



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

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

MEETING OF THE REGIONAL TRANSIT BOARD

**Tuesday, September 3, 1991
Mears Park Centre, Room 2A
4:00 p.m.**

AGENDA

- A. CALL TO ORDER AND ROLL CALL**
- B. APPROVAL OF AGENDA**
- C. APPROVAL OF MINUTES**
 - 1. Regional Transit Board, August 19, 1991
- D. CHAIR'S REPORT**
 - 1. Driver of the Month Award - John Schroeder
- E. EXECUTIVE DIRECTOR'S REPORT**
- F. REPORT OF THE POLICY COMMITTEE OF THE WHOLE**
- F. OTHER BUSINESS**
- G. PUBLIC COMMENT**

Michael J. Ehrlichmann
Chair



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

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
August 19, 1991**

MEMBERS PRESENT: Michael J. Ehrlichmann, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val M. Higgins; Don Scheel; Tom Workman and Richard Wedell

MEMBERS EXCUSED: John T. Finley and Sandra Hilary

OTHERS PRESENT: Dirk deVries, Chair, Metropolitan Council Systems Committee; Charles Weaver, legal counsel; Arnie Entzel, Amalgamated Transit Union; Karen Lyons, Metropolitan Council; Steve Johnson; Greg Andrews, Dale Ulrich, Ed Kouneski, Suzanne Hanson; Mike Opatz, Mary Fitzgerald, Regional Transit Board staff

The chair called the meeting to order at 4:10 p.m. and roll was taken.

APPROVAL OF THE AGENDA

Workman moved and Caranicas seconded approval of the agenda. The motion was unanimously approved.

CHAIR'S REPORT

Ehrlichmann said a bill was passed in the last legislative session calling for the creation of the Paratransit Advisory Council by the Regional Transit Board and the Department of Human Services (DHS). The committee will study the coordination and possible consolidation of the paratransit services of the two agencies. The first meeting will be August 23.

The chair met with the governor's staff to discuss Metro Mobility concerns.

Sandra Hilary has asked that the August 26 Policy Committee meeting be moved to September 3 at 3 p.m., immediately before the board meeting.

Members have received a form asking for their preference for meeting dates and times.

The Americans with Disabilities forum was very successful and helped clarify the problems encountered in delivering service.

Elliott Perovich, former chair of the RTB, is recovering from surgery.

The newspapers have reported on the meeting of the new Transit Leadership Group, which is composed of senior legislators. The next meeting will be Wednesday, September 4, at 1 p.m.

When the new members were briefed, the chair encouraged them to keep their calendars open to allow them to attend the annual APTA conference in Toronto. Recently the newspapers have been extremely negative about legislators' travel; therefore, in light of monetary restrictions, such a trip at this time is inadvisable and may send a negative message to the community. The chair asked that members call him with their reaction.

Ehrlichmann invited members to attend a meeting with three Opt-Out communities on Tuesday, August 20.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE OF THE WHOLE

Committee Chair Franklin reviewed the report of the August 12 committee meeting.

Review and Approval of June 1991 Financial Statements

Franklin moved and Caranicas seconded:

That the Regional Transit Board receive the June 1991 financial statements and direct that they be placed on file.

The motion was unanimously approved.

Review and Approval of Regional Transit Board General Obligation Bond Sale Request

Franklin moved and Feess seconded:

That the Regional Transit Board request the Metropolitan Council to issue \$2,700,000 of general obligation transit bonds to effect the board's implementation plan.

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

Review and Approval of Bloomington Circulator Contract Approval

Franklin moved and Caranicas seconded:

That the Regional Transit Board approve the transit section of the 1992-1994 Transportation Improvement Program for submittal to the Metropolitan Council.

Ehrlichmann noted that this is a consolidation of three lines and is subject to evaluation after the opening of the Mall of America. It is in their best interests and those of the RTB to ensure the transit system is used by employees at the mall. The motion was unanimously approved.

Review and Approval of the City of Hastings TRAC 1991 Contract Amendment

Franklin moved and Caranicas seconded:

That the Regional Transit Board authorize its executive director to amend the City of Hastings 1991 contract to an amount not to exceed \$82,172.

REPORT OF THE EXECUTIVE DIRECTOR

Andrews said the meetings on September 3 will be in Room 2A because Chambers is not available.

Members were invited to visit or, if possible, work at the RTB booth at the State Fair.

OTHER BUSINESS

Caranicas said the report of the meeting of the August 14 Transit Accessibility Advisory Committee had been distributed before the meeting.

Referring to the proposed Americans with Disabilities regulations, Wedell said the board should set a date to bring the Metro Mobility issues back for discussion and decisions on the financial parameters of the program. Ehrlichmann said the final regulations are not yet approved; when they are published, a briefing will be scheduled for members because the RTB must respond. So many options remain that it is nearly useless to react. Since the earlier publication dates were missed, he would prefer to wait until the regulations are actually published.

deVries explained the appointment process for replacing John Finley. The Metropolitan Council will establish a Nominating Committee and a deadline of September 24 for applications. As soon as the application period is over, the committee will meet, make a recommendation, and present it to the full council for final action.

There being no other business, Higgins moved and Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 4:30 p.m.

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

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 3rd day of September 1991.



Jack R. Gilstrap
Executive Vice President

American Public Transit Association
1201 New York Avenue, N.W., Suite 400
Washington, DC 20005

LEGISLATIVE REPORT

August 9, 1991

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SUMMARY

House postpones floor action on reauthorization bill until September.

House passes FY 1992 Transportation Appropriations bill with \$3.85 billion for transit.

APTA continues to work for passage of transit pass legislation.

General Services Administration offers guidance to federal agencies on how to encourage employees to use transit.

ACTION CALL

It will be much easier to win large increases in federal transit funding if the House approves a five-cent per gallon gasoline tax increase in September. During the August recess, Members of Congress will want to hear their constituents' views on the gas tax. Please continue your efforts to stress the local benefits of increased federal support for transit - a sound investment in a better future.

In addition to giving Representatives and Senators tours of your facilities and briefings on upcoming projects, check with their local offices for details on any public meetings they may have scheduled. Plan to attend and speak out.

Providing information to local news media, distributing Transit Now postcards, and keeping up with Coalition-building efforts remain timely and valuable activities. A Local Organizing Kit will be sent to you shortly, and so will an updated report on transit capital needs.

Please attend one of the Transit Lobby Days scheduled for September 11 and September 25 in Washington, D.C. A good turnout at these events will be crucial.

The House of Representatives adjourned for the August Congressional Recess without taking up H.R. 2950, the surface transportation reauthorization bill approved by the House Public Works and Transportation Committee. The House leadership decided to wait until September before bringing the bill to the floor, chiefly because of uncertainty about the level of support for the five-cent per gallon gasoline tax increase.

When the House reconvenes on September 11, a decision on what to do about H.R. 2950 will be one of the first orders of business. If the House leadership determines that the bill should be redrafted with lower funding levels so that a gasoline tax increase would be unnecessary, the \$32 billion transit program would almost certainly be reduced. It is not clear what shape the program cuts would take, however.

Public Works Committee action - On July 25, the Public Works Committee approved H.R. 2950 by 49 votes to 7. The bill would authorize \$153 billion for highways and transit over five years, substantially more than the \$122 billion provided in S. 1204, the reauthorization bill passed by the Senate. The additional funds would come from the Nickel for America, the five-cent per gallon increase in the federal gasoline tax proposed by Committee Chairman **Robert Roe** (D-NJ) and Ranking Republican **John Paul Hammerschmidt** (R-AR) and Surface Transportation Subcommittee Chairman **Norman Mineta** (D-CA) and Ranking Republican **Bud Shuster** (R-PA). The Public Works Committee proposed to allocate 4 cents of the Nickel to the Highway Account and one cent to the Mass Transit Account of the Highway Trust Fund.

Ways and Means Committee action - Because the funding levels in H.R. 2950 are predicated on the additional revenue provided by the gas tax increase, the bill was referred to the Ways and Means Committee (which has jurisdiction over tax issues) after it was approved by the Public Works Committee. On July 31, the Ways and Means Committee approved a five-cent gas tax increase by the narrowest possible vote, 19 to 17. A single switch would have created a tie and defeated the gas tax. Here is a list of the votes for and against, by seniority on the Committee:

FOR the Gas Tax Increase - Dan Rostenkowski (D-IL), Sam Gibbons (D-FL), J. J. Pickle (D-TX), Charles Rangel (D-NY), Fortney Pete Stark (D-CA), Thomas Downey (D-NY), Frank Guarini (D-NJ), Marty Russo (D-IL), Donald Pease (D-OH), Robert Matsui (D-CA), Beryl Anthony Jr. (D-AR), Barbara Kennelly (D-CT), William Coyne (D-PA), Sander Levin (D-MI), Benjamin Cardin (D-MD), Jim McDermott (D-WA), Guy Vander Jagt (R-MI), Richard Schulze (R-PA), Clay Shaw (R-FL).

AGAINST the Gas Tax Increase - Andrew Jacobs Jr. (D-IN), Harold Ford (D-TN), Ed Jenkins (D-GA), Byron Dorgan (D-ND), Brian Donnelly (D-MA), Michael Andrews (D-TX), Jim Moody (D-WI), Bill Archer (R-TX), Philip Crane (R-IL), Willis Gradison Jr. (R-OH), William Thomas (R-CA), Raymond McGrath (R-NY), Rod Chandler (R-WA), Don Sundquist (R-TN), Nancy Johnson (R-CT), Jim Bunning (R-KY), Fred Grandy (R-IA).

The following information augments the detailed summary of H.R. 2950 provided in the July 12 Legislative Report.

Section 3 New Starts - H.R. 2950 specifically authorizes some 50 transit projects and states that all fixed guideway new starts must be authorized in this or some future legislation approved by Congress. By January 31, 1993 and each year thereafter, DOT would be required to report to Congress on factors that DOT considers appropriate for Congress to use in authorizing specific projects. Each report would also have to apply these factors to authorized projects. Factors to be considered in each report would include, at a minimum, cost-effectiveness, projected time savings for commuters, Clean Air Act issues, DOT and local analyses of transportation options in a corridor, identification of stable and reliable funding sources, DOT and local review of "alternatives analysis" findings, projected ridership, and construction costs.

Section 3 Rail Modernization - H.R. 2950 would create a formula for allocating rail modernization funds to newer rail systems as well as traditional recipients of funds from this program. The first \$455 million in rail modernization funds would go to 11 areas defined by the bill as historic: Baltimore (0.6642% of the first \$455 million), Boston (8.7504%), Chicago/Northwestern Indiana (15.8994%), Cleveland (2.9415%), New Orleans (0.7722%), New York (30.2257%), New Jersey (10.9793%), Philadelphia/Southern New Jersey (12.7503%), Pittsburgh (6.1419%), San Francisco (7.3633%), Southwestern Connecticut (3.5118%). The next \$70 million in rail modernization funds (the amount from \$455 million to \$525 million) would be distributed as follows: Half would go to the 11 historic cities according to the percentages listed above. The other half would be divided among all other fixed guideway systems according to the Section 9(b)(2) formula. Additional funds (above the \$525 million level) would be divided among all eligible cities according to the Section 9(b)(2) formula.

Section 9 Operating Assistance - The inflation adjustment would apply to all urbanized areas, not just those with fewer than 200,000 people as provided under current law. Each year, the amount of Section 9 Formula funds available for operating assistance would rise by the percentage increase in the Consumer Price Index during the most recent calendar year. The bill would also allow additional vehicle maintenance materials and supplies to be purchased with Section 9 capital funds.

Section 18 Non-urban program - The first \$20 million in Section 18 funds would be set aside for an intercity bus service program. Additional funds would be apportioned to the states. A State governor could unconditionally transfer 25% of the state's Section 18 funds to highway programs. An additional 10% could be transferred to highways if the governor determines that the mass transit services which would otherwise receive the money are being adequately maintained.

Planning and Research - H.R. 2950 would create a new Section 26 Planning and Research Program with authorized funding of \$150 million per year. The Section 18(h) Rural Transit Assistance Program (RTAP) would receive 10% of these funds, or \$15 million per year.

One-third of the Planning and Research funds would go to a National Program and could be used by DOT for grants under Section 6 (Research, Development, and Demonstration Projects), the Section 8 (Planning and Technical Studies), Section 10 (Grants for Training Programs), Section 11(a) (Grant Program for Research and Training in Urban Transportation Problems), Section 18(h), or Section 20 (Human Resource Programs). Up to 25% of these funds would be available for Special Demonstration Initiatives. The bill would require that at least \$2 million be used to help transit operators comply with the Americans with Disabilities Act of 1990. An Entrepreneurial Transportation Services program would receive \$3 million to develop private transportation services to complement public transit. The Transit Safety Research Alliance of Pittsburgh would receive a total of \$5 million over three fiscal years for an inertial navigation demonstration project. DOT would establish an Industry Technical Panel to identify transit technology development priorities. A majority of Panel members would be from the transit supply industry, with other Panel members representing transit operators and others involved in technology development.

Two-thirds of Planning and Research funds would go to a State and Local Program. A Transit Cooperative Research Program would receive 16.5% of these funds; an independent Governing Board would recommend transit research, development, and technology transfer activities for this Program. DOT could make grants to, and enter into cooperative agreements with, the National Academy of Sciences to carry out these activities. The remaining 83.5% of State and Local Program funds would be apportioned to the states according to each state's share of the national urban population, except that each state would receive at least one-half of 1% of the funds. Each state could spend 25% of its funds on state programs. At least one-third of this amount (8.33% of the state's total allocation) would have to go to Section 18(h) RTAP activities. The remaining 75% of a state's funds would go to the state's Metropolitan Planning Organizations according to a formula developed by the state in cooperation with local elected officials.

Transit Needs Survey - H.R. 2950 would require DOT to report to Congress in January 1993, and in January of every second year thereafter, on the Nation's future transit needs. These reports would have to include an assessment of the effects of any transfer of transit funds to other purposes.

For more information, call Rob Healy (202) 898-4111 or Amy Coggin (202) 898-4116.

FY 1992 AUTHORIZED TRANSIT FUNDING UNDER

VARIOUS REAUTHORIZATION PROPOSALS

	FY 1991 Enacted	Administration Proposal	S. 1204	H.R. 2950	APTA Proposal
New Starts/Extensions	440.0	300.0	524.0	972.0	660.5
Rail Modernization	455.0	600.0	524.0	972.0	665.1
Bus Discretionary	220.0	--	262.0	243.0	198.5
Additional Discretionary	--	50.0	--	243.0	--
Section 9 Capital	932.3	1,571.1	1,056.6	2,509.5	2,217.9
Section 9 Operating	802.3	294.9	938.4	977.0	1,231.3
Section 18 Non-urban	65.4	89.0	127.3	183.5	159.1
Section 16(b)(2) Elderly and Disabled	35.0	45.0	58.5	73.0	80.3
Interstate Transfer- Transit	160.0	160.0	160.0	160.0	65.0
Research and Planning	63.0	99.2	122.0	157.0	154.9
Administration	32.6	40.4	47.6	70.0	67.4
Total	3,205.6	3,249.5	3,820.5	6,560.0	5,500.0

KEY ISSUES

Five-Year Transit Funding	\$16 billion	\$21 billion	\$32 billion	\$38.5 billion
Operating Assistance	Eliminated for large urbanized areas	Yes	Yes	Yes
General Fund Support	Eliminated	Yes	Yes	Yes
Federal Matching Shares	Transit 60% (50% for new starts), highways 75% (but 60% for flexible program).	Transit 80% (75% for new starts); highways 80% (75% for increased single occupant vehicle capacity).	Transit 80%; highways 80%.	Unspecified, but transit and highway shares should be equal.

ACTION CALL - Now that the House of Representatives has passed H.R. 2942, the FY 1992 Transportation Appropriations bill, urge your Senators to support at least the House-approved level of \$3.85 billion in transit funding for FY 1992.

On July 24, the House of Representatives passed H.R. 2942, the FY 1992 Transportation Appropriations bill, by an overwhelmingly 379 votes to 47. Under the bill, **FY 1992 transit funding would be \$3.85 billion, an 18% increase** above the FY 1991 level. The House accepted the recommendations of the Appropriations Committee and its Subcommittee on Transportation and Related Agencies. The full House handily defeated amendments to impose across-the-board cuts in transportation programs as well as efforts to eliminate funds for specific projects.

The Senate Appropriations Subcommittee on Transportation is likely to move on its version of the FY 1992 appropriations bill in September, soon after Congress returns from the August recess. It is possible that the Senate may pass the bill quickly enough for a House-Senate conference committee to work out the differences between the House and Senate versions of the bill to send it to the President for his signature in time to become law before the fiscal year begins on October 1. Other factors, including uncertainty about the reauthorization bill, could delay final action, however.

As passed by the House, H.R. 2942 reflects the current structure of UMTA programs. If Congress changes this structure in the reauthorization legislation, the appropriations bill could be modified accordingly.

INTERSTATE TRANSFER-TRANSIT ALLOCATIONS

Boston	\$11,666,905	Baltimore	\$35,000,000
Chicago	7,463,431	Washington, D.C.	77,524
Cleveland	3,032,279	Memphis	258,488
Sacramento	51,812	Waterloo	70,662
Hartford-New Britain	800,770	San Francisco	409,397
Rhode Island	2,468,238	Portland	4,063,817
Killingly	52,207	Unallocated	4,000,000
New York City	89,759,801	Project Management	800,000
Albany	24,669		

Note: In its report on H.R. 2942, the House Appropriations Committee states that \$4 million has been left unallocated because Memphis may adjust its highway/transit split. If such an adjustment is made, the Committee expects the unallocated funds to be provided to Memphis.

For more information, call Rob Healy (202) 898-4111 or Amy Coggin (202) 898-4116.

FY 1992 TRANSIT APPROPRIATIONS

H.R. 2942 COMPARED TO ADMINISTRATION PROPOSAL

(\$ millions)

<u>Program</u>	<u>FY 1991 Enacted</u>	<u>Administration Proposal</u>	<u>FY 1992 H.R. 2942</u>	<u>H.R. 2942 +/- FY 1991</u>
New Starts/Extensions	440.0	300.0	560.0	+ 120.0
Rail Modernization	455.0	600.0	560.0	+ 105.0
Bus Discretionary	220.0	--	245.0	+ 25.0
Additional Discretionary	--	50.0	--	--
Section 9 Capital	932.3	1,571.1	1,187.6	+ 255.3
Section 9 Operating	802.3	294.9	802.3	--
Section 18 Non-urban	65.4	89.0	60.1	- 5.3
Section 16(b)(2) Elderly and Disabled	35.0	45.0	35.0	--
Interstate Transfer-Transit	160.0	160.0	160.0	--
Research and Planning	58.0	99.2	76.0	+ 18.0
UMTA Administration	32.6	40.4	37.0	+ 4.4
Washington, D.C. Metro	64.1	80.0	124.0	+ 59.9
Total	3,264.7	3,329.5	3,847.0	+ 582.3

NEW START RECOMMENDATIONS IN H.R. 2942 (\$ millions)

Los Angeles	150.0	San Diego	2.0
Atlanta	23.0	Chattanooga	1.0
St. Louis	41.0	Portland	24.0
San Francisco	60.0	New York	9.8
Honolulu	28.0	NJ Urban Core	65.0
Dallas	48.0	Boston	25.0
Baltimore	5.0	Kansas City	1.2
Jacksonville	20.0	Pittsburgh	14.0
Cleveland	2.0	Philadelphia	1.0
Chicago	22.0	Seattle-Tacoma	1.0
Miami	11.0	Orlando	1.0
Salt Lake City	5.0		

ACTION CALL - Please continue to urge Members of Congress to include transit pass legislation in an appropriate tax bill.

APTA is continuing to work for the passage of transit pass legislation that would increase the monthly cap on employer-provided transit benefits, eliminate the "cliff" provision that makes the entire monthly benefit taxable if it exceeds the cap, and provide tax-free status for employer-provided vanpools. It is time for the tax code to encourage low-polluting, congestion-reducing ways of commuting instead of discouraging them.

As of July 1, the Internal Revenue Service raised the \$15 per month cap to \$21 per month. However, **Congressional action remains essential to set a realistic monthly cap of \$60 or more** and to eliminate the cliff. APTA will support efforts to include a transit pass provision in any tax legislation that may be considered by Congress.

For more information, please call Amy Coggin (202) 898-4116.

FEDERAL EMPLOYEE TRANSIT USE

FOR YOUR INFORMATION

The July 23 *Federal Register* includes a General Services Administration (GSA) memorandum to federal agencies concerning incentives for federal employees to use transit. The memorandum offers guidance on the implementation of an amendment that Senator **Barbara Mikulski** (D-MD) added to the FY 1991 Treasury-Postal Service-General Government Appropriations Act (Public Law 101-509). **The Mikulski amendment authorizes federal agencies to participate in transit pass subsidy programs** offered by transit operators or state and local governments, until December 31, 1993.

Individual agencies are responsible for establishing programs and identifying funds for any subsidies. As the GSA memorandum notes, the law allows but does not mandate federal agencies' involvement in such programs. Participation may range from involvement in events that promote transit to providing a subsidy to employees who use transit.

Agencies can use appropriated funds, if otherwise available, to subsidize all or part of employees' transit costs. GSA notes that safeguards should be established to limit participation to federal employees. Agencies should keep data on the number of passes, vouchers, or tokens issued; the grade level of participants; and funds expended. This information would presumably be used in a General Accounting Office report on the implementation of these programs. The Mikulski amendment requires that this report be submitted to Congress by June 30, 1993.

For more information, call Amy Coggin (202) 898-4116.

POLL REGARDING

Attend 9/3/91

DATE: _____

Mike Ehrlichmann

O - 229-2701

H - 339-1074

Maryann Campo (C)

O-336-9711

H - 822-3409

Beeper - 659-5231

FAX

yes

Doris Caranicas (at large)

H - 375-1851

FAX Call first

yes

Sharon Feess (E)

O - 348-4600

H - 566-0103

FAX

LW

John Finley (A)

Prof. 297-6400.

.. O - 298-4145

O - 298-5792 (Private)

H - 489-7061

FAX 298-4565

LW

Ruth Franklin (F)

O - 755-2880

H - 421-1213

FAX 780-6464

LW

Val M. Higgins (at large)

H - 473-7550

OK

Sandra Hilary (D)

O - 673-2203

H - 529-3618

FAX 673-3940

OK

Donald G. Scheel (H)

H - 436-2203

O - 430-6003

FAX

maybe late

Richard Wedell (B)

O - 481-6710

H - 484-6234

FAX 481-6819

OK

Tom Workman (G)

O - 934-8546

H - 470-1755

FAX

LW

6/20/91

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 9/2/71

BOARD OR COMMITTEE: Bd

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

Staff

Le Tommaso }
John S. Chretien }

see P.C. sheet