



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 19, 1993  
4 p.m.**

**AGENDA**

- 1. CALL TO ORDER AND ROLL CALL**
- 2. APPROVAL OF AGENDA**
- 3. APPROVAL OF MINUTES:**
  - a. Committee of the Whole Meeting, March 22, 1993
  - b. Committee of the Whole Meeting, March 29, 1993
- 4. REPORT OF THE TRANSPORTATION ACCESSIBILITY ADVISORY COMMITTEE**  
(Morgan Grant, Chair)
- 5. CHAIR'S REPORT**
- 6. LEGISLATIVE REPORT**
- 7. MEMBERS' REPORTS**
- 8. EXECUTIVE DIRECTOR'S REPORT**
- 9. REPORT OF THE COMMITTEE OF THE WHOLE**  
Ruth Franklin, Chair, Administration and Finance Committee Committee
  - a. Financial Statements-January and February, 1993
  - b. Audit Committee Report
  - c. Request to Metropolitan Council to Initiate Issuance of General Obligation Transit Bonds
  - d. ADA Paratransit Eligibility Field Test
  - e. Revised Agency Travel Policies
  - f. 1993 RTB Messenger Newsletter Contract
- 10. OTHER BUSINESS**
  - a. Final Recommendations for High Subsidy Route, Metropolitan Transit Commission St. Paul 35CH
  - b. Metro Governance Discussion
- 11. 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 19, 1993**

**MEMBERS PRESENT:** John H. Riley, Chair; Michael Beard; Morgan Grant; Sharon Feess; Ruth Franklin; Val Higgins; James Hovland; Ruby Hunt; Katherine Trummer

**MEMBERS EXCUSED:** Dennis Schulstad

**OTHERS PRESENT:** Carol Kummer, Metropolitan Council Liaison to RTB, Mike Robertson, Legal Counsel; Tom Sather and Allyson Hartle, Metropolitan Transit Commission; Hak Soo Kim and Jennifer Nordahl; Gregory L. Andrews, Judy Hollander, Howard Blin, Suzanne Hanson, Dale Ulrich, Debra Nelles, Dave Jacobson, Mike Opatz, Mary Fitzgerald, RTB staff

**CALL TO ORDER AND ROLL CALL**

The meeting was called to order at 4:05 p.m. The chair explained that he would have to leave almost immediately because the Senate Tax Committee was holding a crucial hearing, followed by a House hearing that was expected to adjourn by 10 p.m. Riley asked that the order of the agenda be amended to allow immediate action on the transit bonds.

**OATH OF OFFICE**

The chair introduced Morgan Grant, the newest member of the board, and administered the Oath of Office.

**CHAIR'S REPORT**

The chair again apologized for having to leave, but the tax hearing deadline is very close, and he has been invited to testify on transit issues. He thanked Katherine Trummer, whose term ends April 20, for her service. Trummer said she would be very happy to serve as a volunteer.

**Request to Metropolitan Council to Initiate Issuance of General Obligation Transit Bonds**

Feess moved and Hunt seconded:

That the Regional Transit Board request that the Metropolitan Council issue \$20,000,000 of General Obligation Transit bonds. Of this amount, \$13,000,000 shall reduce the Metropolitan Transit Commission's remaining 1992 legislative authorization and \$7,000,000 shall reduce the Regional Transit Board's remaining 1992 legislative authorization.

On a roll call vote, the motion was unanimously approved.

The chair was excused and Vice Chair Franklin assumed the chair.

**APPROVAL OF AGENDA**

Feess moved and Beard seconded approval of the amended agenda. The motion carried unanimously.

**APPROVAL OF MINUTES**

Higgins moved and Hunt seconded approval of the minutes of the Committee of the Whole meetings of March 22 and March 29, 1993. Hunt noted that she had also taken the Oath of Office on March 29. With that correction, the minutes were unanimously approved.

**REPORT OF THE TRANSPORTATION ACCESSIBILITY ADVISORY COMMITTEE (TAAC)**

Grant reviewed the committee's report of its April 14, 1993 meeting. He explained that over the past few years there has been a tremendous problem with providers unwilling to transport people in three-wheelers because of the potential liability. Some of the manufacturers of the three-wheel scooters state that it is unsafe to sit in them while in a moving vehicle, but the Americans with Disabilities Act (ADA) does not allow discrimination against people on the basis of their "common" mobility devices. The committee recommended that rides be denied only if there is a capacity constraint, which will not comply with ADA regulations. TAAC would like the board to adopt that policy or go further and try to resolve the problems. Franklin asked staff if the recommendation will go to the Policy Committee or come directly to the board; the members have nothing in writing and no background information has been presented to them. Higgins said this should be referred back to the Policy Committee. If RTB directs providers to transport three-wheelers when the manufacturer says it is unsafe, we will put them in an untenable position. Andrews suggested that both items be placed on the agenda of the next Committee of the Whole. Hovland so moved; Beard seconded:

That the Regional Transit Board refer the issues of transportation of riders who use three-wheel scooters and visitor certification to the Policy Committee of the Whole.

Franklin asked if the TAAC comments regarding the ADA Paratransit Eligibility Field Test have been incorporated in the contract. Jacobson said they will be included. The motion was unanimously approved.

**LEGISLATIVE REPORT**

Andrews noted that an updated report has been distributed. Beard asked what the board's reason was for opposing Representative Kelso's Opt-Out bill. Andrews said the board did not take a formal position. The bill would open up the program to a broader number of communities and run counter to the Vision's goals of bringing communities in and it would cause further erosion of the property taxes needed to maintain the rest of the system. There were approximately 20 more communities that would have been eligible to opt-out. He explained the current status of the House and Senate funding bills.

Beard asked if the board will have input on the proposed redistricting. Andrews said it is obvious the bills will be conferenced out and it would be helpful for members to discuss it with their legislators.

### **MEMBERS REPORTS**

Andrews informed the board that Handicapped Transport System (HTS) unexpectedly stopped providing RTB's paratransit service on April 16. Jacobson reviewed his report on the situation, dated April 19, 1993. Grant asked that staff determine how many communities will be reduced to one provider and report to the board at the next meeting. This is a critical issue for consumers since it narrows their options. Under the Trip Assurance program, riders are not getting rides at the times they need. Responding to Hovland's questions about the upcoming restructuring of the paratransit service, Jacobson said staff is considering some options. The efforts to find new providers have not been fruitful. Interviews are scheduled for the new systems coordinator, who may be able to help develop some solutions. Franklin asked if there is a possibility that there will not be enough vehicles available. Jacobson said staff attempted to lease vehicles from National. There are some problems in capacity. Higgins said these smaller providers may become subcontractors for the four companies selected to provide the service under the restructured system--they will not be completely frozen out. Franklin said that during the summer months many of the school districts have lift-equipped vehicles available and it may be possible to make some arrangements to use those vehicles. Andrews said the reference in the HTS letter to being unable to collect certain funds referred to another organization with which they did business, not to RTB.

### **REPORT OF THE COMMITTEE OF THE WHOLE**

Administration and Finance Committee Chair Franklin reported on the Committee of the Whole meeting of April 12, 1993.

#### **Financial Statements-January and February 1993**

Feess moved and Beard seconded:

That the Regional Transit Board receive the January and February 1993 unaudited financial statements and direct that they be placed on file.

The motion was unanimously approved.

#### **Audit Advisory Committee Report**

Beard moved and Feess seconded:

That the Regional Transit Board approve the Audit Advisory Committee report dated March 18, 1993.

The motion was unanimously approved.

#### **Americans with Disabilities Paratransit Eligibility Field Test**

Grant moved and Feess seconded:

That the Regional Transit Board approve the work program and timeline and authorize the executive director to enter into a contract, not to exceed \$11,583, with the University of Minnesota for testing the functional assessment tool.

The motion was unanimously approved.

**Revised Agency Travel Policies**

Hunt moved and Feess seconded:

That the Regional Transit Board adopt the March 30, 1993 revision of the Travel and Expenses Policies and Procedures.

The motion was unanimously approved.

**1993 Regional Transit Board Messenger Newsletter Contract**

Franklin said she had been informed that the correct figure for the contract is \$27,700; not the \$17,700 shown in the report. Hanson explained that there had been a typographical error. She reviewed the 1992 contract for two four-page Messengers and two eight-page Messengers for \$24,945. This contractor has always been 15-percent below the contract amount. This year she added issues and the cost has gone up. There is \$30,000 in the budget.

Responding to Higgins, Hanson said legislators, government officials, the transit community, contacts in the business community and anyone who requested it are on the mailing list. Franklin said one of the reasons she is excited about the publication is that so many people have no idea of what RTB really is. It was felt this was very necessary to let people know about RTB's activities. It has been published for several years.

Beard said that as a city council member he will vouch for the increased awareness. At last week's meeting Member Schulstad was concerned about the \$17,700 cost. Beard said the higher cost also gives him pause. He will vote to approve this contract, but in the 1994 budget process he would like further discussion. Trummer noted that at the committee meeting she strongly urged that the publication include a place where upcoming meetings are shown, identifying those meetings where people are encouraged to provide input and discuss governance issues. Trummer moved and Beard seconded:

That the Regional Transit Board authorize the executive director to enter into a contract with Morgan Williams and Associates not to exceed \$27,700 for the design, production and printing of four eight-page newsletters.

The motion was unanimously approved.

**OTHER BUSINESS**

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

Rosvold reviewed his April 13 staff report. Both MTC and White Bear Area Transit concur with the recommendation. Staff met with the two riders who spoke to the committee on April 12. They asked that their route map be distributed to the board members (Exhibit A). Grant moved and Hunt seconded:

That the Regional Transit Board approve the staff's proposed restructuring of the Metropolitan Transit Commission St. Paul Route 35CH weekday.

The motion was unanimously approved.

**METROPOLITAN GOVERNANCE**

Franklin said the members have tried for months to discuss this issue and nothing has been accomplished. Feess said it is important to take a stand; the Legislature will not wait for the board.

Grant moved and Higgins seconded:

That the board send a letter of support for the RTB members to be part of the Metro Governance Interim Study.

Hunt said she liked Grant's positive approach. She offered a friendly amendment:

...the study should include the other agencies, MTC, Opt-Outs, Metro Mobility.

Grant suggested that the Transportation Accessibility Advisory Committee be included. Hunt agreed and withdrew her friendly amendment in favor of Higgins' in favor of Higgins' substitute friendly amendment. Feess seconded.

The final motion was:

That the board send a letter of support for the RTB members to be part of the Metro Governance Interim Study. The study should include all advisory committees which deal with the Regional Transit Board.

Hunt suggested a copy be directed to Representative Workman, the chair of the Metro Council, the commissioner of the Minnesota Department of Transportation and the governor. Grant said it should be also sent to the authors of the Metro Governance bills within the next day or two because events are moving so quickly. Higgins suggested the members and chairs of the House and Senate Transportation Committees receive copies. The motion was unanimously approved.

Beard said the Flynn bill would vest power in the appointed chair of the Metro Council. He does not know the reasons, but he is very uncomfortable with one appointee having that much power because it flies in the face of the principle of citizen participation. Elimination of this level of participation would not bode well for people RTB represents or for the future. Through involvement in this type of board, people who wish to actively participate in government go through a learning process which helps them develop a broader understanding of the complexities of the issues. That contribution to society should not be overlooked. There are people coming after us who should have the opportunity to serve.

Hunt said she is on the Citizens League's task force that has been discussing this. The task force also recommended that the Legislature establish an interim commission to study the whole question of metropolitan governance, but the league suggested the majority of members be lay people.

Franklin said one bill provides for five House and five Senate members, which might doom RTB from the outset, depending upon the committee membership. She is also concerned about our Opt-Out standing. Hunt suggested that the letter indicate that the recommendation was adopted unanimously.

TRANSPORTATION ADVISORY BOARD

Andrews pointed out that information on the Transportation Advisory Board (TAB) had been mailed to the members. Franklin said TAB has seen the governance proposals and seems to have no interest in being advisory on transit, replacing RTB and MTC. She has served on TAB for several years. It is a very large board with frequent turn-over of membership. Many of the members are elected officials. They sometimes fail to win re-election or simply get tired of attending the meetings so continuity is lost. They are mainly interested in bridges and roads in their own areas.

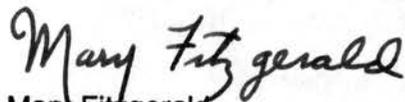
Hunt said it is difficult for RTB's staff people to plan for their own futures. Sherry Munyon has resigned and will leave while the Legislature is still in session. Higgins said the chair will be able to provide the necessary coverage with staff assistance. Hunt asked, from a structure standpoint, who will serve as deputy chair. Andrews said Munyon's title is "Assistant to the Chair." She preferred using the title of Deputy Chair because of its implications in state agencies. The position is unclassified. The board ratifies the appointment, based on the chair's recommendation. Technically all staff reports to the executive director.

Hovland expressed regret that Katherine Trummer is leaving the board. Trummer said she has been very impressed with the staff and appreciated their help. The experience and expertise of the board members is amazing.

There being no other business, Higgins moved and Hovland seconded to adjourn the meeting. The motion was unanimously approved; the meeting adjourned at 5:30 p.m.

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

Respectfully submitted,



Mary Fitzgerald  
Secretary

Approved by the Regional Transit Board on this 17th day of May 1993.

2/1/92

REGIONAL TRANSIT BOARD  
ROLL CALL AND ATTENDANCE SHEET

DATE: March 29, 1993

Member Name    Present    Vote    Vote    Vote    Vote    Vote    Vote    Vote    Vote

ISSUE

John Riley	✓	✓							
Michael Beard	✓		✓						
Doris Caranicas <i>Grant</i>	✓		✓						
Sharon Feess	✓		✓						
Ruth Franklin	✓		✓						
Val M. Higgins	✓		✓						
James Hovland	✓		✓						
Ruby Hunt	✓		✓						
Tom Sather									
Dennis Schulstad	<i>etc</i>								
Kaherine Trummer	✓		✓						

Visitors

~~M. Robertson, Arnie Entzel, Carol Kummer, Bonnie~~  
~~Featherstone, Geroge Bentley,~~  
*T Sather C. Kummer*  
*A. Harte*  
*J. M. Hill*  
*Hak Soo Kim*  
 mff *M. Robertson*

Staff

~~GLA, JH, HB, EK, SH, SM, MF, JE, DJ, LS, MO~~  
*DU RP*  
*DJ, DN,*



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

**Minutes of the Meeting of the  
COMMITTEE OF THE WHOLE  
March 22, 1993**

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

**MEMBERS EXCUSED:** Sandra Hilary

**OTHERS PRESENT:** Carol Kummer, Metropolitan Council Liaison; Tom Sather and Robert Mairs, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union, Local 1005; Rich Hadley, St. Paul Area Chamber of Commerce; Weiming Lu, Lowertown Redevelopment Corporation; Howard Guthmann, Port Authority of the City of Saint Paul; Lois Yellow Thunder, Washington County; Gregory L. Andrews, Judy Hollander, Edward Kouneski, Howard Blin, Len Simich, Paul Moline, Mike Opatz, Stephanie Eiler, Sherry Munyon, Mary Fitzgerald, RTB staff

**CALL TO ORDER AND ROLL CALL**

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

**APPROVAL OF AGENDA**

Higgins asked that the order of business on the agenda be revised in order that visitors might leave after their items are considered. With that amendment, Feess moved and Caranicas seconded approval of the agenda. The motion was unanimously approved.

**REVIEW OF ST. PAUL CULTURAL AREA TROLLEY SERVICE CONCEPT**

Moline presented the staff report dated March 11, 1993. Higgins clarified that this is not a trolley in the usual sense; the fare will be 25 cents; and it will be accessible. Riley asked if the chamber would consider crossing the river to pick up riders at the some of the large state office buildings. Moline said that was one of the options considered, but the focus was on serving a compact area so the bus frequency can be kept high and costs low. Riley said this was developed as a cultural corridor but it can draw on State Capitol employees and people from the Department of Finance who will help make it work economically. There are a lot of state employees who do not understand that they could use the bus to lunch and shop downtown. A cultural corridor standing alone might not work, although the concept is fundamentally sound. Responding to Franklin's questions, Moline said those changes would add five to ten minutes to the route and require another bus. The service would start at 10 a.m.

Hadley spoke in support of the project and thanked staff for its technical assistance for the past year. The task force also asked those questions. The linkage to the capitol received heavy emphasis because it is very important to the project. The second factor is the emphasis on the cultural corridor and the third is employees who work in and around the downtown area and need to move around. With two vehicles operating the third could be back-up or added during the lunch hour to run people to restaurants. One bus could be used to transport downtown employees who park in remote areas. The

task force felt they had to develop something that would work from the first day and be sustainable. This proposal does not meet every need and there is some time to make changes that will still serve the purpose. The task force has been working for three or four years on a comprehensive plan for Downtown St. Paul. The need for a mobility system in Downtown St. Paul was identified in a study conducted by Neil Pierce, a nationally recognized urban planner. The objectives shown on Page 4 of the report are consistent with those of the Regional Transit Board. The service, will complement efforts by the MTC, improve air quality, and give Capitol employees access to downtown businesses. Ridership was estimated solely on the basis of five-percent of five million annual visitors using transit. This project will create a public/private partnership. NSP is interested in participating by retrofitting the vehicles to use natural gas and has offered to provide some of the funding.

Regarding Riley's questions about service extension across the river, Hadley said it might be necessary to run three vehicles to get the headway down. By including the outlying parking areas, employees who need to get to the Capitol early in the morning could be served. Higgins said this would be a natural situation for tying into park-and-ride lot and also into MTC service, using the trolleys to bring people into the core city. Special purpose use, such as service for convention visitors, presents another opportunity. Franklin asked how much more subsidy would be needed to extend service and what the source of funds would be. Higgins noted that in the past the board has not funded this kind of shuttle, but Hunt said the board funded shuttles for the Super Bowl and State Fair--there are similar instances that should be taken into account. Responding to Campo's question, Hadley said there are about 12 major companies downtown supporting this. There are also benefiting organizations that will support a certain level of participation. A number of organizations have expressed concern about the lack of adequate downtown parking. In addition, there have been many conversations with the City of St. Paul about on-going funding for operations. Weiming Lu said this public/private partnership has been building the urban environment for many years. Lowertown, with many state employees, is an emerging neighborhood and it is extremely important that it be tied into downtown and beyond. Their board supports the proposal and made an investment of \$30,000. He will have to return to them for continuing support.

Mairs thanked the chamber for initiating this program and discussed broadening the concept to incorporate the thousands of people who work on the fringe of the downtown. If people knew there is a trolley system they can use during the day they might be encouraged to use regular buses to get to and from work. The project should be public/private from the beginning and service should be broadened. Higgins asked why MTC did not bring this plan forward; this seems to be a reaction to someone else's good idea. What MTC is talking about is a basic shuttle service, separate from this project. Hunt said in the past the RTB has not funded this kind of service. Tourists would not be the only people served.

Guthmann said the Port Authority, as a major owner of downtown real estate, raised the same questions. The route was shortened and costs reduced in order to make a successful start. There are many kinds of expansions that could added later. Starting service in good weather is also expected to contribute to its success. Hunt explained that the this task force has been working for 16 months. RTB and MTC were invited to participate and Jim Johnson, Paul Moline and Howard Blin have been involved from the beginning. The task force is open to any of the suggestions that have been made, but are hesitant about trying to do everything because they do not know how much they can sustain.

Franklin said the service is a good idea. At the April meeting staff should identify a source of funds and address the issues surrounding expansion. Higgins said the original proposal should move forward and be approved. Responding to Hunt's question, Riley said he believes this project would meet RTB policies. This is a means of testing some theories. People do not understand transit; if it is simplified, will it make a difference in ridership? The service could be good for St. Paul and he asked how the city will go about funding it after the first year. Is there some guarantee the service will still be there in the second year? Can vehicles be obtained to launch the service? He doubts that the cultural corridor service alone will work unless it also serves the role of general downtown circulator. There are ridership and revenue sources just outside downtown that can be tapped. He would like to begin meetings to resolve some of these questions without delay.

Entzel said the board should look into the earlier suggestions before it jump into this. MTC is considering coordinating this service with existing service and getting people out of cars. He urged the board to take a longer look. Hunt moved and Campo 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 gather more information and present it to the Administration and Finance Committee at its next meeting.

The motion was unanimously approved.

#### **WASHINGTON COUNTY TRANSIT PLANNING STUDY**

Moline and Lois Yellow Thunder reviewed the staff report dated March 11, 1993. Yellow Thunder thanked Paul Moline and Randy Rosvold of the RTB Planning Department for their assistance. No action was taken. (Riley was excused to attend another hearing.)

#### **FISCAL YEAR 1994 RESEARCH PROPOSALS, UNIVERSITY OF MINNESOTA CENTER FOR TRANSPORTATION STUDIES**

Eiler reviewed the staff report dated March 16, 1993. No action was taken.

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

Rosvold reviewed the March 15, 1993 staff report. Caranicas moved and Campo seconded:

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.

The motion was unanimously approved.

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

Moline reviewed the March 11 staff report. Hunt commended Moline and other staff for working out this restructuring of the service, particularly the idea of staggering the downtown departures. She asked that people be contacted who expressed their concerns at public hearings or wrote to the board. Hunt moved and Caranicas 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.

Franklin added that finding the second shift factor was very helpful. The motion was unanimously approved.

**OTHER BUSINESS:**

There being no other business, Campo moved and Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:35 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Committee of the Whole meeting of March 22, 1993.

Respectfully submitted,

Mary Fitzgerald  
Secretary

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



**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 April 12, 1993, the committee approved the following recommendations:

### **FINANCIAL STATEMENTS-JANUARY AND FEBRUARY 1993**

That the Regional Transit Board receive the January and February 1993 unaudited financial statements and direct that they be placed on file.

### **AUDIT ADVISORY COMMITTEE REPORT**

That the Regional Transit Board approve the Audit Advisory Committee report dated March 18, 1993.

### **REQUEST TO METROPOLITAN COUNCIL TO INITIATE ISSUANCE OF GENERAL OBLIGATION TRANSIT BONDS**

That the Regional Transit Board request that the Metropolitan Council issue \$20,000,000 of General Obligation Transit bonds. Of this amount, \$13,000,000 shall reduce the Metropolitan Transit Commission's remaining 1992 legislative authorization and \$7,000,000 shall reduce the Regional Transit Board's remaining 1992 legislative authorization.

### **AMERICANS WITH DISABILITIES PARATRANSIT ELIGIBILITY FIELD TEST**

That the Regional Transit Board approve the work program and timeline and authorize the executive director to enter into a contract, not to exceed \$11,583, with the University of Minnesota for testing the functional assessment tool.

### **REVISED AGENCY TRAVEL POLICIES**

That the Regional Transit Board adopt the March 30, 1993 revision of the Travel and Expenses Policies and Procedures.

### **1993 REGIONAL TRANSIT BOARD MESSENGER NEWSLETTER CONTRACT**

That the Regional Transit Board authorize the executive director to enter into a contract with Morgan Williams and Associates not to exceed \$17,700 for the design, production and printing of four 8-page newsletters.

**OTHER BUSINESS**

The members also discussed the proposed Metropolitan Governance legislation and directed that it be placed on the next board agenda.

**Ruth Franklin, Chair  
Administration and Finance Committee**

mff  
4/13/93



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

**Minutes of the Meeting of the  
COMMITTEE OF THE WHOLE  
March 29, 1993**

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

**MEMBERS EXCUSED:** Doris Caranicas

**OTHERS PRESENT:** Carol Kummer, Metropolitan Council Liaison to RTB, Esther Newcome, Metropolitan Council Member; Mike Robertson, Legal Counsel; Tom Sather and Todd Paulson, Metropolitan Transit Commission; Bob Rossman, Amalgamated Transit Union; George Bentley; Gregory L. Andrews, Stephanie Eiler, Howard Blin, Jane Fitz, Len Simich, Sherry Munyon, Mike Opatz, Debra Nelles, Assata Brown, Kathy Grochowski, Dan Murray, Dale Ulrich, Annette Keller, Mary Fitzgerald, RTB staff

**CALL TO ORDER AND ROLL CALL**

The chair convened the meeting and introduced the board members. Roll was called.

**APPROVAL OF AGENDA**

This meeting was called in order to allow time for thorough discussion of the pending funding legislation. Higgins moved and Hunt seconded approval of the agenda. The motion was unanimously approved.

**OATHS OF OFFICE**

The following new and returning members were appointed on March 25, 1993 and took their Oaths of Office:

Michael Beard  
James Hovland  
Dennis Schulstad  
Katherine Trummer

*Ruby Hunt*

**BRIEFING ON PROPOSED FUNDING LEGISLATION**

The remainder of the meeting was devoted to review of the funding bills and the politics involved. Riley briefly reviewed the history of transit funding and the constitutional constraints. The Minnesota Department of Transportation knows well in advance how much highway funding it will receive every year, approximately \$660 million, which permits it to do coherent long-range planning. By comparison, transit is funded through the general fund and vulnerable to cutbacks in times of economic constraints. Annually,

only \$8 million is dedicated to transit in the 81-county outstate area of Minnesota with the result that some counties are unable to provide any service to their transit-dependent residents. The Seven-County Metro Area receives approximately \$27 million per year, which is divided nearly equally between paratransit and regular route service. As long as transit is supported by the general fund it will be at risk. In terms of percentages, more people are driving alone and use of car and vanpools has decreased significantly.

A revised version of the bill tracking report was distributed and Munyon answered questions on the status of bills. Riley explained the financial projections of the agency's programs and the restructuring of paratransit service that will be completed by the end of this year.

There was a brief discussion of board procedures, committee assignments, the role of advisory committees, and outreach activities.

There being no other business, Feess moved and Higgins seconded that the meeting be adjourned. The motion carried and the meeting was adjourned at 5:25 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Committee of the Whole meeting of March 29, 1993.

Respectfully submitted,

Mary Fitzgerald  
Secretary

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

## REGIONAL TRANSIT BOARD

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

DATE: April 19, 1993  
TO: John Riley, Chair & Regional Transit Board Members  
FROM: Sherry Munyon, Deputy Chair   
SUBJECT: Legislative Update

### FUNDING

#### Senate

S.F. 1251 (Langseth) is the "live" vehicle for transportation funding. This bill has a 5 cent indexed fuel tax increase (constitutionally dedicated to roads). The provision for funding transit is an increase in the motor vehicle excise tax from 6 1/2 % to 7% with proceeds going to the general fund. 27% of the state's share of MVET is transferred from the general fund to the transit assistance fund.

There is a total of \$99,615,000 available to the Regional Transit Board for the '94-'95 biennium. (Governor' budget is \$71,260,000) S.F. 1251 provides an additional \$28,355,00 over the biennium.

Of this amount, \$20,850,000 the first year and \$22,850,000 the second year are for the Metropolitan Transit Commission. The Regional Transit Board must not reduce this appropriation to the Metropolitan Transit Commission.

\$13,800,00 the first year and \$15,500,000 the second year are for Metro Mobility. The Regional Transit Board must not spend any money for Metro Mobility outside this appropriation.

The balance of \$26,615,000 is available for non-MTC regular route service, community based service and agency costs. There are no funds available for light rail transit.

This bill passed out of the Senate Finance Committee on 4/14/93 on the narrow vote margin of 11-8, is scheduled for a hearing in the Senate Tax Committee today, Monday, April 19 at 4:00 p.m.

#### House:

At this time no bill is moving in the House to raise new revenues for transportation. The allocation bill is H.F. 1709 and contains the Governor's recommended funding levels for the Regional Transit Board in the '94-'95 biennium of \$71,260,000. This funding level allows us to maintain current levels of service with just over \$1 million available to begin implementing our Vision for Transit.

Of this amount \$18,330,000 the first year and \$16,130,000 the second year are for regular route transit.

\$13,800,000 the first year and \$15,500,000 the second year are for Metro Mobility.

The balance of the \$7,500,000 is available for community based service and agency costs.

In addition, there is a \$200,000 appropriation to light rail transit from the general fund to match federal funds for planning and design. However, this amount is only available if Hennepin County provides \$400,000 and Ramsey County provides \$200,000 to the Commission of Transportation for this purpose. The state needs \$800,000 (20%) to match \$3.2 million in federal funds. The House bill also establishes a study committee on major transportation projects. The committee will identify transportation projects in the state, including light rail transit and construction or reconstruction of freeways with an estimated cost of at least \$100,000,000 and shall evaluate methods of financing such projects. A report shall be submitted to the legislature not later than February 1, 1994, \$50,000 is appropriated from the highway user tax distribution fund for this study.

This allocation bill will be heard in House Ways and Means Committee today, Monday, following session, which begins at 2:30 p.m.

## GOVERNANCE

### House

H.F. 1090 (Pugh) was the "live" vehicle for transit governance at the deadline for policy committee bills. An amended version of this bill passed out of the House Local & Metro Affairs Committee and was re-referred to the Government Operations Committee where the entire bill died on Thursday, April 7.

H.F. 1588 (Orfield) passed last week out of House Local & Metropolitan Affairs and will be heard in House Government Operations Committee this week. (The Senate companion is S.F. 1454). This bill establishes a 15 member state advisory council on metropolitan governance to advise the legislature. This council sunsets June 30, 1994 and consists of six legislators and 9 metro residents.

### Senate

S.F. 1127 (Flynn) is the Senate governance bill which was amended and passed out of Metropolitan Government Committee and is waiting for a vote on the floor of the Senate. The bill establishes the same advisory council as referenced in H.F. 1588 above. This bill also eliminates the Regional Transit Board members and the Metropolitan Transit Commission members. However, I do not expect this to be the governance bill to pass this year.

S.F. 414 (Flynn) light rail transit governance proposal from last year has passed House and Senate policy committees. This bill was voted and passed on the Senate floor today, April 19, with an amendment that requires a study on metro governance (with a \$10,000 cap on expenses). I expect that this will be the governance bill to get on the Governor's desk for his signature.

S.F. 1454 (Flynn) establishes an advisory council on metropolitan governance--identical to H.F. 1588 (Orfield)--the language from this bill has been amended on to S.F. 414.

S.F. 17 (Pappas) requires gender balance in state agencies as well as a reflection of racial ethnic, ethnic and socio-economic diversity. This is on Senate General Orders calendar. H.F. 31 (Kahn) House companion has been passed on House floor.

## POLICY

S.F. 1262 (Anderson) creates a Metropolitan Transit Commission Police Force, ensures compliance with Post Board Training requirements and allow access to police and criminal history networks and data. Sitting on Senate General Orders for a vote. The H.F. 451 (Mahon), the house amended this provision into the Omnibus Criminal Justice bill 4/14/93. The bill itself passed out of the House Transportation Committee on 4/16/93 and was rereferred to the Government Operations Committee. The has a total of six full time officers with the rest part time. The Government Operations Committee will review it to discuss the pension plan issue.

S.F. 1290 (Riveness) permits the cities of Bloomington, Edina, Richfield, Eden Prairie and Minnetonka, Plymouth and Maple Grove to establish Transportation Demand Management programs by local ordinances. This bill passed out of Senate Property Tax Division last week and was previously approved by the Senate Metropolitan Affairs Committee. H.F. 1310 (Mahon) passed out of the House Transportation Committee on 4/14/93

S.F. 563 (Vickerman) establishes a \$500 penalty for fraudulent paratransit certification. H.F. 658 (Wejzman), both bills are on General Orders calendars waiting for floor votes.

S.F. 816 (Chmielewski) there is a provision in this bill which would permit the RTB to increase our property tax levy by 10% for taxes payable in 1994. This would be a one time increase of about \$6 million. However, I consider it an unlikely provision for passage as it is a property tax increase. (H.F. 1521 (Osthoff) has had not vote).

S.F. 1228 (Ranum) Requires the Metropolitan Transit Commission to get the Minneapolis Park Board approval before operating on parkways--creates a committee to establish guidelines--grandfathers in current service. On Senate General Orders for a vote. H.F. 1169 (Jefferson) has passed House Transportation Committee and is on the House Consent calendar for a vote.

S.F. 742 (Anderson) no fault insurance on the floor of both bodies--transit provision is in Senate bill, not House bill. Requires either the House taking the Senate bill after it passes--or a conference committee. (H.F. 795, Jennings)

S.F. 1142 (Flynn) this is the Regional Transit Board/Metropolitan Transit Commission policy bill and contains three provisions: 1) gives right-of-way to buses entering right lane of traffic; 2) prohibits parking in a transit stop posted with the accessible symbol; 3) includes public transit operators as priority users of energy during fuel shortages. The Senate bill is on the General Orders calendar waiting for a vote. H.F. 1122 (Garcia) is the companion and passed out of both Transportation and Judiciary Committees and is on the House Consent calendar waiting for a floor vote.

S.F. 811 (Riveness) Metropolitan area high speed bus study--DOT lead agency with Metropolitan Council, RTB and MTC--report findings 2/15/94.  
H.F. 1125 (Mahon) will be heard this week in the House Infrastructure Finance Committee.

S.F. 474 (Pappas) requires the non-transit portion of the Metropolitan Council's transportation policy plan to provide for determining whether transportation needs to be met by any highway project can be better met through transit improvements.  
H.F. 623 (Orfield)

S.F. 269 (Cohen) requires the next Metropolitan Transit Commission appointment to the at-large seat be filled by a disabled user of transit services. Bill is on Senate General Orders waiting for a vote.  
H.F. 1720 (Jefferson) is the companion and passed out of the House Transportation Committee 4/16/93. It will go to the floor for a vote.

**DEFEATED TRANSIT BILLS** - (all these bill were opposed by the RTB)

S.F. 147 (Cohen) would have raised the MTC tort liability limits above other local government limits.

S.F. 1055 (Metzen) would have established a paratransit demonstration project in Dakota County

S.F. 517 (Mondale) would have created a state-wide paratransit commission

H.F. 653 (Kelso) would have allowed new communities to opt-out

**PLEASE NOTE:**

**METROPOLITAN COUNCIL REDISTRICTING BILLS**

S.F. 1081 (Pogemiller) passed out of committee. Bill changes districts to combine members Beard & Hovland in district B and leaves district C vacant.

H.F. 1376 (Carruthers) passed out of committee. Bill changes districts to combine members Franklin and Sather in district E and leaves district F vacant.

**Confirmation of Appointments to the Regional Transit Board**

For some reason--

The Senate had never received the Met Council letter of 3/25/93 announcing their appointments to the RTB. This means that this time we are not on the list for Senate confirmation of board appointments. I have notified the Council of this situation and they will submit the appointment list. We will attempt to schedule a hearing for confirmations. If we are unable to get a hearing scheduled this in no way affects the board members and the new appointees can be confirmed in '94.

## REGIONAL TRANSIT BOARD

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

DATE: April 2, 1993

TO: Chair and Members, Committee of the Whole (Administration and Finance)

FROM: Dale Ulrich,  Comptroller

SUBJECT: Request Metropolitan Council to Initiate Issuance of General Obligation Transit Bonds

### SUMMARY

The recommendation begins the process of selling general obligation (g.o.) bonds to advance the capital programs of the Metropolitan Transit Commission and the Regional Transit Board.

### BACKGROUND

The sale of bonds authorized for the RTB and other metro agencies is, by statute, arranged for by the Metropolitan Council. Minnesota Statutes 473.39, Subd. 1, provides that, "...the council, if requested by a vote of at least two-thirds of all of the members of the transit board, may issue general obligation bonds subject to the volume limitation in Subdivision 1a to provide funds to the board for expenditure to implement the board's approved implementation plan."

The 1992 Legislature authorized (Laws 1992, Chapter 579, Sec. 2) the issuance of an additional \$62,000,000 of transit bonds; \$44,000,000 of the authorization is available to the MTC for fleet replacement, facilities, and capital equipment, \$18,000,000 is available to the RTB for transit hubs, park-and-ride lots, community based transit vehicles, replacement service (opt-out) program vehicles, and intelligent vehicle highway systems projects.

The MTC requested on March 2 that \$13,000,000 of the 1992 authorization be issued to fund its 1993 capital plan. The MTC's 1993 capital budget has previously been approved by the RTB. The Commission resolution is attached here.

As detailed in the accompanying memo, Board staff estimates funding requirements of \$7,200,000 to fund 1993-94 RTB capital projects included in the implementation plan approved by the Metropolitan Council. Issuance of \$7,000,000 of new bonds in 1993, along with remaining, uncommitted funds from the last sale in 1991 will fund the identified projects and provide a cushion against unanticipated needs.

## RECOMMENDATION

That the Regional Transit Board request that the Metropolitan Council issue \$20,000,000 of general obligation transit bonds. \$13,000,000 of this amount shall reduce the MTC's remaining 1992 legislative authorization, \$7,000,000 shall reduce the RTB's remaining 1992 legislative authorization.

## REGIONAL TRANSIT BOARD

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

**DATE:** March 29, 1993  
**TO:** Dale Ulrich, Comptroller  
Judy Hollander, Director of Planning and Programs  
Greg Andrews, Executive Director  
**FROM:** Howard Blin, Planning Manager *HB*  
**SUBJECT:** 1993-1994 Bonding Needs

The following provides estimates of bonding needs for various capital projects. These are projected costs for all non-MTC projects. MTC capital needs are addressed in its request for bond sales.

The estimates of bonding needed for these projects assume they would be funded entirely with local funds. Some of these projects, such as park-and-ride lots, are candidates for federal funding through the regional ISTEAs process. Obtaining federal funds for any of these projects would reduce the local funding required. Also not factored into these estimates are any funds remaining from previous bond sales which may be applied to projects listed below. If you have any questions, please advise.

<u>Project Type</u>	<u>1993 Funding Needs</u>	<u>1994 Funding Needs</u>
• <u>Transit Hubs</u> 1993 projects include development of the Brookdale hub and improvements to the existing Northtown hub. 1994 projects include development of the Maplewood Mall hub and improvements to the existing Southdale hub. Also included in 1994 are potential lower-cost improvements to secondary hubs as opportunities arise.	\$850,000	\$1,200,000
• <u>Park-and-Ride Lots</u> Included are facilities proposed to coincide with opening of the interim HOV lane project on I-35W (\$5.5 million) and an Apple Valley lot proposed by MVTA.	\$3,000,000	\$3,000,000
• <u>Provider Vehicle Costs</u> Paratransit	\$200,000	\$200,000
Opt-Outs	\$300,000	\$400,000
• <u>APTS/IVHS</u> This includes the RTB share of the TRAVLINK project to be implemented in the I-394 corridor.	\$750,000	
Annual Total	\$2,400,000	\$4,800,000
Total 1993-1994	\$7,200,000	

METROPOLITAN TRANSIT COMMISSION  
RESOLUTION NO. 93-17

Requesting the Regional Transit Board to authorize and approve the sale of \$13,000,000 of general obligation bonds and forward the request to the Metropolitan Council for a 1993 sale.

WHEREAS pursuant to present legislation, Minnesota Statutes section 473.39, subdivision 1b, the Metropolitan Council currently may issue certificates of indebtedness, bonds or other obligations in an amount not exceeding \$44,000,000 for financial assistance to the Metropolitan Transit Commission, for fleet replacement, facilities and capital equipment.

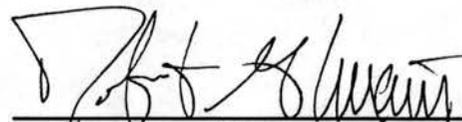
WHEREAS the Metropolitan Transit Commission's 1993 capital budget, as approved by the Regional Transit Board, provides for bond proceeds to fund the local share of capital expenditures;

NOW THEREFORE BE IT RESOLVED by the Metropolitan Transit Commission:

That the Metropolitan Transit Commission has determined that it is necessary to sell \$13,000,000 of bonds to provide funds for the local share of capital expenditures in its 1993 capital budget; and,

That the Metropolitan Transit Commission hereby requests that the Regional Transit Board, by a vote of at least two-thirds of its members, request the Metropolitan Council issue its general obligation bonds in the amount of \$13,000,000.

Adopted this 2nd day of March 1993.

  
Chair

Attested





## REGIONAL TRANSIT BOARD

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

**DATE:** April 19, 1993  
**TO:** Chair and Members of the Regional Transit Board  
**FROM:** Dave Jacobson, Senior Project Administrator   
**SUBJECT:** HTS's Decision to Cease Operation

### BACKGROUND

Handicapped Transport System (HTS) has ceased all of its operations in the state of Minnesota which includes its Metro Mobility contract as of Friday April 16, 1993. Attached to this memorandum are copies of the thirty day notice letter and press releases from HTS and the Regional Transit Board.

HTS used 17 lift equipped vans to provide approximately 2,200 trips (3 percent) a month. Of these monthly trips, there were 80 standing orders. The communities that HTS served were:

Bloomington	Brooklyn Center
Columbia Heights	Crystal
Edina	Falcon Heights
Fridley	Golden Valley
Hill Top	Hopkins
Lauderdale	Lilydale
Little Canada	Maplewood
Mendota	Mendota Heights
Minneapolis	New Hope
Newport	North St. Paul
Richfield	Robbinsdale
Rosemount	Roseville
South St. Paul	St. Anthony
St. Louis Park	St. Paul
West St. Paul	

Unlike when National School Bus ceased operation in March, the communities HTS served still have at least one lift-equipped provider serving them.

### STEPS TAKEN TO ALLEVIATE THE SITUATION

The Metro Mobility Administrative Center (MMAC), over the weekend, placed 40 of the standing order trips for Monday (today) with the existing providers. Those not receiving a ride were called individually by telephone notifying them of the HTS's decision, other

**HTS**  
**April 19, 1993**  
**Page 2**

providers that serve their area, and reminded people of the Trip Assurance Program (TAP).

Additional steps taken include:

- Sending a letter to HTS president, Frank Mueller, notifying him that his company is in default of the Metro Mobility contract which requires 30 day notice of termination; and
- Continuing to pursue new additional providers to pick up the ridership deficit. Currently, staff is in contact with two potential full time providers and two overflow providers.

We also intend to determine the availability of HTS's vehicles for lease possibilities as soon as we can contract them.



STATEWIDE  
24 HOUR SERVICE

TWIN CITIES  
227-6680

P.O. BOX 281 • SO. ST. PAUL, MINNESOTA 55075

Regional Transit Board

April 14, 1993

Greg Andrews - Executive Director

Contract No. - 92/21/12-62

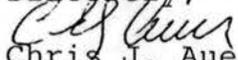
Dear Mr. Andrews,

H.T.S., Inc. hereby gives thirty (30) days notice to discontinue service as a provider for Metro Mobility, effective May 15, 1993.

As you know; H.T.S.; Inc. has been down sizing its operation to try to remain profitable. However; with Metro Mobility changing to a centralized operation in October, 1993, H.T.S. feels it must make a change also. We will be sending six (6) of our vehicles to our Milwaukee operation by May 15, 1993.

I'm sure you understand and I wish you good luck with the new para-transit system you have designed; Metro Mobility System Coordinator.

Sincerely,

  
Chris J. Auer  
Manager

cc Metro Mobility Administrative Center  
Christopher Gran - Manager

APR 15, 1993

TO ALL CONCERNED CONTRACTS AND CLIENTS:

DUE TO THE FACT THAT WE HAVE NOT BEEN ABLE TO COLLECT CERTAIN MONIES, WE WERE NOT ABLE TO MEET OUR OBLIGATION OF PAYMENT TO OUR WORKMAN COMP CARRIER. OUR COVERAGE RAN OUT ON THE 15TH OF APR. 1993 AND WE ARE NOT ABLE TO CONTINUE OUR TRANSPORTATION SERVICE WE ARE SORRY FOR THE INCONVIENCE THIS HAS CAUSED FOR OUR CLIENTS, BUT AS THE PRESIDENT OF H.T.S. I AM ALSO SORRY FOR THE LOSS OF JOBS FOR 20, HARD WORKING, CARING EMPLOYEES

FRANK W. MUELLER JR.  
PRESIDENT  
H.T.S. INC.



REGIONAL TRANSIT BOARD

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

Contact: Jane Fitz, public information office  
Telephone: 229-2719

FOR IMMEDIATE RELEASE

## Provider Drops from Metro Mobility Program

St. Paul, MN (April 16, 1993) --The Regional Transit Board (RTB) received notice today that one of its Metro Mobility providers, H.T.S., Inc., is unable to pay its workers' compensation carrier and has discontinued providing service immediately. Metro Mobility is the metro area's public transportation program for people with disabilities.

The RTB and the Metro Mobility Administrative Center are contacting current and potential providers to find alternate rides for H.T.S. clients. H.T.S. provided an average of 100 rides per day, which accounted for about 2 percent of the total Metro Mobility rides in the metropolitan area. Approximately 80 of these rides were standing orders, or rides that people made regularly to and from the same location. The remaining 20 rides were for on-demand trips.

H.T.S. had sent the RTB a letter dated April 14 giving 30 days' notice that the company would discontinue service effective May 15. The company did not mention its imminent loss of workers' compensation coverage or the possibility of an immediate cessation of service.

H.T.S. served the communities of: Bloomington, Brooklyn Center, Brooklyn Park, Columbia Heights, Crystal, Edina, Falcon Heights, Fridley, Golden Valley, Hilltop, Hopkins, Lauderdale, Lilydale, Little Canada, Maplewood, Mendota, Mendota Heights, Minneapolis, New Hope, Newport, North St. Paul, Richfield, Robbinsdale, Roseville, South St. Paul, Spring Lake Park, St. Anthony, St. Louis Park, St. Paul, and West St. Paul. Most of its trips were in the East Metro area of West St. Paul, and South St. Paul.

-- end --



REGIONAL TRANSIT BOARD

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

## REPORT OF THE TRANSPORTATION ACCESSIBILITY ADVISORY COMMITTEE

At its meeting of April 14, 1993, the Transportation Accessibility Advisory Committee (TAAC) approved the following recommendations:

### Motions

#### **ADA Compliance in Regard to Three Wheeler Scooters**

- That the Metro Mobility providers shall provide transportation to riders who use three wheeler scooters with the exception of allowing the provider to deny a trip if there is a capacity constraint.

#### **Metro Mobility Temporary Certification Policy**

- That an interim policy be developed, until the ADA requirement is implemented, to certify visitors for 30 days which are transit certified in other states. (The ten dollar administrative fee for certification would be waived.)

### Comments

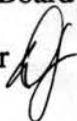
#### **ADA Paratransit Eligibility Field Test**

- The contract should state that 300 responses are required.
- The sampling responses should accurately reflect the percentage of riders in each of the present categories.
- The \$10.00 stipend should be paid after the focus group meets, not before, and Metro Mobility coupons should be offered instead of cash.
- A percentage should be set for the number of individuals who are determined ineligible.
- In the contract where it states "contractors", it should say "University of Minnesota" and "Sister Kenny".

**Morgan Grant**  
Chair

## REGIONAL TRANSIT BOARD

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

**DATE:** April 19, 1993  
**TO:** Chair and Members of the Regional Transit Board  
**FROM:** Dave Jacobson, Senior Project Administrator   
**SUBJECT:** HTS's Decision to Cease Operation

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**HTS**  
**April 19, 1993**  
**Page 2**

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Additional steps taken include:

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Regional Transit Board

April 14, 1993

Greg Andrews - Executive Director

Contract No. - 92/21/12-62

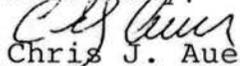
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Manager

cc Metro Mobility Administrative Center  
Christopher Gran - Manager

APR 15, 1993

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Contact: Jane Fitz, public information office  
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FOR IMMEDIATE RELEASE

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-- end --

## REGIONAL TRANSIT BOARD

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

DATE: April 13, 1993  
TO: Chair and Members of the Regional Transit Board  
FROM: Randy Rosvold, Senior Planner *RR HB* *CEA*  
SUBJECT: Final Recommendations for High Subsidy Route  
MTC St. Paul 35CH Weekday

### SUMMARY

On April 5, 1993, the Board decided to layover action on a recommendation for MTC high subsidy Route St. Paul 35CH. The Board requested additional cost information on the proposed restructuring plan for the route.

### BACKGROUND

- Route 35CH have consistently failed the regional regular route performance standard for peak express services (\$3.85) and is on the list of high subsidy routes identified by the RTB in 1992.
- RTB staff conducted a public meeting on MTC St. Paul 35CH weekday to gain rider input about the route on October 5, 1992. (See attachment 1, description of existing services and summary comments made at the public meeting.)
- The RTB authorized a public hearing on the proposed restructuring of MTC St. Paul Route 35CH weekday services in January 1993.
- The RTB conducted a public hearing on the proposed restructuring of MTC St. Paul Route 35CH weekday services on March 10, 1993, at the White Bear Lake City Hall.
- RTB staff presented final recommendations to the RTB at the March 22, 1993, Policy Committee meeting and at the April 5, 1993, RTB full Board meeting (see attachment 2, March 15, 1993, Rosvold memo to RTB Policy Committee).

### DISCUSSION

At the April 5, 1993, RTB meeting two Route 35CH riders appeared before the RTB with alternative recommendations to the RTB staff recommendations. The Board delayed taking final action on the MTC St. Paul Route 35CH until additional information was available regarding costs and operating performance data on the RTB staff proposal and the alternative proposal. The following provides analysis of both proposals.

## Staff Proposal

## Alternative Proposal

### Route

- Proposed consolidation of existing 35C and 35H routings through White Bear Lake.
- Unique branches of 35C and 35H in White Bear Township would be operated by White Bear Area Transit mini-buses as fixed-route service.
- Segment of Route 35H along Highland Avenue would be operated by White Bear Area Transit mini-buses as fixed-route service.

- No change.

### Schedule

- Route 35C currently offers two peak-period trips arriving downtown St. Paul at 7:13 a.m. and 7:36 a.m. and departing at 4:44 p.m. and 5:14 p.m.
- Route 35H currently offers two peak-period trips arriving downtown St. Paul at 7:14 a.m. and 7:31 a.m. and departing at 4:15 p.m. and 4:30 p.m.
- The MTC also provides early morning bus service from White Bear Lake on local Route 15C with a downtown St. Paul arrival time of 6:44 a.m. and an evening trip departing downtown St. Paul at 4:40 p.m.
- The proposed schedule would consolidate the existing six peak bus trips 2-35C, 2-35H and 2-15C into three peak bus trips.

- Drop one peak trip on Route 35H. Remaining bus trips would be two peak trips on 35C and one peak trip on 35H.

### Operations

- MTC would operate the proposed 35C--3 peak buses required, and White Bear Area Transit would operate the shuttle operations--using two existing dial-a-ride buses and adding one additional mini-bus.

- MTC would continue operations--3 peak buses required.

<u>Estimated Annual Cost</u>	\$250,864	\$229,399
<u>Estimated Annual Passengers</u>	50,745	33,150
<u>Estimated Annual Subsidy</u>	\$184,895	\$186,304
<u>Estimated Subsidy Per Passenger</u>	\$3.64	\$5.62

## RECOMMENDATION

That the Regional Transit Board approve the staff proposed restructuring of MTC St. Paul Route 35CH weekday.

## EXECUTIVE SUMMARY ST. PAUL ROUTE 35CH

**SERVICE TYPE - PEAK EXPRESS**

**PERFORMANCE STANDARD - \$3.85 SUBSIDY PER PASSENGER**

**PROVIDER - METROPOLITAN TRANSIT COMMISSION (MTC)**

### BACKGROUND

The St. Paul Route 35C is an express route that serves the White Bear Lake area and provides express trips to and from downtown St. Paul. The route provides rush-hour only service during the week with two a.m. trips and two p.m. trips. The St. Paul Route 35H is an express route that serves the communities of White Bear Lake and White Bear Township and provides two a.m. and two p.m. trips.

OPERATING DATA (March 1992)	<u>35C</u>	<u>35H</u>
DAILY BOARDINGS	75	77
SUBSIDY PER PASSENGER	\$6.70	\$6.55
ESTIMATED 1992 ANNUAL OPERATING SUBSIDY*	\$64,899	\$71,492
PERCENTAGE OF TRANSIT DEPENDENTS**		

0 SENIORS            0 YOUTH            0 LOW INCOME            2 ZERO CAR HOUSEHOLDS

\* Source: MTC

\*\* Source: 1990 on-board survey

### PUBLIC INPUT PROCESS

Public Hearing at White Bear Lake City Hall	-	March 10, 1993
Number of People Attending Public Hearing	-	26
Number of Letters Received	-	1
Number of Phone Calls Received	-	8

### SERVICE ALTERNATIVES

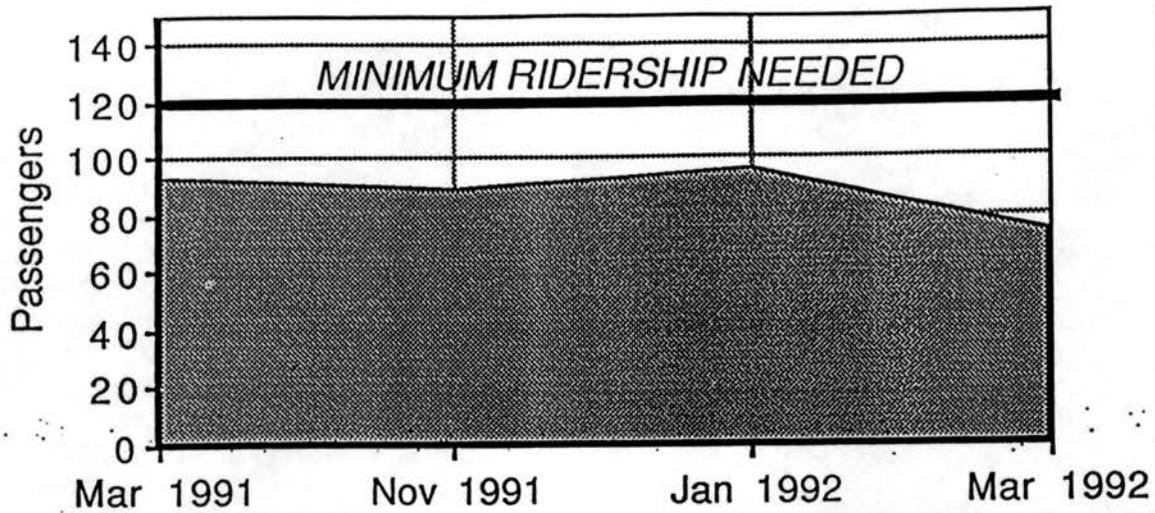
Some of the riders on 35CH would have access to downtown via MTC Route 35AB.

### RECOMMENDATION

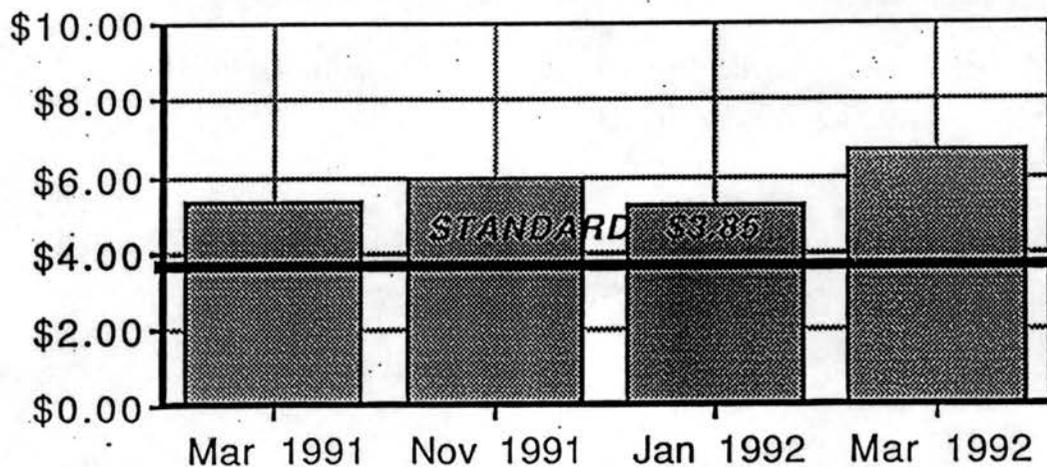
Restructure MTC St. Paul Route 35C and Route 35H into a single route. Utilize the Maplewood Mall park-and-ride lot and coordinate services with White Bear Area Transit peak-hour shuttles in White Bear Lake and White Bear Township.



## Rte. 35C Ridership

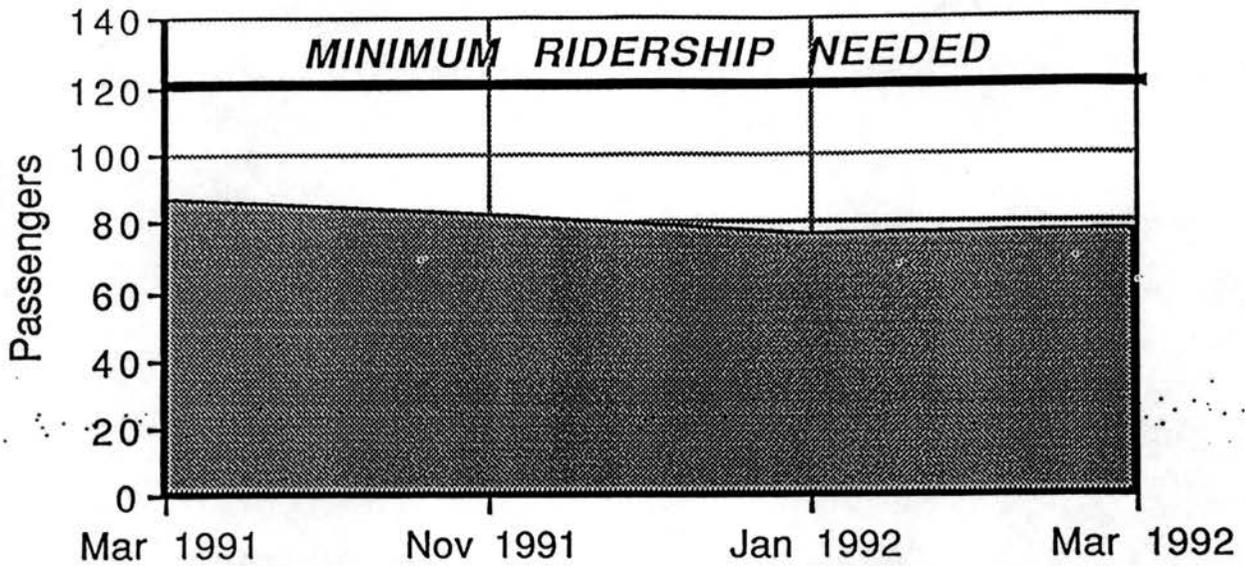


## Rte. 35 C Subsidy per Pass.

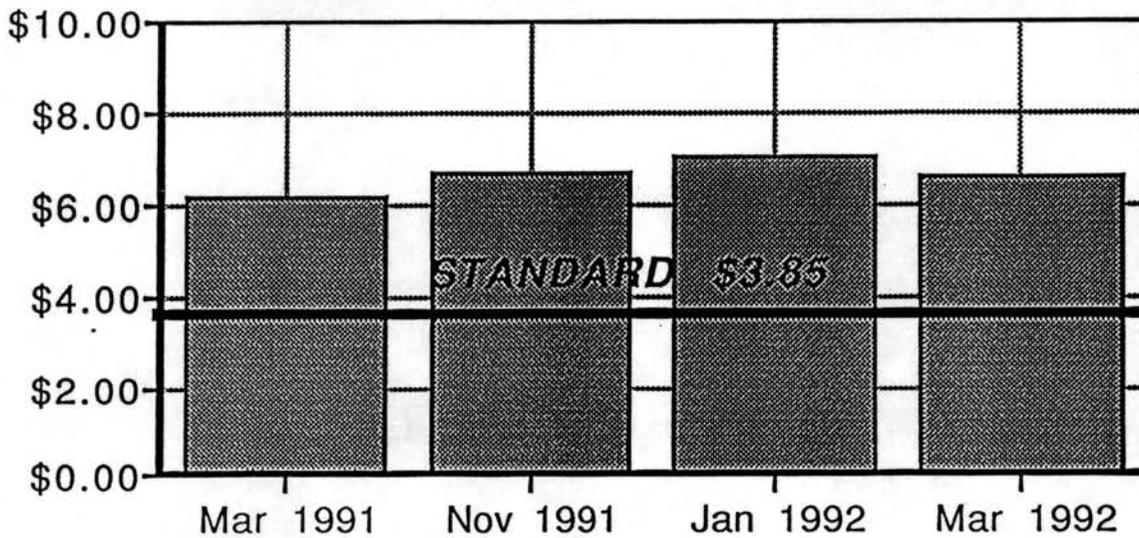




### Rte. 35H Ridership



### Rte. 35H Subsidy per Pass.



**MEETING MINUTES FROM  
WHITE BEAR LAKE HIGH SUBSIDY MEETING  
ROUTES 35C AND 35H**

October 5, 1992 - 7:00 p.m.  
White Bear Lake City Hall Council Chambers

Attending: Randy Rosvold, Paul Moline, Howard Blin and Greg Andrews, Tom Sather,  
27 riders, (see attached sign-up sheet)

1. Brief introduction by Randy Rosvold of RTB process for managing change to high subsidy routes, discussion of performance standards used to monitor regular route service, and timetable of process.
2. Paul Moline presented route history and performance data for Routes 35C and 35H.
3. Public Testimony
  - Question about route performance measure used.
  - How are bus passes accounted for in fare box recovery?
  - In suburban areas, why not run small bus instead of big bus?
  - Articles in White Bear Lake about transit and funding for White Bear transit service.

Beth Barron. Walks 1-1/4 mile to Buffalo-Northwest. Drives to White Bear Shopping Center, catches 35C or 35H. 35C often times doesn't show up. Reinstate 15C as fall back or return to previous combined route.

Bob Ahlin. 35H rider. Bought house on bus line. Not happy with bus on-time performance. Problem--drivers lost on route.

Ken Bombach. 35C rider; is only service. Walks 3/4 mile to route. Will cost him approximately \$900 extra if bus is discontinued. Car pooling is not an option.

Janice Braun. Rides 35H in a.m.; 35C at night. No car available. Starts work 8:00 a.m. in downtown. Eliminate route 15 instead. Using Route 15 as an option to 35CH would increase travel time drastically.

Denise Gandt and Darlene Gandt. No car available. 8:00 a.m. downtown St. Paul start.

Judy Lillis. Works at capitol complex. Catches bus 3 blocks north of I-694 on White Bear Avenue. Route 15 a bad option; no rush service. 6:10 - 7:45 a.m. no service; needs a 15C route between these times. Possibly cut one 35C, make at more common time.

Pat Sauve. Rides either route. Cheaper to ride bus.

Lorna Cessna. Doesn't own car. No viable second option. Need service on both sides of Highway 61.

Diane Abbott. Bus service crucial. Riding for over 12 years. In recent years there have been too many changes in service. MTC communications is very poor. Shuttle connection tried in the past poor. Buses dirty, poor on-time performance, service is convenient. Park-and-rides are inconvenient to use during winter.

Kathy Bymark. Many riders on bus. Too many changes have pushed riders away, drivers get lost; not well trained on routes. Poor on-time performance. Other transit options are not viable.

Dan Althof. Observations: different driver every day; gets lost; runs behind schedule. Need same driver every day. Will improve on-time performance, build ridership. Biggest pick-ups at White Bear Center. Ridiculous to have two buses going same way at same time. Space out bus trips. Get better map.

Mary Stoetzel. Drives to park/ride (Reeds) in winter. Early 35C in a.m. eliminated. Rides C in a.m., H in p.m. Combine C & H through White Bear Township. Need better driver training.

Keith and Kristina Uhlig. New rider. One-car family. Bus is convenient. Rides because of environmental concerns and need transportation. If took route 15, would have to drive. Won't park/ride because it defeats the environmental purpose.

Richard Bell. No car. 35C, new rider, pays cash. Need for options--private provider. Run both routes (C-H) to Maplewood Mall park/ride lot.

Gayle Pacholl. Uses 15--early a.m. trips from Mahtomedi. P.M. rides 35H - West Publishing--connects to 72W. Learning to drive; will park/ride at Maplewood Mall. Route 15 tight connection to 72W (3" only). If misses bus, misses work. No night service to Mahtomedi, White Bear Lake--meant there was not bus service to the public meeting.

Tom Sather Comments. Legislative concerns. Handed out "Minnesota's Future Rides on Transit."

Bob Alin. RTB should push businesses to allow flexible work scheduling. Use smaller buses--2 First Bank employees live in White Bear, want future direct bus--Maplewood Mall to Energy Park. New location of First Banks. Want newer buses. Many breakdown problems.

Barbra Zargis. 35C in a.m.; transfers downtown to route 7; works in Midway area; rides 15 in p.m. leaving downtown at 4:00 p.m.

Karolyn Vasquez. 35H; need bus on 4th Street in White Bear Lake.

Bob LeMonds. New resident--2 months. Only two trips in a.m. Would like more trips. Milwaukee experience; park/ride lot - express - high frequency service. Would drive to park/ride lot. Different driver on route every day. Poor communications about meeting--drivers didn't hand out notices; left them on front seat of bus.

Show of hands of work start and work end times for people working in downtown St. Paul:

7:15	-	2	4:00	-	5
7:30	-	4	4:15	-	
7:45	-	3	4:30	-	10
8:00	-	11	4:45	-	
8:15	-	1	5:00	-	5
8:30	-		5:15	-	

Ed Bayuk. Written speech. Representing senior taxpayers. Advocate of public transit. Concerns about ability to travel city-wide. Taxpayer pays for transit--good to know service is there if funds were available.

Other General Comments From the Audience. Mid-July - mid-August - lost drivers; 5 a.m. lost trips. Three past riders--van pooled instead due to many route/schedule changes. Willing to pay additional fare to keep. MTC largely at fault--poor service, reliability. Marketing of bus service poorly. If bus service is cut, would taxes go down?

(1)

# Sign Up to Testify

(please PRINT your name, address and phone number)

(Buffalo + NW)

35H or 35C Bob Barron 2710 Silver Fox Rd WBL Mn 55110

35H Bob Ahlin 5922 Otter View Trail W.B.L. Mn 55110

35C KEN BOMBACH 5500 PORTLAND AVE WBL 55110

Janice Braun 3655 Midland Ave WBL MN 55110

Denise Gandt 2100 Ronald Ave. WBL MN 55110

Darlene Gandt 2100 Ronald Ave. WBL MN 55110

C-H JUDY LILLIS 1795 Monn Ct WBL 55110

C-H Pat Samue 2038 3rd St WBL 55110

35H LORNA CESSNA 1800 Third St WBL 55110

35H DIANNE ABBOTT 1838 4th St WBL 55110

35C KATHY BYMARK 3800 Howard WBL 55110

35H Dan Althof 1792 Eugene WBL 55110

# Sign Up to Testify

(please PRINT your name, address and phone number)

3:50 AM - 3:55 PM MARY Stuetzel, 2552 8 St 426-6600

H - AM - 6 - PM Kristina K & Keith Uhlig, 4701 Murray Ave 426-5812

Ed BAYUK 1663-44 ST. W.B. LK

C-H Richard Allen Bell 1985 3rd St. 426-0565

1:15 AM - 3:50 PM David & Gayle Pacovoll 105 Mitchells Ct Maht. 429-7247

Mary Zang, 2181 2nd St WBL 429-9022

Kathy Zang 2181 2nd St WBL 429-9022

3:50 AM - 15 PM Barbara Zang 2181 2nd St WBL 429-9022

3:50 PM Karolyn Zang 4839 Dulon WBL 429-1718

3:50 PM Bob Lemons 1365 CT Rd F. WBL 653 8715

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## REGIONAL TRANSIT BOARD

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

**DATE:** March 15, 1993

**TO:** Chair and Members of the Policy Committee of the Whole

**FROM:** Randy Rosvold, Senior Planner  
Paul Moline, Planner II  
Elaine Bauer, Planner I *EB*

**SUBJECT:** Final Recommendations for High Subsidy Routes: MTC St. Paul 35CH Weekday, and MTC Minneapolis 44A Weekday

### SUMMARY

This memorandum presents the results of public hearings on two routes identified in 1992 as not meeting regular route performance standards. Included are restructuring proposals for each route, copies of public testimony collected at each public hearing, and final recommendations for MTC ST. Paul 35CH weekday, and MTC Minneapolis 44A weekday.

### BACKGROUND

In late 1992 and early 1993, the Regional Transit Board (RTB) Policy Committee approved preliminary recommendations on seventeen routes identified as not meeting regular route performance standards during 1992. The RTB authorized public hearings on ten of the seventeen high subsidy routes to conform to existing RTB policy, which calls for conducting official public hearings on any high subsidy regular route services that are proposed for elimination or restructuring. Final recommendations for MTC St. Paul 35CH weekday and MTC Minneapolis 44A weekday are attached. The remaining 1992 high subsidy routes—St. Paul 35F and St. Paul 35N—will be forwarded to the Board in April.

### DISCUSSION

Final recommendations are presented for MTC routes St. Paul 35CH weekday, and Minneapolis 44A weekday. RTB staff developed these final recommendations using the following information:

- findings from public testimony received during public hearings held in February and March 1993;
- route specific operating and performance data (presented to the RTB in December 1992 and January 1993);
- findings from public testimony received during public meetings in October 1992;
- ongoing discussions with MTC planning staff and White Bear Area Transit Commission representatives; and
- input with staff from communities served by the routes.

All of the materials gathered during this process are summarized in information packets attached to this memorandum and are organized in the following format:

- one-page executive summary giving a brief route description and final staff recommendation;
- meeting minutes from rider testimony given at February and March 1993 public hearings; and
- copies of all public correspondence received by RTB planning staff during the public comment period January 1993 to present date.

*Note: Information packets presented at December 1992 and January 1993 RTB meetings contained findings from October 1992 public meetings and all public comments received prior to December 1992.*

A summary of issues gathered at each public hearing is presented for each route. (Complete minutes from each public hearing are included in attachments.)

**St. Paul Route 35CH Weekday** - Proposed restructuring into one route.

Public Hearing--7:00 p.m., March 10, 1993, White Bear Lake City Hall.

- Concerns about elimination of service along County Road E and Highland Avenue.
- Several riders complained about reliability problems on existing routes, missed trips, late buses, lost drivers, bus breakdowns, main reason ridership declining.
- General discussion of bus service needs in White Bear Lake. Need for better service but proposal seems to cut service.

**Minneapolis Route 44A Weekday** - Proposed restructuring of Route 44A and Route 44B.

Public Hearing--7:00 p.m., February 17, 1993, Bloomington City Hall.

- General acceptance of restructuring proposal.
- Concerns raised about transferring between buses in suburbs and in downtown as a result of the Nicollet Mall Shuttle plans.
- Growing congestion in I-35W corridor; need more incentives for transit users.

## RECOMMENDATIONS

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/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 MTC to report the operating savings resulting from elimination of one peak-period bus on St. Paul Routes 35CH.

Request White Bear Area Transit (WBAT) Commission 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 44B. Operate first a.m. and last p.m. Route 44B trips as shuttle to Minneapolis Route 44A weekday express.



REGIONAL TRANSIT BOARD

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

**PUBLIC HEARING ON PROPOSED  
RESTRUCTURING OF  
MTC ST. PAUL ROUTE 35CH WEEKDAY**

**7:00 P.M., WEDNESDAY, MARCH 10, 1993  
WHITE BEAR LAKE CITY HALL  
4701 HIGHWAY 61  
WHITE BEAR LAKE, MINNESOTA**

**ATTACHMENTS:      PROPOSED ROUTE MAPS  
                                 PROPOSED SCHEDULES**

**PROCESS AND TENTATIVE TIMELINE FOR PROPOSED CHANGES:**

**RTB POLICY COMMITTEE REVIEW AND APPROVAL - MONDAY, MARCH 22, 1993**

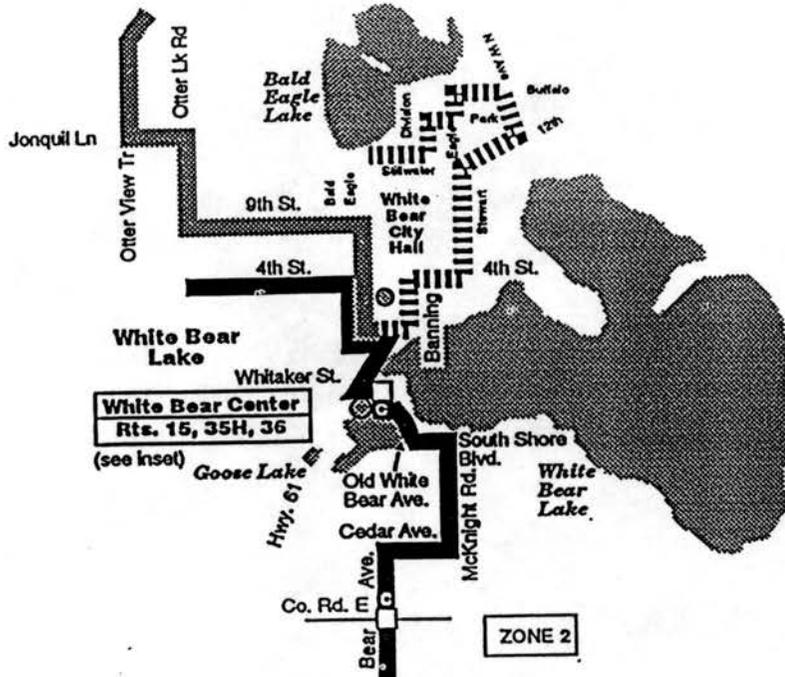
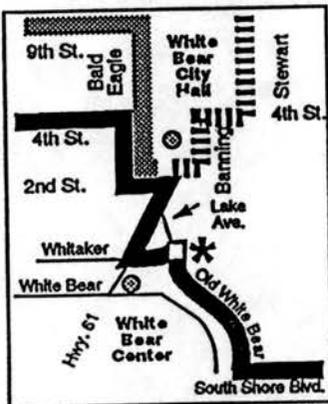
**RTB FULL BOARD REVIEW AND APPROVAL - MONDAY, APRIL 5, 1993**

**IMPLEMENTATION: JUNE 1993**

**(PUBLIC COMMENTS ACCEPTED UNTIL APRIL 5, 1993)**

*An Equal Opportunity Employer*

**White Bear Downtown**



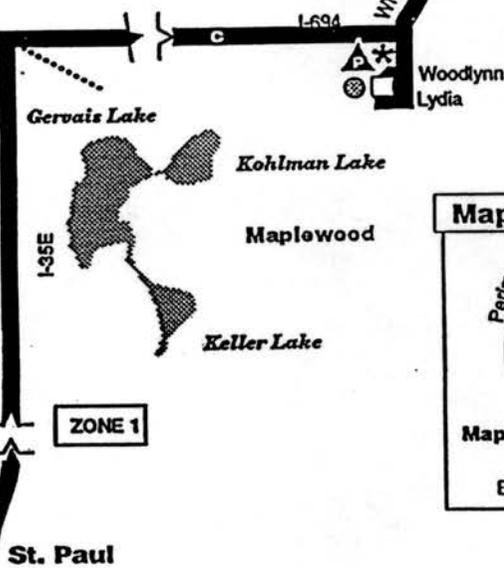
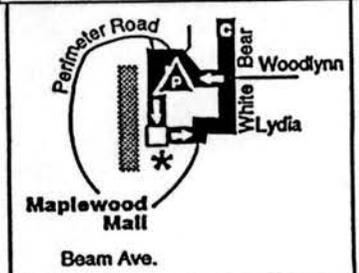
ZONE 2

**Maplewood Mall**  
Rts. 9, 11, 15,  
20, 35C & 36  
(see inset)



- Time Point
- Point of Interest
- Fare Limit
- Timed Transfer
- Park and Ride
- Transit Center

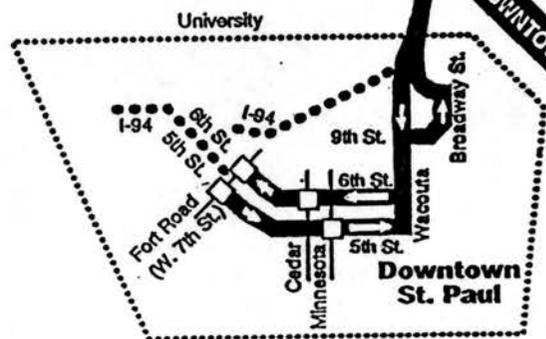
**Maplewood Mall Inset**



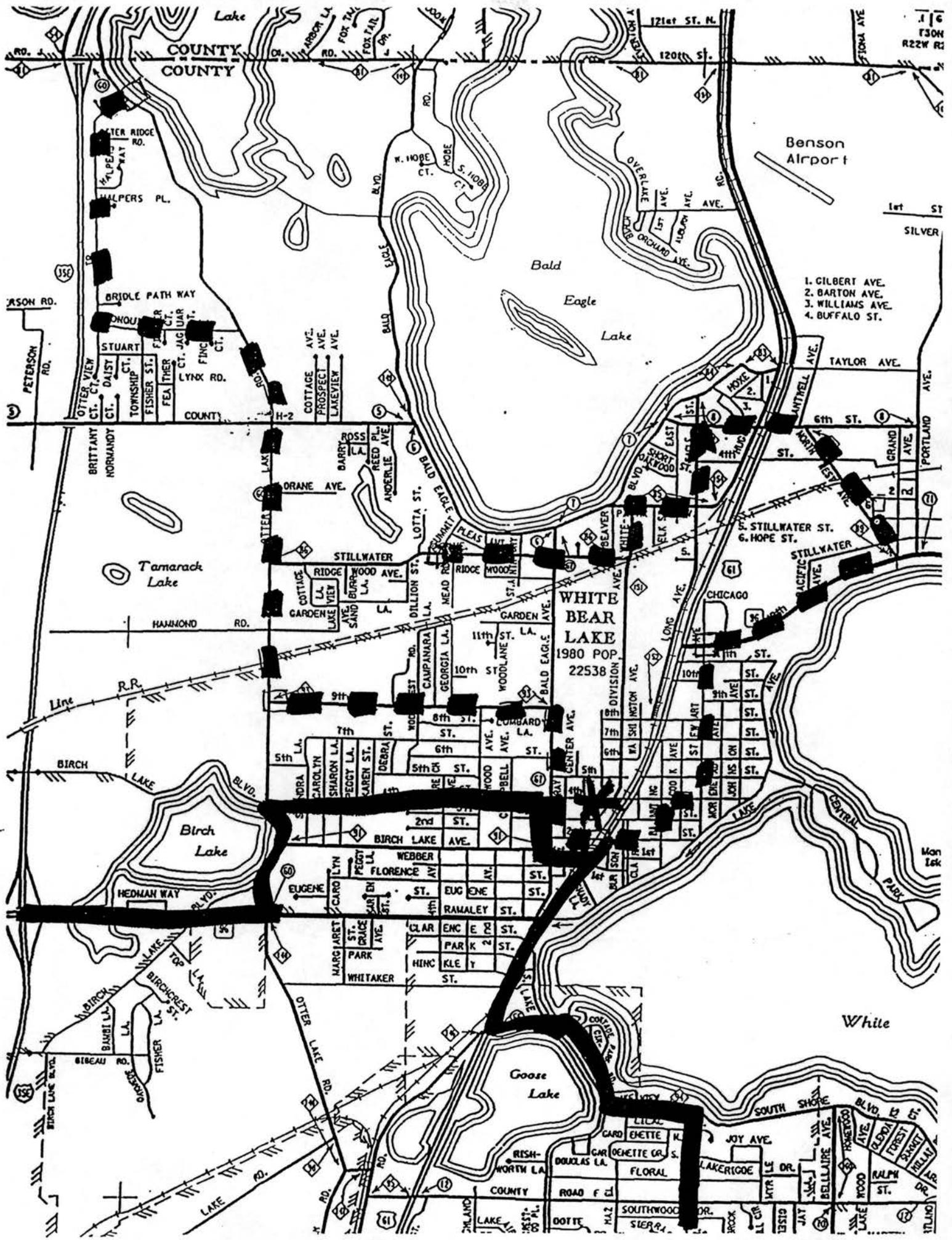
ZONE 1

St. Paul

**DOWNTOWN ZONE**



**Downtown St. Paul**



COUNTY  
COUNTY

Benson  
Airport

Bald  
Eagle  
Lake

Tamarack  
Lake

Birch  
Lake

WHITE  
BEAR  
LAKE  
1980 POP.  
22538

Goose  
Lake

White

1. GILBERT AVE.
2. BARTON AVE.
3. WILLIAMS AVE.
4. BUFFALO ST.

1st ST  
SILVER

TAYLOR AVE.

6th ST.

ST. NORTH

ST. EAST

ST. STILLWATER

Mon  
Lak

SOUTH SHORE

BLVD. 12 ST.

WOOD

ST. RALPH

# PROPOSED SCHEDULES

## MORNING RUSH HOUR

### SHUTTLE A

AM INBOUND: TO CITY HALL		
Otterview Trail & Otter Lk. Rd.	Otter Lake & 9th St.	White Bear City Hall**
5:56	6:04	6:09
6:26	6:34	6:39
6:56	7:04	7:09

### SHUTTLE B

AM INBOUND: TO CITY HALL		
Summit & Stillwater	Stewart & 12th St.	White Bear City Hall**
5:56	6:04	6:09
6:26	6:34	6:39
6:56	7:04	7:09

### ROUTE 35C

AM INBOUND: TO DOWNTOWN					
4th St. & Otter Lake Rd.	White Bear City Hall**	Lake and Whitaker	White Bear Ave. & Co. Rd. E	Maplewood Mall	6th St. & Cedar Ave.
6:05	6:09	6:11	6:20	6:25	6:45
6:35	6:39	6:41	6:50	6:55	7:15
7:05	7:09	7:11	7:20	7:25	7:45

## EVENING RUSH HOUR

### ROUTE 35C

PM OUTBOUND: FROM DOWNTOWN					
5th St. & Minnesota	Maplewood Mall	White Bear Ave. & Co. Rd. E	Lake and Whitaker	White Bear City Hall**	4th St. & Otter Lake Rd.
4:14	4:34	4:39	4:48	4:50	4:54
4:44	5:04	5:09	5:18	5:20	5:24
5:14	5:34	5:39	5:48	5:50	5:54

### SHUTTLE A

PM OUTBOUND: FROM CITY HALL		
White Bear City Hall**	Otter Lake & 9th St.	Otterview Trail & Otter Lk. Rd.
4:20	4:25	4:33
4:50	4:55	5:03
5:20	5:25	5:33

### SHUTTLE B

PM OUTBOUND: FROM CITY HALL		
White Bear City Hall**	Stewart & 12th St.	Summit & Stillwater
4:20	4:25	4:33
4:50	4:55	5:03
5:20	5:25	5:33

\*\* TRANSFER CONNECTIONS BETWEEN ROUTE 35C AND SHUTTLES

## MEETING MINUTES FROM ROUTE 35CH PUBLIC HEARING

March 10, 1993 - 7:00 p.m.  
White Bear Lake City Hall

Attending: Tom Sather, RTB Member; Greg Andrews, RTB Executive Director; Howard Blin, RTB Planning Manager; Randy Rosvold, RTB Senior Planner; Paul Moline, RTB Planner; Dennis Tollefsbol, MTC Service Planning Manager; Karen Underwood, Service Planner; MTC Marketing Representative; Doug Pfeiffer, WBAT Commission; Ernie McCarty, WBAT Commission; and 29 riders (see attached sign-up list).

1. Brief introductions by Randy Rosvold who then provided an explanation of the process being followed. Moline presented service restructuring proposal and explained the logistics of transfers with WBAT vehicles and timeline for implementation.
2. Public Testimony
  - Would bus fares be reduced? Current fares are too expensive.
  - Proposal misses people along County Road E. Why?
  - Would 35H along Highland be eliminated?
  - Bus operational problems two weeks ago--first 35H broke down; second trip lost. Lousy service--constant breakdowns, lost drivers. MTC solution is to give free ride.
  - Experience on 35C has been good. MTC has sent van to pick-up passengers when big bus broke down. Bus drivers are good, equipment is poor. Drivers on extra board get lost, miss trips.
  - Is RTB's goal to eliminate bus service or provide bus service?
  - By eliminating few people along segments of route, buses won't be as full.
  - Walking distance to proposed routes is too prohibitive.
  - Other option is to increase ridership on existing route. Get audience to help increase ridership.
  - Maplewood Mall operation slows down bus speed.
  - Businesses along White Bear Avenue won't let people park in lots.
  - Don't build transit facilities at Maplewood Mall.
  - Will city hall allow parking in their lot?
  - How much of our taxes pays for MTC buses?
  - Blin explained operating funds and capital funds. Funding for transit hub construction can't be used for operations.
  - Concern about connections with 95E to Energy Park.
  - Concerns about reliability of bus operation of I-694 and I-35E.

- Currently drives to 35C because 35H not reliable.
- Are pick-ups going to be made along County Road E and Highland?
- Apartments along this area will lose residency with loss of bus service.
- How much has ridership dropped on this service in the past five years?
- Negative experience with MTC. Pleased that option is to no eliminate service. Happy with proposal.
- Decline of bus ridership not rider fault, MTC fault. Poor operations, missed trips, bus breakdowns, unreliable service. 28-year resident. No MTC promotion. Staff proposal eliminates cost. Board will probably approve plan.
- Last Friday bus broke down. Can't MTC maintain buses?
- Sather reviewed why RTB is here, role of RTB, role of MTC, membership, district representation.
- Board meetings at 4:00 bad timing. Bus riders are still at work. Will be difficult to attend board meeting.
- 35H won't go down County Road E. Why not persuade businesses to allow park/ride?
- McCarty said need to figure out way that Highland area will get bus service. Perhaps use one of WBAT buses as shuttle to MTC. Will need to do bus travel time study.
- Convenience a factor in influencing bus ridership.
- Appreciates three trip options. Problems with declining bus ridership relative to downtown St. Paul getting smaller. Downtown parking cheap. Route doesn't go past St. John's Hospital. Has observed occasional rider going to hospital.
- How many riders would it take to get route under high subsidy standard?

Three comments:

- Sees benefits of new proposal--common route path, more trip options.
- Have third shuttle along E, Highway 61.
- Downtown bus stops a problem, clustering of passengers. Slows down bus operations downtown.
- Wants weekend bus service to Maplewood Mall from White Bear Lake?
- WBAT used to have Saturday bus. High subsidy/low ridership--dropped three years ago. Highland area--County Road. Idea to do shuttle with same buses from proposed shuttles.
- RTB/WBAT committed to improve bus service, make routes faster, more reliable. Current MTC costs too high, need to seek ways to cut cost and be efficient.
- Glad we are not eliminating bus service. Likes proposal. Makes adjustments as needed.
- Single working mother; hopes that rates won't increase and bus service won't be eliminated.

- Do creative advertising. No information in White Bear Press.
- Do local marketing.
- Last meeting in October. Bus company seems to be more responsible for operating problems. Seems like effort made to make service work.
- What can residents do to obtain more transit funding to improve transit service?
- Put ad in White Bear paper with free ride coupon.
- What are marketing efforts made by MTC to promote transit?

ST. PAUL 35CH

MARCH 10 1993

# Sign Up to Testify

WHITE BEAR LAKE CITY HALL

(please PRINT your name, address and phone number)

35CCH Rich Shipley 4094 White Bear Pkwy/WBL 653-1565

35H Elizabeth Schwabe 4920 Georgia Lane WBL 426-8992  
55110

35H LORNA CESSNA 1800 Third ST WBL 429-6137  
55110

35C MARK PETERSON 3225 JERRY ET WBL 777-0357

35H Patricia Leonard 1950 Birch St. WBL 653-2212

35H Karen Larson 1850 Buick WBL 426-4133

35C Alan Lewis 2784 Roth Pl WBL 429-2508

35H Jennifer Nordahl 3725 Highland #204 426-0251

35H Suzanne Dahlstrom 2103 Parathy Ave. 429-1498

✓ SARA THROSENT 1406 Birchcrest 653-7252

35H Pat Sauve 2058 Third St 429-4872

35H HAK SOO KIM 3863 HILL AVE 429-1187

35H Georgia Mayotte 1740 9th WBL

# Sign Up to Testify

(please PRINT your name, address and phone number)

Paula Miller 3721 Highland Ave #301 WBLK 429-0394

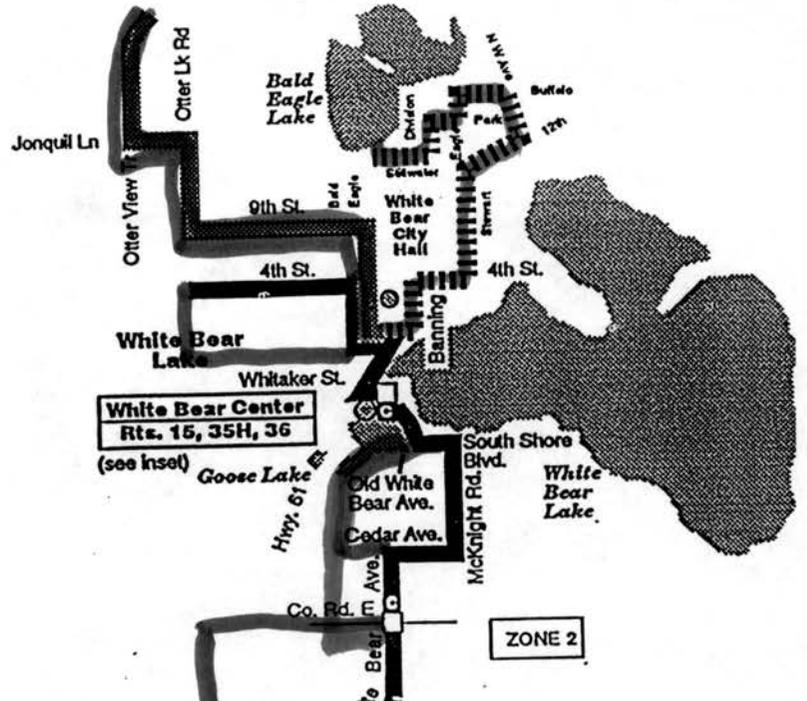
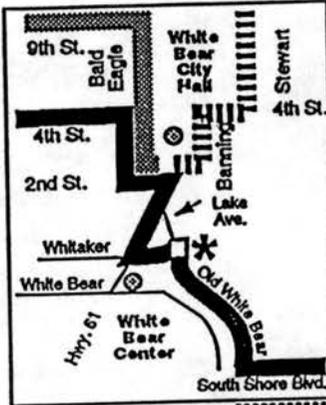
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Ascent 4/19

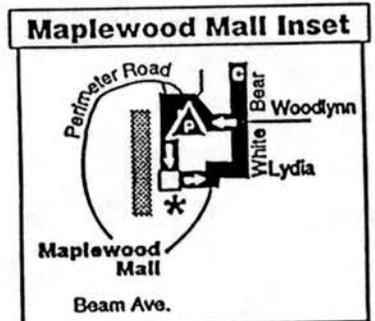
EXA

St. Paul **35C**

**White Bear Downtown**



**Maplewood Mall**  
Rts. 9, 11, 15, 20, 35C & 36  
(see inset)



**NORTH**

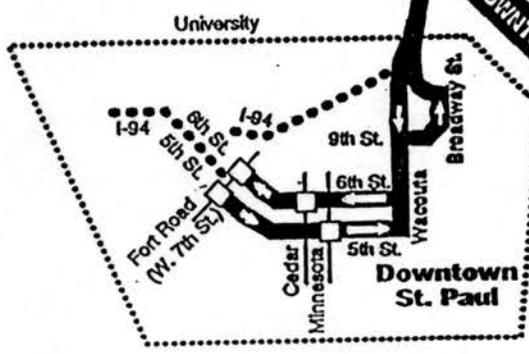
- Time Point
- ⊙ Point of Interest
- ..... Fare Limit
- \* Timed Transfer
- ▲ Park and Ride

**Transit Center**



St. Paul

**DOWNTOWN ZONE**



Proposed SHUTTLE

ROUTE SEGMENTS IMPACTED BY PROPOSAL

*hewitt*

## REGIONAL TRANSIT BOARD

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

**DATE:** April 19, 1993  
**TO:** Chair and Members of the Regional Transit Board  
**FROM:** Dave Jacobson, Senior Project Administrator *df*  
**SUBJECT:** HTS's Decision to Cease Operation

### BACKGROUND

Handicapped Transport System (HTS) has ceased all of its operations in the state of Minnesota which includes its Metro Mobility contract as of Friday April 16, 1993. Attached to this memorandum are copies of the thirty day notice letter and press releases from HTS and the Regional Transit Board.

HTS used 17 lift equipped vans to provide approximately 2,200 trips (3 percent) a month. Of these monthly trips, there were 80 standing orders. The communities that HTS served were:

*one provider*

Bloomington	Brooklyn Center
Columbia Heights	Crystal
Edina	Falcon Heights
Fridley	Golden Valley
Hill Top	Hopkins
Lauderdale	Lilydale
Little Canada	Maplewood
Mendota	Mendota Heights
Minneapolis	New Hope
Newport	North St. Paul
Richfield	Robbinsdale
Rosemount	Roseville
South St. Paul	St. Anthony
St. Louis Park	St. Paul
West St. Paul	

Unlike when National School Bus ceased operation in March, the communities HTS served still have at least one lift-equipped provider serving them.

### STEPS TAKEN TO ALLEVIATE THE SITUATION

The Metro Mobility Administrative Center (MMAC), over the weekend, placed 40 of the standing order trips for Monday (today) with the existing providers. Those not receiving a ride were called individually by telephone notifying them of the HTS's decision, other

**HTS**  
**April 19, 1993**  
**Page 2**

providers that serve their area, and reminded people of the Trip Assurance Program (TAP).

Additional steps taken include:

- Sending a letter to HTS president, Frank Mueller, notifying him that his company is in default of the Metro Mobility contract which requires 30 day notice of termination; and
- Continuing to pursue new additional providers to pick up the ridership deficit. Currently, staff is in contact with two potential full time providers and two overflow providers.

We also intend to determine the availability of HTS's vehicles for lease possibilities as soon as we can contract them.



STATEWIDE  
24 HOUR SERVICE

TWIN CITIES  
227-6680

P.O. BOX 281 • SO. ST. PAUL, MINNESOTA 55075

Regional Transit Board

April 14, 1993

Greg Andrews - Executive Director

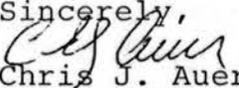
Contract No. - 92/21/12-62

Dear Mr. Andrews,

H.T.S., Inc. hereby gives thirty (30) days notice to discontinue service as a provider for Metro Mobility, effective May 15, 1993.

As you know; H.T.S., Inc. has been down sizing its operation to try to remain profitable. However; with Metro Mobility changing to a centralized operation in October, 1993, H.T.S. feels it must make a change also. We will be sending six (6) of our vehicles to our Milwaukee operation by May 15, 1993.

I'm sure you understand and I wish you good luck with the new para-transit system you have designed; Metro Mobility System Coordinator.

Sincerely,  
  
Chris J. Auer  
Manager

cc Metro Mobility Administrative Center  
Christopher Gran - Manager

APR 15, 1993

TO ALL CONCERNED CONTRACTS AND CLIENTS:

DUE TO THE FACT THAT WE HAVE NOT BEEN ABLE TO COLLECT CERTAIN MONIES, WE WERE NOT ABLE TO MEET OUR OBLIGATION OF PAYMENT TO OUR WORKMAN COMP CARRIER. OUR COVERAGE RAN OUT ON THE 15TH OF APR. 1993 AND WE ARE NOT ABLE TO CONTINUE OUR TRANSPORTATION SERVICE WE ARE SORRY FOR THE INCONVIENCE THIS HAS CAUSED FOR OUR CLIENTS, BUT AS THE PRESIDENT OF H.T.S. I AM ALSO SORRY FOR THE LOSS OF JOBS FOR 20, HARD WORKING, CARING EMPLOYEES

FRANK W. MUELLER JR.  
PRESIDENT  
H.T.S. INC.



REGIONAL TRANSIT BOARD

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

Contact: Jane Fitz, public information office  
Telephone: 229-2719

FOR IMMEDIATE RELEASE

## Provider Drops from Metro Mobility Program

St. Paul, MN (April 16, 1993) --The Regional Transit Board (RTB) received notice today that one of its Metro Mobility providers, H.T.S., Inc., is unable to pay its workers' compensation carrier and has discontinued providing service immediately. Metro Mobility is the metro area's public transportation program for people with disabilities.

The RTB and the Metro Mobility Administrative Center are contacting current and potential providers to find alternate rides for H.T.S. clients. H.T.S. provided an average of 100 rides per day, which accounted for about 2 percent of the total Metro Mobility rides in the metropolitan area. Approximately 80 of these rides were standing orders, or rides that people made regularly to and from the same location. The remaining 20 rides were for on-demand trips.

H.T.S. had sent the RTB a letter dated April 14 giving 30 days' notice that the company would discontinue service effective May 15. The company did not mention its imminent loss of workers' compensation coverage or the possibility of an immediate cessation of service.

H.T.S. served the communities of: Bloomington, Brooklyn Center, Brooklyn Park, Columbia Heights, Crystal, Edina, Falcon Heights, Fridley, Golden Valley, Hilltop, Hopkins, Lauderdale, Lilydale, Little Canada, Maplewood, Mendota, Mendota Heights, Minneapolis, New Hope, Newport, North St. Paul, Richfield, Robbinsdale, Roseville, South St. Paul, Spring Lake Park, St. Anthony, St. Louis Park, St. Paul, and West St. Paul. Most of its trips were in the East Metro area of West St. Paul, and South St. Paul.

-- end --

**REGIONAL TRANSIT BOARD -- 1993 BILL TRACKING -- TRANSIT ISSUES**  
 April 15, 1993

**FUNDING BILLS**

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 26	Senators: Langseth & Sams	Authorizes bond sale for bridge construction and reconstruction		Referred to House Senate Transportation & Transit
H.F. 5	Reps: Lieder, Osthoff, Kelso, Kalis & V. Johnson	House bill amended by Rep. Mariani to authorize bond sale for light rail transit construction		Referred to House Transportation & Transit 3/26/93 - passed with an amendment to include LRT Heard in Rice's committee, LRT provision removed
S.F. 51	Senators: Langseth & D E. Johnson	5 cent gas tax increase (highways) and a \$27 million annual appropriation (transit)		Referred to Senate Transportation & and Public Transit
H.F. 903	Rep. Tunheim			Heard on 3/23/93 - amended Bill dead for session S.F. 1251 became the vehicle

## FUNDING BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 187 H.F. 324	Senators: Pappas, Mondale, Flynn & Novak  Reps: Garcia, Lasley, Mariani, Morrison & Ostoff	Extends the 6 1/2 % general sales tax to the purchase of motor vehicle fuels. Revenues are placed in the newly established mobility trust fund. Legislative appropriates funds to transit and highways-light rail can be included.	RTB, MTC, Ramsey County, Hennepin County, City of Minneapolis, Association of Metropolitan Municipalities, Minnesota Public Transit Association, Metro Transit Leadership Group, MPIRG, National Federation of the Blind of Minnesota	Referred to Senate Transportation & Public Transit Heard on 3/23/93 and amended No vote taken  Referred to House Transportation - Heard on 3/31/93 No vote taken
S.F. 188 H.F. 328  (RE #93-0640)	Senator: Runbeck & D. Johnson  Rep: Frerichs	State Govt. Finance: Transportation, Infrastructure & regulation, 1994-95 biennial appropriation; includes the RTB general fund, state appropriation in the amount of \$54 million		Referred to Senate Jobs, Energy & Community Development  Referred to House Commerce & Econ. Development S.F. 1251 is this year's funding/appropriation bill
S.F. 197  H.F. 234	Senators: Belanger, Terwilliger, Robertson & Oliver  Rep: Sviggum	Homestead and Agricultural Credit Aid (HACA) to special taxing districts. Instead of receiving pay 1993 pay level we would be frozen at 1992 pay level. This is a reduction in planned revenues of \$1,659,000 if passed.		Referred to Senate Committee on Rules & Administration 3/11/93 rereferred to Metro & Local Govt.  Referred to House Metro & Local Affairs Committee

## FUNDING BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS	
S.F. 357	Senators: Berglin, Pappas, Flynn, Betzold & Ranum	Sets priorities and funding for metropolitan light rail transit and other transit projects. Specifies that highway projects include mass transit projects. Limits highway construction. Allows income tax exclusion of commuter transportation benefits up to \$60/month and gives employers a tax credit of 10% of such benefits. Approximately \$150,000 to Met Council for telecommuting study and \$140 million in bond proceeds to construct Central Corridor LRT-appropriated in blank for vision implementation. Statutorily defines "highway purpose" to include transit in highway corridors	Amended significantly--prohibits property taking along I-35W until 7/1/94 and provides funding for the Central Corridor LRT construction	Referred to Senate Transportation & Public Transit Heard on 3/23/93 - amended significantly--contains a moratorium on I-35W construction and authorizes bonding for LRT construction in the Central Corridor  Referred to House Transportation & Transit Heard 3/31/93 Meeting was adjourned with no action taken on the bill	
H.F. 314	Reps: Mariani, Wagenius, Jacobs & Orfield				
H.F. 798	Reps: Delmont, Jefferson, Dawkins, Wejcman & Carruthers				(identical to H.F. 314)
H.F. 829	Reps: Clark, Sarna, Orenstein, Luther & Vellenga				(identical to H.F. 314)
H.F. 830	Reps: McCollum, Hausman, Munger, Skoglund & Johnson				(identical to H.F. 314)

## FUNDING BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 794 No House Comp.  (Re# 93-1003)	Sentors: Chmielewski, Langseth, Belanger & Hanson	5 cent gas tax increase (highways) - 1% increase in the motor vehicle excise tax (Mobility Trust Fund/and be used for all transportation purposes, including transit) Also increases municipal state-aid system mileage and changes composition of municipal screening board. Amends definition of highway to state that a highway is a right-of-way designed primarily for the efficient transportation of people and goods.	Minnesota Transportation Alliance, Minnesota Truckers Association	Referred to Senate Transportation & Public Transit Dead--S.F. 1251 is funding vehicle
S.F. 795 H.F. 1559	Senators: Hanson et al  Reps: Neary, Osthoff, Frerichs & A. Johnson	Highways, roads and bridges		Referred to Senate Transportation This amended provision has been amended into S.F. 1251
S.F. 816 H.F. 1521  (Re #93-2310)	Senator: Chmielewski  Reps: Osthoff, Lieder & Mariani	Transportation funding to include 5 cent gas tax for trunk highway projects and public transit facilities. Imposes a 1% tax on sale of autos and dedicates 90% of these funds to public transit. Dedicates 20% of MVET proceeds to public transit (83) for 94-95 biennium = \$225 highways and \$178 public transit. Increases RTB property tax levy by 10% for taxes payable in '94.		Referred to Senate Transportation & Public Transit Heard on 3/23/93 Scheduled 4/14/93

## FUNDING BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 995 H.F. 1290	Senators: Johnston & Lewsewski  Reps: Workman, Smith, Holsten, M. Olson & Molnau	Amendment for Constitutional dedication of motor vehicle excise tax; proceeds to highway and transit purposes; repeals portion of MVET which is dedicated to the local government trust fund.		Referred to Senate Transportation & Public Transit Heard on 4/2/93 No vote--dead
S.F. 1098 No House Comp.	Senator: Morse, J.B. Johnson, Merriam & Anderson	Carbon tax proposal; is equivalent of 1.8 cent gas tax increase; portion of revenues set aside for transit (about \$1.5 million/year).		Referred to Senate Environment & Natural Resources Committee Heard 4/14/93-Transit Fund provision deleted
S.F. 1251	Senator: Langseth	5 cent gas tax increase with indexing (for highways) 1/2 % MVET increase and a 27% increase of state's share of revenues-for transit (generated about \$29 million in additional revenue)		Heard 3/26/93. Allocation to Transit & Transportation made in Finance Division 4/14/93 passed Senate Finance Hearing scheduled 4/19/93 4:00, Senate Tax Committee, Rm 15 Capitol
H.F. 1372	Reps: Dehler	Constitutional dedicated 2% of sales tax for local government aid		Dead

## FUNDING BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 1454 H.F. 1588	Senators: Flynn, Adkins, Pappas, Mondale & Robertson  Reps: Orfield	Establishes a 15 member state advisory council on metropolitan governance to advise the legislature (6 legislators, 9 metro residents) sunsets 6/30/94		Referred to Senate Metro & Local Govt. folded in S.F. 1127  Referred to House
S.F. 1408 H.F. 1535	Senator: Betzold  Reps: Bergson, Carruthers, Luther, Orfield & Weaver	Appropriates funds for Highway 610		Referred to Senate Transportation & Public Transit  Referred to House Transportation & Transit
Note:	MnDOT/Governor not introducing a Transportation Funding Package. However, the Governor has recommended a supplemental budget which includes FY 94-95 Investment Initiative for Transit of approximately \$8.5 million/year (total of \$17 million increase in the RTB 1994-95 biennial appropriation from the General Fund.)			

## TRANSIT GOVERNANCE BILLS

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 17	Senators: Pappas, Betzold, Hottinger, Murphy & Janezich	Requires gender balance in state agencies and reflection of racial, ethnic & socio-economic diversity.		Passed out of Senate Government Operations & Reform 3/16/93 on Senate General Orders Calender
H.F. 31	Reps: Kahn, Long, Welle, Leppik & Rice			Passed out of House Government Operations & Gambling 3/1/93. Passed on House Floor 3/10/93
S.F. 21	Senator: Mondale, Adkins, Pappas & Flynn	Metro agencies reporting, budget, personnel and planning provisions		Referred to Senate Metropolitan and Local Government
H.F. 19	Reps: Carruthers, I. Anderson, Wagenius, Orfield & Weaver	(Expands Met Council oversight) - zoning, ordinances to be coordinated with comprehensive plans.		Referred to House Local Government & Metro Affairs  Heard 3/18/93, no action taken - subcommittee--dead

## TRANSIT GOVERNANCE BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 269	Senator: Cohen & Berglin	MTC; requires that one commission member be a disabled user of the transit services; will be chosen from Council on Disability nominations-applies to first MTC appointment after passage of bill	State Council on Disability	Heard 3/3/93 and passed out of Senate Metropolitan & Local Government Goes to floor for vote. Cohen will hold bill on General Orders until major transit governance issues are resolved.
H.F. 1720 (Re #93-1448)	Rep: Jefferson		Note: with major transit governance changes in doubt-this provision could get passed this year	Referred to House Transportation & Transit
S.F. 414	Senators: Flynn, Mondale, Novak & Oliver	Light Rail Transit governance proposal - same as introduced last year. However, the language which might have committed the state to construct LRT is removed.	Met Council, MnDOT, all seven Regional Rail Authorities & the RTB	3/8/93 passed out of Senate Metropolitan & Local Government & referred to Transportation. 3/24/93 passed out of Transportation and sent to floor. On General Orders Calendar
H.F. 403	Reps: Simoneau, Ozment & Swenson			Referred to House Transportation Transit Committee 4/5/93 passed & sent to floor
S.F. 474	Senators: Pappas, Mondale, Ranum, Novak & Krentz	Metropolitan highway project environmental impact statement to include economic, social and demographic efforts.		Referred to Senate Transportation & Public Transit Committee 4/14/93 passed as amended
H.F. 623	Reps: Orfiled & Carruthteras	Federal Fund use restricted.		Referred to House Transportation & Transit Committee 3/29/93 passed as amended

### TRANSIT GOVERNANCE BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 478	Senators: Mondale, Luther, Pappas, Moe & Novak	Elected Met Council Members; abolishes RTB, and transfers duties; dissolves Mosquito Control Commission; makes other metro agencies operating divisions of Met Council		Referred to Senate Metropolitan & Local Government
H.F. 641	Reps: Orfield, I. Anderson, Garcia &			Referred to House Local Government & Metro Affairs Heard 3/18/93, no action taken - subcommittee
Re# 93-1823				These are dead for '93

## TRANSIT GOVERNANCE BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 517	Senators: Mondale, Metzen, Riveness, Ranum & Terwilliger	Creates an 8-member paratransit commission appointed by the Governor to develop coordinated paratransit service on a statewide basis for elderly, disabled and those with special transportation needs	<u>This bill is sponsored by:</u> 1. Disability Rights Alliance 2. Disabled Veterans 3. Multiple Sclerosis 4. State Council on Disabilities 5. AARP 6. Council for the Blind 7. Minneapolis Society for the Blind 8. St. Paul Society for the Blind	Referred to Senate Transportation & Public Transit  Heard 3/16/93  Bill was laid over--dead for session
H.F. 583	Reps: Jefferson, Bauerly, Lieder, Blatz & Lynch			
S.F. 595	Senators: Belanger, D. Benson, Johnston, Vickerman & Luther	(identical to S.F. 517)		
H.F. 669	Reps: Jennings, Huntley, Davids, Macklin & Hausman			
S.F. 624	Senators: Krentz, Pogemiller, Finn, Beckman & Flynn	(identical to S.F. 517)	<u>Opposed by:</u> 1. Regional Transit Board 2. St. Cloud Transit Authority 3. Duluth Transit Authority 4. MN Public Transit Association 5. MN Department of Transportation	
H.F. 668	Reps: Greiling, Luther, Sarna, Workman & Van Dellen			
S.F. 650	Senators: J. Benson, McGowan, Pariseau, Price & Piper	(identical to S. F. 517)		
H.F. 788	Rep: Wecjman, Morrison, Lasley & Pauly			

## TRANSIT GOVERNANCE BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 843	Senator: Flynn, Pappas, Pariseau, Mondale & Betzold	Makes Met Council an elected body beginning with the 1994 elections, 4 year terms, 2 term maximum. Eliminates the Regional Rail Authorities; Council appoints chair of RTB, MWCC, & MAC. Council appoints MTC Commission Members; Council required to study transit & transportation governance and make recommendations for changes, if any needed, and improve transportation service in in the metro area.	Association of Metropolitan Municipalities	Referred to Senate Metropolitan & Local Affairs
H.F. 959	Rep: McCollum			Referred to House Metro & Local Affairs Heard 3/18/93, no action taken - subcommittee Dead this sesion
S.F. 931	Senators: Mondale, Flynn, Pappas & Novak	Elected Met Council; eliminates MTC, RTB, Parks & Open Spaces Commission, Waste Control Commission and transfers their powers and duties to the Met Council; TAB reviews and approves transit assistance and contracts and serves as arbitrator between transit providers in metro area.		Referred to Senate Metropolitan & Local Affairs Heard 3/24/93, no action taken
H.F. 1090	Reps: Pugh, Wejcman, Anderson & Orfield			Referred to House Metro Affairs Heard 3/24/93 - sub committee 4/1/93 passed as amended and rereferred to Gov. Operations 4/7/93 bill killed in Gov. Operations
(Re #93-2301)				

## TRANSIT GOVERNANCE BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 1055	Senator: Metzen	Establishing a paratransit demonstration project in Dakota County	Supported by Dakota County DARTS	Referred to Senate Transportation & Public Transit
S.F. 1154	Senators: Murphy, Pariseau	(identical to S.F. 1055)	Opposed by Regional Transit Board	Hearing scheduled: 3/31/93 Bill pulled from agenda
H.F. 1299	Reps: Milbert, Dempsey, Ozment, Commers & Pawlenty			
S.F. 1155	Senators: Wiener & Knutson	(identical to S.F. 1055)		Referred to Senate Transportation & Public Transit
H.F. 1289	Reps: Pugh, Anderson, Macklin & Osthoff			Referred to House Transportation & Transit Not heard before deadline Dead
S.F. 1081	Senator: Pogemiller	Metro Council redistricting bill		Referred to Senate Ethics & Campaign Reform
H.F. 1376	Rep: Carruthers, I. Anderson, Pugh, Osthoff, Knickerbocker			4/1/1993 passed as amended

## TRANSIT GOVERNANCE BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 1127  H.F. 1188	Senators: Flynn, Mondale, Belanger, Robertson & Oliver  Reps: Mariani & Pawlenty	Metropolitan Council Governance proposal: Eliminates the 11 member Regional Transit Board and 5 member Metropolitan Transit Commission; council chair appoints a single administrator for each entity. MnDOT solely responsible for engineering and constructing all major transit facilities such as: hubs, and light rail transit. Future transit lobbying will be directed by Met Council.		Referred to Senate Metropolitan & Local Affairs Heard 3/30/93, Subcommittee --4/ /93 passed in full committee and sent to floor  Referred to House Metro Affairs Heard 3/24/93, no action taken
S.F. 1143  H.F. 653	Senators: Olson, Chmielewski, Langseth, Belanger & Vickerman  Reps: Kelso, Pauly & Lieder	(Opens up the "Opt-Out" statute) - the statutory date restriction removed for establishing replacement transit service programs in eligible communities in the metropolitan area.		Referred to Senate Transportation & Public Transit  Referred to House Transportation & Transit  Heard 4/ /93 Dead
S.F. 1250  H.F. 1053  (Re #93-2300)	Senators: Luther, Moe, Flynn & Mondale  Reps: Carruthers, Long, I.Anderson, Mariani & Weaver	Create Twin City Metropolitan Public Corporation. Eliminate Met Council, RTB, MTC, Waste Control Commission, Parks & Open Space Commission, & Regional Rail Authorities. Provides for appointment to advisory committees, provides for appointments to board of T.C. Metro, provides for commission of T.C. Metro, provides for greater oversight of MAC.		Referred to Senate Metro & Local Government  Referred to House Metro & Local Affairs. Heard 3/18/93 - (subcommittee) no action taken  Dead

## MISCELLANEOUS GOVERNANCE PROPOSALS

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 114	Senators: Kelly, Merriam, Moe, & Metzen	Abolishes Dept. of Public Safety; gives MnDOT responsibility for state patrol, driver & vehicle services, traffic safety & capitol security		Referred to Senate Government Operations & Reform. Referred to Crime Prevention 2/25/93 passed as amended & referred to Government Operations 3/22/93 passed as amended & referred to Crime Prevention
H.F. 272	Reps: Solberg, Welle, Kahn, Osthoff & Bishop			Referred to House Gov. Operations & Gambling 3/8/93 passed & rereferred to Transp. 3/25/93 passed Transp. and rereferred to Judicial
S.F. 206	Senators: Cohen, Kelly, Chandler, & Anderson	Changes organization of Metropolitan Sports Facilities Commission		Referred to Senate Metro & Local Government Committee
H.F. 162	Reps: Osthoff, Stanius & I. Anderson			Referred to House Local Government & Metro Affairs Dead for 1993

## MISCELLANEOUS GOVERNANCE PROPOSALS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 724 H.F. 557	Senators: D. Benson, Johnston, Day, Lesewski & Oliver  Reps: Stanius, Gutknecht, Krueger, Jennings & V. Johnson	Combines Depts. of Administration & Finance; combines Depts. of Jobs & Training and Labor and Industry		Referred to Senate Government Operations & Reform  Referred to House Government Operations & Gambling Committee
S.F. 1252 H.F. 1555	Senators: Morse, Riveness, Price, Chandler & Dille  Rep: Hausman	Environmental & Natural Resources Reorganization Act of 1993		Referred to Senate Government Operations & Reform Committee
S.F. 1571 H.F. 1435	Senator: Berglin  Reps: Clark, Jefferson, A. Johnson & I. Anderson	Increases Met Council membership from 17 to 20 - 3 minority members (black, Asian, Hispanic, Am. Indian, Alaskan, Native Pacific Islander or handicapped)		Referred to Senate Metro & Local Government  Referred to Local & Metro Affairs 4/17/93 passed as amended

### MISCELLANEOUS GOVERNANCE PROPOSALS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 0001  H.F. 1529	Senators: Pogemiller, Stumpf & D. Johnson  Reps: Hausman, Peterson & Sekhon	  State government restructuring: establishes a worker participation committee		Referred to Gov. Operations 3/22/93 passed and rereferred to Environmental 4/18/93 passed Environmental & Natural Resources  Referred to Environmental & Natural Resources 4/12/93 passed and rereferred to House Government Operations
S.F. 092  H.F. 1553	Senator: Pariseau  Reps: Kahn & Brown	  Elimination of Pollution Control Agency		Referred to Environmental & Natural Resources 3/15/93 passed and rereferred to Government Operations
S.F. 1390  H.F. 1545	Senator: Benson  Reps: Sviggum	  Restructuring the Executive Branch		Referred to Government Operations  Referred to House Government Operations

### MISCELLANEOUS GOVERNANCE PROPOSALS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 1490	Senators: Riveness, Metzen, Sams Stumpf & Stevens	Review agency strategic plans, etc.		Referred to Senate Government Operations
H.F. 1561	Reps: Krueger			Referred to House Government Operations & Gambling
S.F. 1571	Senator: Berglin	Provides for minority representation on the Metropolitan Council		Referred to Metro & Local Government
H.F. 1435	Rep: Clark			Referred to Local Government & Metro Affairs 4/17/93 passed as amended

## POLICY BILLS

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 348 H.F. 284	Senator: Anderson Rep: Hausman	Restricts reconstruction of Highway 280		Referred to Senate Transportation & Public Transit  Referred to House Transportation & Transit Dead for '93
No Senate Comp. H.F. 310	Rep. Osthoff	Prohibits transportation commission and political subdivision from acquiring or condemning real estate property for construction, reconstruction or improvement of truck highway segments on 35W and North 494		Referred to House Transportation & Transit  Dead for '93
S.F. 563 H.F. 658	Senators: Vickerman, Hanson, Belanger, Solon & Johnston Reps: Wejcman	Paratransit certification; establishes state-wide certification guidelines; imposes penalty for misrepresentation of disability by user or false certification by physician (fine \$500)	Disability Rights Alliance  Opposed by Regional Transit Board as introduced--  Accepted by Regional Transit Board as amended	Referred to Senate Transportation & Public Transit Committee Passed as amended  Referred to House Transportation & Transit Committee 3/17/93 - bill passed as amended

## POLICY BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 619	Senator: Olson	Requires public employees police & fire fund coverage for the Metropolitan Transit Commission Transit Police		Referred to Government Operations & Reform
H.F. 1166	Reps: Knickerbocker, Kahn, Mahon, Greiling & Van Dellen			No hearing in either body
S.F. 771	Senators: Bertram, Sams, Moe & J. Johnson	Increases producer payment to ethanol producers		Referred to Senate Agriculture and Rural Development 3/24/93 passed amended & referred to Jobs & Energy Committee 3/31/93 passed as amended & referred to Metro & Local Govt. 4/12/93 amended and passed to full committee
H.F. 931	Reps: Peterson & Bertram			Referred to House Agriculture Committee Passed and referred to Transportation 3/29/93 passed and referred to Environmental Committee



## POLICY BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 875  H.F. 1052	Senators: Morse, Kiscaden, Murphy & Pappas & Marty  Reps: Frerichs, Osthoff, Pelowski, Morrison & Ozment	Tri-state high speed rail service study phase II		Referred to Senate Transportation & Public Transit Heard 4/6/93--laid over  Referred to House Transportation & Transit 3/26/93 passed as amended & referred to Economic Development, Infrastructure & Regulation Finance Committee
S.F. 1010  H.F. 1108	Senators: Morse, Kiscaden, D. Benson, Murphy & Piper  Reps: Frerichs, Dempsey & Osthoff	Appropriates money for a study of Rochester Airport and for a study of high-speed rail		Referred to Senate Transportation & Public Transit Heard 4/6/93--laid over  Referred to House Transportation & Transit
S.F. 1054  H.F. 1203	Senators:  Rep: Mahon	State-mandated task forces and advisory groups that haven't met for a year or more would be eliminated--would establish a sunset date of June 30, 1997 for all advisory groups, committees and boards still in existence after June 30, 1993. Would also require all advisory groups to report annually on their activities to the governor and legislature		4/1/93 approved by Senate Government Operations and Reform Committee  4/6/93 approved by House Government Operations & Gambling  Both bills are pending on floor

## POLICY BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 1142  H.F. 1122	Senators: Flynn, Pappas, Vickerman, Hanson & Krentz  Reps: Garcia, A. Johnson, Pauly, Mahon & Kalis	Requires drivers to yield right-of-way to transit buses entering the right-hand lane of traffic; prohibits parking within 80 feet of a transit stop used by handicapped acces- sible buses and posted with international access symbol; and includes public transit operators as priority users of energy in energy emergencies	Regional Transit Board, Metropolitan Transit Commission, Metropolitan Council and Minnesota Public Transit Association	Referred to Senate Transportation & Public Transit Heard 3/30/93 - passed committee goes to floor for a vote  Referred to House Transportation & Transit 4/14/93 passed & rereferred to Judiciary
S.F. 1184  H.F. 1366	Senators: Chmielewski, Langseth, Vickerman, Olson & Flynn  Reps: Lieder, Simoneau, Lasley, Morrison & Osthoff	Authorizes public/private toll roads		Referred to Senate Transportation & Public Transit Passed  Referred to House Transportation & Transit
S.F. 1216  H.F. 854	Senators: Olson & Johnston  Reps: Wejcman, Osthoff & Pauly	Clarifies special transportation service license requirements (7 county metro area), requires criminal background checks	Department of Public Safety, Regional Transit Board	Referred to Senate Transportation & Public Transit 3/31/93 passed as amended  Referred to House Transportation & Transit 4/14/93 passed as amended

## ADMINISTRATIVE BILLS

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 147 H.F. 200	Senator Cohen Rep: Orenstein	MTC; raises the tort liability limits of the Metropolitan Transit Commission. Sets limits at two and one-half times the limits provided in statute (now \$200,000 per claimant and \$600,000 per incident).		Referred to Senate Judiciary scheduled: March 8  3/8/93 Senate hearing postponed Rescheduled: 3/31/93 - Noon Tabled  Dead for 1993
S.F. 431 H.F. 318	Senator: Hottinger, Kiscaden, Metzen & Wiener Reps: Krueger, Kahn, Pugh & Macklin	That government records may be stored on optical disks		Referred to Senate Government Operations & Reform  Referred to House Government Operations & Gambling
S.F. 471 H.F. 283	Senators: Sams, Finn, Luther, Moe & Merriam Rep: Krueger, Opatz, Hasskamp, Luther & Bergson	Provides that additional compensation (bonus) may not be paid to employees of state or quasi-state agencies based on their performances		Referred to Senate Government Operations & Reform  Referred to House Government Operations & Gambling

## POLICY BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 1405	Senator: Chmielewski	Provides transit system throughout Minnesota		Referred to Senate Transportation & Public Transit
H.F. 1614	Reps: Lasley, Bauerly, V. Johnson, Kelso & E. Olson			Referred to House Transportation & Transit
S.F. 1427	Senator: Johnston	Provides for discharging of Transportation related duties		
H.F. 1589	Reps: Molnau & Commers			
S.F. 1569	Senator: Morse	Deregulates charter carriers--applies to services under contract with the RTB		Referred to Senate Transportation & Public Transit

## POLICY BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 1228  H.F. 1169	Senators: Ranum, Kroening, Belanger & Chmielewski  Reps: Jefferson, Orfield, Wejcman & Steensma	Requires the Metropolitan Transit Commission to get Park Board approval before operating on parkways in first class cities.	Minneapolis Park Board-however, MTC won a court case against permit requirement	Referred to Senate Metropolitan & Local Government Heard 3/25/93 - passed subcommittee 3/30/93 passed full committee goes to floor for a vote  Referred to House Transportation & Transit 4/14/93 passed as amended
S.F. 1262  H.F. 451	Senator: Anderson, Spear, Kelly & Ranum  Rep: Mahon, Hausman, Pugh, Weaver & Skoglund	Creates Metropolitan Transit Commission Police Force. Enables the MTC to maintain its current practice of using off-duty peace officers, ensure compliance with Post Board training requirements and allow access to police and criminal history networks and data.		Referred to Senate Judiciary--passed  Referred to House Transportation & Transit 4/14/93 this bill was amended on to the Omnibus Criminal bill in Judicial Comm.
S.F. 1290  H.F. 1310	Senators: Riveness  Reps: Mahon, Knickerbocker, Erhardt, Garcia & Pauly	TDM; permits cities of Bloomington, Edina, Richfield, Eden Prairie & Minnetonka--by ordinance--to establish TDM programs applicable to employees, etc.		Referred to Senate Metro & Local Government Passed 4/1/93 as amended Referred to House Transportation 4/14/93 passed as amended

## ADMINISTRATIVE BILLS, CONT'D

BILL NUMBER	AUTHORS	DESCRIPTION	SUPPORTED BY	STATUS
S.F. 715 H.F. 613	Senators: Riveness, Metzen, Pogemiller, Terwilliger & Hottinger  Reps: Carruthers, Reding, Kahn, Krueger & Knickerbocker	Open meeting law modifications; requires court to consider willful violation; increases penalties for violation		Referred to Senate Government Operations & Reform  Referred to House Government Operations & Gambling
H.F. 747	Reps: Orenstein	Stay of bond requirements		Referred to House Judiciary Committee 3/12/93 Passed as amended
S.F. 1086 H.F. 1056	Senators: Morse, Stumpf, Metzen, Pogemiller & D. Benson  Reps: Johnson, Knickerbocker, Reding, Kinkel & Dempsey	Regarding pubic retirement; contribution rates, formula increase		Referred to Senate Government Operations & Reform Committee  Referred to House Government Operations & Gambling Committee
S.F. 1222 H.F. 1362	Reps: Sviggum	Changes methods for reporting on and pre- paring state agency budgets.		

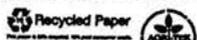
H. F. 1122 S.F. 1142  
SUBJECT: Transit  
AUTHORS: Garcia, A. Johnson, Pauly, Mahon, Kalis  
COMMITTEE: Transportation and Transit  
ANALYST: Deborah A. Dyson, 296-8291 DATE: March 23, 1993

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### Section

- 1 **Transit Bus; Definition.** Defines "transit bus" as a regular route transit bus as defined in section 174.22, subdivision 8.
- 2 **Transit Bus; Right-of-Way;** Requires right-hand lane traffic to yield to a transit bus attempting to enter that lane from a bus stop or shoulder.
- 3 **Parking Criteria; Physically Disabled Access.** Prohibits a person from parking at a regular route bus stop that is posted as accessible to the physically disabled. (Violation of this provision would be a misdemeanor, subject to a fine of not less than \$100 and not more than \$200.)
- 4 **Energy Supply Emergency Conservation and Allocation; Priorities and Requirements.** Requires the energy emergency conservation and allocation plan of the department of public service to give priority use of energy supplies to public transit under contract with the commissioner of transportation or the regional transit board in addition to those listed under current law (individuals, institutions, agriculture, and businesses).

SENATE  
STATE OF MINNESOTA  
SEVENTY-EIGHTH LEGISLATURE



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PAGE NO. 329

S.F. NO. 1142

Introduced by Flynn, Pappas, Vickerman, Hanson and Krentz.  
Read First Time Mar. 22, 1993, and Referred to the  
Committee on Transportation and Public Transit.  
Committee Recommendation. To Pass.  
Pursuant to Rule 35, Referred to the Committee on  
Rules and Administration Mar. 31, 1993.  
Committee Recommendation. Adopt the Previous Committee Report.  
Committee Report Adopted Apr. 7, 1993.  
Read Second Time Apr. 7, 1993.

1 A bill for an act

2 relating to transportation; prohibiting parking in  
3 transit stops marked with a handicapped sign;  
4 establishing priority for transit in energy  
5 emergencies; requiring motor vehicles to yield to  
6 transit buses entering traffic; amending Minnesota  
7 Statutes 1992, sections 169.01, by adding a  
8 subdivision; 169.20, by adding a subdivision; 169.346,  
9 subdivision 1; and 216C.15, subdivision 1.

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

11 Section 1. Minnesota Statutes 1992, section 169.01, is  
12 amended by adding a subdivision to read:

13 Subd. 77. [TRANSIT BUS.] "Transit bus" means a bus engaged  
14 in regular route transit as defined in section 174.22,  
15 subdivision 8.

16 Sec. 2. Minnesota Statutes 1992, section 169.20, is  
17 amended by adding a subdivision to read:

18 Subd. 7. [TRANSIT BUS.] The driver of a vehicle traveling  
19 in the right-hand lane of traffic shall yield the right-of-way  
20 to any transit bus attempting to enter that lane from a bus stop  
21 or shoulder, as indicated by a flashing left turn signal.

22 Sec. 3. Minnesota Statutes 1992, section 169.346,  
23 subdivision 1, is amended to read:

24 Subdivision 1. [PARKING CRITERIA.] A person shall not:

25 (1) park a motor vehicle in or obstruct access to a parking  
26 space designated and reserved for the physically disabled, on  
27 either private or public property;

1 (2) park a motor vehicle in or obstruct access to an area  
2 designated by a local governmental unit as a transfer zone for  
3 disabled persons; or

4 (3) exercise the parking privilege provided in section  
5 169.345, unless:

6 (i) that person is a physically disabled person as defined  
7 in section 169.345, subdivision 2, or the person is transporting  
8 or parking a vehicle for a physically disabled person; and . .

9 (ii) the vehicle visibly displays one of the following: a  
10 license plate issued under section 168.021, a certificate issued  
11 under section 169.345, or an equivalent certificate, insignia,  
12 or license plate issued by another state, a foreign country, or  
13 one of its political subdivisions; or

14 (4) park a motor vehicle in an area used as a regular route  
15 transit stopping point where a transit vehicle that is  
16 accessible to the physically disabled regularly stops and a sign  
17 that bears the international symbol of access in white on blue  
18 is posted. A sign posted under this clause may display other  
19 information relating to the regular route transit service. For  
20 purposes of this clause, an area used as a regular route transit  
21 stopping point consists of the 80 feet immediately preceding the  
22 sign described in this clause.

23 Sec. 4. Minnesota Statutes 1992, section 216C.15,  
24 subdivision 1, is amended to read:

25 Subdivision 1. [PRIORITIES AND REQUIREMENTS.] The  
26 commissioner shall maintain an emergency conservation and  
27 allocation plan. The plan shall provide a variety of strategies  
28 and staged conservation measures to reduce energy use and in the  
29 event of an energy supply emergency, shall establish guidelines  
30 and criteria for allocation of fuels to priority users. The  
31 plan shall contain alternative conservation actions and  
32 allocation plans to reasonably meet various foreseeable shortage  
33 circumstances and allow a choice of appropriate responses. The  
34 plan shall be consistent with requirements of federal emergency  
35 energy conservation and allocation laws and regulations, shall  
36 be based on reasonable energy savings or transfers from scarce

1 energy resources and shall:

2 (a) give priority to individuals, institutions, agriculture  
3 and, businesses, and public transit under contract with the  
4 commissioner of transportation or the regional transit board  
5 which demonstrate they have engaged in energy-saving measures  
6 and shall include provisions to insure that:

7 (1) immediate allocations to individuals, institutions,  
8 agriculture and, businesses, and public transit be based on  
9 needs at energy conservation levels;

10 (2) successive allocations to individuals, institutions,  
11 agriculture and, businesses, and public transit be based on  
12 needs after implementation of required action to increase energy  
13 conservation; and

14 (3) needs of individuals and, institutions, and public  
15 transit are adjusted to insure the health and welfare of the  
16 young, old and infirm;

17 (b) insure maintenance of reasonable job safety conditions  
18 and avoid environmental sacrifices;

19 (c) establish programs, controls, standards, priorities or  
20 quotas for the allocation, conservation and consumption of  
21 energy resources; and for the suspension and modification of  
22 existing standards and the establishment of new standards  
23 affecting or affected by the use of energy resources, including  
24 those related to the type and composition of energy sources, and  
25 to the hours and days during which public buildings, commercial  
26 and industrial establishments, and other energy consuming  
27 facilities may or are required to remain open;

28 (d) establish programs to control the use, sale or  
29 distribution of commodities, materials, goods or services;

30 (e) establish regional programs and agreements for the  
31 purpose of coordinating the energy resources, programs and  
32 actions of the state with those of the federal government, of  
33 local governments, and of other states and localities; and

34 (f) determine at what level of an energy supply emergency  
35 situation the pollution control agency shall be requested to ask  
36 the governor to petition the president for a temporary emergency

02/22/93

[REVISOR ] XX/DE 93-1938

1 suspension of air quality standards as required by the Clean Air  
2 Act, United States Code, title 42, section 7410f; and  
3 (g) establish procedures for fair and equitable review of  
4 complaints and requests for special exemptions regarding  
5 emergency conservation measures or allocations.

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**Senate**  
State of Minnesota

*WI NOT DEDICATED  
TRANSIT FUND  
8% increase in heavy  
+ for transit  
26% increase heavy*

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**TO:** Members of the Senate Finance Committee

**FROM:** Martha N. O'Toole, Senate Counsel (296-4395) *NOT.*

**DATE:** April 14, 1993

**RE:** Summary of S.F. No. 1251 (S1251-1)

**Sections 1 to 8** make appropriations from the general fund or other named funds to the department of transportation, regional transit board, transportation regulation board, the department of public safety, the Minnesota safety council, to general contingent accounts, and for tort claims.

**Section 9** requires the commissioner of transportation to certify to the state board of investment portions of the highway user tax distribution fund not required for immediate use.

**Section 10** authorizes the state board to invest money in the highway user tax distribution fund, with interest and profits credited to the highway user tax distribution fund.

**Section 11** authorizes use of revenues from the motor fuel tax increase (Section 28) for trunk highway projects that include supplements to public transit and are designed to meet other listed purposes. Examples listed include park-and-ride facilities, parking garages, and HOV lanes.

**Section 12** authorizes the office of electronic communication in the department of transportation to perform work for other state agencies and be reimbursed for the services.

**Section 13** adds qualifying language to allow a county state-aid highway to be established within a city, without the approval of the city's governing body, when recommended favorably by the dispute resolution board created under section 15.

**Section 14** adds qualifying language to allow a county state-aid highway lying within the corporate limits of a city to be constructed, reconstructed, or improved without the approval of the city's governing body, upon a favorable recommendation by the dispute resolution board created under section 15.

**Section 15** allows a county board to request the commissioner of transportation to establish a dispute resolution board when a city has failed to approve the establishment, construction, reconstruction or improvement of a county state-aid highway within the city's corporate limits. The board will consist of one county commissioner, one county engineer, one city council member or the mayor, one city engineer, and a representative of MnDOT. The board will review the proposed change and make a recommendation to the commissioner.

**Section 16** changes the existing county state-aid distribution formula as follows:

- Five percent of the total apportionment is distributed equally to each county.
- Twenty percent of the total apportionment is distributed based upon each county's proportionate share of vehicle registrations.
- Thirty five percent of the total apportionment is distributed based upon each county's proportionate share of county state-aid highway lane miles.
- Forty percent of the total apportionment is distributed based upon each county's proportionate share of money needs.
- In 1994 and thereafter, no county may receive more than its previous years' apportionment plus 39.5 percent.
- In 1994 and thereafter, no county may receive less than its 1993 apportionment plus three percent. The three percent may be decreased proportionately among the counties if the total apportionment sum is insufficient to meet this requirement.

**Section 17** requires each county engineer to forward information to the commissioner relating to the lane mileage of the county, rather than centerline mileage. The composition of the screening board is changed to consist of one county engineer from each of the seven highway construction districts outside of the metropolitan area and five county engineers from the department's metropolitan division. No county engineer may serve for more than four consecutive years.

**Section 18** allows the commissioner to estimate the county's lane mileage if the county fails to submit the information.

**Section 19** authorizes courts to invalidate a driver's license or permit and repeals the requirement that the license be returned to the department of public safety.

**Section 20** authorizes peace officers, when someone has refused or has failed an alcohol concentration test, to either take the driver's license and issue a 7-day temporary permit or invalidate the driver's license.

**Section 21** requires that old drivers' licenses or identification cards be invalidated rather than surrendered to the department of public safety.

**Section 22** increases fees for driver's licenses and identification cards by \$1.

**Section 23** repeals the requirement that persons applying for a duplicate license must surrender the old one.

**Section 24** repeals language making it illegal to fail or refuse to surrender a driver's license or identification card for which the holder has been disqualified.

**Section 25** authorizes the commissioner of transportation to enter into agreements with other public or private entities to promote efficiencies in governmental services or innovations in transportation and authorizes the commissioner to accept and spend funds received under any such agreement. Commissioner must report receipts to the legislature and to the governor if payments exceed \$100,000.

**Section 26** provides that the legislature appropriates the transit assistance fund, which receives MVET revenues, and repeals the 80 percent metro-20 percent rural statutory distribution.

**Section 27** repeals the tax exemption for sales of compressed natural gas or propane used in vehicles that have a alternate fuel permit.

**Section 28** increase the gasoline tax to 25 cents from June 1, 1993 to September 30, 1994. After September 30, 1994, the rate is determined annually under section 29.

**Section 29** requires an annual motor fuel tax rate adjustment, effective October 1, 1994, and annually thereafter. If the percentage of MVET transferred to the transit assistance fund is reduced or eliminated, the increase in the tax effective June 1, 1993, is correspondingly adjusted. After that

adjustment, if any, is made, the tax rate is indexed according to a formula based on the consumer price index and the amount of fuel sold.

**Section 30** repeals the exemption from special fuel taxation for natural gas or propane in vehicles displaying a alternate fuel permit.

**Section 31** imposes a state excise tax of seven percent on motor vehicle sales.

**Section 32** transfers 27 percent of MVET proceeds to the transit assistance fund for appropriation to the commissioner and the regional transit board.

**Section 33** repeals statutes requiring driver's license surrender and authorizing special fuel permits for natural gas and propane.

**Section 34** makes the motor fuel tax increase effective June 1, 1993 and the driver's license fee increase effective January 1, 1994. The sections dealing with the county state-aid formula and dispute resolution board are effective for payments in 1994.

MNO:pa