



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

Mears Park Centre
St. Paul, Minnesota 55101
612/229-2700

MEETING OF THE REGIONAL TRANSIT BOARD

**Monday, September 16, 1991
Mears Park Centre Chambers
4:00 p.m.**

AGENDA

- A. CALL TO ORDER AND ROLL CALL**
- B. APPROVAL OF AGENDA**
- C. APPROVAL OF MINUTES**
 - 1. Policy Committee, September 3, 1991
 - 2. Regional Transit Board, September 3, 1991
- D. CHAIR'S REPORT**
 - 1. Appointments to Advisory Committees*
 - 2. Americans with Disabilities Act Regulations
- E. EXECUTIVE DIRECTOR'S REPORT**
- F. ADMINISTRATION AND FINANCE COMMITTEE REPORT**
- G. OTHER BUSINESS**
- H. PUBLIC COMMENT**

Michael J. Ehrlichmann
Chair

* Material will be distributed at the meeting.

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 9/16

BOARD OR COMMITTEE: Bd

Member Name Present Vote Vote Vote Vote Vote Vote Vote Vote

ISSUE 91-13

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

Visitors

Staff

see act f.



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Michael J. Ehrlichmann
Chair

* Material will be distributed at the meeting.



Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre, Room 2A
September 3, 1991

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

OTHERS PRESENT: Michael Robertson, Legal Counsel; Jim LeTourneau and John Schroeder, Yellow Cab Company; Tom Weaver, Metropolitan Transit Commission; Morgan Grant, Transit Accessibility Advisory Committee; Mary O'Hara Anderson; Diana Krogstad, Bob Rossman, Amalgamated Transit Union; Gregory Andrews, Dale Ulrich, Judy Hollander, Robert Dietrick; Garneth Peterson, Edward Kouneski, Garneth Peterson; Howard Blin, Cynthia Curry and Mary Fitzgerald, Regional Transit Board Staff

APPROVAL OF AGENDA

The chair called the meeting to order at 4 p.m. and roll was taken. Caranicas moved and Feess seconded that the agenda be approved. The motion carried unanimously.

APPROVAL OF MINUTES

Workman moved and Caranicas seconded that the minutes of the Regional Transit Board meeting of August 19, 1991 be approved. The motion carried unanimously.

CHAIR'S REPORT

Driver of the Month Award - John Schroeder

Higgins presented the Driver of the Month Award to John Schroeder of Yellow Cab Company, saying that for the public, the driver is the Metro Mobility program and the award is meant to recognize the importance of the crucial responsibilities of the paratransit drivers. Schroeder said he enjoys working with the Metro Mobility passengers and appreciates the award.

Meeting Days

Ehrlichmann said the poll indicates that nearly everyone chose Monday at 4 p.m. for board meetings. Committee chairs are responsible for scheduling their committee times and days.

Committee Assignments

The chair said that he cannot satisfy all the members' requests for committee assignments; therefore, he tried to balance urban and suburban representation, split the senior and disability representatives, balance new and experienced members and, to some degree, attain gender balance. Scheel moved and Caranicas seconded :

That the Regional Transit Board approve the following standing committee appointments as shown below:

Administration and Finance Committee

Ruth Franklin, Chair
Doris Caranicas
Sharon Feess
Don Scheel
Tom Workman

Policy Committee

Sandra Hilary, Chair
Maryann Campo
John T. Finley
Val M. Higgins
Richard Wedell

These appointments are effective immediately.

The chair invited members to attend as many standing committee meetings as their schedules allow. The motion was unanimously approved.

Response to Department of Human Rights

The preliminary Americans with Disabilities (ADA) regulations have been released, but not published. Staff is preparing a summary of the regulations. Negotiations with the Department of Human Rights have begun relative to the fare structure. Input from the providers will be needed. Minnesota statutes exceed federal regulations and would prevail in those instances where the federal government calls for lower levels of service. Hilary said this came about because of RTB's budget problem; she asked where the funds will come from. Ehrlichmann said that question is key to the entire discussion. There are three areas to deal with fiscal problems: fares, developing and implementing new eligibility criteria, which would take until mid-1992; and service area. There is a presumption that the number of people eligible would be reduced, but that will be subject to a great deal of public debate. Regarding area, ADA requires that the service area be three-quarters of a mile to a mile along a bus route in less densely populated areas. The attempt to reduce the service area last spring generated a great deal of opposition and RTB was forced to roll back those reductions. Staff will prepare information on the service cut alternatives. The chair will recommend to the board that RTB seek a supplemental appropriation to compensate for the shortfall. Hilary said someone on the state level should attend the meetings and understand the ramifications of these decisions. Ehrlichmann agreed. That was the purpose of the ADA forum and he will continue to communicate with the people who have the decision-making authority at the Legislature with the ultimate goal of explaining to the legislators the entitlement nature of this program.

Wedell commented that RTB asked the Attorney General's Office and Human Rights for their opinions and could not obtain them. Now that the changes were made, they disagree. He does not believe the needed funds can be saved and we must point out to the Legislature what will happen if the program is cut. The last step is that the funds will have been spent down and the program shut down.

Higgins said the issue of common sense should come into play. RTB was put in this position by another government agency that knew full well about the funding situation. Franklin asked when the funds will be exhausted and if there is any action that should be taken immediately. The chair said that at some point the courts will order the state to provide the funds. The full implications of the Department of Human Rights' decision will not be known until the new fare structure is established. The lower fare will increase the demand for service.

Finley asked if the staff analysis of service cuts and eligibility criteria will include the amounts that will be saved if the criteria are tightened. The chair said actual and projected savings will be shown.

Opt-Out Program

The chair announced he will begin meeting individually with the chairs and staff of opt-out communities within the next two to three weeks. The board will then receive a briefing on the entire question of opt-out.

Schedule Change

At the request of the committee chair, the next meeting of the Administration and Finance Committee will be September 16, rather than September 9.

1991 National Conference of the Association for Commuter Transportation

The chair said members interested in attending some of the conference sessions should contact Mary Fitzgerald or Len Simich.

REPORT OF THE EXECUTIVE DIRECTOR

Andrews had distributed the APTA report on federal funding for transit.

The board has approved a process for making appointments to advisory committees and Mike Kuehn will contact each member to discuss the candidates in each district. Final recommendations will be presented to the board for approval.

REPORT OF THE POLICY COMMITTEE OF THE WHOLE

Committee Chair Hilary reviewed the actions taken by the committee at its September 3 meeting immediately before to this meeting. She moved and Workman seconded:

Bus Pass Demonstration Report

That the Regional Transit Board approve the Bus Pass Demonstration Report, dated August 14, 1991, and its recommendations.

The motion was unanimously approved.

Proposed Alcohol and Substance Abuse Policy for Metropolitan Transit Service Providers

That the Regional Transit Board adopt the following alcohol and substance abuse policy for metropolitan transit service providers:

A transit driver's involvement with drugs and alcohol can adversely affect job performance, jeopardize safety, and undermine the reputation of the transit program. In an effort to promote safe and efficient public mobility, any provider of transit service receiving funding directly or through a third party arrangement from the RTB will be required to establish an anti-drug and alcohol program. The anti-drug and alcohol program shall consist of at least the following elements:

- A policy statement prohibiting alcohol and drug use in the work place.
- An employee and supervisor education and training program.
- Alcohol and drug testing programs for employees and applicants for employment in safety-sensitive positions.
 - The programs must include pre-employment and reasonable suspicion testing, as well as post-accident testing when a person dies as a direct result of the accident; or when a person must be taken to a medical treatment facility as a direct result of the accident.
 - The provider will be responsible for ensuring that the testing and record-keeping process is consistent with standards established by state and federal law. This includes, but is not limited to: the U.S. Department of Health and Human Services testing procedures, Minnesota Drug and Alcohol Testing in the Workplace Act, the Minnesota Department of Transportation guidelines and the Minnesota Department of Health and Human Services testing procedures.
 - The provider must agree to adopt a drug and alcohol testing plan that is in accordance with applicable state and federal laws, regulations and guidelines.

This policy is not intended to violate, supersede or conflict with any applicable law, constitution, statute or regulation (whether state or federal) that may apply to any provider of transit service or any of its employees. To the extent there is such a violation, the offending provision of this policy shall be void, but all remaining provisions shall remain in effect.

The motion was unanimously approved.

Regional Transit Board Drug and Alcohol Abuse Policy

That the Regional Transit Board approve the Drug and Alcohol Abuse Policy dated September 3, 1991.

The motions was unanimously approved.

OTHER BUSINESS

Wedell said he felt the concept for transit and parking at the State Fair was excellent, but execution left a great deal to be desired. He found a lot of confused people. It did attract a lot of first-time riders and it seems that approach could be taken in a lot of situations where people who never otherwise consider using transit could be exposed to using the bus. This may be the first time a disincentive was applied to parking.

Diane Harberts questioned the criteria applied to committee assignments because the opt-out communities were not well represented on the Policy Committee. The chair pointed out that the Administration and Finance Committee is responsible for allocating funds and that, given the number of factors that had to be taken into account and the members' preferences, equal distribution between the two committees cannot be attained. Franklin added that members can attend and participate in the meetings of both the standing committees. The chair said that if anyone can find someone willing to switch his or her membership, he would recommend it to the board at the next board meeting. Ultimately the whole board votes on every issue.

There being no other business, Hilary moved and Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:00 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of September 3, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 16th day of September 1991.



REGIONAL TRANSIT BOARD

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

**Minutes of the Meeting of the
POLICY COMMITTEE OF THE WHOLE
Mears Park Centre, Room 2A
September 3, 1991**

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

OTHERS PRESENT: Michael Robertson, Legal Counsel; Tom Weaver, Metropolitan Transit Commission; Morgan Grant, Transit Accessibility Advisory Committee; Mary O'Hara Anderson; Diana Krogstad, Bob Rossman, Amalgamated Transit Union; Gregory Andrews, Dale Ulrich, Judy Hollander, Robert Dietrick; Garneth Peterson, Edward Kouneski,; Garneth Peterson; Howard Blin, Cynthia Curry and Mary Fitzgerald, RTB Staff

Committee Chair Hilary called the meeting to order at 3 p.m. and roll was taken. Caranicas moved and Feess seconded that the agenda be approved. The motion carried unanimously.

METRO MOBILITY ELIGIBILITY AND CERTIFICATION WORK PROGRAM

Curry reviewed the August 14 staff report. No action was required at this time. In early 1992 staff will present an implementation plan to the committee and board for approval.

CITY OF BLOOMINGTON COMPREHENSIVE PLAN AMENDMENT, NORTHWEST AREA DISTRICT

Peterson reviewed the August 20 staff report. Franklin moved and Caranicas seconded:

That the Policy Committee recommend that the Regional Transit Board approve the comments contained in the August 20, 1991 Policy Committee memorandum for transmittal to the City of Bloomington and to the Metropolitan Council.

The motion was unanimously approved.

BUS PASS DEMONSTRATION PROJECT REPORT

Curry and Diana Krogstad, Chair of the Agency Task Force, presented the report dated August 14, 1991. Overall costs of the Metro Mobility program were not reduced by the program, but other positive results were achieved. Ehrlichmann said the board has been

considering a program to provide free bus passes for all Metro Mobility riders in order to provide an incentive for some riders to use mainline service. A staff analysis is being developed and will be presented to the board within the next four to six weeks. In response to Hilary's question, Ehrlichmann said 50 percent of all Metro Mobility rides are for persons with developmental disabilities. That figure may change when some of the day activity centers (DAC) drop out of the program.

Hilary expressed surprise that DAC staff people are bearing the cost of transporting clients. Krogstad said typically a staff member is reimbursed about 25 cents per mile for using his or her own vehicle to drive clients. Some of the larger programs are in suburban areas and remote from bus service. Ehrlichmann encouraged the disability community to consider access to mainline service when making decisions on siting facilities.

Franklin asked if there would be some value in working with other disability groups. Ehrlichmann said there would be a saving of revenue if other Metro Mobility riders were encouraged to use mainline service. That proposal will have to be discussed with the Metropolitan Transit Commission (MTC).

Hilary asked who will pay for the proposed driver sensitivity and rider skills training. Curry said that question must be investigated. Staff would like the agencies to do the travel skills training. There may also be a marketing component in this. Caranicas moved and Workman seconded:

That the Policy Committee recommend that the Regional Transit Board approve the Bus Pass Demonstration Report, dated August 14, 1991, and its recommendations.

The motion was unanimously approved.

PROPOSED ALCOHOL AND SUBSTANCE ABUSE POLICY FOR METROPOLITAN TRANSIT SERVICE PROVIDERS

A revised staff report, dated September 3, 1991 had been distributed. Kouneski discussed the policy and recent developments on the national level. The providers' workshop will be the first week of October. Franklin said asked about random testing. Kouneski said the fatal subway accident in New York last week resulted in the drivers' union recommending random testing. Andrews said the Urban Mass Transportation Administration (UMTA) does not have that authority, but will seek it actively on a federal level. Some other agencies, such as the Federal Aviation Administration, already have that authority. Franklin said the New York transit union has called for random testing because of the public perception of safety on transit.

Higgins said that until now testing has been blocked by court orders, but you cannot overlook the significance of the case cited by Member Franklin. This is the first time a union has supported this kind of program. The idea that somehow an individual's right to privacy overrides the passengers' right to safety is troublesome. The providers that are also charter operators are well aware of the state and national regulations.

Weaver said the MTC is not opposed to the amendment, but has some areas of concern that need clarification. Munyon said Arnie Entzel, the President of the Amalgamated Transit Union, is pleased with the proposed amendment. Caranicas moved and Campo seconded:

That the Policy Committee recommend that the Regional Transit Board adopt the following alcohol and substance abuse policy for metropolitan transit service providers:

A transit driver's involvement with drugs and alcohol can adversely affect job performance, jeopardize safety, and undermine the reputation of the transit program. In an effort to promote safe and efficient public mobility, any provider of transit service receiving funding directly or through a third party arrangement from the RTB will be required to establish an anti-drug and alcohol program. The anti-drug and alcohol program shall consist of at least the following elements:

- A policy statement prohibiting alcohol and drug use in the work place.
- An employee and supervisor education and training program.
- Alcohol and drug testing programs for employees and applicants for employment in safety-sensitive positions.
 - The programs must include pre-employment and reasonable suspicion testing, as well as post-accident testing when a person dies as a direct result of the accident; or when a person must be taken to a medical treatment facility as a direct result of the accident.
 - The provider will be responsible for ensuring that the testing and record-keeping process is consistent with standards established by state and federal law. This includes, but is not limited to: the U.S. Department of Health and Human Services testing procedures, Minnesota Drug and Alcohol Testing in the Workplace Act, the Minnesota Department of Transportation guidelines and the Minnesota Department of Health and Human Services testing procedures.
 - The provider must agree to adopt a drug and alcohol testing plan that is in accordance with applicable state and federal laws, regulations and guidelines.

This policy is not intended to violate, supersede or conflict with any applicable law, constitution, statute or regulation (whether state or federal) that may apply to any provider of transit service or any of its employees. To the extent there is such a violation, the offending provision of this policy shall be void, but all remaining provisions shall remain in effect.

The motion was unanimously approved.

REGIONAL TRANSIT BOARD DRUG AND ALCOHOL ABUSE POLICY

Dietrick reviewed the August 15 staff report. The policy will be imposed upon the entire staff. Hilary noted that while alcohol is not included in the federal act, the New York accident was caused by beer. She supports its application to everyone. Andrews added that staff members have been concerned about Employee Assistance. That program is available to any staff member. Feess moved and Caranicas seconded:

That the Policy Committee recommend that the Regional Transit Board approve the Drug and Alcohol Abuse Policy dated September 3, 1991.

The motion was unanimously approved.

OTHER BUSINESS

There being no other business, the meeting was adjourned at 3:50 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee of the Whole meeting of September 3, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 16th day of September 1991.

REGIONAL TRANSIT BOARD

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

DATE: September 16, 1991
TO: Chair and Members of the Regional Transit Board
FROM: Mike Kuehn, Community Relations Coordinator *MK*
SUBJECT: Appointments to the Transit Accessibility Advisory Committee and Rideshare Advisory Committee

SUMMARY

The members of the Regional Transit Board are asked to confirm the selection of individuals for appointment to the Rideshare and Transit Accessibility Advisory Committees.

BACKGROUND

A process was implemented in August to advertise and solicit applications for persons interested in appointment to the expiring positions on the Rideshare and Transit Accessibility Advisory Committees. Following the application deadline, board members were contacted to review applications. In some instances with the Rideshare Advisory Committee, no applications were received from some areas or members have chosen to seek additional possible appointees. These appointments will be made as soon as possible; hopefully, at the next board meeting.

FINDINGS AND CONCLUSIONS

Based on individual members choices, the following persons have been selected for the RTB advisory committees:

Transit Accessibility Advisory Committee

District C	-	Anna Kelley
District E	-	Rosie Smith-Pilgram
District F	-	Jerry Hayes
District G	-	Chuck Dustrud
District H	-	Raymond Mickelson
Senior Representative	-	LeRoy Marshall

Rideshare Advisory Committee

District A	-	Appointment to be made when new RTB member appointed
District B	-	Richard Ellis
District C	-	Margaret Doland <i>x misspelled</i>
District D	-	Theresa Robinson
District E	-	To be appointed at a later date
District F	-	Dean Johnson
District G	-	To be appointed at a later date
District H	-	To be appointed at a later date
Senior Representative	-	Wade Lau
Disabled Representative	-	To be appointed at a later date

RECOMMENDATION

That the Regional Transit Board appoint the above named persons to the Transit Accessibility and Rideshare Advisory Committees as selected by the individual board members.



REGIONAL TRANSIT BOARD

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

RESOLUTION 91-13

**AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENT WITH
THE MINNESOTA DEPARTMENT OF TRANSPORTATION FOR FEDERAL FUNDING
PARTICIPATION IN ITS RIDESHARE PROGRAM**

Resolved that the Regional Transit Board (hereinafter referred to as "RTB") enter into Agreement #68331 with the State of Minnesota, Department of Transportation (hereinafter referred to as "Mn/DOT"), for the establishment and implementation of a ridesharing program in the metropolitan area.

WHEREAS, the Regional Transit Board has assumed responsibility for ridesharing programs in the Twin Cities Metropolitan Area as specified in Minnesota Statutes 473.375, Subd. 11; and

WHEREAS, the Regional Transit Board has included ridesharing as a program element in its 1992 work program; and

WHEREAS, the Metropolitan Council has included Federal Aid Urban funding for the ridesharing program in its approved 1991 Transportation Improvement Program; and

WHEREAS, the Commissioner of Transportation, under Minnesota Statutes 161.36, may act as an agent for any governmental subdivision of the State of Minnesota in accepting federal aid on its behalf; and

WHEREAS, the Regional Transit Board wishes to utilize available federal aid participation to fund ridesharing services in the metropolitan area.

NOW, THEREFORE, BE IT RESOLVED:

1. That the estimated cost of the proposed project is \$723,026. Federal reimbursement shall not exceed \$100,000. Of said amount, \$100,000 has been allocated from Mn/DOT's 1991 Federal Aid Urban Program. It is anticipated that 15 percent of the costs are to be paid from funds made available by the Federal Highway Administration by way of federal aid and the remaining 85 percent is to be paid by the RTB.
2. That the Regional Transit Board authorize the executive director to execute the aforementioned Contract and any amendments thereto. Further resolved that the executive director is hereby authorized to execute requests for reimbursement from the Minnesota Department of Transportation.

Adopted this _____ day of September 1991.

Michael Ehrlichmann, Chair

Mary Fitzgerald, Secretary



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

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of September 16, 1991 the committee discussed and approved the following recommendations:

Financial Statements - July 1991

The Administration and Finance Committee recommends:

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

Approval of the 1992 Minnesota Rideshare Contract, Resolution No. 91-13

The Administration and Finance Committee recommends:

That the Regional Transit Board authorize the executive director to enter into a contract for calendar year 1992 with the Metropolitan Transit Commission to provide rideshare services through Minnesota Rideshare in an amount not to exceed \$623,026.

Ruth Franklin
Chair

MFF
9/16/91

REGIONAL TRANSIT BOARD

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

DATE: September 13, 1991
TO: Chair and Members of the Regional Transit Board
FROM: Mike Kuehn, Community Relations Coordinator
SUBJECT: Annual Public Officials Breakfast Meetings

The dates and locations for the public officials' breakfast meetings have now been scheduled for this year. Invitations will be sent to mayors, administrators, city council members and transit liaisons from each community in the transit taxing district, as well as state legislators and county commissioners. The meetings afford the opportunity to discuss Regional Transit Board (RTB) programs and other transit activities of importance to local governments, with special emphasis placed this year on discussion of transit hubs.

The schedule, which notes which meetings will include communities from your districts, follows:

Date	Location	Geographic Area	Members' Districts Included
Note:	This meeting is being rescheduled for the last week in October at a date and location yet to be determined.	South Hennepin and Carver Counties (includes Minneapolis)	Workman Franklin Campo Hilary
Tuesday, Oct. 15	Holiday Inn-Burnsville 14201 Nicollet Avenue South Burnsville (I-35W, I-35E at Co. Rd. 42)	Dakota and Scott Counties	Scheel Workman
Wednesday, Oct. 16	Tequilaberry's Restaurant-Napa Room 133 Coon Rapids Blvd. Coon Rapids (Hwy. 47 at Coon Rapids Blvd.--enter through Country Suites Hotel Lobby)	Anoka County	Franklin Feess Wedell
Wednesday, Oct. 23	Days Inn-Maplewood I-694 at White Bear Avenue	Ramsey County	Wedell Finley
Thursday, Oct. 24	Lake Elmo Inn-Lake Elmo 3442 Lake Elmo Blvd. (one block south of Hwy.5)	Washington County	Scheel Wedell

All meetings begin at 7:30 a.m.

Chair and Members of the Regional Transit Board
September 13, 1991
Page 2

<u>Date</u>	<u>Location</u>	<u>Geographic Area</u>	<u>Members' Districts Included</u>
Friday, Oct. 25	Days Inn-Brooklyn Center 1501 Freeway Blvd., Brooklyn Center I-94 at Humboldt Ave. North	Northern Hennepin County	Hilary Feess Franklin

All meetings begin at 7:30 a.m.

If you have any questions regarding the meeting locations or other logistics, please call me at your convenience.

MK:cm

cc: Sherry Munyon
Judith Hollander
Dale Ulrich
Suzanne Hanson
Kathy Grochowski
Greg Andrews
Mary Fitzgerald

REGIONAL TRANSIT BOARD

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

DATE: September 13, 1991
TO: Regional Transit Board Members
FROM: Michael J. Ehrlichmann, Chair 
SUBJECT: Metro Mobility Fare Structure

As we have not received a response to date providing the Regional Transit Board with a ceiling for Metro Mobility fares, it is anticipated that we will bring to the board a proposed fare structure at our regular board meeting on September 30. This will follow the submission of the proposed new Metro Mobility fare structure to the Transit Accessibility Advisory Committee (TAAC) and Metro Mobility Provider's Committee.

REGIONAL TRANSIT BOARD

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

DATE: September 16, 1991

TO: Members of the Regional Transit Board

FROM: Judith G. Hollander 
Director of Planning and Programs

SUBJECT: Department of Human Rights Conciliation Update

As you are aware, on August 28, 1991, the Department of Human Rights (DHR) issued a determination that probable cause of unfair discriminatory practice exists related to Metro Mobility fare changes implemented on July 1, 1991. Staff met subsequently with DHR representatives on September 10 following the release of federal rules relating to paratransit service to implement the Americans with Disabilities Act on September 6, 1991.

At the time of the September 10 meeting, DHR officials had not yet reviewed the just released federal regulations and were not able to provide us with their specific terms for conciliation of this matter. Today, the investigator from DHR indicated that DHR would likely be able to provide us with these terms later this week in order that staff could draft recommendations regarding fare changes for review by advisory committees and providers next week and board action at a special meeting on Monday, September 30.

Although RTB staff is in need of additional information from the Department of Human Rights before they can draft recommendations for fare changes, there appears to be no reason to delay rescinding Metro Mobility escort fares which are not allowed by either the ADA paratransit rules or the Department of Human Rights. Therefore, staff has attached a motion for board action this evening.

September 16, 1991

handwritten initials

MOTION TO ELIMINATE METRO MOBILITY ESCORT/ATTENDANT FARES

Background

- The Americans with Disabilities Act, as represented in the final rule issued by the U.S. Department of Transportation on September 6, 1991, prohibits charging fares to "personal care attendants" and to companions who serve in that function; and
- the Minnesota Department of Human Rights, on August 28, 1991, found it to be a violation of the state human rights act to have escorts pay fares for the use of Metro Mobility service, when the escort is necessary and the rider otherwise would not have access to the service.

Recommendation

Be it moved by the Regional Transit Board that:

1. beginning September 18, 1991, at 6:00 a.m., a passenger who is required to be accompanied by an escort or attendant while traveling on Metro Mobility with the assigned certification number of 22, 24, 34, 36, 40 or 42 as the first two digits will not be charged a fare for that escort or attendant;
2. the appropriate RTB staff, in consultation and cooperation with the Transit Accessibility Advisory Committee and Metro Mobility providers, reassess escort and attendant certification as to the possible implementation of new standards; and
3. the RTB executive director is authorized to negotiate a contract amendment with Metro Mobility providers to respond to possible revenue implications of this action.