the forty-four cities and towns and their Transit District general fund levy tax capacity rate reductions are shown on the attached pages. The .510% or .765% tax capacity rate reduction is to be subtracted from the uniform general fund tax capacity rate to determine the reduced Transit District general fund tax capacity rate for the specified city or town.

You will not need to determine the property tax reimbursement for the Regional Transit Board resulting from the reduced general fund levy tax capacity rate reductions. The Department of Revenue will determine the property tax reimbursement amounts based on tax capacity data reported in the Abstract of Tax Lists.

If you have any questions regarding this letter, please feel free to contact me.

Sincerely,



**RICHARD B. GARDNER**  
Research Analyst Supervisor Senior  
Local Government Services Division

RBG:jdw

cc: Gregory L. Andrews  
Executive Director  
Regional Transit Board

Enclosure

## REGIONAL TRANSIT BOARD

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

DATE: June 4, 1991  
TO: Chair and Members, Administration and Finance Committee  
FROM: Dale W. Ulrich, <sup>AM</sup> Comptroller  
SUBJECT: Revised 92/93 Biennial Budget Projection

### SUMMARY

This memo comments on the revised budget projection which includes the period of the new state biennium, and recommends that a public hearing be set for August to allow public comment on the Proposed 1992 RTB Budget.

### DISCUSSION

The attached memo from Maria Elba Zuniga shows the most current projection of RTB resources and anticipated expenditures for the period of the 92/93 state biennium, which begins July 1, 1991, ends June 30, 1993.

As before, this budget projection follows the assumptions of the RTB's Five Year Transit Plan with respect to service levels and inflation adjustments, but is revised to recognize events subsequent to the preparation of the last projection, which was made to support legislative appropriation requests.

This projection incorporates changes resulting from the actions of the 1991 Legislature, revised estimates of property tax growth potential based on discussions with state Dept. of Revenue staff, actual experience with the levels of reimbursement revenue for Metro Mobility services, MTC subsidy projections above the 5% growth level, more current information on federal grant revenue, and revised interest earnings expectations. The first page of the memo provides some detail on these changes.

These factors combine to bring the Agency to the financial position indicated at the very bottom of the "Projected FY 92/93 Biennium" column of the budget (second) page of the memo, that of a very significant negative fund balance.

Since the Agency must have an adequate positive fund balance to provide working capital and reserves for contingencies, modifying FY 92/93 expenditures to the resources available will be a challenging task.

RTB staff is now preparing the first draft of the 1992 RTB budget, and will be bringing it to the Administration and Finance Committee and the Board for its approval in July. State law requires that the Agency prepare its proposed budget for the next calendar year by August 1 and complete a public hearing on it by August 15. A final budget is required by December 15.

**RECOMMENDATION**

That the Administration and Finance Committee set a public hearing for 5:00 p.m. Monday, August 12, 1991, Mears Park Centre, for the purpose of receiving public comment on the Proposed 1992 RTB Budget.

## REGIONAL TRANSIT BOARD

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

DATE: June 3, 1991  
TO: Dale Ulrich, Comptroller  
FROM: Maria Elba Zúñiga, Fiscal Analyst  
SUBJECT: Biennial Budget Update Assumptions

The following actions/and or assumptions are reflected in the revised Biennial Budget dated 6/3/91.

1 )	Property Taxes adj to actual 1991 levy less 1% for uncollectibles, projected growth of 2 1/2 % annually less 1% , 92 and 93 (1,464,522 -1st half HACA cut) (1,025,625 -2nd half cut)	\$59,774,632 cal year 91
2 )	State Appropriation adj to proposed new levels including 600,000 cut in first half of 1991	\$11,113,000 Jan-Jun91 \$13,564,500 Jul-Dec91
3 )	Agency reimbursement revenue decreased to reflect actual Oct 90 - Mar 91 revenue	\$2,600,000 per year
4 )	Federal grant revenue for 1992 and 1993 reflect only Section 8 grant	\$300,000 per year
5 )	No change in bond revenue	
6 )	Interest revenue reduced from \$775,000 (in 91) to 600,000 to reflect lower interest rates and decreasing fund balance. Same level is projected for 92 and 93.	\$600,000
7 )	Salaries and benefits at budgeted 91 level with 5% growth for merit increases/inflation. All other administrative expenses increased by 5%.	
8 )	MTC Transit Provider expense adjusted to reflect 1992/1993 projections - All other transit expense shows a 5% growth factor, except Metro Mobility for which expenditures were reduced to the level of revenues in the 92/93 biennium. January through June 91 metro mobility expenses increased by \$500,000-to reflect projected actual.	1992 MTC 68,925,000 (2,765,000 more than 5% increase) 1993 MTC 71,938,000
9 )	New services expense reflects proposed I-394 service overloads, TDM in 92/93 , and \$250,000 for route overloads added to the 91 budget.	

## Regional Transit Board Biennial Budget-Revised 6/3/91

Expense growth assumption : 5% all programs except Metro Mo. MM growth assumption : 2% (to sta within funding guidelines)	1990/1991 Biennium Total	Jul-Dec 1991	Prop Revisions to Budget 1991	Jan-Jun 1992	Jul-Dec 1992	Projected Calendar Year 1992	Jan-Jun 1993	Projected FY 92/93 Biennium	Jul-Dec 1993	Projected Calendar Year 1993
<b>Revenues</b>										
Property Taxes	116,359,555	29,887,316	59,774,632	31,897,704	31,897,704	63,795,408	32,695,147	126,377,871	32,695,147	65,390,294
State Appropriation	48,736,472	13,564,500	24,677,500	13,564,500	13,565,000	27,129,500	13,565,000	54,259,000	13,565,000	27,130,000
Federal Grants	1,239,869	262,500	525,000	150,000	150,000	300,000	150,000	712,500	214,500	364,500
Bond Issues	2,006,250	406,250	812,500	406,250	406,250	812,500	406,250	1,625,000	406,250	812,500
Interest/Misc.	2,417,362	300,000	600,000	300,000	300,000	600,000	300,000	1,200,000	300,000	600,000
1991 Agency Reimbursement	2,095,625	1,300,000	2,600,000	1,300,000	1,300,000	2,730,000	1,300,000	5,330,000	1,300,000	2,600,000
<b>Total Revenues</b>	<b>172,855,133</b>	<b>45,720,566</b>	<b>88,989,632</b>	<b>47,618,454</b>	<b>47,618,954</b>	<b>95,367,408</b>	<b>48,416,397</b>	<b>189,504,371</b>	<b>48,480,897</b>	<b>96,897,294</b>
<b>Expenditures</b>										
Salaries & Benefits	3,057,933	823,843	1,647,686	865,035	865,035	1,730,070	908,287	3,462,200	908,287	1,816,574
Transit Provider Expense	174,913,888	44,927,651	89,855,302	49,167,255	49,167,255	98,334,510	51,287,815	194,549,976	51,287,815	102,575,630
Per Diems	87,950	20,000	40,000	21,000	21,000	42,000	22,050	84,050	22,050	44,100
Travel	256,594	32,100	64,200	33,705	33,705	67,410	35,390	134,900	35,390	70,780
Professional & Technical	2,732,668	316,400	632,800	332,220	332,220	664,440	348,831	1,329,671	348,831	697,662
Metro Cncl Chargebacks	430,563	122,000	244,000	128,100	128,100	256,200	134,505	512,705	134,505	269,010
Occupancy	348,702	101,600	203,200	106,680	106,680	213,360	112,014	426,974	112,014	224,028
Materials & Supplies	65,195	14,500	29,000	15,225	15,225	30,450	15,986	60,936	15,986	31,972
Printing & Publishing	180,588	53,900	107,800	56,595	56,595	113,190	59,425	226,515	59,425	118,850
Equipment Maintenance	17,586	4,850	9,700	5,093	5,093	10,186	5,348	20,384	5,348	10,696
Leases & rentals	48,163	12,500	25,000	13,125	13,125	26,250	13,781	52,531	13,781	27,562
Casualty & Liability	146,918	36,000	72,000	37,800	37,800	75,600	39,690	151,290	39,690	79,380
*Other	208,919	9,225	18,450	9,686	9,686	19,372	10,170	38,767	10,170	20,340
<b>Operating Expenditures</b>	<b>182,495,667</b>	<b>46,474,569</b>	<b>92,949,138</b>	<b>50,791,519</b>	<b>50,791,519</b>	<b>101,583,038</b>	<b>52,993,292</b>	<b>201,050,899</b>	<b>52,993,292</b>	<b>105,986,584</b>
Capital - RTB	159,962	5,000	10,000	5,250	5,250	10,500	5,513	21,013	5,513	11,026
Capital - Providers/Hubs	2,006,250	406,250	812,500	406,250	406,250	812,500	406,250	1,625,000	406,250	812,500
<b>Non-Operating Expenditures</b>	<b>2,166,212</b>	<b>411,250</b>	<b>822,500</b>	<b>411,500</b>	<b>411,500</b>	<b>823,000</b>	<b>411,763</b>	<b>1,646,013</b>	<b>411,763</b>	<b>823,526</b>
<b>Total Expenditures</b>	<b>184,661,879</b>	<b>46,885,819</b>	<b>93,771,638</b>	<b>51,203,019</b>	<b>51,203,019</b>	<b>102,406,038</b>	<b>53,405,055</b>	<b>202,696,912</b>	<b>53,405,055</b>	<b>106,810,110</b>
Beginning Fund Balance	13,932,313	1,924,884	5,541,637	759,631	-2,824,934	759,631	-6,278,999	1,924,884	-11,267,657	-6,278,999
Net Surplus (Deficit)	-11,806,746	-1,165,253	-4,782,006	-3,584,565	-3,584,065	-7,038,630	-4,988,658	-13,192,541	-4,924,158	-9,912,816
Ending Fund Balance	2,125,567	759,631	759,631	-2,824,934	-6,409,000	-6,278,999	-11,267,657	-11,267,657	-16,191,815	-16,191,815
	CY89	CY90	CY91			CY92				CY93
Approved Positions	36	39	38			38				38

**PAYABLE 1991 TAX CAPACITY RATE REDUCTIONS FOR  
"FEATHERED" CITIES AND TOWNS WITHIN THE METROPOLITAN  
TRANSIT DISTRICT**

<u>County</u>	<u>City or Town</u>	<u>Tax Capacity Rate Reduction</u>	
Anoka	Centerville	.765%	
Carver	Chanhassen (JT)	.765%	
	Chaska	.765%	
Dakota	Apple Valley	.765%	
	Burnsville	.765%	
	Eagan	.765%	
	Lilydale	.765%	
	Mendota	.765%	
	Mendota Heights	.510%	
	Rosemount	.765%	
	Sunfish Lake	.765%	
	Hennepin	Chanhassen (JT)	.765%
		Deephaven	.510%
Eden Prairie		.765%	
Excelsior		.510%	
Greenwood		.510%	
Long Lake		.510%	
Maple Grove		.765%	
Medicine Lake		.765%	
Minnnetonka Beach		.510%	
Osseo		.765%	
Plymouth		.765%	
Shorewood		.510%	
Tonka Bay		.765%	
Woodland		.765%	

(Over)

<u>County</u>	<u>City or Town</u>	<u>Tax Capacity Rate Reduction</u>
Ramsey	Arden Hills	.765%
	Gem Lake	.765%
	Spring Lake Park (JT)	.510%
	Vadnais Heights	.510%
	White Bear Township	.765%
Scott	Prior Lake	.765%
	Savage	.765%
	Shakopee	.765%
Washington	Baytown Township	.510%
	Birchwood	.765%
	Cottage Grove	.510%
	Dellwood	.510%
	Lake Elmo	.510%
	Mahtomedi	.510%
	Newport	.510%
	Pine Springs	.765%
	St. Paul Park	.510%
	Willernie	.510%
	Woodbury	.510%

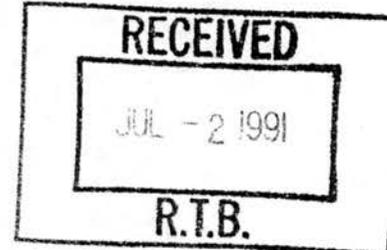


# Minnesota Department of Human Rights

July 1, 1991

REF: PS936-TDP7  
A. Frank Gallegos, Comm  
vs.  
Regional Transit Board

Micheal Ehrlichmman, Chair/Pr  
Regional Transit Board  
Mears Park Centre  
230 E. Fifth Street  
St. Paul, MN 55101



Dear Micheal Ehrlichmman:

A charge alleging the Regional Transit Board has committed an unfair discriminatory practice in violation of the Minnesota Human Rights Act, Minn. Stat., Chapter 363, has been filed with this Department. The Human Rights Act states that any person claiming to be aggrieved by an unfair discriminatory practice may file a charge with the Department of Human Rights. Acceptance of a charge by the Department does not mean that the Act has been violated, but signifies the Department will conduct an impartial inquiry into the matter to determine whether the evidence will support (probable cause) or fail to support (no probable cause) the allegations in the charge.

If a no probable cause determination is issued, the charge will be dismissed, subject to an appeal. In the event of a probable cause determination, the Department may attempt to obtain appropriate remedy for the charging party through conciliation. If conciliation is not successful, the Department may issue a formal complaint and refer the case to an Administrative Law Judge, who may order the payment of a civil penalty, assessment of compensatory and punitive damages, and awards for mental anguish and suffering.

The initial investigation of the charge has been assigned to Enforcement Officer Kathleen Hagen. Minnesota Statute Chapter 363.06 Subd. 01 requires that you submit an answer to the charge, sufficient to set forth the Respondent's position on the allegation of the Charging Party, within 20 days of this letter. Your answer should be submitted to the attention of Kathleen Hagen. The Minnesota Human Rights Act further provides that the Commissioner may move the District Court for an order for a default judgment against the Respondent in this matter if the answer has not been submitted within 30 days.

AN EQUAL OPPORTUNITY EMPLOYER



# Minnesota Department of Human Rights

If you have good cause to request an extension on the twenty days allowed for submission, you may contact Kathleen Hagen to discuss the circumstances. Only in exceptional situations will an extension be granted beyond the thirty day period. Your answer and response to the Initial Information Request enclosed with this letter should include all material the Department has requested, unless a waiver has been granted by Kathleen Hagen, or a document which has been requested does not exist (please so indicate in that event), and may include any further documentation or information which will help verify your position regarding the allegation of the charge.

Should you elect to answer the allegations in this charge through an attorney or representative from outside your organization, please have a Respondent officer or manager sign a statement which verifies that the answer to the charge prepared by the representative accurately represents the Respondent's position.

Upon the conclusion of an initial investigation lasting from four to eight weeks, the charge may be assigned to another Enforcement Officer for further investigation. If this is necessary you will be notified as to whom the case has been reassigned.

During the investigation, further information may be requested. You should retain all documents related to a charge until the Department notifies you that the charge has been resolved. Investigation will also require the Charging Party and other possible sources to furnish relevant information, statements, and documentation. (For good cause, the Enforcement Officer may grant an extension of time for your answers.) If there will be a problem replying when requested, please contact the Enforcement Officer immediately, but no later than the specified date. It is the policy of this Department to issue a subpoena if requested information is not provided.

The Human Rights Act requires that certain types of charges be given priority in processing. According to the criteria listed in Minn. Stat., 363.06, Subd. 4, this charge is a priority charge.

In an effort to expedite the investigative process and decrease the burden on all parties, the Department has established a voluntary early settlement option by which the charge can be dismissed prior to the actual investigation or at any point prior to the issuance of a determination. Such a settlement does not involve an admission that a discriminatory practice has occurred and facilitates a rapid resolution to the conflict on terms agreed to by both parties. Such an agreement would terminate the Department's actions and protect the respondent from a civil suit on the same issue. If you are interested in exploring this method of resolution, please fill out the attached form and submit it to the attention of Kathleen Hagen, ((612)297-2776) who

AN EQUAL OPPORTUNITY EMPLOYER



# Minnesota Department of Human Rights

---

will facilitate any settlement negotiations.

Please keep in mind that we are a neutral party before the determination of probable cause or no probable cause is made. By immediately furnishing the investigator with your written reply you can facilitate the investigation and expedite the resolution of the charge. All inquiries and correspondence should be directed to Kathleen Hagen and should include the case reference number shown above.

Thank you for your cooperation.

Sincerely,

A handwritten signature in cursive script that reads "A. F. Gallegos".

A. F. Gallegos  
Commissioner

AN EQUAL OPPORTUNITY EMPLOYER



# Minnesota Department of Human Rights

Ref: A. F. Gallegos

vs

Regional Transit Board

## INITIAL INFORMATION REQUEST

In the enclosed letter you have been asked to provide to the Department a position statement which sets out a full explanation, and responds to, the actions alleged and complained of in the enclosed charge of discrimination.

Additionally, and under separate cover, you are asked to submit to the Department's investigator within 20 days, the following information:

1. Pre-July 1, 1991 fare structure and fee schedule.
2. Post-July 1991 fare structure and fee schedule.
3. Pre-July 1, 1991 service areas and hours.
4. Proposed or imposed July 1, 1991 service area and hours.
5. Fiscal year 1991 and fiscal year 1992 budgets.
6. Organizational chart showing Regional Transit Board's place in government, including relationship to other metropolitan agencies.

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Minnesota Department of Human Rights  
 Bremer Tower, 5th Floor  
 7th Place & Minnesota Street  
 St. Paul, Minnesota 55101  
 (612) 296-5663  
 Toll-Free (Minnesota) 1-800-652-9747

**CHARGE OF DISCRIMINATION**

Department of Human Rights Use Only

Case Number:

PS936

Designated Official's Signature:

Date Filed:

*Karen Ferguson*

7/1/91

Date Docketed:

JUL 01 1991

Charge of Discrimination: Any person claiming to have been discriminated against because of race, color, creed, religion, national origin, sex, marital status, disability, age, public assistance or familial status, as provided for in Chapter 363 of the Minnesota Statutes in the areas of employment, real property, public accommodations, public services, education or credit may file this form within one year after the alleged discriminatory act with the Minnesota Department of Human Rights at the above address.

1. Your name, address, and zip code  
 Commissioner A. Frank Gallegos  
 Minnesota Dept. of Human Rights  
 500 Bremer Tower  
 St. Paul MN 55101

2. Respondent organization: name, address, and zip code  
 Regional Transit Board  
 230 E. 5th St.  
 St. Paul MN 55101

3. The discrimination was because of: (Please check)

- Race
- Color
- Creed
- National Origin
- Sex
- Religion
- Marital Status
- Public Assistance
- Age
- Disability
- Reprisal
- Familial Status

4. In what area did the discrimination occur? (Please check one)

- Employment
- Real Property
- Public Accommodations
- Public Services
- Reprisals
- Credit, sex discrimination
- Education
- Aiding and abetting and obstruction

5. Set forth in statutory language the violation of Minnesota Statutes Section 363.03 and a brief statement setting forth the discriminatory act.

I have reason to believe the above-named Respondent has discriminated against disabled persons in providing public services, in violation Minnesota Statutes, Chapter 363.03 Subd. 4 (2).

The Department of Human Rights has been presented with substantial and credible documentation that Respondent, a public transit service providing transportation opportunities to disabled persons in the Twin Cities metropolitan area, intends to and has announced publicly that it will make changes in its Metro Mobility program effective July 1, 1991. The major changes announced by Respondent include:

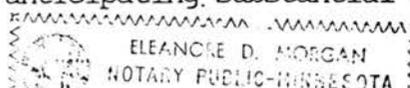
1. Reduced service hours in some communities;
2. Rider fare increases;
3. Elimination of over-eight-mile trip coupons;
4. Requiring annual renewal for established standing orders;
5. Charging escorts the same fare as the eligible passenger.

While the first of these changes has been retracted (for the time being), the other changes will, I believe, have a substantial adverse effect on those disabled persons who rely upon Respondent's Metro Mobility program, and will constitute a violation of the provisions of the Act pertaining to non-discrimination by public services on the basis of disability.

I believe the Respondent's announced changes in its Metro Mobility program will fail to meet the criteria mandated by the Human Rights Act, and that Metro Mobility riders have been adversely affected by the necessity of anticipating substantial fare increases and other diminutions of service.

(OVER)

ELEANORE D. MORGAN  
 NOTARY PUBLIC-MINNESOTA



My Subscribed and sworn to before me this  
 day of \_\_\_\_\_ 19 91

Notary Public

I swear or affirm that I have read this charge and that it is true to the best of my knowledge, information, and belief. I understand that the data contained on this form may be made public.

*A.F. Gallegos by Mary Hedger* 7/1/91  
 (Sign your name) (Date)

The Department has received letters, affidavits and petitions from disabled persons who are users of Respondent's services, who attest to the fact that ride fares will increase by at least 100%, and elimination of the coupon-defrayed fare on longer trips will further increase costs to the consumers. Disabled riders report that their medical, recreational, social and employment activities will need to be curtailed due to the substantial increase in their transportation costs. Several disabled persons reported that, with the increased costs, it will no longer be economically feasible for them to continue in full-time, part-time or volunteer employment, and they have begun planning accordingly.

Although fares were recently increased for public transit service in the metropolitan area which primarily serves non-disabled persons, the fare increase for that service is significantly less, proportionately and actually, than the increases for the disabled ridership of Respondent's Metro Mobility program. Moreover, while discounts are provided for frequent users of general public transit, a discount (the longer ride coupon) is being eliminated from the Metro Mobility program.

I therefore allege that the above-named Respondent is discriminating in the area of public services on the basis of disability, in violation of Minnesota Statutes, Chapter 363.03, Subd. 4 (2). This charge is filed pursuant to Minnesota Statutes Chapter 363.06 Subd. 2, on behalf of all persons affected by said practices in the past, present and future.