



Minnesota Regional Transit
Board: Records.

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

**SPECIAL MEETING OF THE
REGIONAL TRANSIT BOARD**

**Monday, September 30, 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. Regional Transit Board Meeting of September 16, 1991
 - 2. Administration and Finance Committee Meeting of September 16, 1991
- D. EXECUTIVE DIRECTOR'S REPORT**
- E. CHAIR'S REPORT**
 - 1. Metro Mobility Fare Proposal
- F. OTHER BUSINESS**
- G. PUBLIC COMMENT**

**Michael J. Ehrlichmann
Chair**

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 9/30/91

BOARD OR COMMITTEE: Board

Member Name Present Vote Vote Vote Vote Vote Vote Vote Vote

ISSUE

Mike Ehrlichmann

✓

Maryann Campo

✓

Doris Caranicas

✓

Sharon Feess

✓

John Finley

✓
Excused

Ruth Franklin

✓

Val M. Higgins

✓

Sandra Hilary

✓

Don Scheel

✓

Richard Wedell

✓

Tom Workman

✓

Visitors

Gan
Engel
Hayes

B. Featherstone
de Vries

P. Han
Morgan
Roger Blohm
M. Robertson

Staff

ga, mf, kb, sh, du
cc



REGIONAL TRANSIT BOARD

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

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
September 16, 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; Bev Auld, Dennis Tollefsbol, Tom Weaver, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union; Chris Gran, Metro Mobility Administrative Center; Mike Monahan, City of Minneapolis; Greg Andrews, Dale Ulrich, Judy Hollander, Clete Luberts, Howard Blin, Suzanne Hanson, Sherry Munyon, Len Simich, Mike Kuehn, Mary Fitzgerald, Regional Transit Board staff

Chair Ehrlichmann called the meeting to order at 5:00 p.m. and roll was taken.

APPROVAL OF THE AGENDA

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

APPROVAL OF MINUTES

Caranicas moved and Finley seconded approval of the minutes of the Policy Committee of the Whole meeting on September 3, 1991. The motion was unanimously approved.

Caranicas moved and Finley seconded approval of the minutes of the Regional Transit Board meeting on September 3, 1991. The motion was unanimously approved.

CHAIR'S REPORT

The chair announced that there will be a briefing on Opt-Out on October 3 from 8:30 to 11:30 p.m. at the Metro 94 facility. On October 17 there will be a briefing at 4:00 p.m. No location has been set for that meeting.

A memorandum, dated September 16, by Mike Kuehn showing the schedule of Chair's Breakfasts was distributed. The October 8 breakfast will be rescheduled because of schedule conflicts. The chair encouraged members to attend all the breakfasts, whether or not they are in the members' districts.

On September 23 there is a meeting scheduled with Metro Mobility providers regarding the fare structure. On September 24 the Transportation Accessibility Advisory Committee will discuss that issue.

Appointments to Advisory Committees

Kuehn's memorandum dated September 16, 1991 was distributed. Campo moved and Caranicas seconded:

That the Regional Transit Board appoint the people to the Transit Accessibility Advisory Committee (TAAC) and the Rideshare Advisory Committee as named in the September 16, 1991 staff report.

Higgins said as a new member he had encountered a problem with selecting the senior representative for TAAC. He does not know any of the three applicants personally so he consulted with staff and others in the senior community. All the candidates had good reputations. He invited other members to comment. Franklin said she knows the other candidates and any one of them would be a good choice. The motion was unanimously approved. Campo introduced Anna Kelley who will represent District C on the TAAC. Her other appointee was delayed by heavy traffic.

Americans with Disabilities Act Regulations

Hollander reviewed the September 16 staff report updating the board on the Department of Human Rights conciliation. Hilary moved and Feess seconded:

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.

Caranicas asked about problems with some riders who are certified for escorts and sometimes ride without them. Hollander said the MMAC became aware of that situation and a bulletin was issued recently stating that riders who are required to have escorts cannot ride without them. The motion was unanimously approved.

There was discussion of how the information would be disseminated. Higgins said it seems, since Metro Mobility is important to so many people, the newspapers would publish the information. Curry said a postcard will be sent out tomorrow to all the affected riders. The chair said he has already spoken with reporters and this will be part of the press program.

EXECUTIVE DIRECTOR'S REPORT

Andrews drew the members' attention to the calendar distributed before the meeting by Mary Fitzgerald. It is a projection through the end of 1991 and will be revised as needed.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Financial Statements - July 1991

Franklin moved and Caranicas seconded:

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

The motion was unanimously approved.

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

Franklin moved and Caranicas seconded:

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.

On a roll call vote, the motion and Resolution No. 91-13 were unanimously approved.

OTHER BUSINESS

The chair announced that there will be a special board meeting on September 30 at 4 p.m. in Chambers.

Campo introduced her appointee to the Rideshare Advisory Committee, Margaret Dolan.

There being no other business, Campo moved and Caranicas seconded to adjourn the meeting. The motion was unanimously approved and the meeting adjourned at 5:30 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of September 16, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 7th day of October 1991.



REGIONAL TRANSIT BOARD

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

**Minutes of the Meeting of the
ADMINISTRATION AND FINANCE COMMITTEE
Mears Park Centre Chambers
September 16, 1991**

Members Present: Ruth Franklin, Chair; Doris Caranicas; Tom Workman; Sharon Feess; Don Scheel

Others Present: Maryann Campo, Michael J. Ehrlichmann, John T. Finley, Sandra Hilary, Val Higgins, Richard Wedell, Regional Transit Board; Michael Robertson, legal counsel; Bev Auld, Dennis Tollefsbol, Tom Weaver, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union; Chris Gran, Metro Mobility Administrative Center; Mike Monahan, City of Minneapolis; Greg Andrews, Dale Ulrich, Judy Hollander, Clete Luberts, Howard Blin, Suzanne Hanson, Sherry Munyon, Len Simich, Mike Kuehn, Mary Fitzgerald, Regional Transit Board staff

Committee Chair Franklin called the meeting to order at 4:00 p.m. and explained that the meeting would be recessed after Item 5, the board meeting would be convened to act upon the committee items and adjourned, whereupon the Administration and Finance Committee meeting would be reconvened in order to begin consideration of the 1992 RTB budget.

Approval of the Agenda

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

Financial Statements - July 1991

Luberts reviewed the financial statements. Caranicas moved and Feess seconded:

That the Administration and Finance Committee recommend:

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

The motion was unanimously approved.

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

Simich reviewed the staff report dated September 9, 1991. The contract approval process was accelerated in order to meet a deadline for obtaining Federal Aid-Urban (FAU) funding. Any necessary amendments to the 1992 agreement will be presented to the board in November. After discussion of the relationship between the Regional Transit Board and the Metropolitan Transit Commission, and the total of the proposed 1992 revenue, Caranicas moved and Scheel seconded:

That the Administration and Finance Committee recommend:

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.

The motion was unanimously approved.

Nicollet Mall Shuttle Update

Blin reviewed the September 10 staff report. While no action is requested of the board at this time, Blin noted that 18 months into the contract the Regional Transit Board will be asked to share in some part of the costs of the program. Dennis Tollefsbol distributed two tables showing estimated costs and figures on the frequency of service. Shuttle frequency is expected to be at 90-second intervals during peak time and 165-second intervals during off-peak periods.

Franklin said that while there would appear to be little monetary savings, it appears there would be savings in productivity by having drivers drive continuously. Higgins asked what will be gained from the \$1.4 to 2 million investment. Tollefsbol said the system will gain a very efficient shuttle operation that will remove a great many diesel-fueled vehicles from Downtown Minneapolis. Higgins said he does not see \$2 million in value received. Monahan said the program will increase the carrying capacity in the Central Business District (CBD), which is currently limited because traffic lanes are filled to capacity. Hilary said the City of Minneapolis has had the shuttle in its planning strategy for some time and the federal government is pressing for cleaner air. The buses are full twice a day and as many as 10 may be lined up with the motors idling and tying up traffic. There was an opportunity to take advantage of a grant of \$6 million.

Wedell said loading is a key issue for this service. Franklin said another aspect is the effect on efforts to secure larger conventions in this area. Monahan said Denver views their shuttle as a horizontal elevator. He invited members to look over the video of the Denver shuttle and complimented the RTB and MTC representatives who negotiated with the city.

Ehrlichmann asked how many spots in the Leamington Ramp are devoted to Rideshare--the two issues are related. Monahan said there will be at least 100 stalls in the ramp for high occupancy vehicles and the city is considering options to expand that number. Hilary said the plans will also include parking for bikes. The shuttle is a component of a transportation system and would be important in the future to a light rail system.

In response to members' question, Monahan said the city is working the MTC and the unions on ways to reduce working costs. As it currently stands, the project will not be competitively bid.

Higgins said he strongly recommends that things like this be bid out. It is the function of government to do what the private sector cannot or will not do. He would have trouble approving any type of project if the private sector does not have an opportunity to bid on it. No action was taken.

The chair recessed the meeting at 5:00 p.m.

Review of 1992 Regional Transit Board Budget

At 5:30 p.m. it was reconvened to begin discussion of the budget; however, a number of members had other commitments and they agreed to adjourn the meeting and agreed to take up the matter at a meeting on October 1, 1991. Ulrich asked that people bring their copies of the budget to that meeting.

Scheel moved and Workman seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:40 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Administration and Finance Committee meeting of September 16, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 7th day of October 1991.

UNITED HANDICAPPED FEDERATION
and
The Friends of Handicapped People Association



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Griggs/Midway Bldg.
Suite 284 South
1821 University Ave.
St. Paul, MN 55104
645-8922 V/TDD
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September 30, 1991

Mr. Michael J. Ehrlichmann, Chair
Regional Transit Board
Mears Park Centre
230 East Fifth Street
St. Paul, MN 55101

Dear Mr. Ehrlichmann:

On behalf of the United Handicapped Federation, I want to call to your attention the concerns we have in regards to fares for paratransit services. Currently the fares have had a prohibitive effect on paratransit riders getting to and from educational, employment and social activities. We are requesting the Regional Transit Board to consider the following proposal.

All You Can Ride Monthly Pass	\$80.00
10 Ride Coupon Booklets	Cost
\$1.70 \$17.00 value	\$12.70
\$2.20 \$22.00 value	\$16.40
\$2.70 \$27.00 value	\$20.10

According to Minnesota State Statutes, fares for paratransit services should be comparable to regular route bus services. Not only do we feel that if regular route bus riders have discount fare options they should also be available to paratransit riders and then options would be truly comparable.

Most sincerely,

Roger Blohm

Roger Blohm
UHF Transit Committee Chair

cc: RTB Board members

#1

REGIONAL TRANSIT BOARD

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

DATE: September 30, 1991
TO: Chairman and Members of the Regional Transit Board
FROM: Gregory L. Andrews, Executive Director
SUBJECT: Proposed Metro Mobility Fare Changes

SUMMARY

This memorandum recommends that the board adopt for the purposes of public hearing changes in the Metro Mobility fare structure, consistent with Americans with Disabilities Act (ADA) regulations, to become effective November 16, 1991; set the public hearing for 6:00 p.m., Tuesday, October 8, 1991, at the RTB; and authorize the executive director to execute provider contract amendments.

BACKGROUND

On July 1, 1991, new fares for Metro Mobility went into effect: \$2.00 for trips less than eight miles and \$3.50 for trips eight miles or longer. In early September 1991, the U.S. Department of Transportation published its Americans with Disabilities Act (ADA) regulations for complementary paratransit service. At the same time, the Minnesota Department of Human Rights issued a finding of probable cause that the RTB had discriminated against persons with disabilities.

DISCUSSION

RTB staff has made an agreement with the human rights department, and the following are among its provisions:

- Metro Mobility fares cannot exceed "two times the sum of the nondiscounted base fare plus any premium or transfer fees charged" to riders of the regular route bus system.
- Personal care attendants will ride free of charge when accompanying a rider who requires an attendant in order to use Metro Mobility service. (This change became effective with the removal of escort fares on September 18, 1991.)
- Metro Mobility fares, in the future, can be adjusted "in concert with" regular route bus fare changes.
- A 30-day public notice period must be given before implementing future fare changes.

Fare Structure Changes

On the regular route bus system, the base fare is \$.85; the peak period surcharge is \$.25 for travel between 6 a.m. and 9 a.m. and between 3:30 p.m. and 6:30 p.m., and the zone-crossing surcharge is \$.25 each time the boundary is crossed. In addition, the express service surcharge is \$.25.

The same peak period definition and zone boundaries for regular route bus service would apply to Metro Mobility. The peak period and zone-crossing surcharges would be doubled, however there would be no express service surcharge. Furthermore, the zone-crossing charge would apply only once; i.e., one-way trips that cross the zonal boundary twice will not receive an extra surcharge.

Customer Impact

RTB staff estimates that the new fare structure would bring about a decrease in fares for more than two-thirds (68.5%) of the Metro Mobility ridership: For persons traveling eight miles or longer, the charge decreases by \$1.10 in the peak period and by \$.80 in the base (off-peak) period. Persons traveling less than eight miles will pay \$.20 more in the peak period and \$.30 less in the off-peak period.

While there will be a requirement for exact change to be paid, the availability of the existing 10-ride coupon books will be increased and widely publicized.

Fiscal Impact

The fiscal impact of this change is projected to be an unfunded deficit of \$1.5 million. This assumes implementation of the new fares on November 1, 1991 and a 5% growth in ridership. Over the next two years, Metro Mobility fare revenue is projected to cover 15-20 percent of the program's total cost.

Advisory Committee Recommendation

At its October 9 meeting, the Transit Accessibility Advisory Committee (TAAC) will review the RTB staff proposal and any other fare options presented at the public hearing, and recommend their preferred option.

RECOMMENDATION

That the Regional Transit Board:

1. Adopt for the purposes of public hearing the following proposed Metro Mobility fare structure to become effective November 16, 1991:

Base fare	\$1.70
Peak surcharge	\$.50
Zone-crossing surcharge	\$.50

2. Set a hearing for public comment on Tuesday, October 8, 1991, at 6:00 p.m. in the RTB chambers; and
3. Authorize the executive director to negotiate changes in reimbursement rates and to execute contract amendments with Metro Mobility providers.

EX C



REGIONAL TRANSIT BOARD

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

REGIONAL TRANSIT BOARD

PUBLIC HEARING ON METRO MOBILITY FARE CHANGES

The Regional Transit Board will hold a public hearing on Tuesday, October 8, 1991 at 6:00 p.m. on Metro Mobility fare changes in the Regional Transit Board's Chambers in Mears Park Centre. This hearing is held pursuant to State Statute 473.386 section d. Please call Mary Fitzgerald, board secretary, 229-2700, if you wish to testify at the public hearing. You may also sign up at the meeting. A sign language interpreter will be present, tactile interpreters will be available upon request. Hearing-impaired individuals can call 229-2715/TDD if they wish to sign up to offer public comment.

This is the proposed fare structure:

Base fare	\$1.70
Peak surcharge	.50
Zone-crossing surcharge	<u>.50</u>
Highest possible fare	\$2.70

The Regional Transit Board offices are located on the 7th floor of Mears Park Centre, 230 E. 5th Street, St. Paul, MN. 55101, telephone: 292- 8789.

Michael J. Ehrlichmann

Chair

Transit Accessibility Advisory Committee

Report to the Regional Transit Board

Meeting Date September 24, 1991

RTB Staff Recommendation

Proposed fare based on ADA requirement for the purpose of public hearing.

TAAC's Comments

Staff should provide the committee with the financial impact of the proposed fare at TAAC's next meeting;

That time should be allotted at the public hearing and at TAAC meeting for presentations of other fare proposals; and

That the adoption of proposed fares should be reevaluated when the additional changes to Metro Mobility have been implemented (i.e., eligibility, restructuring of service area).

Motions adopted by TAAC at the September 24, 1991 Meeting

1. That TAAC supports the concept of providing discounted fares for Metro Mobility riders.
2. That TAAC recommend to the RTB that after it has made its final decisions, as a result of ADA, on service area, service hours, eligibility, that a reevaluation of fare changes be made to determine if additional changes are advisable.