



Minnesota Regional Transit
Board: Records.

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

Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
Monday, April 5, 1993
4 p.m.

AGENDA

1. CALL TO ORDER AND ROLL CALL
2. APPROVAL OF AGENDA
3. APPROVAL OF MINUTES:
 - a. Administration and Finance Committee Meeting, March 8, 1993
 - b. Regional Transit Board Meeting, March 15, 1993
4. CHAIR'S REPORT
5. LEGISLATIVE REPORT
6. MEMBERS' REPORTS
7. EXECUTIVE DIRECTOR'S REPORT
8. REPORT OF THE COMMITTEE OF THE WHOLE
Val Higgins, Chair, Policy Committee
 - a. Review of St. Paul Cultural Area Trolley Service Concept
 - b. Final Recommendations for High Subsidy Routes: Metropolitan Transit Commission (MTC) St. Paul 35CH Weekday and MTC Minneapolis 44A Weekday
 - c. Final Recommendations for High Subsidy Route MTC St. Paul No. 10 Sunday Service: Options to Improve Current Performance.
9. OTHER BUSINESS
 - a. Resolution Ratifying Metro Council's Resolution Providing for Issuance of General Obligation Transit System Refunding Certificates of Indebtedness, Res. No. 93-04
10. PUBLIC COMMENT

John H. Riley
Chairman



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
April 5, 1993**

MEMBERS PRESENT: John H. Riley, Chair; Michael Beard; Sharon Feess; Ruth Franklin; Val Higgins; James Hovland; Ruby Hunt; Dennis Schulstad

MEMBERS EXCUSED: Doris Caranicas and Katherine Trummer

OTHERS PRESENT: Hak Soo Kim; Jennifer Nordahl; Don Ahern, St. Paul Pioneer Press; Allyson Hartle, Metropolitan Transit Commission; Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Suzanne Hanson, Sherry Munyon, Dale Ulrich, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The chair called the meeting to order at 4:15 p.m. and the secretary called the roll.

APPROVAL OF AGENDA

The chair asked that the order of the agenda be amended to allow people who had asked to testify to catch their buses. Feess so moved and Hunt seconded the motion, which was unanimously approved. Higgins moved and Beard seconded that the amended agenda be approved. The motion was unanimously approved.

REPORT OF THE COMMITTEE OF THE WHOLE

Policy Committee Chair Higgins reported on the Committee of the Whole meeting on March 29, 1993.

Review of St. Paul Cultural Area Trolley Service Concept

Higgins said no action is needed at this time. The board must decide if it wishes to get involved in this type of operation and asked for comment. Riley said this route could test the theory that people do not use transit during the day because they do not know where the bus comes from, goes to, and whether they can get back to work. Trains are less confusing because with fixed guideways, there is rarely confusion about where they will stop or how frequently they run. This project has some of the train's advantages but Riley questioned whether there is enough patronage in the cultural corridor along to support this type of service. There is, however, the genesis of a good idea. Downtown restaurants are dying while there are many people at the Capitol and across the river who are potential customers. If the concept were altered a little to serve those populations, it might work. He would like to get everyone to come in and talk it through. There is not enough precedent to develop good ridership projections on this. There is

great danger in advertising a "Cultural Corridor" because it will deter people who only want to get downtown. He questioned the source of on-going funding. This should be discussed at the committee level.

Hartle said MTC sees this as a way to increase ridership among the employees on the fringe of downtown by reducing their dependency on cars during the day. They may decide they do not need to drive to work. Riley added that he is concerned about the loss of shoppers downtown. There has to be a way to feed people into the infrastructure. Higgins said there is a time constraint--the chamber wants to start the service this spring. If RTB attaches too many restrictions and discusses it too much, time will pass and nothing will be accomplished. There is a possibility of running both systems. He asked if these are competing or complementary service. Riley said they should be complementary. He was struck that by the fact that the route of the trolley is right past Galtier Plaza and Town Square. He will try to assemble all the people involved and develop recommendations. Higgins moved and Riley seconded:

That the Regional Transit Board approve the concept of the Downtown Cultural Area Trolley as outlined in the staff report dated March 11, 1993 and direct staff to follow through on the proposal.

The motion was unanimously approved.

Final Recommendations for High Subsidy Routes MTC St. Paul 35CH Weekday

Using maps, Rosvold reviewed the proposed changes to the routes that would help bring them into compliance with the guidelines for passenger subsidy. The current subsidy for Route 35CH is \$6.70 per passenger and \$6.55 for Route 35H. Beard asked what the impact would be on White Bear Area Transit (WBAT). Rosvold said costs would shift, requiring budget and contract amendments. Hovland asked for the cost per day of the extra buses. Rosvold said he is seeking that information from MTC, but does not yet have it.

Jennifer Nordahl spoke against any change in the routes and distributed a petition signed by bus riders that she has circulated for the last two weeks. She said people do not like to use Park-and-Ride and the route change would require a long walk that would be especially difficult in the winter months. She recommended that a volunteer committee of riders be established. Nordahl recommended that there be one "H" bus and two "Cs." It would be acceptable to eliminate one route but she asked that "H" not be eliminated completely. The WBAT bus is not reliable. There are some new homes under construction that will generate new riders. Riley said that whatever is done, it is essential that riders have their own organization to help promote the service. The subsidies are very high. Nordahl said she will not transfer; it is up to MTC to get riders on the buses--they should have to go out to drum up business.

Hak Soo Kim said he began riding the bus this year and speaks for the riders in the White Bear area. He recommended finder's fees and picnics to encourage ridership.

Beard asked how long this process has gone on and when the public was first informed. Rosvold said a public meeting for the riders was held in October 1992. Tentative recommendations were developed which led to the public hearing. When routes are consolidated, people know that if they miss one bus, another will be coming, so the three trips on the same route would actually be beneficial. Hunt asked if the subsidy would be lower if the routes were consolidated and the same number of people rode. Rosvold

said MTC has been asked for costs on these and other alternatives. The loss of patronage is unknown. Responding to Riley, he said MTC is looking at the new mileage and estimated passenger impact, but RTB does not yet have the detailed information. Beard said this seems to be a plan that has an opportunity for brilliance. It appears the community shuttles would be held to a schedule. He would be inclined to support a trial run, but would prefer seeing the projected subsidy before taking action.

Higgins said this particular issue has been before the board for months. The board tried to accommodate people who would be affected and staff developed the most palatable plan possible. In view of the extremely high subsidy, the board should move ahead with the staff recommendation. The idea of door-to-door service for everyone is unrealistic. We provide the best we can to as many as we can.

Riley asked when the MTC cost information will be available. Hovland said the proposal appears to be generous and he questioned whether RTB can support that much service and strike a balance. Rosvold said MTC may supply the information in time for the next board meeting. Hunt moved and Franklin seconded that the issue of Route 35C and Route 35H be laid over to the next board meeting (April 19). The motion was unanimously approved.

Higgins asked that the next meeting not become a public hearing. Franklin agreed, but added that in this instance since there are so many new members it was appropriate to make an exception. Riley said that in the initial presentation the numbers were not available, which opened the door. He wants to know if the proposal will get us where we want to go. Responding to Andrews' question asking for clarification of staff direction, members said the other options should be costed out and the WBAT portion of those costs identified.

Responding to Schulstad's question, the chair said the MTC is responsible for execution and RTB is responsible for planning. MTC cannot be both the route planner and the dominant provider.

Final Recommendations for High Subsidy Route MTC Minneapolis 44A Weekday

Rosvold reviewed the staff recommendation. Franklin moved and Beard seconded:

That the Regional Transit Board approve the restructuring of MTC Minneapolis Route 44A weekday and MTC Minneapolis Route 44B weekday express.

The motion was unanimously approved.

Final Recommendations for High Subsidy Route MTC St. Paul No. 10 Sunday Service: Options to Improve Current Performance

Rosvold reviewed the third option. Hunt commended the staff for developing a solution for this route. She moved and Feess seconded:

That the Regional Transit Board direct that MTC St. Paul No. 10 Sunday service be restructured as outlined in the staff report dated March 11, 1993, by reducing hours of service and rescheduling trip times.

The motion was unanimously approved.

APPROVAL OF MINUTES

Franklin moved and Feess seconded approval of the Administration and Finance Committee meeting minutes of March 8, 1993. The motion carried unanimously.

Hunt moved and Franklin seconded approval of the minutes of the meeting of March 15, 1993. The motion was unanimously approved.

CHAIR'S REPORT

Riley said that in the past two weeks he and Munyon have attended 14 hearings. All proposed bills had to pass out of policy committees by Friday, April 2. The RTB policy bill and the MTC police bill made the deadline. The move to take paratransit away and set up a state-wide organization died, as did the DARTS bill. The Flynn and Orfield bills on governance are still viable. They no longer abolish the entire agency and have conformed to the original Metro Council bill. The board and commission are in jeopardy, which stems from the widespread belief that a board should not appoint a board that appoints a board.

Franklin said some members have requested a meeting to discuss governance. If the board members act as though they are not concerned, they could send a misleading message. The board should make some kind of decision on whether the proposals are good or bad and whether that should be conveyed to the Legislature. Beard and Riley agreed and Riley said the item will be on the agenda of the next meeting.

Higgins agreed that the chain of appointments is bad, but it is short-sighted to correct the situation by abolishing the boards. The issue is how effective the agencies are. The House bill calls for an elected Metro Council; the Senate does not. The authors of the funding bills are Senators Langseth and Chmielewski. Munyon said Senator Berglin's bill is now revised and, instead of prioritizing, it has a moratorium on 35W and an appropriation for construction of light rail in the central corridor. Another policy issue is the request of the Minneapolis Park Board for the prohibition of buses on Minneapolis parkways without a permit. They lost in court so they have taken the issue to the Legislature. The Senate has passed enabling legislation to allow joint powers communities to create Travel Demand Management organizations. Riley said there was a significant bill by Rep. Kelso, later killed, to reopen the opt-out issue. The increase in MTC's tort liability was also defeated. Munyon explained the proposal for a study of high speed busways. It missed the policy deadline but is scheduled for a hearing.

EXECUTIVE DIRECTOR'S REPORT

Andrews said the deadline for proposals responding the Request for Proposals for paratransit service coordination is April 6. Six or seven responses are expected.

McGladrey and Pullen has begun their audit of the agency. The State Department of Employee Relations has approved the RTB Affirmative Action report.

OTHER BUSINESS

Resolution Ratifying Metropolitan Council's Resolution Providing for Issuance of General Obligation Transit System Refunding Certificates of Indebtedness, Resolution No. 93-04

Ulrich reviewed the March 30 staff report. Franklin moved and Hunt seconded that the motion and resolution be approved. On a roll call vote, eight members voted to approve the resolution; none opposed. The motion and resolution carried unanimously.

There being no other business, Feess moved and Beard seconded that the meeting be adjourned. The motion carried 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 April 5, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this third day of May 1993.

2/1/92

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: March 29, 1993 *April 5, 1993*

Member Name Present Vote Vote Vote Vote Vote Vote Vote

ISSUE

93-04

John Riley

✓

Y

Michael Beard

✓

Y

Doris Caranicas

Sharon Feess

✓

Y

Ruth Franklin

✓

Y

Val M. Higgins

✓

Y

James Hovland

✓

Y

Ruby Hunt

✓

Y

Tom Sather

Dennis Schulstad

✓

Y

Katherine Trummer

no.

Visitors

Staff

M. Robertson, Arnie Entzel, Carol Kummer, Bonnie _____

~~GLA. JN. HB. EK. SH. SM. MF. JF. DJ. LS. MO.~~

Featherstone, Geroge Bentley, *Harold* _____

dw

Hah Soo Kim, Don Ahern _____

Jennifer Nordahl _____



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

REPORT OF THE COMMITTEE OF THE WHOLE

At its meeting of March 22, 1993, the committee approved the following recommendations:

REVIEW OF ST. PAUL CULTURAL AREA TROLLEY SERVICE CONCEPT

That the Regional Transit Board approve the concept of the Downtown Cultural Area Trolley as outlined in the staff report dated March 11, 1993 and direct staff to gather more information and present it to the Administration and Finance Committee at its next meeting.

FINAL RECOMMENDATIONS FOR HIGH SUBSIDY ROUTES MTC ST. PAUL 35CH WEEKDAY AND MTC MINNEAPOLIS 44A WEEKDAY

That the Regional Transit Board:

1. Approve the restructuring of MTC St. Paul Route 35C and Route 35H to: combine into a common route path, operate three bus trips during each peak period, utilize the Maplewood Mall park and ride lot, and coordinate with shuttle services at White Bear Lake City Hall with the existing provider under contract to White Bear Area Transit Commission.

Direct the Metropolitan Transit Commission to report the operating savings resulting from elimination of on-peak period buses on St. Paul Routes 35CH.

Request White Bear Area Transit Commission (WBAT) to enter into negotiations with the existing provider of WBAT services to provide peak-hour shuttle services in White Bear Lake and White Bear Township coordinated to MTC express services.

2. Approve the restructuring of MTC Minneapolis Route 44A and MTC Minneapolis Route 44A weekday express.

FINAL RECOMMENDATIONS FOR HIGH SUBSIDY ROUTE MTC ST. PAUL NO. 10 SUNDAY SERVICE: OPTIONS TO IMPROVE CURRENT PERFORMANCE

That the Regional Transit Board direct that MTC St. Paul No. 10 Sunday service be restructured as outlined in the staff report dated March 11, 1993, by reducing hours of service and rescheduling trip times.

OTHER BUSINESS:

Members also reviewed the Washington County Transit Planning Study and the Fiscal Year 1993-1994 transit research programs that the University of Minnesota's Center for Transportation Studies has proposed for funding by the RTB.

**Val M. Higgins
Chair
Policy Committee**

mff
3/24/93

REGIONAL TRANSIT BOARD

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

DATE: March 30, 1993
TO: Chair and Members, Regional Transit Board
FROM: Dale Ulrich, Comptroller
SUBJECT: Resolution to Ratify Bond Sale

SUMMARY

Passage of the attached resolution is a necessary step to complete the sale of \$7,780,000 general obligation transit system refunding certificates, Series 1993B.

BACKGROUND

The sale of the refunding bonds was recommended by financial consultants to the Metropolitan Council and was officially requested by the Regional Transit Board on March 16, 1993. The bonds were sold on March 25.

The issue was rated Aaa by Moody's, AAA by Standard and Poor's. Four bids were received on the sale of the certificates, ranging from the winning, true interest cost of 4.46% to the highest, 4.57%. The winning bid was made by a consortium of Chemical Securities, Inc., First Chicago Capital Markets Inc., and Hutchinson, Shockey, Erley & Company.

The original bonds were sold in May, 1988 at a 6.67% net interest rate. The estimated present value of the savings of the refunding is \$348,000, net of the costs of the sale.

RECOMMENDATION

That the Regional Transit Board adopt the ratifying resolution.

Resolution No. 93-04

**RATIFYING RESOLUTION OF METROPOLITAN COUNCIL
PROVIDING FOR ISSUANCE OF GENERAL OBLIGATION TRANSIT
SYSTEM REFUNDING CERTIFICATES OF INDEBTEDNESS,
SERIES 1993B, AND RELATED MATTERS**

WHEREAS, The Metropolitan Council (the "Council") by Resolution No. 1993-17 (the "Bond Resolution") accepted bid on sale of \$7,780,000 General Obligation Transit System Refunding Certificates of Indebtedness, Series 1993B; and

WHEREAS, The Regional Transit Board (the "Board") is required to comply with certain covenants set forth in the Bond Resolution.

NOW, THEREFORE, BE IT RESOLVED:

by the Regional Transit Board that the Board hereby ratifies, affirms and approves the Bond Resolution and agrees to be bound by all provisions therein relating to the Board.

Adopted this fifth day of April 1993.

John H. Riley
Chair

Mary Fitzgerald
Secretary



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
March 8, 1993**

MEMBERS PRESENT: Ruth Franklin, Chair; Doris Caranicas; Tom Sather

MEMBERS EXCUSED: Sharon Feess

OTHERS PRESENT: Maryann Campo, RTB Member; Morgan Grant, Transportation Accessibility Advisory Committee; Emil Brandt and Connie Kozlak, Metropolitan Council; Arnie Entzel, Amalgamated Transit Union; George Bentley, Opt-Out Communities; Gregory L. Andrews, Judy Hollander, Dale Ulrich, Robert Dietrick, Clete Luberts, Gerri Sutton, Dan Murray, Mike Opatz, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

Committee Chair Franklin called the meeting to order at 4:05 p.m. and roll was taken.

APPROVAL OF AGENDA

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

DECEMBER 1992 UNAUDITED FINANCIAL STATEMENTS

Sutton distributed the preliminary financial statements. They indicate a year-end total fund balance of \$4.8 million, including a year-end fund balance of \$156,500 for the Metro Mobility Program. Caranicas commented that the favorable fund balance in the Metro Mobility account indicates that some people are not getting service. Franklin said that will probably change when the Trip Assurance program is reinstated. Caranicas moved and Sather seconded:

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

The motion carried unanimously.

I-35W ENVIRONMENTAL ASSESSMENT THIRD LANE/HIGH OCCUPANCY VEHICLE (HOV) LANE PROJECT

Eiler used a map to explain the project and discussed her February 23, 1993 memorandum. The matter is presented now because the deadline for comment is March 15. Responding to Franklin, Brandt said the Transportation Advisory Board (TAB) has already commented on the proposal and will not review it again. Eiler said the plan

does not include a new bridge. The lanes on the bridge will be re-stripped, narrowing the present lanes, and the shoulder will be used to create the new HOV lane. Sather moved and Caranicas seconded:

That the Regional Transit Board approve the Findings and Conclusions in the February 23, 1993 staff report as the board's comments on the I-35W Third Lane/High Occupancy Vehicle Lane Project Environmental Assessment and direct that they be submitted to the Metropolitan Council and the Minnesota Department of Transportation.

The motion carried unanimously.

1993 PROVIDER CAPITAL FUNDING AND CONTRACTS

Nelles pointed out that a revised staff report, dated March 8, 1993, had been distributed before the meeting. Sather moved and Caranicas seconded:

That the Regional Transit Board approve the 1993 capital funding and authorize the executive director to enter into capital contracts with the following providers in amounts not to exceed:

Human Services Incorporated (HSI)	\$24,168
Dakota Area Resources and Transportation for Seniors (DARTS)	\$75,480

The motion carried unanimously.

SOUTHWEST METRO TRANSIT COMMISSION 1992 BUDGET AMENDMENT

Opatz reviewed the February 22, 1993 staff report. Southwest is seeking an amendment to its 1992 contract to reflect changes to the management plan and budget. The amendment reflects increased costs to promote Mall of America and reverse commute service and lower than projected ridership revenue. Sather moved and Caranicas seconded:

That the Regional Transit Board authorize its executive director to amend the Southwest Metro Transit 1992 contract (Contract No. 91/18/11-16) by \$110,377 from \$1,352,623 to \$1,463,000.

The motion carried unanimously.

REQUEST FOR PROPOSAL (RFP) FOR AGENCY ANNUAL AUDIT SERVICES

Ulrich reviewed the February 26 staff report. The current three-year contract for audit services with McGladrey and Pullen will expire when the 1992 audit of RTB financial records is completed. Past practice has been to issue an RFP every three years. Sather moved and Caranicas seconded:

That the Regional Transit Board authorize the executive director to issue a Request for Proposal for audit services for the annual Regional Transit Board financial audits for the three years beginning with 1993.

The motion carried unanimously.

1993 RTB PERSONNEL CODE

Dietrick reviewed the March 1 staff report. Responding to questions, he said RTB is required to report to the Legislature annually on its personnel practices. The revised code does not contain any major policy or benefit changes and most of the changes are made to conform with federal and state law. In general, the code conforms with codes of the Metropolitan Council and other metro agencies. Severance pay is paid only to unclassified employees. The total annual sick leave is unchanged, but the practice of granting all of it at the first of the year has been abolished. Sather moved and Caranicas seconded:

That the Regional Transit Board adopt the updated and revised 1993 Personnel Code.

The motion carried unanimously.

REQUEST TO ISSUE REFUNDING BONDS, RESOLUTION NO. 93-04

Ulrich reviewed the March 2 staff report. In order to achieve savings made possible by the current low interest rates, staff is seeking approval to begin the process of selling general obligation bonds to refund the unpaid principal amount of bonds sold by the board in 1988. Statute requires that the actual sale of bonds be arranged for by the Metropolitan Council. Caranicas moved and Sather seconded:

That the Regional Transit Board request the Metropolitan Council to issue \$7,825,000 of bonds to refund the remaining balance of the 1988B issue.

The motion was unanimously approved.

OTHER BUSINESS

Information on the Governor's Supplemental Budget, released last week, and a tracking sheet on legislation was distributed.

Andrews said MTC has requested \$13 million from their \$44 million bonding authority with a sale in May. The formal request will come to the Administration and Finance Committee shortly.

Franklin recommended that the board meet in Committee of the Whole until new members have been appointed. She congratulated Tom Sather on his appointment as interim chief administrator of MTC.

Sather said MTC has very committed people who are operating in what they believe is in the best interest of transit and the public and he hopes to help bridge the gap until a new administrator is found. He recommended that MTC and RTB resume their joint meetings.

Sather said he has talked with the chairs of the Metro Council and the RTB about his interest in continuing to serve on the board. Since a conflict might be construed if he remains on the board and serves at the MTC, he will request a leave of absence from his duties as a member of the board until the council makes its appointments.

There being no other business, Sather moved and Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 4:53 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 March 8, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this fifth day of April 1993.



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
March 15, 1993**

MEMBERS PRESENT: John H. Riley, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val Higgins; Ruby Hunt

MEMBERS EXCUSED: Tom Sather

OTHERS PRESENT: Carol Kummer, Metropolitan Council Liaison to RTB, Mike Robertson, Legal Counsel; Arnie Entzel, Amalgamated Transit Union; Connie Kozlak and Karen Lyons, Metro Council; Gregory L. Andrews, Judy Hollander, Stephanie Eiler, Howard Blin, Suzanne Hanson, Sherry Munyon, Mike Opatz, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

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

APPROVAL OF AGENDA

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

APPROVAL OF MINUTES

Higgins moved and Feess seconded approval of the minutes of the Policy Committee meeting of February 22, 1993. The motion was unanimously approved.

Campo moved and Caranicas seconded approval of the minutes of March 1, 1993. The motion was unanimously approved.

CHAIR'S REPORT

Riley reported on the transit funding bill. Bipartisan efforts are being made in the Senate to develop a bill that both caucuses can approve. The details are less important than the fact that high-ranking legislators are working toward meeting the need for transit funding. They are considering a gas tax increase for highways and Motor Vehicle Excise Tax (MVET) dedication for transit, but they do not yet have a bill written. What happens in the House depends upon what the Senate does.

Last week the chair spent three days at a seminar in Washington that dealt with how to leverage public funds in subsidized projects such as transit, light rail and high speed rail. It was intense and very instructive. Riley also met with Secretary Pena of the U. S. Department of Transportation. The modal agencies are still being managed by senior-level civil servants. They expect it will be two more months before Clinton Administration appointees are in place.

Early this month an interim replacement had to be found for Mike Christenson, who resigned as chief administrator of the Metropolitan Transit Commission. The commissioners selected Tom Sather, who has taken a 90-day leave from his business to serve at MTC. If a local search for a chief administrator is not successful, a national search will be conducted. Since Mr. Sather has been a member of the Regional Transit Board, Riley said he expects that this will forge a closer working relationship between the two agencies.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Committee Chair Franklin reported on the committee meeting of March 8, 1993.

DECEMBER 1992 UNAUDITED FINANCIAL STATEMENTS

Franklin moved and Caranicas seconded:

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

The motion was unanimously approved.

I-35W ENVIRONMENTAL ASSESSMENT THIRD LANE/HIGH OCCUPANCY VEHICLE (HOV) LANE PROJECT

Franklin moved and Caranicas seconded:

That the Regional Transit Board approve the Finding and Conclusions in the February 23, 1993 staff report as the board's comments on the I-35W Third Lane/High Occupancy Vehicle Lane Project Environmental Assessment and direct that they be submitted to the Metropolitan Council and the Minnesota Department of Transportation.

The chair asked Stephanie Eiler to make a brief presentation on this project. Hunt asked if, after the Environmental Assessment is completed, the Minnesota Department of Transportation (Mn/DOT) will start construction on the temporary third lane. Is there space to do it now? Riley said Mn/DOT always viewed this project as separate from I-35W. It was in the 1992-1993 construction budget and funds were programmed. Only two pieces of additional land had to be acquired to accomplish it. The suburban communities consider this to be their number one priority. They understand that most suburban-generated vehicular traffic splits off at 494. The temporary third lane would address Representative Connie Morrison's primary concern. It could have been built years ago, but I-35W has caught up with it. There have been some efforts to hold this hostage for a commitment to build LRT. The Minneapolis City Council passed a resolution urging that the third lane project not be commenced until the full 35W Environmental Impact Statement (EIS) is completed. Mayor Fraser vetoed that measure because the project will reduce congestion and because he dislikes hostage tactics. So far there has not been an effort to override the veto, but that may happen. Riley said he hopes no one gets into this kind of hostage legislating. We should stay with the process of endorsing the main project, which is very transit-oriented. This third lane will help a great deal and should be considered a separate project. One of the reasons people will not ride buses is the perception that buses are too slow. This would help correct that.

Franklin said that when this project came to the Transportation Advisory Board as part of the Transportation Improvement Program, some officials from Anoka County and from Minneapolis opposed it, but it was narrowly approved.

Riley reported on a recent Women in Transportation Seminar (WTS) meeting that featured Rep. Morrison and Senator Flynn. Both lawmakers went out of their way to make sure that there were no fireworks. The truth is, we need both projects.

Responding to Higgins' question, Eiler said this is an interim project to get a bus and HOV lane for this portion of 35W and eventually into Minneapolis. The motion was approved (Campo abstained).

1993 PROVIDER CAPITAL FUNDING AND CONTRACTS

Franklin moved and Campo seconded:

That the Regional Transit Board approve the 1993 capital funding and authorize the executive director to enter into capital contracts with the following providers in amounts not to exceed:

Human Services Incorporated (HSI)	\$24,168
Dakota Area Resources and Transportation for Seniors (DARTS)	\$75,480

The motion was unanimously approved.

SOUTHWEST METRO TRANSIT COMMISSION, 1992 BUDGET AMENDMENT

Franklin moved and Campo seconded:

That the Regional Transit Board authorize its executive director to amend the Southwest Metro Transit 1992 contract (Contract No. 91/18/11-16) by \$110,377 from \$1,352,623 to \$1,463,000.

The motion was unanimously approved.

REQUEST FOR PROPOSAL FOR AGENCY ANNUAL AUDIT SERVICES

Franklin moved and Feess seconded:

That the Regional Transit Board authorize the executive director to issue a Request for Proposal for audit services for the annual Regional Transit Board financial audits for the three years beginning with 1993.

The motion was unanimously approved.

1993 RTB PERSONNEL CODE

Franklin moved and Feess seconded:

That the Regional Transit Board adopt the updated and revised 1993 Personnel Code.

The chair said this document was very well done; however, there are two minor points that should be clarified.

On Page 13, Item (4) states, "Sick leave shall also be granted for absence necessitated by illness of the employee's spouse, minor or dependent children...for such periods as the employee's presence is necessary." This could be construed to mean the employee would be paid sick leave for whatever time is necessary. He suggested clarifying the intent by deleting "shall" and saying "...sick leave may also be used...." Higgins moved and Hunt seconded:

That the 1993 Personnel Code, Page 13, Item (4) be amended as follows:

Sick leave *may* also be used for absence necessitated by illnesses of the employee's spouse, minor or dependent children, or parent living in the household of the employee for such periods as the employee's presence is necessary.

Franklin asked if this would mean sick leave can be used even if the employee has not accrued sick leave. Riley said it does not. The original wording seemed to mandate granting sick leave regardless of whether enough leave has been earned. That was not the staff's intent. The code should clarify that sick leave can be used for that purpose only if it has been previously earned.

Caranicas asked how this compares with the Metropolitan Council's policy. Andrews said the council sets a model code to which other agencies must conform. This code has not been updated since 1986. There have been some statutory changes that must be incorporated into the RTB code. Riley said if this ambiguity is in the council's code their code should be changed.

Regarding use of sick leave to attend a funeral (Page 13, Item (6)), Riley said it is important that the leave be agreed to prior to departure and that it be for a reasonable time. He recommended:

That the 1993 Personnel Code, Page 13, Item (6) be amended as follows:

"To attend the funeral of a relative of the employee or the stepchild, parents or grandparents of the employee's spouse, for a reasonable period approved *by the employee's supervisor*...including necessary travel time.

Hunt so moved and Caranicas seconded the motion, which was unanimously approved. approval of the 1993 Personnel Code, as amended. The motion was unanimously approved.

REQUEST TO ISSUE REFUNDING BONDS

Franklin moved and Feess seconded:

That the Regional Transit Board request the Metropolitan Council to issue \$7,825,000 of bonds to refund the remaining balance of the 1988B issue.

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

OTHER BUSINESS

The chair said that some members have suggested that since there are several vacancies on the board it would be easier to make a quorum if the standing committees

meet as Committees of the Whole until the new members are appointed. Kummer said the council expects to make the appointments on March 25, 1993.

Franklin asked if a meeting is planned for the fifth Monday of March. Riley said the meeting schedule should be maintained and agreed that this is a good time to hold some sessions on funding and governance. Higgins asked when a meeting of the Committee of the Whole is declared. Riley said it would have to be announced in advance in the same way as any other standing committee. Franklin moved and Feess seconded:

That the Regional Transit Board's standing committees will meet as Committees of the Whole for a period of 90 days.

Campo said that in the past when new members joined the board they were encouraged to attend as many meetings as possible to keep abreast of issues before the board. Riley clarified that for the next 90 days all standing committees of the board will function as Committees of the Whole. Those committees will continue to be chaired by their current chairs. Since Member Sandra Hilary has resigned, Riley moved:

That Val Higgins be named Chair of the Policy Committee for 90 days.

Feess seconded the motion and it was unanimously approved.

The chair read Tom Sather's letter into the record. In the letter, Sather requests a leave of absence from the board in order to avoid a possible conflict of interest that could arise as a result of his having been appointed Interim Chief Administrator of the Metropolitan Transit Commission. Hunt moved and Franklin seconded:

That the Regional Transit Board grant Tom Sather a leave of absence from his duties as a member of the Regional Transit Board for 90 days or until the Metropolitan Council appoints a replacement, whichever occurs first. The leave of absence is effective on March 9, 1993.

The motion was unanimously approved.

Feess said she strongly supports holding joint meetings with the Metropolitan Transit Commissioners and would like them to continue. She asked that a joint meeting be scheduled shortly after new members join the board.

Hunt said Rep. Irv Anderson is holding a hearing in Washington County on how public officials view the Metropolitan Council. He has already heard from the West Metro Area.

There being no other business, Higgins moved and Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 5:10 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of March 15, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this fifth day of April 1993.

TO: REGIONAL TRANSIT BOARD

DATE: APRIL 5, 1993

Following people demand that the MTC St. Paul Route 35H be continued with no alteration to the route.

NAME	ADDRESS	PHONE (optional)
HAK SOO KIM	3803 HILL AVE WHITE BEAR LAK, MN 55110	429-1187
Loeffler Yvonne	1920-10 th St. W.B.L	429-9274
Lou Skaar	5683 Jenni Lane, WBL	298-7846
Carey Larson	4721 Shavon Ln. WBL	426-4318
Dan Clark	3195 Midland WBL	
Mary Castellano	4204 N. Hazel W.B.L.	429-1222
Karen Hansen	1850 Birch St WBL	426-4133
Lue Eletcher	1003 Berwood Ave, Vadna's Hk	483-6562
Jolene Pitt	22424 Luan Ct. N, Forest Lake	464-2340
Anne Weber	1765 E CORDE, WHITE BEAR LK	779-7516
Susan Hilber	2230 Forest Lk WBL	429-9119
Judy Nordmark	3560 Angus Circle WBL	770-5235
Victoria Sherrill	3920 Hoffman Rd	653-5861
Jerry Kaluga	2213 Lakeview Blvd.	

TO:

REGIONAL TRANSIT BOARD

DATE: APRIL 5, 1993

Following people demand that the MTC St. Paul Route 35H be continued with no alteration to the route.

NAME	ADDRESS	PHONE (optional)
Mal D Myers	1907 Birch St WBL, MN	
Judy LaVerne	19225 Lakewood Marine Mn	
Patt Blumen	5060 Bald Eagle Dr White Bear Lk	
Bob Oll	5922 Otter Lake Trail White Bear Lk	
Elizabeth Schwartz	4920 Georgia Ln White Bear Lk	
Mary Seibel	2552 8 St White Bear Lake, MN	
Georgia Manette	1740 4th St. WBL, MN.	
David McMahan	4757 Fisher Dr. White Bear Twp, Minn	
Shirley Schuster	4928 GEORGIA LN WBL MN 55110	
Denise Krueger	1819 5th St WBL	
Mary Kostar	100 West Forest St Paul	
Joann Garner	918 E 6th St Paul.	
Marlene Fink	2095 Dottie Drive WBL	
Mary H.	4742 Otter Lake Rd.	

TO: REGIONAL TRANSIT BOARD

DATE: APRIL 5, 1993

Following people demand that the MTC St. Paul Route 35H be continued with no alteration to the route.

NAME	ADDRESS	PHONE (optional)
Bob LeMond S	1865 CT & Rd F White Bear Lake	853-8781
Jayson VanBeek	1620 7th Street White Bear Lake	426-8974
Trista Nelson	1620 9th St White Bear Lake	426-8974
Sing Joslyn	1734 Stillwater St. WBL.	297-8607
Bea Schneider	1925 Lakeside WBL	429-5147
Dianne K Abbott	1838 4th St. WBL	429-8062
Darlene Sandt	2100 Ronald W.B.L	429-2844
Cynthia L. Boon	51 Wildridge Rd Mahomet	733-3622
Jennifer Nordahl	3725 Highland WBL	426-0251
Janice Braun	3655 Midland Ave WBL	429-2828
Mary Santi	5935 Otter Lake Rd	426-5151
Sandra Lewis	5426 Essex Ct	429-2075
Bob Kren	1288 Ogden CT	426-7981
Paula Mills	3721 Highland Ave #301	429-8698

