



Minnesota Regional Transit
Board: Records.

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OCTOBER DRIVER

Metro Mo Driver of the Month

Alfred Foster

Ebenezer Society



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

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, November 4, 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. Administration and Finance Committee Meeting of October 14, 1991
 - 2. Regional Transit Board Meeting of October 17, 1991
 - 3. Regional Transit Board Meeting of October 21, 1991
 - 4. Policy Committee Meeting of October 21, 1991
- D. CHAIR'S REPORT**
 - 1. Driver of the Month Award
- E. EXECUTIVE DIRECTOR'S REPORT**
- F. REPORT OF THE POLICY COMMITTEE**
Sandra Hilary, Chair
 - 1. Free Regular Route Fares for Metro Mobility Riders
 - 2. Five-Year Transit Plan Amendments
 - 3. Anoka County Traveler New Service Evaluation
- G. OTHER BUSINESS**
- H. PUBLIC COMMENT**

Michael J. Ehrlichmann
Chair

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 10/4/91

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 R. Hunt	✓								
Ruth Franklin	✓								
Val M. Higgins									
Sandra Hilary									
Don Scheel	✓								
Richard Wedell	✓								
Tom Workman									

Visitors

Arnie Entzel
M. Roberts

Staff

ba hb, sh dm
ga



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
October 21, 1991

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

OTHERS PRESENT: Ruby Hunt, Ramsey County Commissioner; Michael Robertson and Shannon McCambridge, Legal Counsel; Kathy DeSpiegelaere, Ramsey County Regional Railroad Authority; Emil Brandt, Karen Lyons, Steve Wilson and Nacho Diaz, Metropolitan Council; Mary O'Hara Anderson; Arnie Entzel, Amalgamated Transit Union; Gregory Andrews, Dale Ulrich, Judy Hollander, Howard Blin, Stephanie Eiler and Mary Fitzgerald, Regional Transit Board Staff

APPROVAL OF AGENDA

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

OATH OF OFFICE

The chair administered the Oath of Office to incoming board member, Ruby Hunt.

APPROVAL OF MINUTES

Franklin noted a typographical error in the minutes of October 3. With that correction, she moved and Higgins seconded that the following minutes be approved.

Policy Committee of the Whole, July 29, 1991
Administration and Finance Committee of the Whole, July 29, 1991
Regional Transit Board, August 5, 1991
Administration and Finance Committee of the Whole, August 12, 1991
Public Hearing, August 12, 1991
Administration and Finance Committee, October 1, 1991
Regional Transit Board, October 3, 1991
Regional Transit Board, October 7, 1991

The motion carried unanimously.

CHAIR'S REPORT

Resolution of Appreciation, John T. Finley, Resolution No. 91-15

The chair presented the resolution to John T. Finley, who resigned his position on the Regional Transit Board.

Appointment of Regional Transit Board Vice-Chair, Chair of Legislative Committee, Vice Chair of Legislative Committee, and Policy Committee Assignment

Feess moved and Higgins seconded:

That the Regional Transit Board appoint Donald G. Scheel to the office of Vice Chair of the Regional Transit Board;

That Ruby Hunt be appointed to the Policy Committee;

That Tom Workman be appointed Chair of the Legislative Committee; Doris Caranicas, Vice-Chair; and that all members of the board be appointed to the committee.

The above appointments are effective immediately.

The motion carried unanimously.

Appointment to the Rideshare Advisory Committee

Hilary moved and Caranicas seconded:

That the Regional Transit Board appoint Audrey Swartz to the Rideshare Advisory Committee, representing District G, effective immediately.

The motion carried unanimously.

EXECUTIVE DIRECTOR'S REPORT

Proposal for Metro Mobility Eligibility Criteria Development

Hollander reviewed the staff report dated October 15, 1991. Hilary moved and Caranicas seconded:

That the Regional Transit Board:

- Endorse the members of the task force from Sister Kenny Institute; and
- Approve the expenditure of funds for the analysis requirements performed by the physical and occupational therapist at an hourly rate of \$85 for 21 hours, not to exceed \$1,785.

In response to Feess' question, Hollander said Curry and O'Hara-Anderson spoke to a variety of different groups about the proposal. O'Hara-Anderson said that in looking for

the best possible way to define physical functions, they spoke to the professionals who do assessments. Responding to Hilary, she said they found that the hourly rate in the private sector is between \$125 to \$600 per hour as opposed to the Sister Kenny Institute's proposal of \$85 per hour, using a team approach. The motion carried unanimously.

Metro Mobility Fare Changes

Hollander reviewed the October 17 staff report. The Transit Accessibility Advisory Committee has asked staff to study a discount fare program for future consideration. The fiscal impact of the staff recommendation is estimated to be an additional \$1.5 million deficit through June 30, 1993, not including a discount program. Caranicas moved and Fees seconded:

That the Regional Transit Board adopt the following Metro Mobility fare structure to become effective November 16, 1991:

Base Fare	\$1.70
Peak Surcharge	\$.50
Zone-Crossing Surcharge	\$.50

The chair said another agency had erroneously sent notice to people to attend this meeting from 3 to 5 p.m. and he apologized for their long wait. A public hearing was held on October 8 to receive comments on the proposed fares.

Higgins said he would abstain from the vote on this issue based on his prior statements regarding fiscal responsibility and requested a roll call vote. His reasons for this stance are:

- It is fiscally irresponsible to vote for an additional \$1.5 million deficit in addition to the deficit created by the Legislature in light of the fact that no one has a clear idea of where the money will be made up. People in favor of the fare change offered no ideas on where the extra funds will come from.
- As pointed out by staff, RTB called on the Attorney General's Office for help and guidelines and received no answers or cooperation.
- This is a problem created by the Legislature and it is up to them to solve it.
- The main reason is that when it comes to the \$5 million deficit, it is people who are disabled and elderly-disabled who will suffer. Those presently enjoying the service, although they feel it is too expensive, will see it taken away.

Franklin said she agreed with everything Higgins said, but will support the motion even with questions about the zone-crossing item, which can be resolved, because a lawsuit will be even more costly and will create even less service.

Campo said she will abstain, but is not voting against Franklin's position. She said she believes the recommendation will pass; if not, she would not abstain. She concurred with Higgins' statement and will abstain because everyone is in a poor position.

Hunt said this is a complex issue and this is her first meeting; however, John Finley has briefed her and she is prepared to support the motion because it is the best alternative available.

Ehrlichmann said the board has a fiduciary responsibility to stay within the budget and he would like the board to recognize the economic reality of the population it serves. Even with the new fare there will be substantial shortfall beyond the \$1.5 million.

Workman stated his intention to abstain. His district will experience service cuts if enough revenue cannot be found. He agreed with Higgins and Franklin that the board has no option except to wait until the Legislature decides how it will handle the problem.

The motion carried on a roll call vote (Higgins, Campo and Workman abstained).

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Franklin reported on the actions taken at the committee meeting on October 14, 1991.

Financial Statements - August 1991

Franklin moved and Caranicas seconded:

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

The motion was unanimously approved.

Renewal of Regional Transit Board's Insurance Coverages

Franklin moved and Caranicas seconded:

That the Regional Transit Board authorize the executive director to renew the RTB's insurance policies for general liability, property, business auto, fidelity bond, and workers compensation for the period of October 24, 1991 to October 24, 1992 at a premium of \$8,112 with the RTB's insurance agent of record the Insurance and Surety Specialists.

Scheel noted that the insurance rates are roughly one-third that the prices quoted last year, which is an excellent indicator. The motion was unanimously approved.

Adoption of 1992 RTB Property Tax Levy, Resolution No. 91-12

Franklin moved and Caranicas seconded:

That the Regional Transit Board adopt Resolution 91-12, "Resolution Levying Actual Ad Valorem Property Taxes for 1991, Payable 1992.

On a roll call vote, the resolution and motion were unanimously approved.

Other Business

Franklin reminded members of the Administration and Finance Committee meeting on October 22 to continue review of the budget and work program.

There being no other business, Hilary moved and Wedell seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 4:50 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of October 21, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this fourth day of November 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
October 14, 1991

Members Present: Ruth Franklin, Chair; Doris Caranicas; Don Scheel

Members Excused: Sharon Feess and Tom Workman

Others Present: Maryann Campo, Regional Transit Board; Michael Robertson, legal counsel; Tom Weaver, Metropolitan Transit Commission (MTC); Bob Rossman, Amalgamated Transit Union; Greg Andrews, Dale Ulrich, Robert Dietrick, Suzanne Hanson, Mary Fitzgerald, Regional Transit Board staff

Committee Chair Franklin called the meeting to order at 4:00 p.m. and roll was taken.

Approval of the Agenda

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

Financial Statements - August 1991

Ulrich distributed the table on Metro Mobility Revenues/Expenditures, January through December 1991 Projections, and reviewed the financial statements. Currently the ending Metro Mobility fund balance is expected to be a deficit of \$2.3 million, which is an indication that for the second half of the year the program has begun to hold its own. There was discussion of the assumptions used in the projections, particularly on the fare structure. Andrews said the proposed fare structure impact will be an additional deficit of \$1.5 million for 19 months. Scheel asked, if the projections were extrapolated further ahead, is it conceivable the negative balance would be zero? Ulrich said the providers' contract only runs to the end of the year and he does not know if the current reimbursement will be extended beyond that time. Andrews said providers expect an increase in their reimbursement rates and the number of certified riders will continue to increase. After discussion, Scheel moved and Caranicas seconded:

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

The motion was unanimously approved. Scheel commented that the extra worksheet was very helpful.

Renewal of Regional Transit Board's Insurance Coverages

Dietrick reviewed the report dated October 4, 1991. The was discussion of the reasons that the quotes are lower than those obtained last year. Caranicas moved and Scheel seconded:

That the Regional Transit Board authorize the executive director to renew the RTB's insurance policies for general liability, property, business auto, fidelity bond, and workers compensation for the period of October 24, 1991 to October 24, 1992 at a premium of \$8,112 with the RTB's insurance agent of record the Insurance and Surety Specialists.

The motion was unanimously approved.

Adoption of 1992 RTB Property Tax Levy. Resolution No. 91-12

Dietrick reviewed the report dated October 4, 1991. Franklin thanked him for an excellent presentation. In response to Scheel's question, Dietrick said the tax feathering provision applies to those communities outside the transit taxing district. They do not receive regular route service. Caranicas moved and Scheel seconded:

That the Regional Transit Board adopt Resolution 91-12, "Resolution Levying Actual Ad Valorem Property Taxes for 1991, Payable 1992.

The motion was unanimously approved.

Other Business

Ulrich distributed copies of the Metropolitan Council's October 7 letter regarding the bond sale approved by the board on August 19, 1991. Initially staff had hoped to make an anticipatory levy, but decided to borrow from bond proceeds for the first payment. Andrews said the council was concerned about waiting and the Springsted advisors reviewed the possibility of refunding some outstanding issues. There is one bond issue that might be refunded.

Franklin reminded members of the Opt-Out briefing on October 17.

There being no other business, Scheel moved and Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 4:45 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 October 14, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 4th day of November 1991.



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

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
October 17, 1991

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

MEMBERS EXCUSED: John T. Finley, Sandra Hilary, Val Higgins and Tom Workman

OTHERS PRESENT: Ruby Hunt, Ramsey County Board; Michael Robertson, Legal Counsel; Mike Christenson, Metropolitan Transit Commission; Barry Stock, City of Shakopee; Jon Elam and Sharon White, Maple Grove Transit System; Glenn McKee, Sheila Klassen, Beverly Miller, Minnesota Valley Transit; Robert Roepke and Diane Harberts, Southwest Metro Transit Commission; Bruce Nawrocki, Metropolitan Transit Commission; Arnie Entzel, Amalgamated Transit Union; Nacho Diaz, Metropolitan Council; John Yunger, Legislative Audit Commission

RTB STAFF PRESENT: Gregory Andrews, Dale Ulrich, Judy Hollander, Edward Kouneski, Howard Blin, Len Simich, Mike Opatz, Randy Rosvold, Suzanne Hanson and Mary Fitzgerald

APPROVAL OF AGENDA

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

OPT-OUT PROGRAM (Continued)

Historical Background

Simich reviewed the background and legislation that created the program. Using slides, he explained the process for resolving major policy issues. There was discussion of the flow of information. Some of the Opt-Out communities have complained that they do not know when and how decisions are made. Hollander said that in an attempt to shore up the process internally by making the contract manager the point of contact.

Prioritization of Issues

Miller distributed a handout, "Opt-Out/RTB Issues" and reviewed the high priority issues. The board will receive recommendations in December from staff on how to react to those concerns. Franklin said the capital expenditures issues should receive attention first because there may be a need for new legislation. Members and the guests discussed property tax revenue estimates, the board's committee process, the process for

resolving disagreements, budget authority and criteria used to review management plans. Andrews explained the disposition of unused funds at the end of the year and the fund balance situation for Metro Mobility, regular route and the Opt-Out communities.

Other Business

There being no other business, the meeting was adjourned at 6 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of October 17, 1991

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 4th day of November 1991.



REGIONAL TRANSIT BOARD

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

**Minutes of the Meeting of the
POLICY COMMITTEE
Mears Park Centre Chambers
October 21, 1991**

MEMBERS PRESENT: Sandra Hilary, Chair; Maryann Campo; John T. Finley, Val M. Higgins and Richard Wedell

OTHERS PRESENT: Ruby Hunt, Ramsey County Commissioner; Michael Robertson and Shannon McCambridge, Legal Counsel; Kathy DeSpiegelaere, Ramsey County Regional Railroad Authority; Emil Brandt, Karen Lyons, Steve Wilson and Nacho Diaz, Metropolitan Council; Mary O'Hara Anderson; Arnie Entzel, Amalgamated Transit Union; Gregory Andrews, Dale Ulrich, Judy Hollander, Howard Blin, Stephanie Eiler and Mary Fitzgerald, Regional Transit Board Staff

Chair Hilary called the meeting to order at 2:30 p.m. Wedell moved and Campo seconded approval of the agenda. The motion was unanimously approved.

LIGHT RAIL TRANSIT CORRIDOR REEVALUATION UPDATE

Blin discussed the schedule for board and advisory committee review. At its meeting on October 28 the committee will receive staff recommendations that will then be presented to the Joint Light Rail Transit (LRT) Advisory Committee. Advisory committee comments will then be presented at a special meeting of the Policy Committee with final board action scheduled for November 18.

Eiler used slides to discuss the ridership estimates, capital costs and operating costs and distributed copies of the slides. There was extensive discussion of the tables and the reasons for the approach taken to allocating costs.

Hilary said that if light rail is to be an integrated transit system, costs should be spread throughout the system since yards and shops are needed for the entire system. Eiler said the staff focused on the five-year update, which is a change from the approach of the plan that was based on a 20-year plan. Blin said the actual cost of the first corridor is higher regardless of which one is chosen, but this approach levels the playing field, Hilary the indicators all point to 35W, but they do not take into account other political considerations and may reopen controversies. Finley said the reality of the situation is that with the obstacles to building 35W--500 homes may have to be taken, the Environmental Impact Statement process, lawsuits and the Department of Transportation's timetable--it may not be ready to go until 2010. Therefore, it makes sense to start with a corridor that can be built readily, helps the two downtowns, is economically sound, ties to the 35W corridor, and has more riders, albeit not all new riders. By the time the central corridor is up and running, 35W will be ready.

There was discussion of prioritizing the Group B corridors. Finley said the Group A core corridor holds up well and this is a matter of shoring up 35W rather than a diminution

of the central corridor. The decision has already been made to build Midway corridor with state and local funds and avoid the arduous federal process and we know the reconstruction schedule for I-94. He asked what the schedule is to complete construction of 35W. Blin said the earliest start date is 1997, but he has no clear date on completion. Finley pointed out that is an absolute minimum of six years away, with a five- to eight-year construction if all goes well. Blin said it can be compared to I-394, which has been under construction for seven years.

In discussing the schedule for review and recommendations, Hilary said the committee must first agree or disagree with the original plan before establishing priorities. Members agreed to hold additional Policy Committee meetings and send information to the Joint Light Rail Transit Advisory Committee as soon as possible.

The chair thanked members not on the committee for attending this meeting; it will be helpful when the issue goes to the board to have members as knowledgeable as possible.

There being no other business, it was moved, seconded and carried that the meeting be adjourned at 3:50 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of August 6, 1990.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this fourth day of November 1991.

Handwritten:
11/4/91

November 1991

RESOLUTION BY CHAIR EHRLICHMANN

- WHEREAS** the Halloween Snow Storm of 1991 set new state and national snow fall accumulation records; and
- WHEREAS** this storm presented the greatest challenge to the provision of public transit service in recorded history; and
- WHEREAS** employees of the Metropolitan Transit Commission and fellow regional transit providers responded to this challenge with a courage, commitment and dedication above and beyond the call of duty; and
- WHEREAS** examples of individual determination by transit employees to provide continued service exist in a number too great to identify; and

NOW, THEREFORE, BE IT RESOLVED that the Regional Transit Board extend to all the employees of the Metropolitan Transit Commission and its fellow providers, the RTB's sincere gratitude and appreciation at their dedicated service to the citizens of the Twin City metropolitan area during this time of community crisis and commend their commitment to public transit.



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

REPORT OF THE POLICY COMMITTEE

At its meeting of October 28, 1991, the Regional Transit Board's Policy Committee took the following action:

Free Regular Route Fares for Metro Mobility Riders

The Policy Committee recommends that the Regional Transit Board endorse the concept of a free ride program on Metropolitan Transit Commission (MTC) service for all certified Metro Mobility riders and direct staff to work with the Transit Accessibility Advisory Committee, the Metro Mobility Administrative Center, and the Metropolitan Transit Commission in developing the specifics of the program for presentation to the appropriate board committees in January 1992 and implementation in April 1992.

Five-Year Transit Plan Amendments:

The Policy Committee recommends that the Regional Transit Board approve the following recommendations:

- That that Regional Transit Board approve the Metro Mobility Strategies planning direction as outlined in the staff report dated October 15, 1991 for submittal to the Metropolitan Council in response to their requests on the RTB Five-Year Transit Plan
- That the Regional Transit Board amend the Five-Year Transit Plan to include the following:
 1. Two paratransit service classifications: 1) community-based public paratransit services, and 2) specialized paratransit services.
 2. A paratransit performance standard of a \$5.00 ceiling subsidy per passenger for community-based public paratransit services and a \$9.00 ceiling subsidy per passenger for specialized paratransit services beginning in 1993. These standards will be reviewed at each update of the Five-Year Transit Plan.
 3. The paratransit service performance monitoring and evaluation process contained in the staff memorandum dated October 21, 1991.

- That the Regional Transit Board amend the 1991-1995 Five-Year Transit Plan to include the service delivery priorities proposed in the staff memorandum dated October 21, 1991; and submit this amendment to the Metropolitan Council for approval.
- That the Regional Transit Board amend the Five-Year Transit Plan to include the information included in the October 21 staff report regarding Local Bus Service Evaluation and that this be forwarded to the Metropolitan Council for approval.
- That the Regional Transit Board transmit the Future Capital Bonding Needs as outlined in the staff report dated October 21, 1991 to the Metropolitan Council for approval.

Anoka County Traveler New Service Evaluation

The Policy Committee recommends that the Regional Transit Board:

1. Accept the staff evaluation of the Anoka County Traveler project, dated October 8, 1991; and
2. Incorporate the described changes into the 1992 Anoka County Traveler Management Plan.

Other Business

The committee discussed the LRT Joint Powers Agreement. The attached LRT Corridor Reevaluation Proposed Preliminary Recommendations were discussed at length. There was consensus that the recommendations will be presented to the Joint Light Rail Transit Advisory Committee for review and comment, presented to the Policy Committee for approval and final action taken by the board on November 18.

Sandra Hilary
Chair

mff
10/28/91

LRT CORRIDOR REEVALUATION
PROPOSED PRELIMINARY RECOMMENDATIONS

CORRIDOR STAGING:

- o **Central Corridor and I-35W/South Corridor two-phase system.**

Initial system with both regional core and home-based trip service features.
Highest performance characteristics in the region.

1. Central Corridor linking downtown Minneapolis, University of Minnesota, State Capitol, and downtown St. Paul
2. I-35W/South Corridor linking Dakota County with Minneapolis and St. Paul

Corridor segments to be constructed as funding becomes available.

- o **Surface alignment through both downtowns, the State Capitol area, and the University of Minnesota.**

- o Proposed Corridor Staging:

1. Central Corridor
2. I-35W/South

Two additional corridors have attractive performance characteristics. These corridors should be considered for implementation either after Central and I-35W, or if neither Central nor I-35W can be started in the near future:

3. Minneapolis Northwest
4. Minneapolis Northeast

Remaining corridors will be reexamined in updating the regional 20-year plan.

- o Preserve right-of-way for corridors in current 10-year plan.

FINANCING:

- o **Financing goal of 30% federal funds, 70% RTB bonding authority (property tax).** System upgrades such as tunnels could be provided by individual jurisdictions. Federal EIS/Alternative Analysis procedures to begin immediately.

GOVERNANCE:

- o **Final design and construction to be directed by Joint Powers Board as described in LRT Regional Coordination Plan.**