



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

MEETING OF THE REGIONAL TRANSIT BOARD

Mears Park Centre Chambers
Monday, February 3, 1992
4 p.m.

AGENDA

- A. CALL TO ORDER AND ROLL CALL**
- B. APPROVAL OF AGENDA**
- C. APPROVAL OF MINUTES**
 - 1. Policy Committee, December 23, 1991
 - 2. Administration and Finance Committee Meeting, January 13, 1992
 - 3. Public Hearing on ADA Paratransit Plan, January 13, 1992
 - 4. Regional Transit Board Meeting, January 21, 1992
- 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. Working Capital and Budget Carryover Funds for Opt-Out Programs
 - 2. Review of Metropolitan Council's Regional Transit Facilities Plan
 - 3. Metropolitan Transit Commission Grant Application for Alternative Fuels Testing Program
- G. OTHER BUSINESS**
- H. PUBLIC COMMENT**

Michael J. Ehrlichmann
Chair

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 2/3/92

BOARD OR COMMITTEE: Board

Member Name Present Vote Vote Vote Vote Vote Vote Vote

ISSUE

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

Visitors

Entzel
Bault
T Weara
B Miller
L. Hennessy
N. Ding

Staff

ls, ph, mf, sh
bs
se



Minutes of the Meeting of the
POLICY COMMITTEE
Mears Park Centre, Chambers
December 23, 1991

MEMBERS PRESENT: Sandra Hilary, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val Higgins; Ruby Hunt; Don Scheel; Dick Wedell

MEMBERS ABSENT: Tom Workman

OTHERS PRESENT: RTB Chair Michael J. Ehrlichmann; Mike Robertson, Legal Counsel; Tom Weaver, Metropolitan Transit Commission; Chris Gran, Metro Mobility Administrative Center; Arnie Entzel, Amalgamated Transit Union; George Bentley; Gregory Andrews, Judy Hollander, Howard Blin, Mike Opatz, Suzanne Hanson, Cynthia Curry, Dan Murray; Kathy Grochowski, Regional Transit Board staff

The meeting was called to order at 4:05 p.m. Hunt moved and Caranicas seconded that the agenda be approved; the motion was unanimously approved.

DARTS/Lakeville Evaluation

Murray reviewed the memorandum dated December 16, 1991. Campo moved and Caranicas seconded:

That the Policy Committee recommend:

That the Regional Transit Board approve the staff evaluation and transmit the recommendations listed in the memorandum of December 16 to DARTS for improving the performance of the Lakeville service.

The motion was unanimously approved.

Approval of 1992 Metro Mobility Contract Policies and Authorization to Execute Provider Contracts

Curry reviewed the memorandum dated December 17, 1991. Franklin asked if the RTB had figured out how much more money the contract policy changes are going to cost and if the RTB would run out of money sooner. Hollander said that staff would have an answer by the January 1992 Administration and Finance Committee meeting. Caranicas asked if the 10:00 a.m. time limitation for Trip Assurance will be eliminated. Curry replied

that it would be eliminated. Higgins was concerned that now the elderly and the handicapped would be losing service after they had been told that they would not be losing any service. Campo asked if the governor's office and/or various representatives and senators in those affected districts had been told of the service cuts. Curry replied that they had not yet been contacted, that staff wanted to pass it by the Policy Committee first, and that they have until March or April of 1992 before the cuts take affect. Hunt moved and Feess seconded.

That the Policy Committee recommend:

That the Regional Transit Board:

1. approve the policy changes explained in this memorandum, as incorporated into the contract document;
2. authorize the executive director to execute the agreements with Metro Mobility providers effective February 1, 1992, through December 31, 1992; and
3. authorize the executive director to negotiate and execute a separate agreement with taxi providers if savings can be achieved.

The motion was unanimously approved.

Vision for Transit

Blin discussed the "Vision for Transit." Using the overhead projector Blin summarized into the following the key points to the plan.

Key Elements of the vision:

1. restructure and improve local service
2. transit hubs
3. express service
4. suburban circulator services
5. accessible service
6. light rail transit
7. infrastructure improvements

Impact of Implementing the vision

Benefits:

1. meet people's transportation needs
2. provide accessible service
3. attract new riders
4. meet employer needs
5. manage congestion
6. manage special events
7. preserve the quality of life

Partners in the vision:

1. Metropolitan Council--Facilities Plan
2. Metropolitan Transit Commission--Team Transit
3. Community Efforts and the Planning Process

Update of Opt-Out Issues

Hollander reviewed the memorandum dated December 17, 1991. George Bentley, the Opt-Out representative stated that the Opt-Out Communities would not be going forward with any separate legislation, and they are very happy with RTB staff cooperation. Bentley also stated that capital is still their number one issue, and that the Opt-Outs have problems with the subsidies in relationship to ADA compliance.

Other Business

Chair Hilary mentioned that it was board member Dick Wedell's last meeting. She asked him if he had any final comments. Wedell stated that he was going to continue working on the RTB Marketing Committee. Ehrlichmann thanked Wedell for his continued service and that the RTB would miss him.

There being no further business, Chair Hilary adjourned the meeting at 4:55 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Policy Committee meeting of December 23, 1991.

Respectfully submitted,

Kathy Grochowski
Acting Secretary

Approved this _____ day of _____,



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
January 13, 1992**

MEMBERS PRESENT: Ruth Franklin, Chair; Doris Caranicas; Don Scheel; Tom Workman; Sharon Feess

OTHERS PRESENT: Michael J. Ehrlichmann, Maryann Campo and Val Higgins, Regional Transit Board; Bev Auld, Julie Johanson and Tom Weaver, Metropolitan Transit Commission (MTC); Jim Searcy, President of William M. Mercer, Incorporated; Arnie Entzel, Amalgamated Transit Union; Greg Andrews, Ed Kouneski, Robert Dietrick, Cynthia Curry, Elba Zuniga, Suzanne Hanson, Mary Fitzgerald, Regional Transit Board staff

Committee Chair Franklin called the meeting to order at 4 p.m. and roll was taken. A new agenda, amended to include "Metro Mobility Provider Contract Extension" (Item 7) had been distributed. Feess moved and Caranicas seconded approval of the amended agenda. The motion was unanimously approved.

FINANCIAL STATEMENTS - NOVEMBER 1991

Andrews presented the financial statements, noting that in November cash was at the low point of the year. Property taxes from the counties were received in December. The undesignated fund balance at the end of November was \$4.5 million. Caranicas moved and Workman seconded:

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

The motion was unanimously approved.

PAY EQUITY REPORT

Dietrick reviewed the staff report dated January 7, 1992. This report must be submitted to the Department of Employee Relations to meet the requirements of the Minnesota Local Government Pay Equity Act. The goal is to assure that female employees are not paid less than male employees. Caranicas moved and Feess seconded:

That the Regional Transit Board approve the final compliance report on pay equity to be submitted to the Minnesota Department of Employee Relations to satisfy the requirements of the Minnesota Local Government Pay Equity Act, as amended in 1990.

The motion was unanimously approved. Andrews said the law requires that the report be posted for staff after board adoption.

METROPOLITAN TRANSIT COMMISSION RETIREES' BENEFITS LIABILITY AND COMMISSIONERS' HEALTH INSURANCE BENEFITS

Franklin said that during the budget discussions some of the MTC employee benefits were questioned. There were quite a few questions about benefits for retirees and she feels there should be some discussion. MTC commissioners recently approved hospitalization benefits for themselves. She questioned whether that action was legal and what the justification was for doing so.

Addressing the issue of retirees' benefits, Andrews said he received a letter from Beverly Auld, dated February 3, regarding the MTC contribution to retirees' benefits. The letter shows that MTC hired a consultant to perform an actuarial study. The entire report is now before the board. Auld said the annual audit by Deloitte Touche recommended that the study be performed.

Jim Searcy, President of William M. Mercer, Incorporated, made a slide presentation on the results of the study, The Metropolitan Transit Commission Actuarial Valuation of the Postretirement Medical and Life Insurance Plans, dated December 31, 1991. Until the past few years retirees' benefits were not expensive, particularly since many retirees are receiving Medicare; however, this is no longer true and costs are rising very quickly. Actuarial accounting is not yet required for government employees but it is expected to be within the near future. The postretirement benefit obligation figures are quite sensitive to the assumptions and are not firm figures. A one-percent change in medical inflation would increase the liability by 20-percent. The discount rate also has a strong impact. Andrews said it is important that this liability and the liability for unused sick leave, for which people are paid a percentage upon termination, be recognized in the financial statements in some way.

Auld said, responding to Franklin, that in another year or two a specific plan for accounting will be developed. Franklin asked if the commissioners were concerned about the figures, which led to her second reason for placing this matter on the agenda. After the board, which appoints them, directed MTC commissioners to cut costs, they included themselves in the benefit package. She questioned their rationale and if the costs have been developed. Auld said the commissioners were concerned about postretirement costs but there is time to put a plan together. Johanson said at this point two commissioners have signed up for health coverage with a projected annual cost of \$3,000 for each commissioner. Franklin said that members of the boards or commissions are not paid salaries, do not receive W-2 forms, and are not covered under the public employees retirement plan. She questioned the legality of this benefit. Tom Weaver said he had reviewed the proposal and found nothing in statute that prohibits it. It is the insurance carrier's decision whether they wish to offer that kind of coverage. Franklin asked, if it is legal, why other agencies, such as the Metropolitan Airport Commission, Metropolitan Council and the RTB, do not offer it to their members.

Feess said that even though statute might allow it, it comes down to an ethical question. She is appalled at the liability figures and thinks the commissioners should consider the issue to be of immediate concern and look at what they will do to limit the liability.

Higgins said that Weaver's statement that "nothing prohibits it" is very different from statutory authorization to provide health insurance. In response to his question, Weaver responded that there is nothing in statute that authorizes the MTC to pay health benefits for commissioners. Higgins said he opposes it and would, if RTB has the authority, rescind it because of the state's limited financial resources. Ehrlichmann agreed, but said he doubts the board has direct control of the situation. It is a question of judgment. He asked MTC staff to take the board's concerns back to the commissioners. Franklin said the board reviews the MTC budget and appoints the commissioners. This would be an incentive to look for people who are interested in saving taxpayers' money. Franklin said the vote to pay health insurance was unanimous.

Caranicas said including themselves in the group policy is understandable if they pay for it themselves, but it is not appropriate to pay for people who are not on salary.

Franklin said she would like a second legal opinion and directed staff to research the issue. Workman asked if special circumstances exist; Franklin said personal circumstances are not the issue; this action sets a policy for board and commission members. MTC is the only metropolitan agencies providing paid health insurance benefits. Members should not expect compensation that amounts to more than their per diems. Feess moved and Workman seconded:

That the Regional Transit Board recommend to the Metropolitan Transit Commission that the recent action authorizing payment of health insurance premiums for commissioners be rescinded.

The motion was unanimously approved. Franklin said she would leave it to staff whether RTB's attorneys should review it.

Returning to the retirees' benefits, Scheel said the figures are not surprising since Washington County is a small group and their benefits liability is nearly \$35 million. Ehrlichmann said that ultimately there will have to be national response to the problem of health insurance.

1992 PROVIDER CAPITAL FUNDING CONTRACTS

Curry reviewed the staff report dated January 6, 1992. Caranicas moved and Scheel seconded:

That the Regional Transit Board approve 1992 capital funding and authorize the executive director to enter into capital contracts to the following providers in amounts not to exceed that specified:

City of Hastings (one vehicle)	\$18,000
HSI, Inc. (15 rehab.)	7,508
Scott County (one vehicle)	\$22,750
Westonka Rides (one vehicle)	<u>\$28,542</u>
Grand Total	\$76,800

The motion was unanimously approved.

METRO MOBILITY PROVIDER CONTRACT EXTENSION

Andrews reviewed the staff report dated January 13. The providers are asking for a 10-percent increase in rates. The supplemental appropriation request does not contemplate that kind of increase. Staff feels it is important to continue to discuss contract changes and, therefore, is requesting that contracts be extended for one more month so a presentation can be made to the Policy Committee regarding the options that can be pursued. Ehrlichmann said RTB is responsible for driving as hard a bargain as possible since resources are finite. Some of the policy issues raised by the providers must be examined as to their legality under state and federal law. In a month, when the Legislature has indicated what it be allocate, the RTB will have a better idea of what its resources are. Scheel moved and Feess seconded:

That the Regional Transit Board authorize the executive director to execute an extension of the existing Metro Mobility provider contract through February 29, 1992.

The motion was unanimously approved.

PUBLIC COMMENT

Arnie Entzel commented on the actuarial study on MTC health insurance, saying the board should be aware that the benefit has been provided since the Twin Cities Lines was taken over in 1969 and became a public agency. The MTC was mandated by the Legislature to maintain the employee benefits that were in place at that time. As to the escalation of medical costs, it has affected everyone. The medical industry has done as much as it could to drive them up.

There being no other business, Feess moved and Scheel seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 4:55 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 January 13, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this _____ day of _____ 1992.



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

Minutes of the Public Hearing of the
REGIONAL TRANSIT BOARD
January 13, 1992

MEMBERS PRESENT: Michael J. Ehrlichmann, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val M. Higgins; Sandra Hilary; Don Scheel

MEMBERS EXCUSED: Ruby Hunt and Tom Workman

OTHERS PRESENT: Greg Andrews, Ed Kouneski, Cynthia Curry, Jane Fitz, Suzanne Hanson, Mary Fitzgerald, Regional Transit Board staff

AMERICANS WITH DISABILITIES (ADA) PARATRANSIT PLAN

The chair called the public hearing to order at 5:00 p.m. Ed Kouneski, Director of Programs, was called upon to explain the purpose of the hearing. RTB is required by ADA regulations to solicit comments on the draft plan. All comments will be forwarded to the Federal Transit Administration ((FTA) formerly Urban Mass Transportation Administration). Each comment will be addressed and the final plan will be approved at the next board meeting (January 21), taking into account testimony received at this hearing, and forwarded to the FTA. Ehrlichmann said any proposed changes to the service will come back to the board prior to implementation. At this point the plan serves to meet the federal government's requirement for a report.

Don Chapdelaine, Chair, Dakota County, read his statement into the record (Exhibit A).

Tom Heintz, St. Paul, representing himself, entered his letter into the record (Exhibit B) and commented that this is a way to use ADA as a smokescreen for the plan to cut the Metro Mobility budget. The people who may be eliminated may be those who need the service most. The plan is a hoax. The recertification has come up five or six times in the past ten years.

Valerie Brown, Minneapolis, representing herself, said her concerns are the plan makes no mention of architectural barriers in providing services. It severely restricts service and does not meet needs. As a disabled woman, she does not have the option that a non-disabled woman has of taking a taxi for personal safety reasons. The ADA must not be used as a reason to cut back paratransit. The current level must be maintained. She urged the board to find other ways to solve the budget problems by restructuring, developing better provider coordination and other ways to save money.

Jonathan Hanft, Transportation Access Project for People with HIV/AIDS, read his statement into the record (Exhibit C).

Jerry Hayes, representing himself, is a member of the Senior Federation, RTB's Transportation Accessibility Advisory Committee and other groups. He distributed an

estimate of the cost of recertifying 10,000 Metro Mobility riders (Exhibit D). Referring to Page 39, second bulletin, in the plan dealing with recertification of Metro Mobility riders, he said his first concern is the word "clinic." One clinic for the entire area would pose a real hardship and he hopes the RTB would have more than one facility since many paratransit riders have different disabilities and no one clinic would be expert in all of them.

Regarding the cost of recertifying 10,000 riders, the estimated total is \$680,000, which is an undue financial burden. On the human side, taking a very elderly person from his or her home to a strange place to take a test could be very traumatic for that person. Putting a rider through a clinic should one be done in the last resort.

Lolly Lijewski, representing Minneapolis and St. Paul Society of the Blind, noted the irony in the title of RTB's "Vision for Transit." Nowhere does ADA say that states must bring their service down if they exceed ADA standards. If the goal is to eliminate 10 percent of riders, who are they?

Before Metro Mobility was created many of the disabled stayed home. The "Transit Vision" of the future is bleak. Most persons with disabilities will return to their past status and will end up on entitlement status. This is not the way to balance the budget. At this point it is time for the RTB board, staff and consumers to start working together rather than at cross purposes.

Sharron Hardy, representing herself, said accessible transit is the right of everyone. She supports Option One. If they go on entitlement programs they will cost the state more.

Rebecca Anderson, District 42B, Edina, representing herself, said for 29 years of her life she was not blind so she is aware of life on both sides. It is a shock to discover the misperceptions people have. She hopes the able community will work with them to get the disabled more and more involved in the life of the community. She is a member of the Governor's Council for People with Disabilities. It is difficult to look at advanced technology when the primary needs of transportation have not been met. She hopes the able-bodied can understand the frustration and anger. Minnesota has always been on the vanguard and she hopes it will stay that way. Approving this plan is a step backward.

Juliette Silvers, Minneapolis, representing herself, said Metro Mobility affords people many opportunities that they would not have had otherwise. The service needs to be increased.

Max Swanson, Harriet Avenue, Minneapolis, representing himself, discussed recertification. He said the guidelines should be viewed as the a basic warranty for the service rather than a straight jacket or justification for a cut in service.

C. Milo Gilliland, Edina, representing himself, said he and his wife are both certified and use the service only when essential. He agreed with Lolly Lijewski and said that if the plan is not carried out in the spirit it was intended or if the plan is viewed as a reason to cut back, the life of people in Minnesota there will be a great deal of anger created. A few years ago the subject of blindness was misunderstood and judging of the disability was poor. He recommended Option One because anything else will create trouble. The budget problem must be separated from the ADA and we must maintain the lifestyle we want in Minnesota.

Roger Blohm, representing the United Handicapped Federation, said most of the statements made here are accurate. Regarding the recertification program, that money could go to providing service. It is time for the RTB members, chair and staff to work closely with the disability community. There are comments that there are some people who should not be certified. He said that it is difficult to wait an hour or more for a ride. Anyone has a mental problem if they choose that if they could use an alternative. He quoted Senator Durenberger that paratransit is a right. He questioned whether the board can dabble much with civil rights. In talking about accessible buses, keep in mind there will be more use in the summer. This winter, six weeks since the last snow storm, there are places that have not been shoveled. The providers will be asked to supplement for those who cannot get to the buses. Providers will sell off buses they do not use all year.

Blohm said it will not be cheaper for people to go on welfare. ADA is a minimum and not meant to take a system that is an example to the nation and destroy it.

Ron Woelfel, St. Paul, representing himself, said he is legally blind. Minnesota standards are better than those of ADA, why cut them down? Why not let the Metro Mobility population help; the board with these issues? Having been a taxpayer for a long time, he is never asked to recertify that and should not be asked to recertify as a rider.

Bart Cedergren read a statement (Exhibit G) for Reed Risk, who works as an access consultant at the Office of Students with Disabilities at the University of Minnesota. He said the plan does not take into account climate considerations in Minnesota. At times regular route drivers do not like to pick up people in wheelchairs because of their scheduling problems. Comparing this area with Denver, the climate there is milder, but here some people could develop hypothermia. How can we be sure the cities will shovel sidewalks? Due to budget shortages they have not been cleared.

Regarding employment, Risk said a large number of people may not be affected but some will lose their jobs. Disabled people do not have the option of a rideshare program. These people would have to give up jobs and live on public assistance. This is more costly to the public. ADA is not meant to be a tool for lowering standards. This is stated clearly in ADA.

Tom Lijewski said he comes with a lot of anger. Recertification seems never to be achieved in a lasting manner. It is a serious waste of time and money that could be directed to so many other goals. This is budget cutting at the expense of people who need it most. It is a cruel hoax and a fraud (applause). The insensitive irony, the new overall report "Vision for Transit" is especially cruel in that among groups targeted to be dumped off the system are the blind and visually impaired. The rejection of consumer input indicated callous indifference. Metro Mobility riders use the system because they have no alternative. For them it is a matter of access to everything people do in their daily lives--it is access to life. It gnaws at him that those who use the system know efficiency could be a factor. He asked if this board has ever considered hiring a bona fide consultant to study business savings. He reminded the board who the disabled really are--they are our brothers and sisters, parents, neighbors and co-workers and deserve a better shake than RTB is offering in the plan.

Martha Hauge, Minneapolis, representing herself, said ADA is being used as an excuse to make dramatic cuts in the system. The ADA does not mean service must be cut. The fare increases have been severe. In Minnesota six of 12 months of the year half the users must use Metro Mobility. Wheelchairs cannot move through ice and cannot climb over

snow banks. It would be a mistake to cut anyone before accessible taxicabs are available. She leaves home in the dark and if she was mugged or raped on the way to work, she would have no option of taking the cab.

The transit hubs would be a nightmare. Currently providers have an hour either way and then can be late besides so coordination would be a nightmare.

Cal Robert asked what board members were present and how the 10-percent cut was arrived at.

Mark Hughes, Shoreview, asked people to see the United Cerebral Palsy report on television next weekend and thanked the board for what it does. He is employed and wishes to continue to be employed.

There being no other people wishing to speak, the hearing was closed at 6:25 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's public hearing on January 13, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Attachments: Exhibit A - Dakota County
Exhibit B - Thomas J. Heinl
Exhibit C - Transportation Access Project for
People with HIV/AIDS
Exhibit D - T. G. Jerry Hayes
Exhibit E - Metropolitan Center for Independent Living
Exhibit F - David Brufloft
Exhibit G - Reed Risk (not yet received)
Exhibit H - Governor's Planning Council on Disabilities
Exhibit I - Carl Rauer



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
January 21, 1992**

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

MEMBERS EXCUSED: Ruby Hunt

OTHERS PRESENT: Michael Robertson, Larkin, Daly, Hoffman and Lindgren, Ltd.; RTB Legal Counsel; Arnie Entzel, Amalgamated Transit Union; Richard Wedell, Chair, RTB Marketing Committee; Mary O'Hara Anderson; Greg Andrews, Judy Hollander, Suzanne Hanson, Randy Rosvold, 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. Higgins moved and Hilary seconded that the amended agenda be approved. The motion carried unanimously.

Hilary moved and Caranicas seconded approval of the following minutes.

Legislative Committee Meeting, January 6, 1992
Regional Transit Board Meeting, January 6, 1992
Regional Transit Board/Metropolitan Transit Commission Joint Retreat,
January 7, 1992

The motion carried unanimously.

CHAIR'S REPORT

Resolution of Appreciation, Richard A. Wedell, Resolution No. 92-01.

The resolution having been placed before the members, Feess moved and Caranicas seconded:

That the Regional Transit Board approve Resolution 92-01, Resolution of Appreciation to Richard A. Wedell.

The motion and resolution were unanimously approved.

Local Officials Advisory Committee Appointments

The chair referred to his memorandum dated January 13 regarding the recommendation of the Association of Metropolitan Municipalities. Caranicas moved and Feess seconded:

That the Regional Transit Board appoint Gary Humphrey, Apple Valley Councilmember; and Rob Daugherty, Shorewood Council Member, to the Local Officials Advisory Committee, effective immediately.

The motion was unanimously approved.

Ehrlichmann said the RTB-sponsored luncheon meeting last week featuring Rob Healy, Director of Governmental Affairs for the American Public Transit Association in Washington, speaking on the Surface Transportation Act, attracted more than 100 people.

On February 11 the RTB will sponsor a luncheon meeting on the Vision for Transit.

At this hour the Metropolitan Council's Metropolitan Systems Committee is conducting a hearing on the Transit Facilities Plan.

EXECUTIVE DIRECTOR'S REPORT

Approval of the Americans with Disabilities Paratransit Plan

Andrews said the board is asked to approve the plan and authorize its submission to the Federal Transit Administration (FTA). The final plan and the minutes of the January 13 public hearing on the plan were delivered to the members on January 17 along with all the written comments received to that date. A letter from Human Services, Inc. was distributed. The comments were incorporated in the final report. Ehrlichmann said some people have failed to recognize that this proposal recommends that Metro Mobility service continue until community-based services can be developed by the suburban communities. Community-based service will be opened up to the entire community. Caranicas moved and Higgins seconded:

That the Regional Transit Board authorize the executive director to submit the Americans with Disabilities Paratransit Plan for the Twin Cities Metropolitan Area to the Federal Transit Administration by January 26, 1992.

The motion was unanimously approved.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Committee Chair Franklin reviewed the report of the committee's January 13 meeting.

FINANCIAL STATEMENTS - NOVEMBER 1991

Franklin moved and Caranicas seconded::

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

The motion was unanimously approved.

PAY EQUITY REPORT

Franklin moved and Feess seconded:

That the Regional Transit Board approve the final compliance report on pay equity to be submitted to the Minnesota Department of Employee Relations to satisfy the requirements of the Minnesota Local Government Pay Equity Act, as amended in 1990.

The motion was unanimously approved.

METROPOLITAN TRANSIT COMMISSIONERS' HEALTH INSURANCE BENEFITS

Franklin said that the committee had asked for and received a presentation on the liability for Metropolitan Transit Commission retirees' benefits by a representative of William M. Mercer, Incorporated and MTC staff. Members must be concerned about where funds will come from to cover this liability. The Expected Postretirement Benefit Obligation is \$54,256,000; the Accrued Postretirement Benefit Obligation is \$39,051,000 with a Net Periodic Postretirement Cost of \$6,796,000.

The second part of the committee's discussion was in regard to the MTC commissioners' recent action to amend the MTC Bylaws to provide MTC-paid health insurance for themselves in the same manner as it is provided for non-union employees. The committee felt the commissioners should not be eligible for paid insurance since they are not employees, do not receive W-2 forms, Social Security is not deducted, and are not under the state's pension plan. This action sets a bad precedent; no other regional agencies have this benefit. Franklin asked for clarification on when those benefits would be terminated since employees receive the insurance until they die.

Hilary asked how the issue surfaced and what MTC's legal counsel said. Franklin said members have been receiving copies of MTC minutes and some members questioned why they would take this action, especially after RTB asked them to cut costs. Ehrlichmann said MTC's attorney said nothing in statute prohibits this action.

Campo said that subsequent to the meeting she called several commissioners who said Chair Paulson brought it up and there was substantiation that this was being done elsewhere. They said they were shown that other boards provide this and that it is not uncommon. She asked if that information is available. Ehrlichmann directed staff to request that information, but added that none of the Metropolitan Area agency boards have this benefit. In some agencies the members can participate in the group plan but they must make the contribution themselves. To his knowledge there are no other per diem members of boards who receive their health insurance at the expense of the agency.

Andrews said he had contacted the chief administrator and asked for a copy of that information. About 20 pages were faxed and they include two pages that show a comparison of benefits. The first table indicates appointees can participate at their own cost. The second table shows municipal or county governments that pay the member's share. The distinction is in all those instances the position is full-time and the members are considered employees. Andrews said he also received a copy of the letter from staff to Chair Paulson stating that coverage would terminate when the commissioner leaves. The cost for coverage is \$290 per month. Ehrlichmann said federal law requires that the individual be permitted to pay the insurance personally after leaving the group. Ehrlichmann agreed with Hilary and Franklin that this is poor public policy, particularly at a time when the message to the Legislature is that there is not enough money to support transit services.

Higgins said besides the ethics and negative public relations, there is a distinct legal issue because members are authorized in statute to receive per diem and expenses, but statute does not authorize them to receive free insurance. Franklin said commissioners are setting their own compensation, which is established by statute. Ehrlichmann said statute also defines which appointees may be paid per diems. RTB's legal counsel will be asked for an opinion. Franklin moved and Caranicas seconded:

That the Regional Transit Board recommend to the Metropolitan Transit Commission that the recent action authorizing payment of health insurance premiums for commissioners be rescinded.

At Campo's request, a roll call vote was taken. The motion was unanimously approved.

Returning to retiree benefits (Appendix F, page 11), Franklin said employees are assumed to be eligible at age 55 after three years of service. Employees hired after age 65 are eligible after one year of service. She asked Andrews to verify that since the cost could run as much as \$500 per month for 10 years when the employee is eligible for Medicare. Most cities only offer benefits after 25 years. Hilary said this was probably a negotiated benefit.

1992 PROVIDER CAPITAL FUNDING CONTRACTS

Franklin moved and Caranicas seconded:

That the Regional Transit Board approve 1992 capital funding and authorize the executive director to enter into capital contracts to the following providers in amounts not to exceed that specified:

City of Hastings (one vehicle	\$18,000
HSI, Inc. (15 rehab.)	7,508
Scott County (one vehicle)	\$22,750
Westonka Rides (one vehicle)	<u>\$28,542</u>
Grand Total	\$76,800

The motion was unanimously approved.

METRO MOBILITY PROVIDER CONTRACT EXTENSION

Franklin moved and Caranicas seconded:

That the Regional Transit Board authorize the executive director to execute an extension of the existing Metro Mobility provider contract through February 29, 1992.

The motion was unanimously approved.

REPORT OF THE MARKETING COMMITTEE

Committee Chair Wedell reported on the January 7 meeting with MTC and RTB members to discuss the results of the transit marketing study. Feess moved and Workman seconded:

That the Regional Transit Board receive the transit marketing study.

The motion was unanimously approved. Ehrlichmann thanked Illium Associates, the Marketing Committee and particularly Chair Wedell who spend a great deal of time working with staff. His commitment ensured the successful completion of the study and provides policy direction for the board.

OTHER BUSINESS

Hilary said safety is clearly an issue at the bus stops. She mentioned that she overheard three people from three different lines discussing the temperature on buses. They said drivers wear lightweight clothing and keep the heat high, which is very uncomfortable for the riders who are dressed for severely cold weather. She suggested the temperature be lowered a little and the drivers be asked to wear jackets..

Arnie Entzel said passengers ride from 15 to 45 minutes but the bus is the driver's workplace for 8 to 12 hours a day so the conditions on the bus should be to the driver's benefit as much as possible. Wedell said a number of problems have been identified that do not yet have solutions. A lot of people will have to play a role in resolving these issues. Feess said unless we provide service the riders will be gone. Workman agreed that it is good business to cater to the needs of the customer. The chair said we need to be cognizant of both the needs of the employees and the customers. The marketing study should focus on how to sell the product.

There being no other business, Caranicas moved and Hilary seconded that the meeting be adjourned. The motion was unanimously approved; the meeting adjourned at 5:15 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of January 21, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this third day of February 1992.



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

REPORT OF THE POLICY COMMITTEE

At its meeting of January 27, 1992 the committee approved the following recommendations:

Working Capital and Budget Carryover Funds for Opt-Out Programs

The Policy Committee recommends:

That the Regional Transit Board authorize the executive director to establish a Restricted Working Capital Fund and Budget Carryover Fund for the replacement (Opt-Out) programs as described in the staff memorandum dated January 16, 1992.

Review of Metropolitan Council's Regional Transit Facilities Plan

The Policy Committee recommends:

That the Regional Transit Board approve the comments listed in the staff memorandum dated January 21, 1992 for transmittal to the Metropolitan Council, with the exception of Item 11, LRT Governance.

Metropolitan Transit Commission Grant Application for Alternative Fuels Testing Program

The Policy Committee recommends:

That the Regional Transit Board support the Metropolitan Transit Commission proposal to submit a grant application to the Legislative Commission on Minnesota Resources for funds to conduct environmental testing on alternative fuels.

Light Rail Transit Joint Powers Board

The committee discussed the staff report. No action was taken.

**Sandra Hilary,
Chair**

1/27/92
mff