



Minnesota Regional Transit
Board: Records.

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

Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
Tuesday, September 7, 1993
4:00 p.m.

AGENDA

1. **CALL TO ORDER AND ROLL CALL**
2. **APPROVAL OF THE AGENDA**
3. **OATH OF OFFICE FOR NEW MEMBERS**
4. **APPROVAL OF MINUTES**
 - a. Committee of the Whole Meeting, August 9, 1993
 - b. Public Hearing, August 9, 1993
 - c. Regional Transit Board Meeting, August 16, 1993
 - d. Committee of the Whole Meeting, August 23, 1993
5. **CHAIR'S REPORT**
6. **MEMBERS' REPORTS**
7. **EXECUTIVE DIRECTOR'S REPORT**
8. **OTHER BUSINESS**
9. **PUBLIC COMMENT**

John Riley
Chairman

mff



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

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
September 7, 1993**

MEMBERS PRESENT: John H. Riley, Chair; Michael Beard; Sharon Feess; Ruth Franklin; Morgan Grant; Val Higgins; James Hovland; Gary Humphrey; Ruby Hunt; Harry Mares

MEMBERS EXCUSED: Dennis Schulstad

OTHERS PRESENT: Arnie Entzel, Amalgamated Transit Union; Michael Robertson, Legal Counsel; Karen Lyons, Metropolitan Council; Gregory L. Andrews, Dale Ulrich, Judy Hollander, Barb Quade, Stephanie Eiler, Clarence Shallbetter, Elaine Bauer, Jane Fitz, Randy Rosvold, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The meeting was called by Vice Chair Franklin to order at 4:10 p.m. and roll was taken.

APPROVAL OF AGENDA

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

OATH OF OFFICE FOR NEW MEMBERS

Franklin said there are two members whose appointments were unaffected by the redistricting and subsequent appointment of members; therefore, she asked Higgins to assume the chair in order to give the Oath of Office to the new and returning members. The oath was taken by:

Michael Beard
Sharon Feess
Ruth Franklin
James Hovland
Gary L. Humphrey
Ruby Hunt
Harry Mares

APPROVAL OF MINUTES

Higgins moved and Feess seconded approval of the following minutes:

Committee of the Whole Meeting, August 9, 1993
Public Hearing, August 9, 1993
Regional Transit Board Meeting, August 16, 1993
Committee of the Whole Meeting, August 23, 1993

The motion was unanimously approved.

CHAIR'S REPORT

Chair Riley assumed the chair and updated the board on the developments in the Metro Ride lawsuit. RTB and ATE are attempting to work out interim arrangements to allow the restructured program to proceed as planned. That process has been uneven. At the end of last week an accommodation seemed to have been reached that would allow Mayflower to operate under the permanent arrangement with the remaining 50-percent of the new equipment to be allocated to existing providers. RTB could extend the contracts of the current providers, but we could not put them under the new contractual arrangements. Very few of them had much incentive to stay with the program and are looking for other business. They will not cancel other arrangements to provide Metro Mobility service. Metro Ride has a new set of conditions, including increased compensation and having a staff person at the Metro Mobility Service Center to accept or reject trip assignments. Those conditions were not acceptable. On Friday, September 3, we decided to view that as a rejection because of the conditions. The other providers are not attaching any conditions. Metro Ride has now set another court hearing for September 10.

Hovland asked what the substance was of Metro Ride's motion. Riley said that as of this morning RTB does not know. They are attempting to get a hearing on Wednesday. Andrews said less than an hour ago Metro Ride said they want a third chance to negotiate a rate. Their attorneys have not formally informed us of what the Friday hearing will be on. We will hold firm on our position as non negotiable. Riley said we have been through two rounds with Metro Ride and cannot negotiate rates that are different than those of the other two providers. Hovland asked if we can press forward with the temporary injunction hearing. Robertson said Metro Ride interprets the stipulation agreement differently and we expect they will need a determination of the agreement. Riley said we really need to know what will be raised. The last two times we received information at the last possible moment. They must serve us. Higgins said he is perfectly comfortable with what the chair and staff are doing.

Riley said some of the documents we have received indicated that in early June they knew everything they would object to. Things could have been corrected at that time, but they took the opportunity away from us. Metro Ride allowed the other carriers to make a substantial investment in the bidding process and raised

their objections later. Hovland agreed with Higgins that we are following the right process and if it cannot be worked out on Friday we should push forward. Riley said that if we capitulate we would have to make major changes to the system.

MEMBERS REPORTS

Members discussed their experiences working at the State Fair booth and the chair thanked everyone who worked on it. Staff will begin working now on improving the location of the display. It was not shown on the map of booth locations. Grant said one visitor discussed charging no fares at all for transit service. Riley said that was tried in Austin, Texas but they had to back away because the system was swamped.

Feess said she attended the recent meeting of United Way's Success by Six Northwest Transportation Committee, which is a group working to improve the quality of transportation in Northwest Hennepin County. The group is to be very active and is trying to get transportation to the public wellness program. She distributed their brochure and their 1994 legislative priorities. They plan to contact local legislators. Riley said we need to identify all those groups and build our base of support.

Hunt said Senator Pappas has been meeting with a group in an attempt to get some support for transit at the Legislature. She asked if RTB has had a report yet from MTC on bus service figures to the State Fair from the malls. She did not find any criticism in the press of the proposed fare increase. Grant said the bus service for lift users was very successful and it may be they could have used more service on the Minneapolis lines. Drivers were very accommodating. Franklin said she used the shuttle service, which was very well organized. By noon her lot seemed to be very full. Higgins said he used the bus from Ridgedale and ran into Tom Johnson, who introduced him to the riders--they clapped. MTC should be congratulated; they did an excellent job. While he was at Ridgedale the three articulated buses they sent were filled immediately. Riley said no formal report has been made, but informally MTC reports that it was very successful. Members should think about how to sell our product.

EXECUTIVE DIRECTOR'S REPORT

Andrews introduced Clarence Shallbetter, who will be coordinating Travel Demand Management activities. He has a long history of public administration and most recently worked with the Governor's CORE commission.

Mark Fuhrmann has been hired as the new Manager of the Programs Department. He is currently employed by Fairfax County in Virginia but in the early 80s he worked with Medicine Lake Lines and started the Plymouth Opt-Out Program.

Stephanie Eiler has resigned and is returning the BRW. Riley said Eiler is a very capable person and will be missed. The Legislature changed RTB's charge on light rail transit after she moved to RTB.

Andrews said the State Advisory Council on Metro Governance will meet at 10 a.m. on September 9 at the Capitol. Staff will be monitoring those hearings.

OTHER BUSINESS

Riley said Shallbetter's employment is an indicator that we are moving forward in the area of Travel Demand Management. The Federal Transit Administration has indicated the decline in carpools and vanpools is a national trend.

Hunt said she would like to know, as we approach the legislative session, what role RTB will play and when or if the lobbyist will be retained. Riley said the primary agenda is to get a supplemental appropriation or begin hearings on cutting service. We will support the permanent funding bill. He is not optimistic about that bill. We are trying to reach a situation where the Legislature agrees something has to be done. Beyond that, he has not thought a lot about what we will need. He urged everyone to give this some thought. Hunt said indications at the Pappas meetings are that funding for MTC is a priority. Franklin asked if there is any deadline for filling the Munyon position. It is critical if we are going to have a lobbying effort.

Franklin said she would like staff to work on a retreat for the board because there are new members now and so many issues the board needs to work on. Riley commented that there are only four members who were here in January when he started. Members should dig into the issues that have to be dealt with at the Legislature. Franklin asked staff to report at the next meeting about when retreats can be scheduled.

There was discussion of the impact of the change of legislative leadership. Riley said Speaker-Elect Anderson has not yet staked out a position. Representatives Long and were not assets for transit last year. The new majority leader may choose to provide support. Senator Moe continues to support transit. Beard asked Riley if he plans to "go it alone" at the Legislature. Riley said he will fill that position, but all the board members will have to lobby as well. In March the route reassessment process must start and everyone will find out we are canceling 10-percent of our routes. No one wants to reduce service.

Franklin said the Administration and Finance Committee of the Whole will meet on September 13 and staff will present the budget and various elements of the plan. She encouraged all the members to attend.

Higgins said the board should also plan a long workshop with the MTC commissioners to develop a long-range plan for fare adjustments.

The Oath of Office was administered to Gary Humphrey.

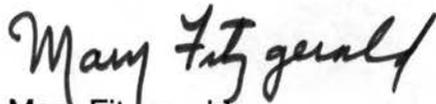
Riley told all the members that staff is available for briefings. Those requests should be directed to Mary Fitzgerald. Mares said he met earlier with Andrews and strongly supports the idea of some kind of workshop. Riley said all board members are a resource for outreach personnel and can cover the entire Metro Area. Everyone should be in contact with their legislators to get our legislative proposals through.

Hunt asked if staff has been attending the meetings of the Flynn/Orfield Committee and asked for an update. Riley said those meetings are being monitored since anything affecting the Metropolitan Council automatically affects RTB as well.

There being no other business, Higgins moved and Mares seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:05 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of September 7, 1993.

Respectfully submitted,



Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this 20th day of September 1993.

August 25, 1993

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: _____

Member Name Present Vote Vote Vote Vote Vote Vote Vote Vote

ISSUE

Oath

John Riley

Michael Beard ✓

Sharon Feess ✓

Ruth Franklin ✓

Morgan Grant ✓

Val M. Higgins ✓

James Hovland ✓

Gary Humphrey *no*

Ruby Hunt ✓

Harry Mares ✓

Dennis Schulstad *bx*

Visitors

Annis Entzel

K. Lydon

M. Roberts

Staff

jh.

hl

ly

chman

H.B.

C.S.

if

mff



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

**Minutes of the Meeting of the
COMMITTEE OF THE WHOLE
August 9, 1993**

MEMBERS PRESENT: Michael Beard, Acting Chair; Morgan Grant; Val Higgins; Ruby Hunt; James Hovland

MEMBERS ABSENT: Sharon Feess, Ruth Franklin, Dennis Schulstad and John Riley

OTHERS PRESENT: Arnie Entzel, Amalgamated Transit Union, Local 1006; Emil Brandt, Transportation Advisory Committee; Dick Graham and Mark Hoisser, DARTS; Gregory L. Andrews, Judy Hollander, Howard Blin, Barb Quade, Gerri Sutton, Clete Luberts, Suzanne Hanson, Assata Brown, Len Simich, Paul Moline, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

Acting Committee Chair Beard called the meeting to order at 4:05 p.m. and roll was taken. A quorum was not present because one member was delayed by road construction.

APPROVAL OF AGENDA

The chair recommended the White Bear Area Contract for Calendar Year 1994 be added to the agenda. Higgins moved approval of the amended agenda; Hunt seconded the motion. The motion was unanimously approved.

FINANCIAL STATEMENTS-JUNE 1993

Sutton presented the June 1993 Financial Statements. Grant moved and Higgins seconded:

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

Beard asked what the preferred fund balance level is. Ulrich said the board has adopted a \$5 million minimum goal. Hunt asked Ulrich what the year-to-year experience with the fund balance has been. Ulrich said it was originally \$16 million but at the direction of the Legislature that was spent down. The current target is \$5 million, which is expected to be challenged by many transit consumers. (Hovland arrived.) The motion was unanimously approved.

REQUEST FOR PROPOSAL FOR BROOKDALE TRANSIT HUB

Quade reviewed the staff report dated August 2, 1993. Higgins asked why the projected cost is so high since the transit hubs are all similar. Quade said each hub differs somewhat because there are different problems associated with each of them. Brookdale is a very old facility and requires some retrofitting. Traffic must be managed and the city's concerns have to be resolved. There was discussion about the propriety of publishing the dollar amount. Hovland moved and Grant seconded:

That the Regional Transit Board authorize the executive director to issue a request for proposal for consultant services associated with engineering and design of the Brookdale Transit Hub.

The motion was unanimously approved.

SMART DARTS PHASE I FUNDING REQUEST

Moline reviewed the July 30 staff report. Grant questioned whether this system will be compatible with the new Metro Mobility system. Moline said the DARTS system is somewhat different from the Metro Mobility system. Blin said the intention is to have this system fully integrated with the Metro Mobility system so they can talk back and forth. DARTS is providing paratransit service for Dakota County. Graham added that a large part of the county is not covered by the Metro Mobility system. By bringing the Geographic Information System (GIS) into the metro transit system some of the problems of overlap will be alleviated. In response to Hunt's question, Moline said the total cost of for all three phases is approximately \$560,000. However, RTB is under no obligation to fund the second and third phases.

Graham said Dakota County is very far along in getting everything on a computer map. They want to get a high level of information about the needs of each rider to help in scheduling. DARTS is planning for same-day service. Hoisser discussed ridership projections, staffing, coordination, and the impact on the opt-out communities. Hunt moved and Grant seconded:

That the Regional Transit Board approve the funding request for Phase I implementation of the Smart DARTS demonstration for an amount not to exceed \$65,300.

The motion was unanimously approved.

OTHER BUSINESS

WHITE BEAR AREA CONTRACT FOR CALENDAR YEAR 1994

Brown reviewed the staff report dated August 5, 1993. Higgins said this is an extension of the contract, expanded to include the new obligations. Brown said the

board approved an expansion of the 1993 contract in May. Hunt moved and Higgins seconded:

That the Regional Transit Board authorize the executive director to renew the operating assistance contract with White Bear Area Transit effective January 1, 1994 through December 31, 1994 for an amount not to exceed \$170,480.

Hovland asked why the RTB subsidy is increased. Simich said the increase reflects expansion of service into Mahtomedi and is included in the budget. Simich said five to seven paratransit users are picked up daily by this service; Brown added that one or two of those are standing orders. The motion was unanimously approved.

RECESS

The hour being 5:00 p.m., Grant moved and Hovland seconded that the meeting be recessed in order to conduct the scheduled public hearing on the budget. The motion carried unanimously. The meeting was reconvened by the acting chair at 5:05 p.m.

INTERVIEWS OF APPLICATIONS FOR APPOINTMENT TO THE METROPOLITAN TRANSIT COMMISSION

Frank Snowden distributed a resume of his transit activities and discussed his four-point agenda for transit for the next three years. Members questioned him about education of the public on transit issues, fare increases, public subsidy of transit, media relationships, his own use of buses, and operational efficiencies.

Margaret Dolan passed out copies of her application form and spoke of her experience and background. Members questioned her about previous transit activity and her vision for people with disabilities.

Hovland asked Arnie Entzel what qualities are important in an MTC commissioner. Entzel said commissioners should have experience in dealing with the public and with employees in many different areas, from office to maintenance, and an understanding of what a bus driver's responsibilities are when confronting the public. He has had hundreds of calls about the riders. Commissioners need the ability to understand whether or not something could be done about situations on the buses. The commissioners must be more involved in educating legislators, many of whom do not understand the necessity for transit or that it cannot be done as they perceive it. Hunt agreed and said many agencies have tried, but legislators cannot understand why we are talking about a fare increase. A lot more has to be done.

There being no other business, Hunt moved and Hovland seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:40 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 August 9, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this 7th day of September 1993.



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

**Minutes of the Public Hearing of the
REGIONAL TRANSIT BOARD
August 9, 1993**

MEMBERS PRESENT: Michael Beard, Acting Chair; Morgan Grant; Val Higgins; Ruby Hunt; James Hovland

MEMBERS ABSENT: Sharon Feess, Ruth Franklin, Dennis Schulstad and John Riley

OTHERS PRESENT: Arnie Entzel, Amalgamated Transit Union, Local 1006; Gregory L. Andrews, Judy Hollander, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

Acting Committee Chair Beard convened the public hearing on the Proposed 1994 Regional Transit Board Budget at 5 p.m. A public hearing on the budget is required by statute and the appropriate notices had been published inviting the public to comment. No one was present to testify. The record will remain open until September 9, 1993. Written comments should be directed to the RTB offices.

Ulrich reviewed the schedule for board review of the budget. By December 20 the final levy certification is due and by December 15 the RTB must adopt a final budget. A Truth in Taxation hearing is scheduled for November 29, 1993.

Higgins moved and Hunt seconded that the public hearing be adjourned. The motion carried unanimously and the meeting adjourned at 5:05 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's public hearing of August 9, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this 7th day of September 1993.



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

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
August 16, 1993**

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

MEMBERS EXCUSED: Ruth Franklin

OTHERS PRESENT: Robert Mairs, Christine Dean, Allyson Hartle, Frank Snowden, Tom Sather, Tom Johnson, Melanie Benson, Robert Thompson, Metropolitan Transit Commission (MTC); Mark Hoisser, DARTS; Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Dale Ulrich, Len Simich, Suzanne Hanson, Dave Jacobson, Randy Rosvold, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

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

APPROVAL OF AGENDA

Grant moved and Feess seconded approval of the agenda; the motion carried unanimously.

APPROVAL OF MINUTES

Beard moved and Hovland seconded approval of the minutes of the Committee of the Whole of July 26, 1993. The motion was unanimously approved.

Beard moved and Higgins seconded approval of the minutes of the meeting of the Regional Transit Board on August 2, 1993. The motion was unanimously approved.

CHAIR'S REPORT

Riley told the board that an injunctive action has been initiated by Metro Ride, which was the third-ranked bidder for ATE's provider contracts. They are very serious about alleging that technical errors were made in the letting of the contracts. They know RTB cannot go beyond October 1 because the current contracts will expire that day. They want ATE to drop the Minnesota carrier, Handicabs, or go back to contracting with three providers with Metro Ride being the third. The action is directed against ATE since they have a turnkey contract with RTB and are responsible for selecting providers. However, this action has a

tremendous bearing on what we are trying to do. Metro Ride will argue it was arbitrary and capricious to award the contract to the two parties who were the low bidders because the RFP did not say the low bid would win the award. Of greater concern is the fact that in the RFP process the drafters violated the basic principle that RFPs should be kept as simple as possible so there will be fewer opportunities for a mistake. As a preliminary step ATE required everyone to qualify as a bidder by notifying ATE they were going to bid. The extra step meant the day after the "notice of intent" letters were due ATE published the list of qualified bidders and that did not include Handicabs. Handicabs inquired and ATE told them no letter of intent had been received. Handicabs then telecopied their copy of their letter, dated six days before the deadline. ATE decided the letter was authentic, had been sent, and they waived any technical non-compliance. The litigants took no action to complain when they got the corrected list of bidders, but later when they came in third they predicated a lawsuit based on the absence of the letter in the files. It is not Riley's inclination to compromise on this issue. It would take \$2.1 million over three years directly from the ride fund and he does not believe this is good public policy.

Metro Ride indicated they will sue both RTB and ATE. If they can enjoin this process until October they will throw the organization into havoc. Riley said he believes RTB will prevail.

Riley welcomed Sharon Feess back from her medical leave. She thanked people for their support and good wishes.

EXECUTIVE DIRECTOR'S REPORT

Andrews explained the Metropolitan Council's process for appointment RTB members. On August 23 their Nominating Committee will meet and develop recommendations. The council will make the final decisions on August 26 at their regular meeting.

On Wednesday, August 25, there will be an all day conference on light rail transit. The new administrator of the Federal Transit Administration will be the luncheon speaker. Riley encouraged members to attend.

REPORT OF THE COMMITTEE OF THE WHOLE

Acting Chair Beard presented the report of the committee's meeting on August 9, 1993.

FINANCIAL STATEMENTS-JUNE 1993

Beard moved and Hovland seconded:

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

The motion was unanimously approved.

REQUEST FOR PROPOSAL FOR BROOKDALE TRANSIT HUB

Beard moved and Hunt seconded:

That the Regional Transit Board authorize the executive director to issue a request for proposal for consultant services associated with engineering and design of the Brookdale Transit Hub.

Higgins said at the committee meeting he raised some objection to approving a certain sum of money, which he felt was excessive. The motion was unanimously approved.

SMART DARTS PHASE I FUNDING REQUEST

Beard moved and Grant seconded:

That the Regional Transit Board approve the funding request for Phase I implementation of the Smart DARTS demonstration for an amount not to exceed \$65,300.

The motion was unanimously approved.

WHITE BEAR AREA CONTRACT FOR CALENDAR YEAR 1994

Beard moved and Hovland seconded:

That the Regional Transit Board authorize the executive director to renew the operating assistance contract with White Bear Area Transit effective January 1, 1994 through December 31, 1994 for an amount not to exceed \$170,480.

Riley asked why RTB is acting to renew this contract now. Andrews said it is at the request of White Bear Area Transit because they want to enter into their contract with National School Bus and they want to combine three services. Simich said the main reason is that a better hourly rate could be worked out if it were locked in through 1994.

Riley said this is not only 1994, but an alteration in the 1993 contract. The motion was unanimously approved.

OTHER BUSINESS

DISCUSSION OF REGULAR ROUTE AND METRO MOBILITY FARES

Riley said the purpose at this meeting is to get a good briefing on the documents received from MTC on the details of the proposal. There is a general fare increase built into the MTC budget. They want to move up the effective date to generate more revenue, and they want to increase fares along a different pattern than the one the board approved earlier. The differences are great enough that we would have to hold another public hearing. Schulstad asked if the whole

issue is back on the table again or will the board be talking only about the changes. Riley said the board is reconsidering the whole issue.

A table on the Proposed Regular Route Fare Structure was distributed and Len Simich used overheads to help illustrate the proposed fare increases. Riley asked staff to develop information on what the dollar amount changes would be in each of the five areas. Thompson made a verbal report on the amount generated by each of the proposed changes. He explained the change in the pricing of the monthly passes, effective on June 1. The new income generated by that change is \$590,000 per year and has already gone into effect. Riley asked if demographic information is available on the social fare users. Thompson said those figures can be broken down by youth, seniors and handicapped passengers. Hovland asked if MTC can determine how many riders are affected by the fare increase. Riley said they will get a portion of the projected revenue coming from each category: disabled, elderly and young people. Higgins said that in light of the remarks about opening up the entire issue of fares, it is his belief the entire issue should be discussed and the short-range approach should be abandoned because MTC is being placed in the position of being unable to plan anything. RTB should adjust its long-range plan for fare increases to include cost-of-living increases. Schulstad agreed, but in this instance the board is considering doubling the rates for seniors and youth. He will raise the issue of the 35-percent subsidy. Transit is not a business. Riley agreed there should be a long-term plan for predictable fare increases. In this case the board went on for many years without raising fares. The rate of inflation affects the entire operating cost of the service but the other revenue sources are not increasing either, which throws the whole burden of the increase on the state.

Higgins asked that the board schedule a longer meeting devoted to this single issue. Hovland agreed the entire issue should be reviewed, particularly since many members are new to the board.

Riley moved and Schulstad seconded:

That the Regional Transit Board authorize the executive director to hold two public hearings to solicit public comment on the new regional fare proposal.

The motion was unanimously approved. Grant said the 35-percent farebox recovery rate should be revisited because it may not be realistic for a public service. Riley said that for most of the rest of the state it is state law. In the Seven-County Metro Area it is a policy, but it was set at 35 percent because of the outstate rates.

Beard asked, if the board declines to raise fares, whether we will have to reduce service. Sather said there are several variables. If the Legislature does not increase funding, service would have to be cut. This fare increase was to have gone into effect in 1993 and was moved back several times. Fares were raised in March 1991 and before that in 1981. This proposal will get MTC through 1994 without changes and allow some service improvements.

Hovland said he favors Higgins and Schulstad's proposals. We cannot complete long-term planning in the time frame available, but the board should look at a long-term method of orderly implementation.

Riley said that two major communications must be directed to all Metro Mobility riders within the next 60 days explaining the operation of the new program, listing new phone numbers and it would be useful to include the zone surcharge information in that mailing.

Hunt moved and Feess seconded:

That the Regional Transit Board eliminate the \$.50 zone-crossing surcharge for Metro Mobility service beginning October 2, 1993.

Grant said the Transportation Accessibility Advisory Committee is not aware of this proposal but there could be no reason to object.

APPOINTMENT OF MEMBER OF METROPOLITAN TRANSIT COMMISSION

The chair said only two people have applied for appointment to the Metropolitan Transit Commission: Frank Snowden and Margaret Dolan. He asked members to comment or nominate other candidates. Hovland expressed his disappointment that there were not more applicants. He moved and Feess seconded:

That the Regional Transit Board table the appointment of the MTC commissioner indefinitely.

Hovland said this action will enable Snowden to serve, but he would like a broader range of candidates to provide a broader choice of people to run a \$120 million agency.

Andrews said this is an Open Appointments process and the notice was published in the State Register. A press release was furnished to the St. Paul and Minneapolis newspapers. Hanson said notices appeared in the metro section of both papers and in some suburban papers. The notice was sent to the minority newspapers as well. In general, newspapers do not give much attention to these openings. Higgins and Beard spoke against the motion. Higgins said the lack of interest may be due to the negative publicity about both bodies. However, the appointment process is set by statute. There has been a turn-around in the relationship and we have an opportunity to solidify it. Riley spoke against the motion because we followed the rules of the game. Changing them now would be unfair. Hunt agreed. She has observed some of the MTC meetings and saw a real effort to move forward and RTB can assist that by providing some certainty. The motion failed (Feess, Hovland and Schulstad voted aye).

After discussion, roll was called and members cast their votes for either Dolan or Snowden. Frank Snowden was reappointed to the Metropolitan Transit Commission (Schulstad and Beard voted for Margaret Dolan).

Snowden thanked the board. The chair encouraged him to educate the other MTC members on the structure and history of the commission because division could be ruinous. There is no partisan way to run a bus and that attitude has to disappear. Dolan thanked the board for their consideration. The chair asked her to consider serving on other transit advisory committees.

OTHER BUSINESS

Hunt asked what the board should be considering doing regarding metropolitan governance. She asked if staff is attending and reporting on the meetings of Senator Flynn's committee. Riley said staff will cover those meetings. He will write to each committee member explaining the reasons for separating policy and operations. The larger process should begin with identifying what the problem is. There has been good debate this summer on solutions but no effort to drive a consensus on what the Metropolitan Council should be. There being no other business, Schulstad moved and Higgins seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:45 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of August 16, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this 7th day of September 1993.



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
August 23, 1993**

MEMBERS PRESENT: Policy Committee Chair Val Higgins, Michael Beard, Sharon Feess, Ruth Franklin, Morgan Grant, Jim Hovland, Ruby Hunt and John Riley

MEMBERS EXCUSED: Dennis Schulstad

OTHERS PRESENT: Robert Mairs, Allyson Hartle, Tom Sather, Melanie Benson, Robert Thompson, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union; Ken Feess; Gregory L. Andrews, Judy Hollander, Howard Blin, Len Simich, Dave Jacobson, Paul Moline, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

Committee Chair Higgins called the meeting to order at 4:10 p.m., and asked that board members and staff make an effort to arrive at these meetings on time. Roll was taken.

APPROVAL OF AGENDA

Franklin moved and Beard seconded approval of the agenda. The motion was unanimously approved.

TRANSPORTING THREE-WHEELED MOBILITY DEVICES

Jacobson reviewed the August 10 staff report on information gathered through a telephone survey of other paratransit programs, manufacturers and insurance representatives. All of the new vehicles will be in full compliance with the regulations of the Americans with Disabilities Act (ADA). No action was taken.

DISCUSSION OF TRANSIT FARE STRUCTURE

Blin and Simich used slides to review the tables included with the staff report dated August 20, 1993. Members discussed at length the effect on children, teens, low-income adults, the elderly, and people with limited mobility if the social fares are increased. Sather said MTC has no option except to cut back service on the street if the fares are not raised. One possibility for mitigating the impact on families would be to allow children up to a certain age to travel free when they are accompanied by an adult.

Higgins said the board is close to the point when a decision to approve or disapprove the fare increase must be made. However, this current proposal only takes MTC through 1994. He asked members to put a lot of thought into this current increase and keep in mind the need to develop a long-range plan. After this increase is dealt with the board should go forward with developing some formula to trigger fare increases. He recommended that a joint seminar with MTC be held and as much time as possible be devoted to discussing fares. Riley discussed the relationship of fares to property tax revenue. State funding or fares must assume the burden when property tax revenue is stable and the cost of operations increase.

OTHER BUSINESS

Riley updated the members on the last developments in the action taken by Metro Ride against the RTB and ATE. The court has granted a temporary restraining order and scheduled a hearing on August 25 on the temporary injunction.

PUBLIC COMMENT

Entzel said he would not want this body to give legislators the idea that the RTB is going to be setting up a mechanism for continuous fare increases every year because that will definitely erode ridership. We cannot let the Legislature off the hook on establishing a dedicated fund for mass transit. If fares are continuously increased ridership will be lost.

There being no other business, Beard moved and Hovland seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 6:05 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 August 23, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this seventh day of September 1993.



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

REPORT OF THE COMMITTEE OF THE WHOLE

At its meeting of August 23, 1993, the committee heard a presentation on transportation of passengers who use three-wheel mobility devices. The committee discussed at length the transit fare structure. No formal action was taken on either matter.

The next regular meeting of the committee will be September 27, 1993.

**Val M. Higgins
Chair
Policy Committee**

mff
8/24/93

Transportation in Northwest Hennepin

Changes Underway.....

United Way's Success By 6[®] Northwest is working with the MTC (Metropolitan Transit Commission) to improve the bus routes for families in Northwest Hennepin County. Your help is needed. If you use the bus and have ideas about how to make the routes or schedules better, call Success By 6 Northwest at 493-2802. The more people who help, the easier it will be to get routes changed for the better.

Many people, often those living on low-incomes, need the bus to get to work, grocery stores, the doctor and other important places. This is why it is important for people in Northwest Hennepin County to get involved.

Often families with small children are the ones who need buses the most. That is why Success By 6[®] Northwest is working hard to help solve the problem.



The northwest area has grown -- many more people live here today. Sometimes, the buses don't run in the areas where they are needed or at the times they are needed. In some places there is only one bus in the morning and one in the afternoon. And, some buses don't go to the street where you have to transfer to another bus.

Success By 6 helps families with small children find the services they need so children will grow up healthy. That is why Success By 6[®] Northwest is working with MTC. Some bus routes have already changed. MTC changed the bus route along Jolly Lane to the Brooklyn Park Target Greatland and Cub Foods so more people could get to the stores.

More needs to be done. You can help. If you or your family use MTC buses, you know what routes could be better and what schedules need to be changed. Please join United Way's Success By 6[®] Northwest and other groups who are trying to make public transportation better for all of our families and people in the northwest area. Call 493-2802 (voice/TDD) today and give us your ideas.

United Way's Success By 6 - helping all children succeed for life.

Success By 6[®] Northwest
Northwest Hennepin Human Services Council
7601 Kentucky Avenue North
Suite 101
Brooklyn Park, MN 55428



Brooklyn Center
Brooklyn Park
Champlin

Corcoran
Crystal
Dayton

Golden Valley
Hanover
Hassan

Maple Grove
New Hope
Osseo

Plymouth
Robbinsdale
Rogers

...ONTAINEERS

Make the Difference

We Need Your Help!!!
 Please fill out this card and send it in.
 Or call 493-2802 for more information!

- o **Call or write your local legislator!** Tell them that transportation needs to be improved in Northwest Hennepin County. (Call 493-2802 for the name and address of your local legislator.)
- o **Become a member of Success By 6® Northwest's Transportation Committee!** For information, call 493-2802.
- o **Contact your local city officials in support of their efforts to improve transportation in your area!**



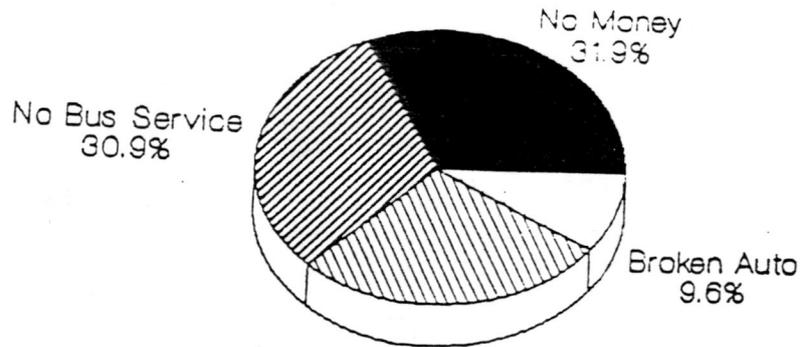
Please mark all that apply:

- YES! I support Success By 6 Northwest's efforts to improve transportation in my area.
- YES! I am interested in Success By 6 Northwest. Please send me information.
- YES! I will contact my legislator and encourage him/her to improve transportation in northwest Hennepin.

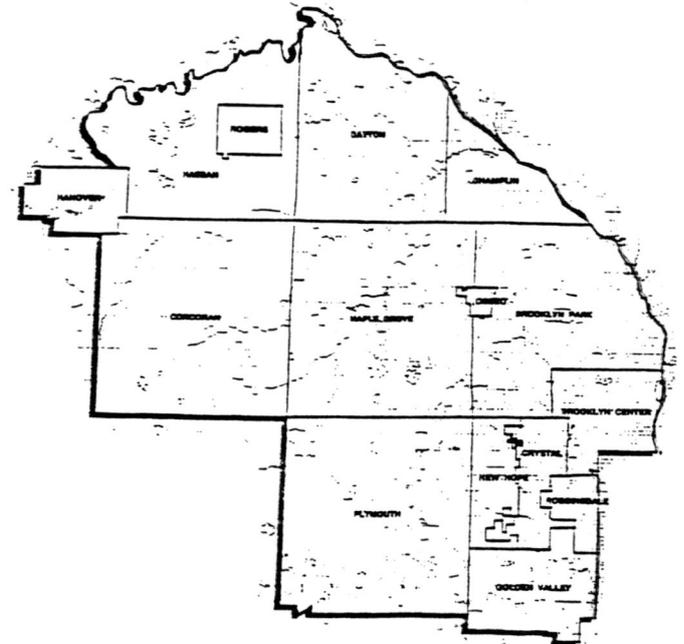
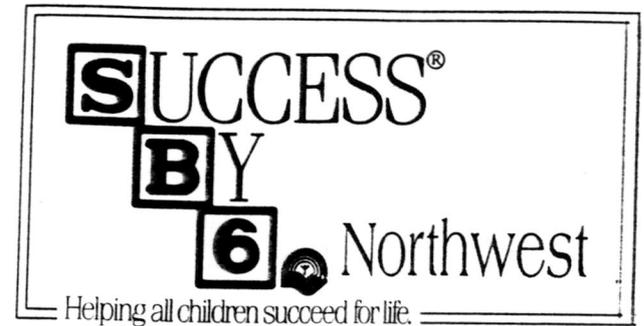
Remember, buses do more than just get you from one place to another. A good bus system will help people get better jobs, a good education, better health care, and an improved lifestyle.

WORKING TOGETHER: SUCCESS BY 6® NORTHWEST AND MTC. HERE ARE OUR SUCCESSES!

- Routes 5N and 14H were extended along Brooklyn Boulevard to Rainbow and Cub Foods, and Target Greatland.
- Some 5N routes were redirected along 74th and Unity to serve the Community Emergency Assistance Program (CEAP).
- A new route to be started in the fall of 1993 along Shingle Creek Parkway to the apartment communities, health clinics, grocery stores, shopping centers and a library.
- A series of meetings were started with the Metropolitan Transit Commission (MTC), the Regional Transit Board (RTB) and this community to better serve this area.
- Presentations given at the State Capitol has brought attention to the importance of reliable busing systems.



Of those people surveyed by Success By 6 Northwest, 30.9% indicated that the main reason why they were not able to use the bus was due to the lack of bus service.



**We Need Your Help to
 Improve
 Transportation
 in
 Northwest Hennepin County**

United Way Success By 6® Northwest



BR #adant
9/7

8/23

LEVOO

**United Way's Success By 6® Northwest
Public Awareness Committee**

PRIORITIES FOR CHILDREN IN NEED: 1994 LEGISLATIVE SESSION

The Northwest Hennepin County Public Awareness Committee is a subcommittee of United Way's Success By 6® Northwest, a broadly based initiative aimed at creating community support for all children. In 1990, the Northwest Hennepin Human Services Council, the region's human services research, planning and coordinating agency took on the task of coordinating the first replication of United Way's Success by 6. Northwest Hennepin County was chosen as the target area because of the large population of children and the high number of children in need in the area.

United Way's Success by 6 Northwest action agenda contains three major goals: build community awareness and understanding, improve service access for families and expand collaborations. The public awareness and other committees strive to serve the whole child so that by age six all children will have the necessary mental, physical, social, and emotional development to take advantage of opportunities for growth and learning.

In Northwest Hennepin County, in 1990, the total number of children ages 0-5 was 29, 357. In 1990, 7.5% of all families with children under age 5 lived below the poverty level. Sixty-nine and a half percent of all households with children under the age of 6 have both parents in the labor force. Seventy-two percent of female heads of household with children under the age of 6 are in the labor force.

The impact of economic and social forces on young children in the Northwest Hennepin County region is reflected in the emerging needs of young families. The following three issues are the key concerns of the Success By 6® Northwest Public Awareness Committee for young children in the northwest Hennepin area. Many issues are similar to the Minneapolis Success by 6 legislative agenda; others reflect a geographic focus.

1 FAMILY SUPPORT

Families have the primary responsibility for meeting the needs of children. We support and encourage family-friendly policies across all sectors and efficient affordable transportation to ensure that children have appropriate assistance in learning and growing, in a manner which promotes and encourages family responsibility and independence.

PRESCHOOL CHILD CARE

We support affordable, accessible, quality child care.

The availability and affordability of quality child care plays a key role in helping working families to attain and/or maintain self-sufficiency. In Northwest Hennepin County, 70% of children ages 0-5 have mothers in the workforce. Although not every child under age 6 needs or receives licensed child care, there are only 41 spaces available in licensed preschool child care facilities for every 100 preschool children. Working parents with young

children may have special child care needs such as after-hours, sick child care or infant care.

Although the number of northwest Hennepin children receiving child care subsidies increased between 1991-1993, in 1993, 461 families remain on the waiting list for Basic Sliding Fee child care. This number does not include the families who have given up due to the length of the waiting list.

EXTENDED-DAY/SCHOOL-AGE CHILD CARE

We support the availability of affordable, quality child-care programs for children ages 5-12.

Affordable high-quality extended-day programs for children of working parents is in short supply. Although over 75 percent of parents who have elementary-age children are in the labor force, there are no plans to increase the number of programs. In 1993, in Northwest Hennepin County there were 14 spaces in before- and after-school programs for every 100 children ages 6-12. A higher risk of substance abuse, vandalism, poor school performance, poor mental health, and teenage parenthood has been linked to the failure to provide adequate supervision to these children.

CHILDREN'S HEALTH CARE

We support the availability of affordable health care for all children.

There is a persistent need to provide societal supports for young families to assure that children grow up in safe, healthy and nurturing family environments. Many health or developmental problems can be minimized if treated early. Preventive health services and screening for specific concerns are important. Prenatal care, proper nutrition and good health habits go a long way toward assuring the health of newborns. Furthermore In 1990, in Northwest Hennepin County 4.3% of babies suffered low-birth weights and 5% of all births were to teenagers. Approximately 8.6% of the Hennepin County population are underinsured for all or part of the year and this number is growing. Lack of transportation and child care impedes access to health care.

Women, Infants and Children (WIC)

We recommend increased funding to serve all eligible women and their children in the WIC program.

WIC is a supplemental nutrition program, based on financial need, that provides assistance in the form of vouchers for protein-rich and iron-rich foods to pregnant and nursing women, infants, and children under age five. This population is at nutritional risk and cannot afford an adequate diet. WIC began as a federal program and has proven to be highly effective in improving the health of women, infants and children, but not all those eligible can be served. A study by Mathematica Policy Research at Princeton found that women who participated in the WIC program during pregnancy had longer gestation periods and babies with higher birth weights. The study also found that for every one WIC dollar spent on prenatal care in Minnesota, the associated savings in Medicaid costs during the first 60 days after birth is \$1.83. The co-location of human services or improved inter-suburban transportation would increase access to this program and others like it.

ZONING CODES/REGULATIONS

We support consistent building codes and zoning regulations at the state and municipal levels for family and center-based child care providers.

Zoning codes/regulations vary significantly among the 15 municipalities in Northwest Hennepin County and create barriers to expansion of child-care services. This is a problem for providers who must make costly changes in their operations to meet different codes when expanding to neighboring municipalities. The result is that certain areas may be underserved.

We support consistent codes that balance the interests of a safe environment for children and the sometimes prohibitive costs of alterations to physical facilities.

2 EDUCATION

We support and encourage family and preschool education programs in a coordinated effort to prepare children to be successful in their formal education years. These programs include, but are not limited to, Early Childhood Family Education (ECFE), Learning Readiness, Family Literacy, and Head Start.

EARLY CHILDHOOD FAMILY EDUCATION

We support an increase in state funding of ECFE programs and the continuation of a school ECFE levy to serve more families and children.

Education and activities for parents, foster parents and primary caregivers (such as an aunt or grandparent) with children birth-five years are available from Northwest Hennepin school districts through state and local funding. Families pay a fee based on ability to pay, but the programs' popularity for both voluntary participants and social agency referrals results in long waiting lists. Efficient and affordable transportation to ECFE programs plays a vital role in their accessibility and effectiveness.

LEARNING READINESS

We support continued state funding for Learning Readiness programs.

In 1993, Learning Readiness legislation broadened program components and required increased community outreach. The purpose of a Learning Readiness is to provide all eligible children adequate opportunities to participate in child development programs to enable them to enter school with the necessary skills, behavior, family stability and support to progress and flourish. The funding formula for Learning Readiness provides more dollars to school districts with higher rates of children who are eligible for free or reduced lunch. Priority is given to eligible children, identified through means such as the early childhood screening process, who experience risk factors that could impede their learning readiness.

FAMILY LITERACY

We support state funding for Even Start Family Literacy to increase literacy within northwest Hennepin families.

Research indicates that the most important factor for determining a child's success in school is the mother's level of education attainment. When parents set education as a priority and participate in their children's education, the children are more likely to succeed in school.

The purposes of family literacy are 1) to raise the basic academic skills of parents of young children so that they be more effective in their children's education; 2) to work with parents on parenting skills appropriate to the developmental level of the children; and 3) to provide developmentally appropriate educational activities for the children to ensure success in school. These purposes place service to parents as the first priority of family literacy because parents are the first teachers and continuing partners in the education of the children.

HEAD START

We support state funding for additional Head Start sites in suburban Hennepin locations.

Head Start is mandated to serve those families who fall under or close to federal poverty guidelines; federal poverty guidelines are \$8,420 for a family of two and \$10,560 for a family of three. Fewer than 15 percent of all eligible children are served by Head Start in Hennepin County. There will be one Head Start site located in the northwest suburban area in January of 1994, yet two-thirds of the total number of suburban children eligible for the Head Start program reside in this area.

Head Start is a comprehensive child development program for low-income children. It has seven major service components: education, social services, parent involvement, health, nutrition, transportation, and services for children with disabilities. Head Start is authorized by Congress to serve children from age three to compulsory school attendance. Transportation is often a barrier to access to services and programs; Head Start models the benefits of providing transportation for the population it serves.

3 TRANSPORTATION

We support a dedicated transit fund to ensure improved mass transit in the northwest Hennepin area and continued funding of independent social service transportation programs.

Transportation is the single most significant barrier to human services for most of the families with children under age six. Neither families nor the various human and community service providers are concentrated geographically. Many people, often those living on low incomes, need public transportation to get to grocery stores, work, school and doctor's appointments. However, as the northwest Hennepin area population has grown, public transit routes have not changed enough to meet the needs of the suburban areas. The Success By 6® Northwest Transportation Report found that accessible, reliable transportation is vital to meeting young children's educational, health and developmental needs.