



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, Room 2A**  
**Tuesday, February 18, 1992**  
**4 p.m.**

### **AGENDA**

- A. OATH OF OFFICE FOR NEW BOARD MEMBER**
- B. CALL TO ORDER AND ROLL CALL**
- C. APPROVAL OF AGENDA**
- D. APPROVAL OF MINUTES**
  - 1. Policy Committee Meeting, January 27, 1992
  - 2. Regional Transit Board Meeting, February 3, 1992
- E. CHAIR'S REPORT**
- F. EXECUTIVE DIRECTOR'S REPORT**
- G. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE**  
**Ruth Franklin, Chair**
  - 1. Metropolitan Transit Commission Federal Transportation Administration  
Section 9 Grant Application, Resolution No. 92-02
  - 2. Metro Mobility 1992 Provider Contract
  - 3. Extension of Consulting Agreement with Mary O'Hara-Anderson
- H. OTHER BUSINESS**
- I. PUBLIC COMMENT**

**Michael J. Ehrlichmann**  
**Chair**



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  
January 27, 1992**

**MEMBERS PRESENT:** Sandra Hilary, Chair; Maryann Campo; Ruby Hunt; Val M. Higgins

**OTHERS PRESENT:** Michael J. Ehrlichmann, RTB Chair; Ruth Franklin; Doris Caranicas; Don Scheel; Sharon Feess; Michael Robertson, RTB Legal Counsel; Frank Boyles; Diane Harberts; Beverly Miller, Alan Morris, Karen Lyons, Emil Brandt, Nacho Diaz, Metropolitan Counsel; Tom Johnson and Tom Weaver, Metropolitan Transit Commission; Kathy DeSpiegelaere; Jon Elam; Gregory L. Andrews, Judy Hollander, Suzanne Hanson, Howard Blin, Stephanie Eiler; Len Simich, Mike Opatz, Mary Fitzgerald, RTB staff

**CALL TO ORDER AND ROLL CALL**

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

**APPROVAL OF AGENDA**

Hunt moved and Higgins seconded approval of the agenda. The motion was unanimously approved.

**WORKING CAPITAL AND BUDGET CARRYOVER FUNDS FOR OPT-OUT PROGRAMS**

Simich reviewed the staff report dated January 16, 1992 and Mike Opatz gave an overview of the operation of the proposed working capital fund and budget carryover fund.

Ehrlichmann said this is the RTB attempt to respond to the Opt-Out communities' concern over recognizing their 90-percent funding level. This program would not be inhibited if the RTB can secure the legislative funding request for our "Vision for Transit." Franklin said RTB staff and staff from the Opt-Out communities have held a series of meetings and this proposal is mutually agreeable. Hunt moved and Higgins seconded:

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.

The motion was unanimously approved.

**REVIEW OF METROPOLITAN COUNCIL'S REGIONAL TRANSIT FACILITIES PLAN**

Blin reviewed the staff report dated January 21, 1992. Ehrlichmann said the remarks the board is asked to approve regarding the plan do not include a response to the governance issue. On January 30 the Metropolitan Council and the LRT Joint Powers Board will meet to discuss the issue of the governance for LRT construction. He said he has participated in this debate for many years and it is critical that we go to the Legislature with a plan on common ground and set aside parochial interests. Without that, we will not secure funding. He urged board members to attend the meeting and to keep in mind their responsibility as members of a regional agency. RTB is responsible for the development of transit alternatives and should continue to maintain and assert its responsibility for developing all transit alternatives. We have come a long way and we are now at a point where there is agreement on what should be built and where it should be built. Now there is a difficulty with who should sign contacts and he hopes that will not prevent going to the Legislature with a common focus. He urged the members to approve these comments and delay a specific response to the governance option until after the meeting on January 30. It might be well to have a metro agency meeting that includes Metro Council, RTB and the Metropolitan Transit Commission or their representatives.

In response to Hilary's question regarding the time frame, Blin said the public hearing on the plan was last week; the record closes January 31. Diaz added that at the Metro Systems meeting on February 4 they will incorporate all the comments and staff responses. There may be a second meeting on February 11 with council action expected on February 13.

Hilary cited a recent newspaper letter to the editor regarding HOV lanes. The practice of people at intersections getting into cars so they can use HOV lanes will create competition for the bus system--it is a strange situation and she asked for more information.

Hilary said she understands the counties' concerns over the governance issues; it's like having a committee raise your baby. Minneapolis shares those concerns and some people feel the counties have more ability to build. Campo agreed the board should not comment until after the January 30 meeting. She moved:

That the Policy Committee recommend:

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, Light Rail Transit Governance.

Franklin said the counties did a great service in moving ahead with light rail; however, we need to remember we are a regional agency, charged with planning and coordinating LRT in the Seven-County Metropolitan Area. She reminded members that the Federal Transit Administration (formerly UMTA) has said many times they want a regional consensus and want to work with one small group rather than deal with many agencies.

Ehrlichmann said the "Vision for Transit" reflects a multi-modal system that attempts to respond to transit needs in each area. The focus on the LRT debate reduces our ability to gain funds for other transit. The decision on LRT will remain with the Legislature and

we need to maintain a united front. Hunt seconded the motion; the motion was unanimously approved.

LIGHT RAIL TRANSIT JOINT POWERS BOARD

Eiler reviewed the January 21 staff report. No action was taken.

OTHER BUSINESS

METROPOLITAN TRANSIT COMMISSION GRANT APPLICATION FOR ALTERNATIVE FUELS TESTING PROGRAM

Hollander introduced Tom Johnson, Assistant Chief Administrator for Transit Development at the Metropolitan Transit Commission, who had recently notified her that he is developing a proposal to the Legislative Commission on Minnesota Resources (LCMR) on the alternative fuels testing program. Johnson explained that there has not been time to prepare a written recommendation because the application deadline is February 6. He has received strong indications that LCMR, because of their interest in air quality, would look favorably on this kind of proposal. MTC is in the process of purchasing 37 buses and will use them to examine nine different fuels and fuel ratios. If the funds are obtained, they will be used to support analysis and comparison of those fuels. Working with RTB staff, MTC would like to RTB's support for the effort to develop and submit the proposal. Higgins moved and Hunt seconded:

That the Policy Committee recommend:

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.

The motion was unanimously approved.

There being no other business, it was moved, seconded and unanimously approved that the meeting be adjourned at 4:45 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of January 27, 1992.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved this 18th day of February 1992.



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  
February 3, 1992**

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

**OTHERS PRESENT:** Michael Robertson, Larkin, Daly, Hoffman and Lindgren, Ltd., RTB Legal Counsel; Tom Weaver, Metropolitan Transit Commission (MTC) Legal Counsel; Arnie Entzel, Amalgamated Transit Union; Dirk deVries, Metropolitan Council liaison to RTB; Emil Brandt, Nacho Diaz, Linda Hennessey, Metropolitan Council staff; Beverly Miller; Judy Hollander, Stephanie Eiler, Len Simich, Suzanne Hanson, Becky Scudder, Mary Fitzgerald, Regional Transit Board staff

**CALL TO ORDER AND ROLL CALL**

The chair called the meeting to order at 4:05 p.m. and roll was taken.

**APPROVAL OF AGENDA**

Higgins moved and Workman seconded that the agenda be approved. The motion carried unanimously.

**APPROVAL OF MINUTES**

Hilary moved and Caranicas seconded approval of the following minutes.

Policy Committee Meeting, December 23, 1991  
Administration and Finance Committee Meeting, January 13, 1992  
Public Hearing on American with Disabilities (ADA) Plan, January 13, 1992  
Regional Transit Board Meeting, January 21, 1992

The motion carried unanimously.

**CHAIR'S REPORT**

The Driver of the Month, James Reese of Handicabs, Inc., had not arrived so the presentation will be made at a later meeting.

The chair reminded members of the Vision for Transit luncheon briefing on February 11 and encouraged them to invite local officials. This has a significant impact on the suburban communities where we expect to develop transit hubs.

**REPORT OF THE POLICY COMMITTEE**

Committee Chair Hilary reported on the committee's January 27, 1992 meeting and asked for an update on the LRT governance issue. Dirk deVries explained that he has not attended RTB meetings because the Metropolitan Council's Metropolitan Community Development Committee changed its meeting schedule to the same time as RTB meetings and he has been involved in issues that came before that committee.

DeVries said the Metro Council held a joint meeting on January 30 with the county authorities regarding LRT governance. Council members did not engage in a debate; the intent of the meeting was to hear the county authorities' points of view. Some alternatives are being put together and another meeting is scheduled for tomorrow, February 4.

**Working Capital and Budget Carryover Funds for Opt-Out Programs**

Hilary moved and Caranicas seconded:

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.

The motion was unanimously approved.

**Review of Metropolitan Council's Regional Transit Facilities Plan**

Hilary moved and Caranicas seconded:

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, Light Rail Transit Governance.

The motion was unanimously approved.

**Metropolitan Transit Commission Grant Application for Alternative Fuels Testing Program**

Hilary moved and Caranicas seconded:

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.

The motion was unanimously approved.

**OTHER BUSINESS**

Scheel asked when the appointment of the new RTB member will be made. Ehrlichmann said the latest indications are that an appointment will be made February 13.

In response to Hunt's request, Ehrlichmann described the meetings with Senator DeCramer. The senator is holding regular meetings with county commissioners, senate staff, the chair of the Metro Council, the Minnesota Department of Transportation (Mn/DOT) commissioner and Ehrlichmann. The group provided background on the Surface Transportation Act and discussed the transit facilities plan and the Vision for Transit. There was a long discussion of LRT governance. Commissioner John Finley, Council Chair Mary Anderson, Nacho Diaz and Senator Langseth had a spirited debate with Finley expressing the same stance as he did at the January 30 hearing. Diaz articulated the Metropolitan Council staff position. Ehrlichmann presented the RTB-adopted position on the transit facilities plan, which does not include LRT governance. He reminded them that there are other elements in the transit community that must be funded. He had to leave after an hour and a half so he did not hear the end of the discussion. Senator DeCramer tried to move the group to some kind of compromise but none was identified at that meeting.

Hunt said the key point reported to her was that DeCramer said he will promote a bill only if compromise is reached. DeCramer plays a key role and his views will be very important. Langseth said he will not submit a report. Ehrlichmann added that Langseth also said funding for this project will be jeopardized if there is no agreement on governance and there are some senators who strongly support Mn/DOT involvement.

Hilary said this is a test for everyone involved. This wrangling over governance puts pressure on other things as well, forces decisions on future relationships, and tests support for regional governance.

There being no other business, Hilary moved and Campo seconded that the meeting be adjourned. The motion was unanimously approved; the meeting adjourned at 4:25 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of February 3, 1992.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved this 18th day of February 1992.



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 February 10, 1992, the committee approved the following recommendations:

### Metropolitan Transit Commission Federal Transportation Administration Section 9 Grant Application, Res. No. 92-02

That the Regional Transit Board approve the Metropolitan Transit Commission's application to the Federal Transportation Administration for federal fiscal year 1992 funding under the Section 9 program.

### Metro Mobility 1992 Provider Contract

That the Regional Transit Board:

1. Authorize the executive director to execute a Metro Mobility 1992 provider agreement for services to be rendered beginning March 1, 1992 through December 31, 1992;
2. Suspend the Trip Assurance Program effective April 1, 1992, after 30-day notice is provided to riders; this action accommodates the providers' need for improved financial performance;
3. Direct RTB staff to proceed with development of a request for proposals for operation of Metro Mobility service beginning January 1, 1993; and
4. Instruct RTB staff to continue reviewing financial and operating performance data from the providers and to report back to the Administration and Finance Committee as appropriate.

### Extension of Consulting Agreement with Mary O'Hara-Anderson

That the Regional Transit Board authorize the executive director to extend the consulting agreement with Mary O'Hara-Anderson until May 31, 1992 in an amount not to exceed \$13,300.

Ruth Franklin  
Chair

2/10/92  
mff



**REGIONAL TRANSIT BOARD**

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

**RESOLUTION 92-02**

**RESOLUTION APPROVING THE FILING OF AN APPLICATION  
BY THE METROPOLITAN TRANSIT COMMISSION WITH THE  
DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA  
FOR GRANTS UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964,  
AS AMENDED**

WHEREAS, the secretary of transportation is authorized to make grants for a mass transportation program of projects; and

WHEREAS, the Metropolitan Transit Commission has prepared and requested approval of an application for operating and capital assistance under Section 9 of the Urban Mass Transportation Act of 1964, as amended; and

WHEREAS, Minnesota Statutes 473.375, Subdivision 8, requires that the Regional Transit Board approve the application of political subdivisions within the metropolitan area for federal transit assistance; and

WHEREAS, the Regional Transit Board at its regular meeting of February 20, 1992, reviewed the application of the Metropolitan Transit Commission for \$19,422,607 of federal transit assistance.

NOW THEREFORE BE IT RESOLVED:

1. THAT the Regional Transit Board approve the application of the Metropolitan Transit Commission, dated February 20, 1992, for \$19,422,607 of federal transit assistance.
2. Directs the executive director to transmit this resolution to the Metropolitan Transit Commission.

Adopted this 18th day of February 1992.

\_\_\_\_\_  
Michael J. Ehrlichmann, Chair

\_\_\_\_\_  
Mary Fitzgerald, Secretary

A+F Comm. Handout  
Feb 10, 1992



EBENEZER

EBENEZER TRANSPORTATION on Nicollet Island

20 Grove Street, Minneapolis, MN 55401 (612) 623-9933

DATE: February 10, 1992

TO: Members of the Administration and Finance Committee  
Regional Transit Board

FROM: Sarah Brodt Lenz, Director *SBL*  
Ebenezer Transportation

Ebenezer has been a provider of Metro Mobility services since the program began in 1986.

Ebenezer became a Metro Mobility provider and has stayed in the program over the past five years because we are an organization whose mission is to provide services which make "the lives of ... people as independent, healthful, meaningful and secure as possible." The provision of quality special transportation was seen as one means of furthering our mission. We also believed that Ebenezer Transportation would become self-supporting.

Over the years Ebenezer Transportation has experienced financial ups and downs, all the while providing high quality service. Our staff is deeply committed to our clients, to the Metro Mobility program, and to the public transit industry.

For the last year and a half to two years Ebenezer Transportation has been experiencing financial losses of major proportions. These are due directly to several things that have happened in the Metro Mobility program.

When the Trip Assurance Program was first implemented in the summer of 1990 there were a few dozen rides per day entered into the program. This was manageable. As the T.A.P. program became publicized, the number of rides occasionally topped 250 per day. Providers were threatened with contract violations if they failed to provide all assigned rides.

Like many other providers, Ebenezer was forced into an unwanted and unplanned expansion. Not only were we forced to buy equipment we could not afford, we were unable to retire any older vehicles from service. The vans that Ebenezer Society bought in the summer of 1986 for the "new" Metro Mobility program are still on the streets today!

When a business such as ours is unable to control the demand for service, we are unable to control our resources. We are operating in an environment where sound decisions cannot always be made because of the threat of consequences for non-performance of service.

February 10, 1992

Members of the Administration and Finance Committee

Page Two

The financial situation at Ebenezer Transportation has gone from bad to worse over the last year and a half. I am going to be giving you copies of financial summaries describing the dreadful situation we face. When you examine these you will see that far from generating a profit from Metro Mobility revenues to support other, less profitable operations, Ebenezer Society resources are subsidizing Metro Mobility. In 1991 Ebenezer subsidized Metro Mobility a quarter of a million dollars.

Reimbursement rates to providers have not kept pace with increasing demands or with escalating costs. Each contract period has seen providers take a little less for the same amount of work. Foolishly we believed we could make this up in volume, but this has not proved to be the case. Ebenezer Transportation is now paying the State of Minnesota approximately \$1.87 for each trip we provide through Metro Mobility. It is wrong to expect program participants to engage in "fundraising" activities to support a public service.

One way we have been able to rationalize continuing our participation in Metro Mobility is by ignoring our capital replacement problems. Our fleet must be replaced, yet the rates do not cover all our operating costs, much less fund our depreciation needs. We've been "cutting off our feet" this way for years, just so we could stay in the program. We believe that access to public transit should be offered to all citizens and we want to be part of it.

However, the time has now come when the Ebenezer Society Board of Directors has said that "enough is enough." It is no longer in the best interests of our organization, nor does it further Ebenezer's mission to continue to subsidize the Metro Mobility program. We need major changes in the provider contract in order to justify our continued participation in the program.

The elimination or scaling back of the Trip Assurance Program so that we can plan our work more efficiently is one step. Additionally, we need to see a rate increase sufficient to meet our operating costs. Neither strategy alone will fully rectify our problems. Other changes, not addressed in the staff recommendations, have been communicated by providers previously to RTB staff.

Metro Mobility is a system of which the Regional Transit Board can be justifiably proud. I have no doubt that other cities envy our customer responsive, flexible, low cost program and our large service area. However, a great deal of this success has been due to the dedication of providers such as Ebenezer Transportation. In order to continue operating a high quality program with this degree of provider commitment it is critical for you to understand that we must have a hand in how paratransit service is to be provided, and we must be adequately remunerated for the service we are providing.

Thank you.

Attachment

01/29/92

EBENEZER TRANSPORTATION SERVICE - SUMMARY

	JAN 91	FEB 91	MAR 91	APR 91	MAY 91	JUNE 91	JULY 91	AUG 91	SEPT 91	OCT 91	NOV 91	DEC 91	Y.T.D.
<u>EXPENSES</u>													
FUEL EXP.	23040	23076	20126	22250	23294	18426	21965	13990	15032	15439	19849	17899	234386
MAINT. EXP.	20070	14414	20990	22447	31773	14104	24819	18661	20844	18224	31948	30749	269043
FIX. VEH.	15540	15530	15195	16297	15903	23360	14225	14515	14462	14072	14107	12869	186075
SALARIES	123192	124935	129591	134145	139211	152908	105872	112299	101784	109358	105575	106775	1445645
BUILDING	8873	8158	8662	8268	7927	7225	8057	7781	7712	8297	9537	9754	100251
OFFICE EXP	5789	7174	6722	5132	7512	5751	6386	6796	7159	5195	4421	6939	74976
TOTAL	196504	193287	201286	208539	225620	221774	181324	174042	166993	170585	185437	184985	2310376

RIDES

MM-AMB	4679	4616	4825	4807	5161	4251	3903	4052	3230	4139	4090	4800	52553
MM-AMB-LONG	346	326	242	316	325	297	36	27	17	25	32	33	2022
MM-W/C	5594	5086	5590	5418	5727	4748	3930	3998	3664	4771	4882	5539	58947
MM-W/C-LONG	441	435	491	459	542	461	131	130	121	181	141	121	3654
MM-W/C-VOL	1006	1055	1059	1056	1000	682	283	321	308	86	27	48	6931
METRO-AMB-VOL	810	777	757	736	704	609	275	307	328	77	48	28	5456
ALL OTHER RIDES	1191	954	1085	1079	1080	869	1163	1183	1108	1029	567	554	11862
TOTAL	14067	13249	14049	13871	14539	11917	9721	10018	8776	10308	9787	11123	141425

REVENUES

METRO MOB.	168287	156920	176261	167616	175905	155833	112483	116730	102298	127856	130327	154101	1744617
OTHER REVENUES	22086	24053	20623	27503	20580	59853	23260	25451	19516	21263	13930	23412	301530
TOTAL REVENUES	190373	180973	196884	195119	196485	215686	135743	142181	121814	149119	144257	177513	2046147
REVENUE PER TRIP:	\$14.47												
COST PER TRIP:	\$16.34												
SUBSIDY PER TRIP:	(\$1.87)												
SUBSIDY POSITION	-6131	-12314	-4402	-13420	-29135	-6088	-45581	-31861	-45179	-21466	-41180	-7472	-264229

\*includes Fiscal Year End adjustment for bad debts

Handout 2/10/92  
A+F Committee

## REGIONAL TRANSIT BOARD

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

DATE: February 10, 1992  
TO: Chair and Members of the Administration and Finance Committee  
FROM: Judith G. Hollander   
Director of Planning and Programs  
SUBJECT: Extension of Consulting Agreement with Mary O'Hara-Anderson

### Summary

Staff is recommending that the consulting agreement with Mary O'Hara-Anderson be extended until May 30, 1992, in order to complete activities now underway.

### Background

Mary O'Hara-Anderson has been retained as a consultant by the Regional Transit Board on disability matters. She was first retained to conduct a Metro Mobility Customer Service Quality and Safety Study. Later she was hired to assist in the implementation of the study's recommendations and to assist in the Department of Human Services/RTB Paratransit Advisory Council activities and with recertification efforts underway by the RTB.

Ms. O'Hara-Anderson's contract expired on January 17, 1992. It is proposed that her current contract be extended until May 30, 1992, in order that she can assist with activities underway, but not yet completed. It is not anticipated that another contract extension will be needed past May 31.

During the next four months, it is expected that Ms. O'Hara-Anderson would assist RTB staff with the following tasks:

- Assist in the completion of DHS/RTB paratransit study and the review of Mn/DOT's Special Transportation Services rules and their impact on Metro Mobility Administrative Center;
- Assist staff in the implementation of the recertification process; and
- Conduct educational meetings on new eligibility/certification procedures.

### Recommendation

That the Administration and Finance Committee recommend that the consulting agreement with Mary O'Hara-Anderson be extended until May 31, 1992, in an amount not to exceed \$13,300, including expenses.

REGIONAL TRANSIT BOARD  
ROLL CALL AND ATTENDANCE SHEET

DATE: \_\_\_\_\_

BOARD OR COMMITTEE: 2/18 Board

Member Name	Present	Vote							
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**ISSUE**

Mike Ehrlichmann	✓								
Maryann Campo	✓								
Doris Caranicas	✓								
Sharon Feess	✓								
<del>John Finney</del> <i>Ruby Hunt</i>	✓								
Ruth Franklin	✓								
Val M. Higgins	✓								
Sandra Hilary	✓								
Don Scheel	✓								
<del>Richard Wedell</del> <i>Sarah not eligible until 2/17</i>									
Tom Workman	✓								

Visitors

Staff




cc Bd  
**Transportation**  
2900 Pleasant Avenue South  
Minneapolis, MN 55408  
612-827-6151

February 13, 1992

Regional Transit Board  
Mears Park Centre  
230 East 5th Street  
St. Paul, MN 55101

Dear Board Members:

It is with sincere regret that we have decided that we can no longer participate in the Metro Mobility program. Our last official day of providing Metro Mobility trips will be Saturday, February 29, 1992.

The main reason that we came to this decision was that we could no longer afford to lose money in our Metro Mobility division. This program has historically been a low margin investment from a financial standpoint. It had been our hope over the years that it would improve financially over the long run but it has not happened. It has not allowed us to replace any of our vehicles since we started the program in 1986. The recent financial stability of the providers was hurt when the DAC's and WAC's started pulling out of the program. Also the fare increase dropped the ridership levels which cut into our revenue. We still employed the same staff for the morning and afternoon trips, but the revenue during midday was hurt by the decrease in ridership.

This was a very difficult decision for us since we have dedicated a lot of time and effort to this program since 1986. Even though this program has some problems, we were proud to participate in its growth and achieve what I think has been one of the better programs in the nation over the past few years from a service perspective.

We wish the best for this program in the future. Perhaps one day if the situation is right, we can once again be a participant in providing this much needed public transportation service.

Sincerely,

A handwritten signature in cursive script that reads "Harlan Dahl".

Harlan Dahl  
Senior Director  
HealthEast Transportation