



Minnesota Regional Transit  
Board: Records.

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

## MEETING NOTICE

Joint Meeting of the  
Metropolitan Council's Transportation Committee  
and  
Regional Transit Board  
Mears Park Centre Chambers  
Monday, August 15, 1994  
3:00 to 4:00 p.m.

Members of the Metropolitan Council's Transportation Committee and the Regional Transit Board will meet at the time and place shown above to discuss issues of mutual concern. No action will be taken.

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mff  
8/9/94

8/15 - Table - exhibit

JOINT Meeting - MC TRANSPORTATION  
Comm & RTB  
REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 8-15-94

Member Name	Present	Vote							
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ISSUE

Michael Beard - A ✓

Sharon Feess - A

Ruth Franklin, Chair - A ✓

Morgan Grant - P ✓

Val M. Higgins, Chair - P ✓

James Hovland - P ✓

Gary Humphrey - R 3:40

Ruby Hunt - P ✓

Harry Mares A

District D - A

Sally Evert ✓

Visitors

Staff

Arnie Entzel

George Bentley

Richard Rosow - ATTORNEY AT LAW  
LANG, PAULY & GREGGSON

NATIO DIAZ

JEAN ERICKSON ?

mff Karen Lyons  
Richard Johnson - met Council  
Jim Solem - met Council

Judy Hollander - RTB

Mike Opatz - Maple Grove

Howard Blin - RTB

Lynn Belgea - met Council  
Legal Staff

Robert LaShamb

Non Soderberg / RTB  
Tom Sather  
Frank K sp

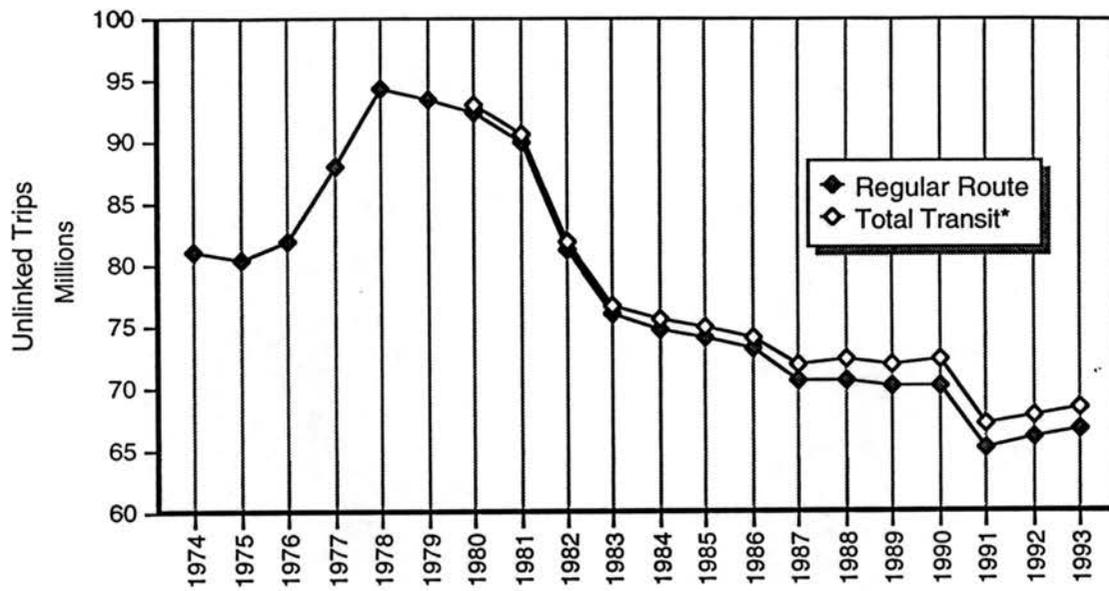
## CHART OF MOTIONS

(In Order of Precedence Through #13; No Order of Precedence Among Remaining 10 Motions)

	Type of Motion	Interrupt Speaker	Require Second	Amendable	Debatable	Required Vote	Purpose
1. Fix the Time to Which To Adjourn	Privileged	No	Yes	Yes	Yes	Majority	to set time for continuation of meeting
2. Adjourn	Privileged	No	Yes	No	No	Majority	to close the meeting
3. Take a Recess	Privileged	No	Yes	Yes	No	Majority	to interrupt the meeting
4. Raise a Question of Privilege	Privileged	Yes	No	No	No	---	to request a personal privilege
5. Call for the Orders of the Day	Privileged	Yes	No	No	No	---	to require adherence to agenda
6. Lay on the Table	Subsidiary	No	Yes	No	No	Majority	to interrupt business for some urgent reason
7. Previous Question (Close Debate)	Subsidiary	No	Yes	No	No	2/3	to close debate on pending motion
8. Limit or Extend Limits of Debate	Subsidiary	No	Yes	Yes	No	2/3	to limit or extend debate
9. Postpone to a Certain Time (Postpone Definitely)	Subsidiary	No	Yes	Yes	Yes	Majority	to postpone to another, specified time
10. Refer to Committee	Subsidiary	No	Yes	Yes	Yes	Majority	to send to a committee for further study
11. Amend	Subsidiary	No	Yes	Yes	Yes	Majority	to alter or modify the wording of a motion
12. Postpone Indefinitely	Subsidiary	No	Yes	No	Yes	Majority	to avoid a direct vote on a motion
13. Original Main Motion	Main	No	Yes	Yes	Yes	Majority	to introduce new business
14. Point of Order	Incidental	Yes	No	No	No	---	to enforce rules and orders
15. Appeal	Incidental	Yes	Yes	No	Yes	Majority	try to reverse ruling
16. Questions or Points of Information	Incidental	Yes	No	No	No	---	obtain answers to questions and seek information
17. Suspend the Rules	Incidental	No	Yes	No	No	2/3	set aside rules that interfere with action desired
18. Object to Consideration	Incidental	Yes	No	No	No	2/3	to avoid unprofitable questions
19. Division of a Question	Incidental	No	Yes	Yes	No	Majority	to divide a question
20. Consideration by Paragraph -- Seriatum	Incidental	No	Yes	Yes	No	Majority	to consider by sections
21. Division of the Assembly	Incidental	Yes	No	No	No	---	to provide for a more accurate count of the vote
22. Rescind	Bring back before assembly	No	Yes	Yes	Yes	2/3	to nullify a motion previously adopted
23. Reconsider	Bring back before assembly	Yes	Yes	No	Yes	Majority	to bring back for review

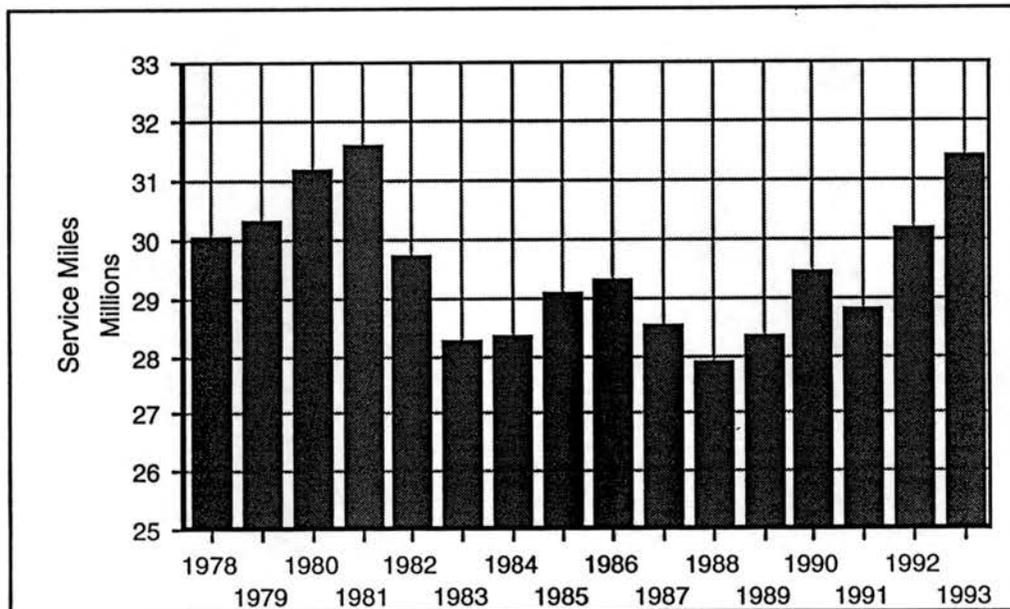
# KEY ISSUES

- **Coordination**
- **Cost Effectiveness**
- **Providing Accessible Services**
- **Maintaining a Strong Core System**

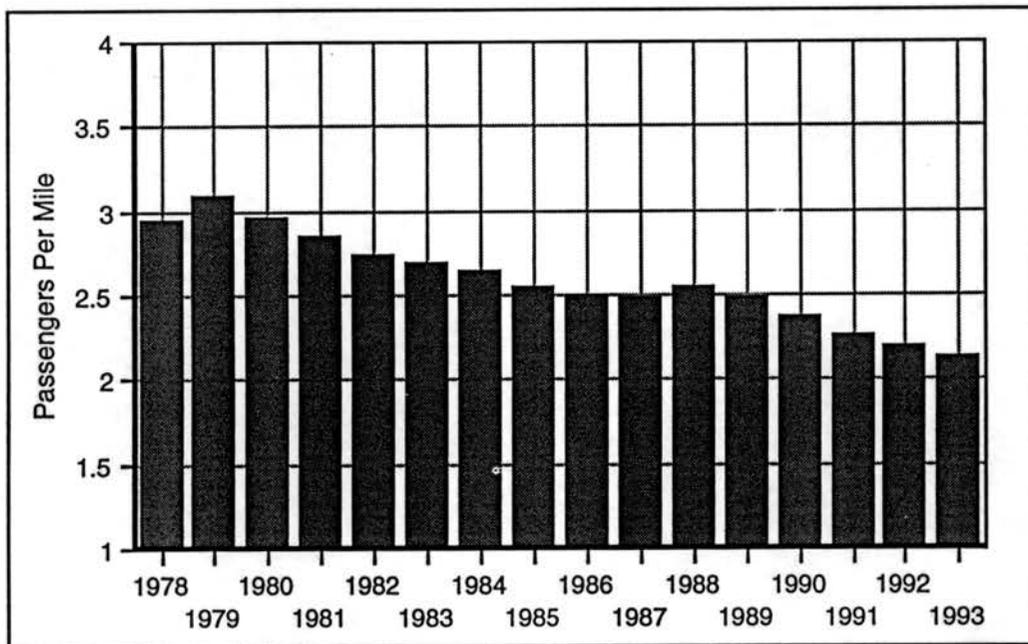


\*Includes Regular Route and Paratransit Services

### REGULAR ROUTE SERVICE MILES 1978-1993

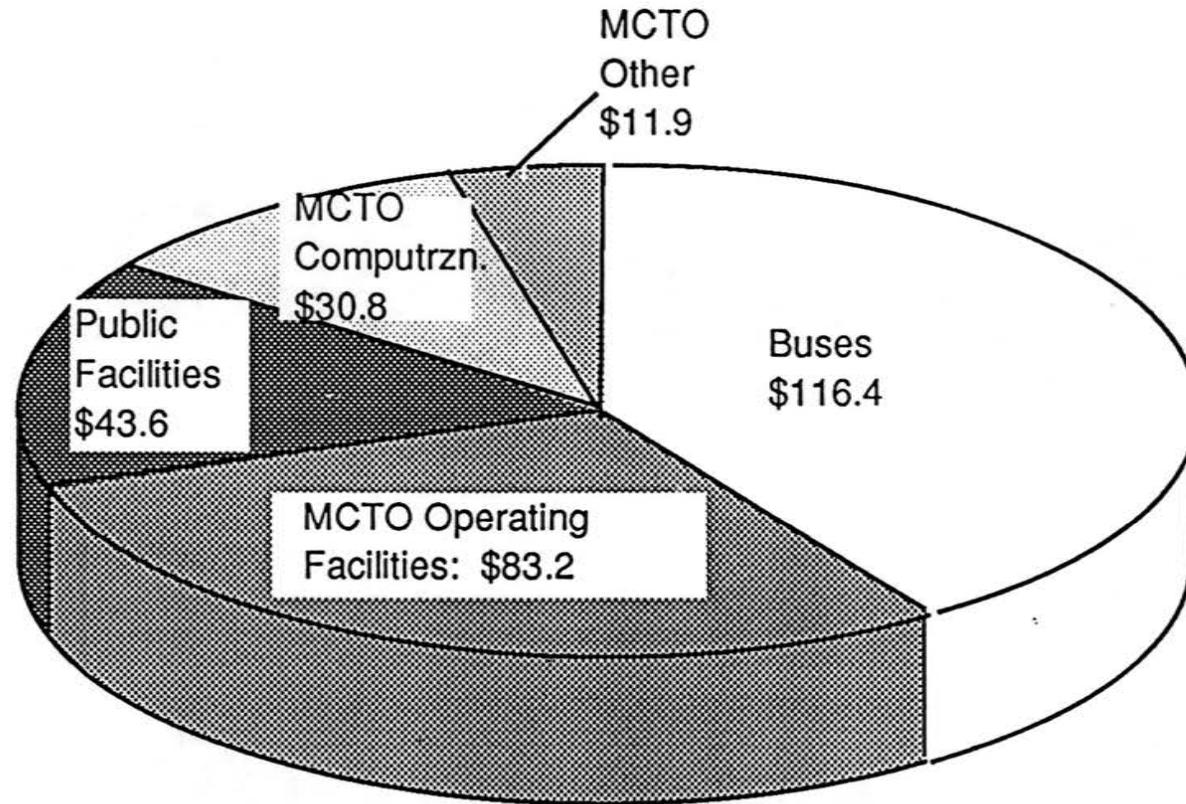


REGULAR ROUTE PASSENGERS PER MILE  
1978-1993



# Projected Capital Expenditures

1995-1999  
(\$ Millions)



Total \$285.9 Million

RTB  
8/10/94

# 1995 SERVICE IMPROVEMENTS

01-11-11

Service	Description	Vehicle Requirements			Miles of Service	Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus					
<b>REGULAR ROUTE</b>								
<b>Local:</b>								
• St. Paul Off-Peak/Week-end	Emphasis on service coordination to local routes operating on the downtown St. Paul bus lanes and new transit shelters completed in 1994.	4	0		219,000	\$1.27 million	\$975,000	456,000
<b>Peak Express:</b>								
• St. Paul Northeast Corridor	Improve levels of existing weekday express service, operating in I-35E North corridor.	2	0		34,700	\$349,000	\$252,000	71,000
• St. Paul East Corridor	Improvements to existing weekday express service and begin new routes from Woodbury and Oakdale.	3	0		52,000	\$523,000	\$377,000	107,000
<b>All-Day Express:</b>								
• Minneapolis Northeast Corridor	Add new all-day express service in corridor between downtown Minneapolis and Blaine. Coordinate with Anoka County Traveler and MTC local services at Northtown transit hub.	4	0		292,000	\$1.24 million	\$780,000	438,000
• Minneapolis I-35W North/Trunk Highway 36 Corridor	Add new all-day express service between downtown Minneapolis and Roseville. Coordinate with Roseville Area Circulator and MTC local route service at Rosedale transit hub.	2	0		146,000	\$620,000	\$390,000	219,000

1995 SERVICE IMPROVEMENTS - Continued

Service	Description	Vehicle Requirements			Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus	Miles of Service			
<b>SMALL BUS</b>							
• Northwest Suburban Hennepin County	Implement new local circulator services in Maple Grove, Brooklyn Park, and surrounding area. Coordinate with the local regular route system at Brookdale transit hub.	0	4	196,000	\$428,000	\$353,000	122,000
• West Washington County	Implement new local circulator services in Woodbury or other communities in west Washington County. Coordinate with local regular route service at Hillcrest transit hub.	0	3	147,000	\$321,000	\$265,000	92,000
• I-394 Corridor	Implement local circulator services in I-394 corridor. Coordinate with regional transit routes at Louisiana and Plymouth Road transit hubs.	0	3	147,000	\$321,000	\$265,000	92,000
<b>1995 Totals</b>		15	10	1.23 million	\$5.1 million	\$3.67 million	1.85 million

## 1996 SERVICE IMPROVEMENTS

Service	Description	Vehicle Requirements			Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus	Miles of Service			
<b>REGULAR ROUTE</b>							
<b>Local:</b>							
• I-35W South Corridor	Improve levels of rush-hour local service on local routes within the I-35W South corridor.	5	0	274,000	\$1.66 million	\$1.28 million	570,000
• St. Paul Midway Area	Fill gaps in existing grid service in core area of St. Paul--possibly on Lexington, Hamline or Fairview Avenue crosstown route, and coordination with other routes at new Midway transit hub.	3	0	164,000	\$1.0 million	\$770,000	342,000
• St. Paul Eastside Neighborhoods	Restructure and improve service through Phalen and Hillcrest neighborhoods on St. Paul's Eastside. Coordinate with other routes at Hillcrest transit hub.	3	0	165,000	\$1.0 million	\$770,000	342,000
<b>Peak Express:</b>							
• St. Paul South Lafayette Freeway	Expand express service in Lafayette Freeway corridor.	3	0	52,000	\$545,000	\$400,000	107,000
• Minneapolis Southwest Corridor	Improve existing services.	4	0	70,000	\$726,000	\$532,000	143,000
<b>All-Day Express:</b>							
• Minneapolis I-35W South Corridor	Implement new all-day express service between downtown Minneapolis, South Minneapolis and Bloomington. Coordinate with local routes and circulators at I-35W transit hubs.	3	0	219,000	\$968,000	\$623,000	328,000

1996 SERVICE IMPROVEMENTS - Continued

Service	Description	Vehicle Requirements			Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus	Miles of Service			
<b>SMALL BUS</b>							
• Western Hennepin County	Implement new local circulator services into areas where regular route service is under utilized. Coordinate with other transit services at Wayzata and Plymouth Road transit hubs.	0	4	196,000	\$446,000	\$371,000	122,000
• Dakota County	Improve and coordinate services in Dakota County. Focus connections with regional transit services at Mall of America and Burnsville transit hubs.	0	3	92,000	\$334,000	\$278,000	92,000
• Existing Circulator Services	Enhance and improve existing circulator services, possibly expanding hours of service, increasing capacity, or extending areas served by local circulators.	0	4	196,000	\$446,000	\$371,000	122,000
<b>1996 Totals</b>		<b>21</b>	<b>11</b>	<b>1.49 million</b>	<b>\$7.1 million</b>	<b>\$5.37 million</b>	<b>2.17 million</b>

## 1997 SERVICE IMPROVEMENTS

Service	Description	Vehicle Requirements			Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus	Miles of Service			
<b>REGULAR ROUTE</b>							
<b>Local:</b>							
• Minneapolis Northeast Corridor	Improve local service on major arterials in Northeast Corridor.	5	0	274,000	\$1.7 million	\$1.3 million	570,000
• St. Paul I-94 East Corridor	Add rush-hour capacity and extend service into growing suburban neighborhoods.	3	0	164,000	\$1.0 million	\$810,000	342,000
<b>Peak Express:</b>							
• Minneapolis I-35W South Corridor	Improve existing service.	5	0	86,700	\$943,000	\$700,000	178,500
• Minneapolis Southeast Corridor	Improve existing service.	2	0	30,000	\$327,000	\$243,000	62,000
• St. Paul Hwy. 36/I-35E	Add and improve weekday peak express service.	2	0	40,000	\$435,000	\$323,000	82,000
<b>All-Day Express:</b>							
• Brooklyn Center to Blaine	Implement new service between Brookdale transit hub and Northtown transit hub. Coordinate with local regular route and circulator services.	1	0	81,000	\$335,000	\$287,000	81,000
• Minnetonka to Eden Prairie	Implement new service between Plymouth Road I-394 transit hub and Eden Prairie transit hub. Coordinate with local regular route and circulator services.	1	0	65,000	\$330,000	\$230,000	65,000

1997 SERVICE IMPROVEMENTS - Continued

All-Day Express:

Service	Description	Vehicle Requirements		Miles of Service	Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus				
• St. Paul I-35E North Corridor	Implement new service between downtown St. Paul and Maplewood Mall transit hub. Coordinate with existing local route and circulator services.	1	0	73,000	\$335,000	\$258,000	73,000
• St. Paul I-94 East Corridor	Implement new service between downtown St. Paul and Sunray transit hub. Coordinate with local route and circulator services.	1	0	58,000	\$270,000	\$208,000	64,000
<b>SMALL BUS</b>							
• Southwest Hennepin County	Improve/Expand local circulator services. Coordinate with other transit services at Southdale and Eden Prairie transit hubs.	0	2	98,000	\$232,000	\$194,000	61,000
• Anoka County	Improve/Expand local circulator services. Coordinate with local route services at Northtown transit hub. Possible redeployment of circulator services into areas where regular route service is under utilized.	0	3	147,000	\$347,000	\$291,000	92,000
• South Washington County	Implement local circulator services to communities in southern Washington County.	0	5	244,800	\$579,000	\$485,000	153,000
<b>1997 Totals</b>		21	10	1.4 million	\$6.84 million	\$5.33 million	1.83 million

## 1998 SERVICE IMPROVEMENTS

Service	Description	Vehicle Requirements			Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus	Miles of Service			
<b>REGULAR ROUTE</b>							
<b>Local:</b>							
• Minneapolis Hiawatha Corridor	Add service to new transit hub at Minneapolis-St. Paul International Airport to downtown Minneapolis.	2	0	110,000	\$718,000	\$567,000	228,000
• North Minneapolis	Add capacity and frequency to North Minneapolis local routes.	1	0	55,000	\$360,000	\$245,000	114,000
<b>Peak Express:</b>							
• Minneapolis I-35W North Corridor	Expand and improve weekday peak express service.	3	0	52,000	\$590,000	\$443,000	107,000
<b>All-Day Express:</b>							
• St. Paul I-35E North Corridor	Begin all-day express service between downtown St. Paul and Rosedale transit hub. Coordinate with local route and circulator service.	2	0	146,000	\$697,000	\$468,000	219,000
• Maplewood to Roseville	Begin all-day express service between Maplewood transit hub and Rosedale transit hub. Coordinate with local regular route and circulator service.	1	0	70,000	\$340,000	\$245,000	70,000
• Minnetonka to Brooklyn Center	Begin all-day express service between Plymouth Road I-394 transit hub and Brookdale transit hub. Coordinate with local regular route services and circulator service.	1	0	76,000	\$350,000	\$300,000	76,000

1998 SERVICE IMPROVEMENTS - Continued

Service	Description	Vehicle Requirements			Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus	Miles of Service			
<b>SMALL BUS</b>							
<b>Local:</b>							
• Northern Ramsey County	Implement new or expand existing circulator services. Coordinate with regular route transit at Rosedale or Maplewood Mall transit hub.	0	3	142,000	\$359,000	\$283,000	120,000
• Northern Washington County	Implement circulator services and coordinate with regular route transit at Maplewood Mall transit hub.	0	2	98,000	\$241,000	\$189,000	80,000
<b>1998 Totals</b>		10	5	745,000	\$3.7 million	\$3.2 million	.967 million

## 1999 SERVICE IMPROVEMENTS

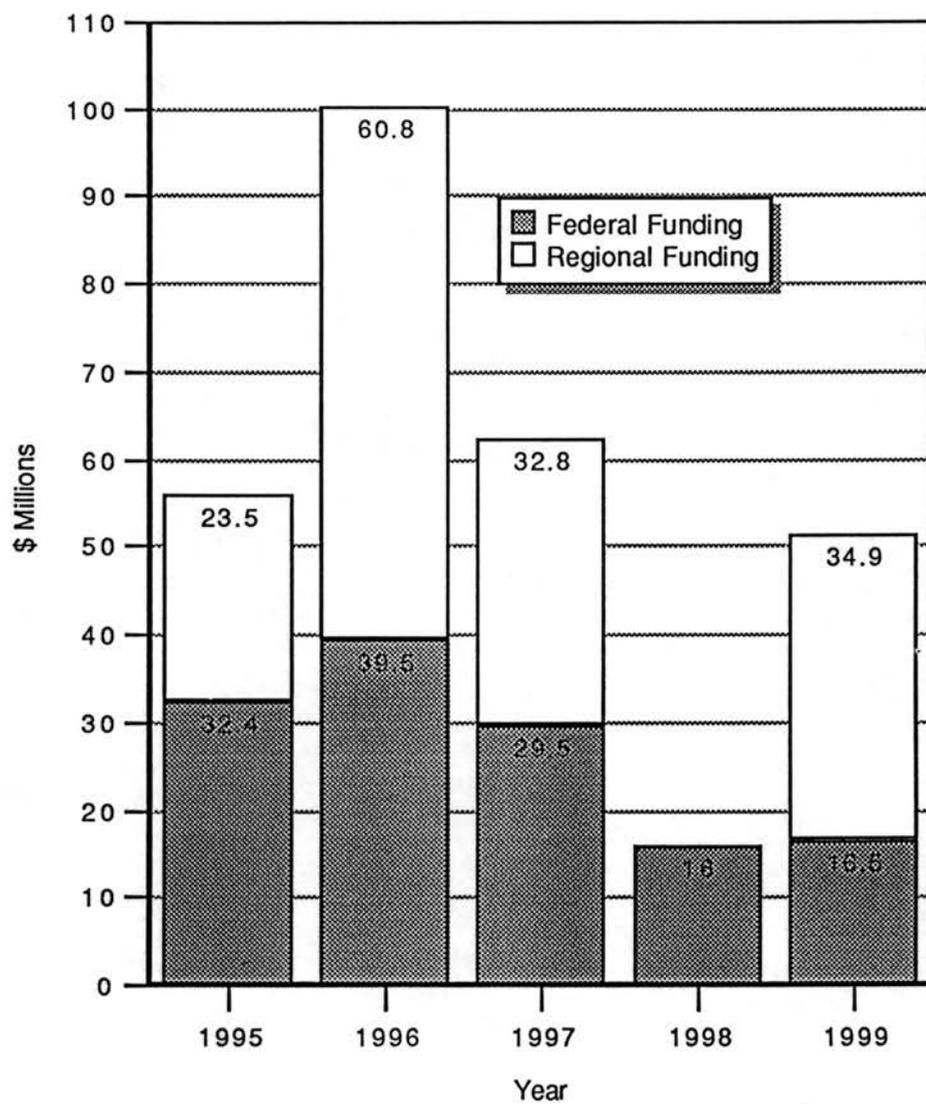
Service	Description	Vehicle Requirements			Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus	Miles of Service			
<b>REGULAR ROUTE</b>							
<b>Local:</b>							
• Minneapolis	Added frequency and service hours to local regular route service in the central cities.	6	0	330,000	\$2.2 million	\$1.78 million	684,000
<b>Peak Express:</b>							
• Weekday Peak Express	Continued growth in the CBD and increased congestion will trigger the need for more express service.	4	0	69,000	\$816,000	\$622,000	143,000
<b>All-Day Express:</b>							
• Minneapolis I-35W South Corridor	Begin service between downtown Minneapolis and Burnsville transit hub. Coordinate with local services.	2	0	146,000	\$725,000	\$570,000	150,000
• Eden Prairie to Burnsville	Begin service between the Eden Prairie transit hub and Burnsville transit hub.	1	0	79,000	\$392,000	\$309,000	79,000
• St. Paul Eastside to Eagan	Begin service between new Sunray transit hub and Eagan transit hub.	1	0	73,000	\$363,000	\$286,000	73,000
• Roseville to Blaine	Begin service between Northtown transit hub and Rosedale transit hub. Coordinate with existing services.	1	0	82,000	\$407,000	\$321,000	82,000
• Maplewood to St. Paul Eastside	Begin service between Maplewood Mall transit hub and Sunray transit hub. Coordinate with existing services.	1	0	59,000	\$290,000	\$229,000	59,000

1999 SERVICE IMPROVEMENTS - Continued

Service	Description	Vehicle Requirements			Estimated Annual Cost	Estimated Annual Subsidy	Estimated Annual Boardings
		Big Bus	Small Bus	Miles of Service			
<b>SMALL BUS</b>							
•Carver/ Scott County/ Western Dakota County	Improve/Expand existing circulator services. Coordinate with existing service at Burnsville or Eden Prairie transit hubs.	0	4	196,000	\$500,000	\$430,000	122,000
<b>1999 Totals</b>		16	4	1.04 million	\$5.7 million	\$4.5 million	1.39 million

# REQUIRED CAPITAL FUNDING

1995-1999 (\$ Millions)



Regional Transit Board  
Aug 10, 1994

## RTB Advisory Committees

### Audit Advisory Committee

The Audit Advisory Committee assisted the RTB with audit contract compliance matters and is composed of private-sector financial professionals, three RTB members, and the RTB executive director. The committee reviewed the status and findings of the work of public accountants and RTB staff auditors to make recommendations to the board.

Sally Evert, RTB Chair  
Thomas Novak  
Gerald Splinter

Ruth Franklin  
Donald Scheel

### Provider Advisory Committee

The Provider Advisory Committee offered interested parties the opportunity for involvement in the planning stages of route restructuring, new service development and examination of existing services. The committee also reviewed and commented on RTB projects, programs and policies affecting the delivery of transit services in the Twin Cities metropolitan area and provides assistance in settling disputes.

Glenn Olson, Chair  
Frank Boyles  
Paul Buharin  
Paul Czech  
Diane Harberts  
Mark Hoisser  
Roger Huss  
Dennis Johnson  
Tim Kirchoff  
Jim Kolb

Marty Krzywick  
Jim Lorenz  
Karen Lyons  
Linda Magee  
Kathy Mc Graw  
Beverley Miller  
Joe Morley  
Dennis Tollefsbol  
Sharon White

### Rideshare Advisory Committee

The Rideshare Advisory Committee assisted the RTB in determining the best way to provide ridesharing services and other travel demand management strategies for the seven-county metro area.

Dean Lund, Chair  
Margaret Dolan  
Doug Hoskin  
Jarvis Keys  
Trish Moga  
Audrey Swartz

Steve Billings  
Richard Ellis  
Dean Johnson  
Karen Lyons  
Lisa Raduenz

### 1994 Metropolitan Council Transportation Committee

Mary Hill Smith, Chair X  
Craig Morris, Vice Chair X  
Kevin Howe  
Patrick Leung X  
Esther Newcome X  
Dede Wolfson X  
Carol Kummer X  
DOTTIE REITOW

### Transportation Accessibility Advisory Committee

The Transportation Accessibility Advisory Committee helped the RTB develop policies and service concepts for accessible transit. The committee was composed of persons with disabilities and transit providers.

Dianna Krogstad, Acting Chair  
Roger Blohm  
David Bruflodt  
Morgan Grant  
Margo LaBau  
Rozanne Severence  
Patricia Svendsen

Sharon Behrens  
Bill Blom  
Chuck Dustrud  
Val Higgins  
Roosevelt Perkins  
Kurt Strom



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