



Minnesota Regional Transit
Board: Records.

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POLL REGARDING

Bd 1/19/93 DATE: _____
attention

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RTB FAX 229-2739~~

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1/13/93
NOT FOR PUBLICATION

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Bentley
C. Green
J. Moody*

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

Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre , Room 2A
Tuesday, January 19, 1993
4 p.m.

AGENDA

Note: Change of Day

A. CALL TO ORDER AND ROLL CALL

B. APPROVAL OF AGENDA

C. APPROVAL OF MINUTES:

1. Regional Transit Board Meeting, December 21, 1992
2. Policy Committee Meeting, December 21, 1992
3. Legislative Committee Meeting, December 21, 28 and 30, 1992

D. MEMBERS' REPORTS

E. EXECUTIVE DIRECTOR'S REPORT

1. Update on Nicollet Mall Shuttle
2. Update on 1993 Metro Mobility Provider Contract

**F. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE
(Ruth Franklin)**

1. Financial Statements - November 1992

G. OTHER BUSINESS

H. PUBLIC COMMENT

Michael J. Ehrlichmann
Chair

1/12/93
mff



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 19, 1993**

MEMBERS PRESENT: Vice Chair Ruth Franklin, Maryann Campo, Doris Caranicas, Sharon Feess, Val M. Higgins, Ruby Hunt, Tom Sather

MEMBERS EXCUSED: Michael J. Ehrlichmann and Sandra Hilary

OTHERS PRESENT: Joe Morley, National School Bus Services, Inc.; Michael Robertson, Larkin, Hoffman, Daly & Lindgren, Ltd.; Allyson Hartle, Metropolitan Transit Commission (MTC); George Bentley, Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Judy Hollander, Edward Kouneski, Dave Jacobson, Dale Ulrich, Howard Blin, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The vice chair called the meeting to order at 4:10 p.m. and roll was taken.

APPROVAL OF AGENDA

Caranicas moved and Sather seconded that the agenda be approved. The motion carried unanimously.

APPROVAL OF MINUTES

Feess moved and Sather seconded that the minutes of the following meetings be approved:

Regional Transit Board Meeting, December 21, 1992
Policy Committee Meeting, December 21, 1992
Legislative Committee Meeting, December 21, 28 and 30, 1992

The motion was unanimously approved.

EXECUTIVE DIRECTOR'S REPORT

UPDATE ON NICOLLET MALL SHUTTLE

Blin distributed maps of the area served by the Nicollet Mall Shuttle and the Second Avenue Shuttle and responded to questions.

UPDATE ON METRO MOBILITY CONTRACT NEGOTIATIONS

Jacobson reviewed the January 18, 1993 memorandum regarding the provider contract negotiations. Responding to Campo's questions, Morley said that in his letter to Andrews, dated December 28, 1992, he stated that the rates are not enough to make it feasible for National Bus to continue providing Metro Mobility service. Exactly one year ago they were in the same position and believed that by October 1992 there would be a new program in place. They cannot afford to continue past February 28, 1993 unless something can be worked out. In the letter National stated they need an increase of approximately 20- to 25-percent across the board. The contract terminated in December 1992 and there is a 30-day escape clause. National decided to give RTB 60 days in an attempt to work things out, but little progress has been made. National has been dealing with RTB staff, but if matters cannot be resolved they will have to terminate service.

Hollander said this is the third round of concessions and RTB simply does not have any more money. The board's only available solution is to continue suspension of the Trip Assurance program. Staff has not made this recommendation because it does not comply with the requirements of the Americans with Disabilities Act (ADA). Staff recommends the question be put to the Transportation Accessibility Advisory Committee (TAAC). The board would be subject to lawsuits. Other providers have approached staff expressing interest if National withdraws.

Responding to Sather's questions, Morley said the capital situation came up quickly. Capital, depreciation and interest costs are roughly 14- to 15-percent. If the subsidy were the same and National received capital funds they could continue. Trip Assurance requires providers to take trips that are distance-based--15 to 20 miles. In that time period they could provide two shorter trips.

Jacobson, responding to Hunt, said there are 12 providers and National delivers about 15-percent of the service. Hollander said other providers can bid on some standing orders. Staff is confident the service can be maintained if National terminates. However, providers have been meeting among themselves and staff has heard that some others may also drop out, which would be a concern.

Hunt said the staff recommendation is the only alternative. Feess asked if it was appropriate process to send the issue back to TAAC. Hollander said some of the issues are not those that TAAC is concerned with but the advisory committee is interested in Trip Assurance, which is a major policy issue.

Higgins said that at his last meeting, Michael Ehrlichmann said RTB spends a disproportionate amount of time on this, given the constraints. With the cap imposed by the Legislature and the operational problems with Trip Assurance, RTB has to throw in the towel and ask the Legislature to come to our rescue. Franklin asked if the riders and the providers, who must know what the situation is, are doing any lobbying. Hollander said RTB has been focused on the restructuring, which will solve several problems faced in negotiations. The Metro Mobility funding request is constrained by directives from the Department of Finance.

Hunt said perhaps the number one priority should have been to clearly explain to the House and Senate that service will have to be cut back without additional funding. Higgins suggested that RTB bite the bullet and tell the Legislature to give RTB enough funding or cease operations.

Campo said this should have been discussed at the Legislature. RTB should ask to make a presentation at the next hearing. She asked Morley if National Bus still considers itself under the 60-day notice. Morley replied that he would have to communicate with the corporate staff and the National board, which will make that decision. Hunt asked for clarification of the board's options--can RTB cut back service to maintain Trip Assurance? Hollander said that if RTB stays with existing policies, the options are Recommendation No. 1 with the risk of losing providers. Two other options are based on TAAC recommendations to suspend Trip Assurance until the program is restructured. Another option is to go back to the drawing board and eliminate some service areas. The problem in going to the Legislature is that this is related to 1993 contracts. There would be no decision on an allocation until June but RTB must stay within the budget. In the past the Legislature was not sympathetic. It is impossible to move the October date forward. There is so much work to be done that the October date is ambitious. The intent is to fill the gap with other providers.

Responding to Hunt's questions, Andrews said in the last contract the fares were changed to conform with the bus zones, thereby eliminating the higher fares for longer trips.

Morley told Higgins he would have to contact the company for a decision on whether suspension of Trip Assurance would be sufficient reason to stay in the program. Higgins said it appears that nothing would be accomplished by delaying reinstatement of the Trip Assurance program to March 1. Higgins moved and Caranicas seconded:

That the Regional Transit Board amend the 1993 Metro Mobility contract to delay the implementation of the Trip Assurance Program from February 1, 1993 to March 1, 1993.

Hunt offered a substitute motion:

1. That the Regional Transit Board amend the 1993 Metro Mobility contract to include the following items:
 - a. Push back the freezing of volume locations from December 15, 1992 to July 1, 1992; and
 - b. Delay the implementation of the Trip Assurance Program from February 1, 1993 to March 1, 1993.
2. That the Regional Transit Board direct discussion of the Trip Assurance Program to the Transportation Accessibility Advisory Committee for input on implementation.

Sather seconded the motion. The substitute motion was unanimously approved.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Committee Chair Franklin reported on the action taken at the committee's January 11, 1993 meeting:

Financial Statements - November 1992

Franklin moved and Feess seconded:

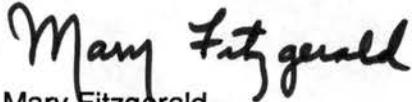
That the Regional Transit Board receive the November 1992 financial statements and direct that they be placed on file.

The motion was unanimously approved.

There being no other business, Sather moved and Campo seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 5:45 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of January 19, 1993.

Respectfully submitted,



Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this sixteenth day of February 1993.



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
December 21, 1992**

MEMBERS PRESENT: Sandra Hilary, Chair; Val M. Higgins; Ruby Hunt; Tom Workman

OTHERS PRESENT: Robert Mairs, Todd Paulson, Mike Christenson, Tom Weaver, Metropolitan Transit Commission (MTC); Mark Hoisser, DARTS, Chris Gran, Metro Mobility Administrative Center; Sara Brodt Lenz, Ebenezer Society; Jim Babcock, Human Services; Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Judy Hollander, Howard Blin, Barb Quade, Ed Kouneski, Dave Jacobson, Randy Rosvold, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The chair called the meeting to order at 5:40 p.m. and roll was taken.

APPROVAL OF AGENDA

Hunt moved and Workman seconded approval of the agenda. The motion carried unanimously.

1993 AMERICANS WITH DISABILITIES ACT (ADA) PARATRANSIT PLAN UPDATE

Quade reviewed the complementary Paratransit Plan that must be submitted to the Federal Transit Administration before January 26, 1993 (staff report dated December 14, 1992). No action was taken.

APPROVAL TO SCHEDULE PUBLIC HEARINGS ON HIGH-SUBSIDY ROUTES

Hilary moved and Hunt seconded:

That the Regional Transit Board:

1. Authorize a public hearing on the proposed elimination of St. Paul Route No. 10 Sunday Service to be conducted jointly by the Regional Transit Board (RTB) and the Metropolitan Transit Commission (MTC) in early 1993.
2. Authorize a public hearing on proposed restructuring of St. Paul Route No. 20 Weekday service to be conducted jointly by the RTB and MTC in early 1993.

3. Authorize a public hearing for the proposed elimination of St. Paul Route No. 31 Weekday service to be conducted jointly by the RTB and MTC,
4. Authorize a public hearing on the proposed restructuring of Minneapolis Routes No. 44A Weekday service to be conducted jointly by the RTB and MTC in early 1993.
5. Continue monitoring the performance of Minneapolis Route No. 47 Saturday service.

The motion carried unanimously.

COMPETITIVE TRANSIT POLICY DEVELOPMENT UPDATE

Kouneski reviewed the schedule for development of a policy recommendations and presented materials related to the topic (staff report dated December 11, 1992). No action was taken.

PROFESSIONAL SERVICES PROCUREMENT POLICY

Andrews reviewed the December 15 staff memorandum. Hilary said the board must ensure that policies related to minority- and women-owned contractors are applied throughout the procurement process. The board has been discussing a policy to ensure that procurement of goods and services is done properly for a long time. Workman moved and Hunt seconded:

That the Regional Transit Board approve the Professional Services Procurement Policy, dated December 15, 1992, that requires that all professional services in excess of \$10,000 be approved by the Regional Transit Board.

The motion was unanimously approved.

OTHER BUSINESS

There being no other business, the meeting was adjourned at 5:50 p.m.

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

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this nineteenth day of January 1993.



REGIONAL TRANSIT BOARD

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

**Minutes of the Meeting of the
LEGISLATIVE COMMITTEE
December 21, 1992
(reconvened December 28 and 30, 1992)**

MEMBERS PRESENT: Tom Workman, Chair; Michael J. Ehrlichmann; Maryann Campo; Doris Caranicas; Ruth Franklin; Ruby Hunt; Don Scheel

MEMBERS EXCUSED: Tom Sather, Sharon Feess, Val Higgins, Sandra Hilary

OTHERS PRESENT: George Bentley, Bill Morris, Decision Resources, Ltd.; Arnie Entzel, Amalgamated Transit Union; Don Ahern, St. Paul Pioneer Press; Sherry Munyon, Jane Fitz, Judy Hollander, Gregory L. Andrews, Stephanie Eiler, Suzanne Hanson, Mary Fitzgerald, RTB Staff

CALL TO ORDER AND ROLL CALL

The committee chair called the meeting to order at 3:10 p.m. and roll was taken.

APPROVAL OF AGENDA

Scheel moved and Caranicas seconded that the agenda be approved. The motion carried unanimously.

PRESENTATION BY DECISION RESOURCES

Morris used slides to present the findings of the survey of the Metropolitan Area. Workman noted that the governor is on record as supporting a dedicated gas tax. Caranicas said there is still a problem with the constitutional designation for use of gas taxes.

DEDICATED TRANSIT FUNDING MECHANISMS FOR 1993 SESSION AND 1993 LEGISLATIVE AGENDA FOR THE REGIONAL TRANSIT BOARD

Sather said the problem with pursuing dedicated funding through gas taxes is that interim funding will have to be found for 1993 and 1994 because of the delay caused by changing the state constitution. Munyon said the legislative work group will complete a bill within five to seven days that may include a constitutional change in the definition of transportation and charge taxes on auto body repair work and extend the general sales tax on retail gasoline. There are associated policy issues such as whether to buy down the current property tax levy, the formula providing more funds for roads, and funding for the opt-out communities.

Campo asked what will be different this year that will help them get support. She asked if Dee Long will support it. Munyon said the group is looking at changing the way people think of transit. Land use planning is a major issue. There has to be a comprehensive transit funding bill to get legislative support. Campo said that last year the leadership said they would allow no activity on a constitutional dedication. Is there some change in that philosophy? Munyon said Dee Long and Roger Moe think that is the ultimate solution for transit funding. Scheel said he is disappointed that this group dropped the idea of changing distribution because the Metropolitan Inter-County Association will not support anything without it. Hunt said that MICA makes the point that their counties have 77-percent of the Legislature's membership. Campo agreed with Ehrlichmann that it is encouraging that 56-percent of the survey respondents said they would pay something for light rail transit.

Sather said he cannot support a recommendation at this point and needs an opportunity to review the recommendations. He suggested that members meet immediately before the board meeting on December 28.

Hunt said another option is to refer it to the board without recommendation. Since there will be a new chair and so many changes in membership, Hunt asked if as a courtesy the proposed legislative agenda should be given to the new people first. Munyon said it would be helpful to have a legislative package by January 6. Campo moved and Caranicas seconded:

That the proposed 1993 Legislative Agenda for the Regional Transit Board be passed on to the full board at its December 28 meeting without recommendation.

Sather offered a friendly amendment that the Legislative Committee meet immediately before the board meeting on December 28 to develop a position. Mover and seconder accepted the amendment. Hunt moved and Sather seconded that the meeting be recessed until 3:30 p.m. on December 28, 1992.

Caranicas moved and Sather seconded:

That the Regional Transit Board adopt Section I, Funding, as shown in the December 21, 1992 staff report.

The motion was unanimously approved.

Workman moved and Caranicas seconded:

That the Regional Transit Board adopt Section II, Policy, as shown in the December 21, 1992 staff report.

Hunt suggested that the language be less specific and support concepts. The motion carried unanimously.

Sather said the study group issue should be tabled until after the appointment of new members and a new chair. The Rideshare Advisory Committee has gotten more focused. At this point they are putting together measurement criteria for Rideshare and for Travel Demand Management programs. They will establish goals and objectives and

determine how to measure attainment. This will be presented to the board in a short time. Franklin moved and Campo seconded:

That the Regional Transit Board adopt the Travel Demand Management (TDM) study committee recommendation in the December 21, 1992 staff report.

The motion was unanimously approved.

Franklin moved and Caranicas seconded:

That the Regional Transit Board appoint a committee to study the issue of snow removal at bus stops; a report due to the Policy Committee in September 1993 which would identify the responsible party and funding necessary to remove snow. Options with pros and cons should be included with the committee recommendation. Members could include RTB, Metropolitan Council, City of Minneapolis, City of St. Paul, Suburban representative, League of Cities and Minnesota Department of Transportation.

The motion carried unanimously. Entzel said bus drivers hear continual complaints on snow drifts but everyone asks where the money will come from. The Legislature should be informed on how expensive snow removal is.

Vote was taken on the motion to recess; it was unanimously approved and the meeting was recessed at 4:15 p.m.

RECONVENE

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

MEMBERS EXCUSED: Tom Sather

OTHERS PRESENT: Mike Robertson, Legal Counsel; Robert Mairs, Mike Christenson, Tom Weaver, Metropolitan Transit Commission; Arnie Entzel, Amalgamated Transit Union; Nacho Diaz, Metropolitan Council; Robert Tennessen, O'Connor & Hannan; George Bentley; Gregory L. Andrews, Sherry Munyon, Mary Fitzgerald, RTB Staff

Chair Workman reconvened the committee meeting of December 21 at 3:40, December 28, 1992 and said that under "Other Business" he would like discussion of the interviews of potential representatives for legislative representation. Ehrlichmann said he would like the committee to discuss purchase of vehicles.

Ehrlichmann said the public opinion survey indicates that the least offensive tax seems to be the gas tax. He asked if this board should take a position on a form of taxation for transit. He is inclined to think the board should support the proposal for a sales tax on gas that was made by the governor last year. A chart showing funding scenarios was distributed. Ehrlichmann moved and Campo seconded:

That the Regional Transit Board support a sales tax on gasoline dedicated to public transit.

The chair asked for more discussion. Scheel said one problem with the straight gas tax is that it will create opposition from truckers and other groups. His preference is for the repair tax, but that has received very little support.

Caranicas said the sales tax on gas is compatible with other goals, such as relieving congestion. Ehrlichmann said that by supporting a new revenue source Minnesota has avoided conflict between highway and transit interests. The public prefers a source that taxes the user. The chair clarified that the discussion refers to a six and one-half-percent sales tax on gas.

Higgins said that if you pay \$1.20 at the pump you are paying a lot of federal and state taxes. If the sales tax is added you are paying a tax on a tax. Munyon said that is the proposal the legislative group is talking about now. It is a tax on the pump price. Hunt spoke in support of the motion as the most realistic approach at this time.

Franklin asked how much revenue would be raised and pointed out that in the questionnaire, only 37-percent of the respondents supported a sales tax on gas while 30 percent oppose it and another 30 percent "strongly" oppose it. Munyon said \$184,000,000 would be raised statewide for transit only. The intention is to make the funds available for statewide transit needs. Rural legislators will be concerned about gas stations at the state's borders. One concept is to have the Department of Revenue establish an annual pump price to relieve the impact on rural stations by paying a sales tax on a pre-established price.

Bentley raised concerns about a provision for a funding mechanism for opt-out transit services. The transit taxing district determines the service area and if the transit property tax is eliminated there will be a problem defining the service area. Ehrlichmann said that no language has been drafted yet. By supporting a sales tax on gasoline, the board would not be taking a position on eliminating the property tax. Caranicas said some of the transit funds would go to the opt-out communities. The Metropolitan Urban Service Area line (MUSA) or something like it could replace the transit taxing district.

Campo said the board has to send a strong statement. She does not want the opt-outs to lose their funding options. The board must support the option, but she would like to ensure that members who represent opt-out communities are comfortable with it. Workman said he will abstain. Franklin said this option has not received much attention and she questioned whether all the implications are evident. Higgins said that regardless of what the board endorses, it will create some problems for the opt-outs. All these questions will have to be resolved by the Legislature so the board should vote and move on. Hunt said this is a vote on a concept and the end result will be different after the extremely complex process takes place at the Legislature. The motion carried. (Workman abstained.)

OTHER BUSINESS

Interviews with Potential Legislative Representation Firms

The committee chair said the responses to the Statement of Interest request have now been received and the subcommittee may be able to reduce the number of candidates.

Hunt said some staff work should be done to analyze the responses against the board's needs. No board handles the entire process; a professional team should do an assessment and develop recommendations. Workman said the timeline is to have the selection made on January 4.

Hunt asked how the lobbyists would relate to the chair and the deputy chair. While it would be helpful to have someone in place, there may be a new chair and assistant to the chair. The chair may want to be the lead person for lobbying and it may be awkward to make a decision now. Campo said the lobbyist is to take direction from the chair and the deputy chair.

Workman recommended that staff review the responses in relationship to the request and reduce the number of candidates to three before the meeting on December 28.

Franklin said the board specifically required that respondents have an office in Washington D.C. and in Minnesota because representation may be needed in Washington and it should be through the same firm.

Ehrlichmann said there is a reoccurring problem with employers asking the board to assist them by purchasing vans for their Rideshare programs. State law prohibits the board from owning capital equipment, but that prohibition restricts the board's ability to meet its charge on paratransit and Rideshare. He asked that the board pursue legislation that would allow it to use bond sale proceeds to purchase vans. He moved and Caranicas seconded:

That the Regional Transit Board seek approval of legislation that would authorize the board to purchase and own vehicles for use in Rideshare and Metro Mobility Programs.

In response to Hilary's question, Ehrlichmann said the board could give the providers money to purchase vehicles but in the Metro Mobility program it might be to the board's advantage to own them. In some situations the board could sell vehicles to non-profit organizations. Hunt asked if the board has ever discussed this issue and if there has been any background prepared by staff. She is reluctant to act on something that comes with no background material. Caranicas said she would support the motion because it offers possibilities that should be studied. Hilary agreed with Hunt that the board should have some background information on the ramifications of the decision before asking the Legislature to change the law. She would be concerned about owning anything because there are many liabilities related to ownership of anything and other issues arise, such as maintenance.

Hunt moved and Feess seconded:

That the Regional Transit Board lay over the issue of the agency's purchase of vehicles for Rideshare and Metro Mobility Programs until the next meeting and direct staff to prepare briefing material.

Ehrlichmann said this may be his last meeting and it is important that the board address this issue. The motion was unanimously approved.

There being no other business, Ehrlichmann moved and Campo seconded that the meeting be recessed. The motion was unanimously approved and the meeting was recessed until December 30, 1992.

RECONVENE

The meeting was reconvened on December 30, 1992. A quorum not being present, the meeting was immediately adjourned.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Legislative Committee meeting that was recessed on December 21, reconvened on December 28, recessed, and finally adjourned on December 30, 1992.

Respectfully submitted,

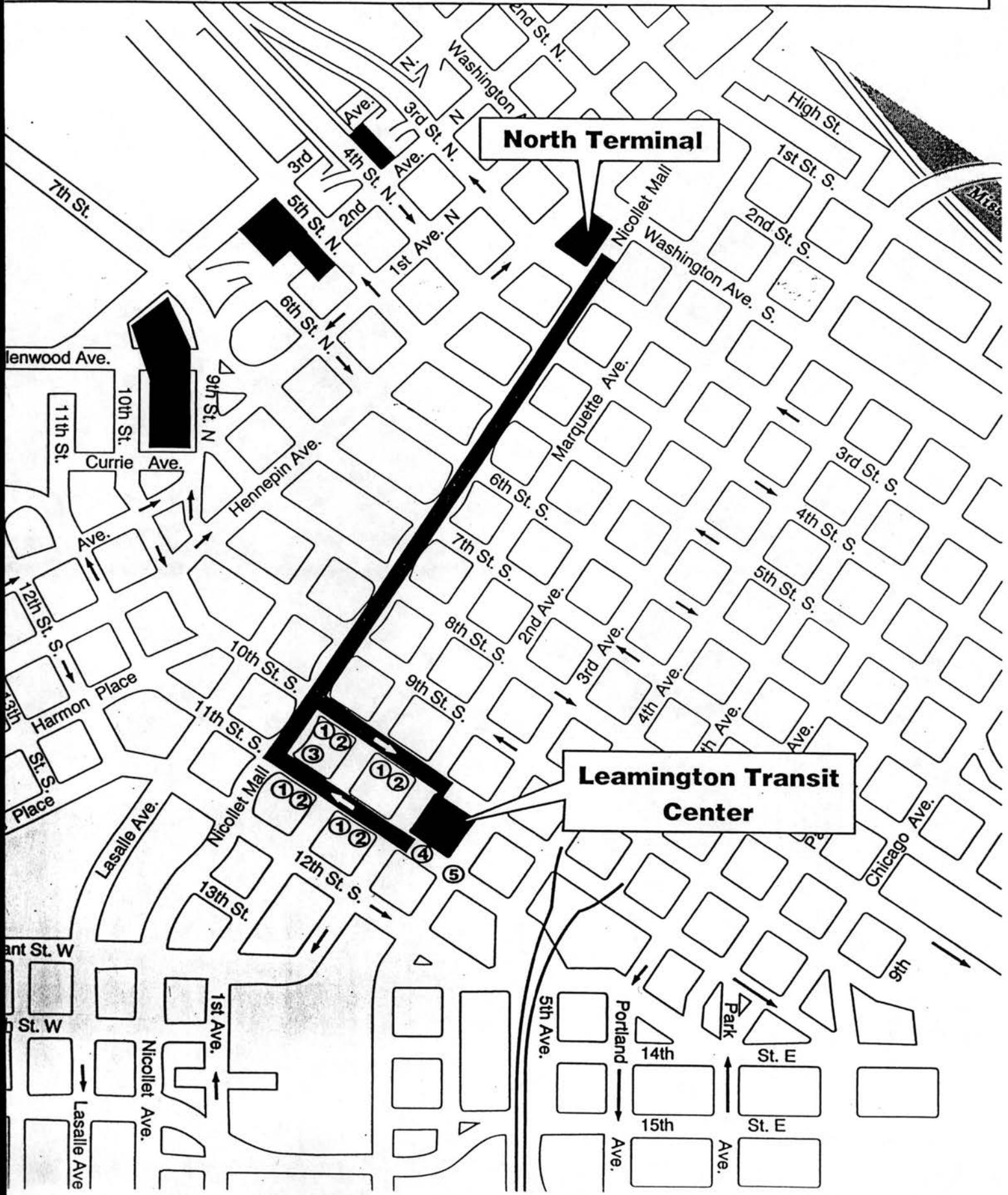
Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this nineteenth day of January 1993.

Nicollet Mall Shuttle

Peak Hours Only

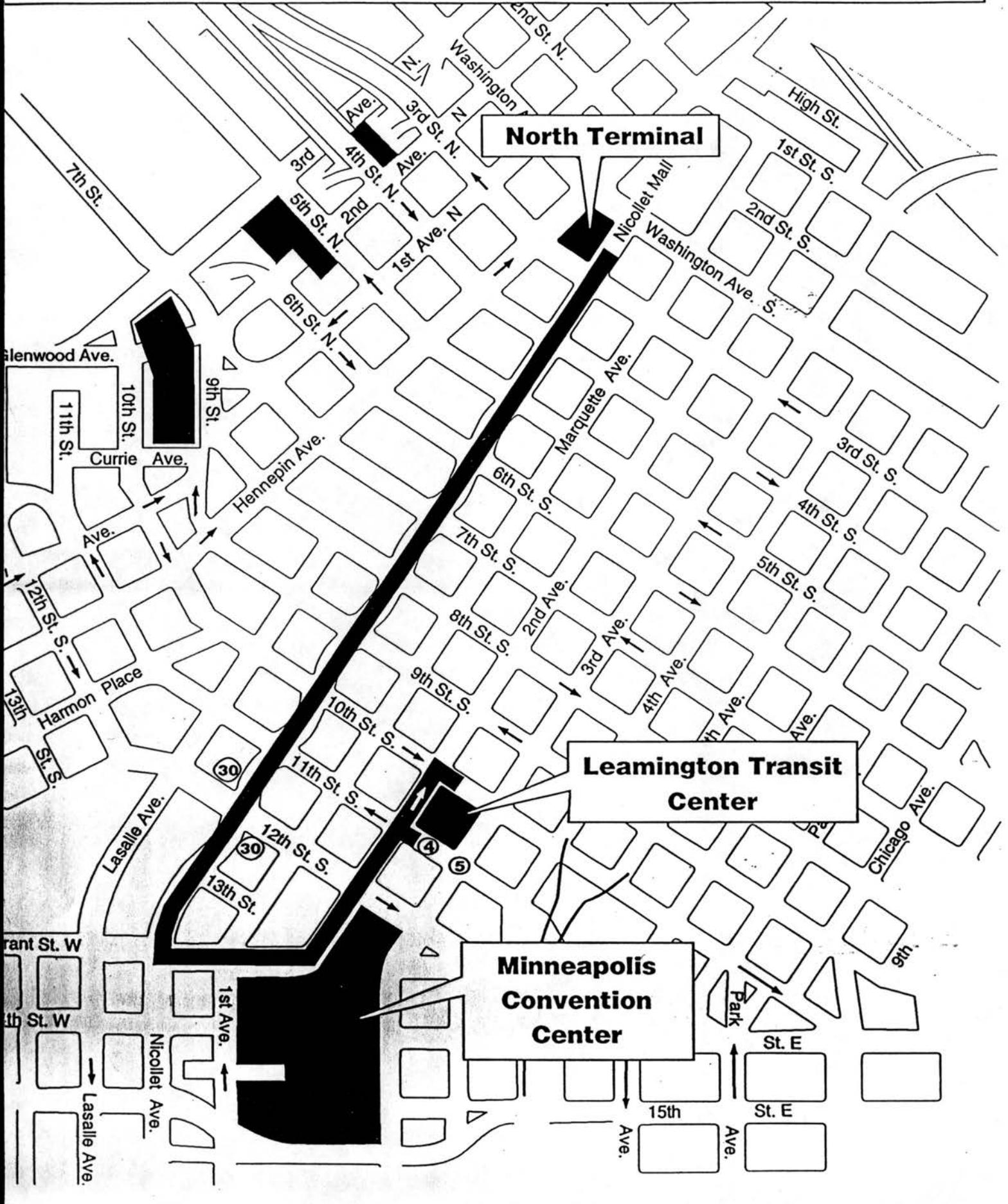
Map A-1



Nicollet Mall Shuttle

Off-Peak Hours Only

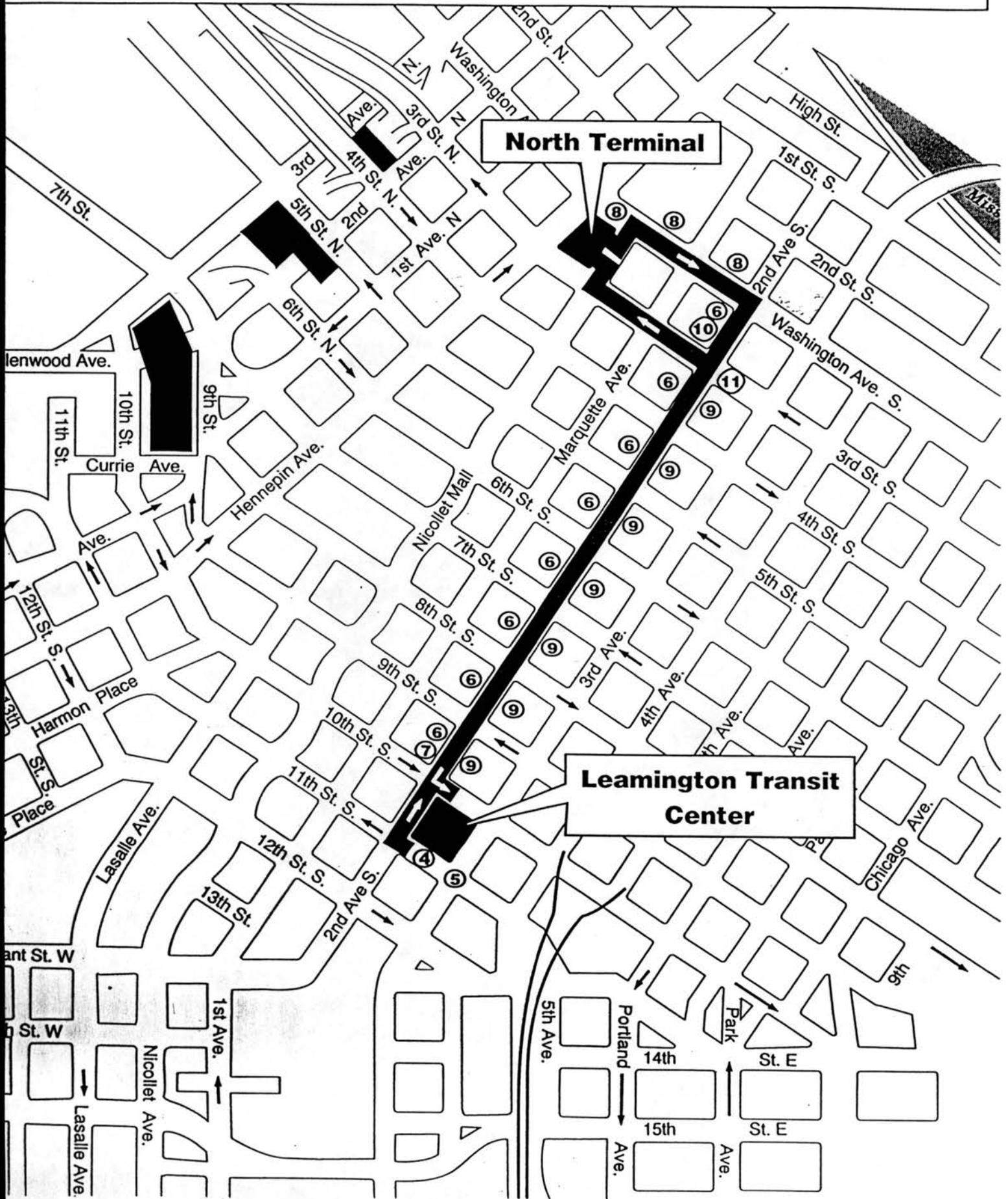
Map A-2



2nd Avenue Shuttle

Peak Hours Only

Map B



REGIONAL TRANSIT BOARD

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

DATE: January 18, 1993
TO: Chair and Members of the Regional Transit Board
FROM: Dave Jacobson, Senior Project Administrator *DJ*
Judith Hollander, Director of Planning and Programs *JH*
SUBJECT: Update on Metro Mobility Contract Negotiations

SUMMARY

The purpose of this memorandum is to provide an update of the last week's negotiation events as they relate to the Metro Mobility program. In addition, two amendments to the proposed 1993 contract are being recommended for implementation.

BACKGROUND

At last week's Administration and Finance (A&F) committee meeting of the Regional Transit Board (RTB), Judith Hollander provided the committee with an update on the Metro Mobility contract negotiations. Outlined in the memorandum to the committee was a description of the negotiation process to date. Since last week's A&F meeting, RTB staff and Metro Mobility providers met on Wednesday, January 13, for the purpose of working together in an attempt to develop a solution to the existing impasse.

At Wednesday's meeting with providers, and pending Board approval, it was recommended that volume locations list be moved back from December 15, 1992, as originally proposed in the contract, to July 1, 1992. Another recommendation was delaying trip assurance start-up from February 1, 1993, to March 1, 1993.

These two requests are staff supported because the unsigned providers have verbally agreed to operate the Metro Mobility program through the end of February. However, staff still strongly feels that the trip assurance program needs to be implemented during the term of the 1993 contract due to commitments of the ADA Paratransit Plan and legal counsel recommendations. In addition, we propose to direct the issue of trip assurance to the Transportation Accessibility Advisory Committee (TAAC) for their input on whether to delay implementation until additional funding is available or the program is restructured.

An additional proposal by providers included keeping the reimbursement rates the same plus adding the capital portion for vehicles for the term of the 1993 contract. Based on staff research, it is not possible to do this since the capital bonds were not identified for this use. This approach would be feasible only if the legislature makes a change in the bonding authorization and lifts the cap on Metro Mobility funding. Still, this is a very difficult and uncertain approach since additional funding wouldn't be available until June 1993.

Metro Mobility Contract
January 18, 1993
Page 2

Providers and staff are going to again meet on Thursday, January 21, to discuss any additional strategies to increase funding for the Metro Mobility program for the 1993 contract year.

RECOMMENDATIONS

- 1) That the Regional Transit Board amend the 1993 Metro Mobility contract to include the following items:
 - a) Push back the "freezing" of volume locations from December 15, 1992, to July 1, 1992; and
 - b) delay the implementation of the Trip Assurance Program from February 1, 1993, to March 1993.
- 2) That the Regional Transit Board direct discussion of the Trip Assurance Program to the Transportation Accessibility Advisory Committee for input on implementation.



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

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of January 11, 1993, The Administration and Finance Committee approved the following recommendations:

FINANCIAL STATEMENTS - NOVEMBER 1992

That the Regional Transit Board receive the November 1992 financial statements and direct that they be placed on file.

OTHER BUSINESS

Staff updated the committee on the Metro Mobility 1993 provider contract negotiations. A number of providers were present and they presented their concerns to the committee as well. No action was taken.

Jack Doolittle of John T. Doolittle & Associates, Inc. presented the Draft Final Report, Performance Audit of the Twin Cities Area Metropolitan Transit Commission. Mr. Doolittle will prepare and submit a report to the board discussing possible implementation strategies.

Ruth Franklin
Chair

mff
1/12/93