

The Ramsey County Board of Commissioners met with the following members present: Bennett, Carter, McDonough, Ortega, Rettman and Chair Parker – 6. Absent: Reinhardt – 1. Also present were Julie Kleinschmidt, County Manager, and Darwin Lookingbill, Director, Civil Division, County Attorney's Office.

PLEDGE OF ALLEGIANCE

All in attendance recited the Pledge of Allegiance.

AGENDA

Commissioner Carter moved approval of the Agenda of the September 15, 2009 Board Meeting, seconded by Commissioner Ortega. Roll Call: Ayes – Ortega, Rettman, Bennett, Carter, McDonough, Parker – 6. Nays – 0.

MINUTES

Commissioner Ortega moved approval of the Minutes of the September 8, 2009 Board Meeting, seconded by Commissioner Bennett. Roll Call: Ayes – Ortega, Rettman, Bennett, Carter, McDonough, Parker – 6. Nays – 0.

do Active Community Award from Blue Cross and Blue Shield of Minnesota

Chair Parker said she attended a conference hosted by Blue Cross and Blue Shield of Minnesota where five awards were presented throughout Minnesota for a variety of efforts for the *do Campaign* which encouraged people to be more physically active. Ramsey County received the award for the workplace category. The award pointed out efforts to encourage the use of bicycling with three specific things pointed out: 1) the successful new indoor bike parking in a variety of County facilities; 2) the Bikes Belong Program using some of the bikes purchased during the Republican National Convention for employees to use during the day; and 3) the Ramsey County Bicycle Commuters Club. Many people were involved in these efforts. Some of the individuals in this grass roots effort are: Mary Brauer, Jim Grieman, and Gail Blackstone, Human Resources; Bruce Thompson and John Chitty, Sheila Hovland, Jolly Mangine, Property Management; Connie Bernardy, Active Living Ramsey County; Active Living Ramsey County committee members; and members of the Ramsey County Bicycle Commuters Club.

Ms. Brauer accepted the award on behalf of all the supporters of these programs, and thanked the Ramsey County Board for supporting efforts to encourage employees to be active during the day. Ramsey County is setting an example for other employers on how to encourage employees to be more active in their daily lives with little cost and effort.

Mr. Chitty said these bikes are used almost daily and Property Management is talking about expanding the program.

Ms. Bernardy thanked the County Board for their support of Active Living Ramsey County, a coalition that engages people in improving health by creating walkable and bikeable communities that are physically active-friendly through policy changes as well as infrastructure. This is a great example of people coming together to improve health.

Commissioner Carter thanked staff for modeling because Ramsey County has the responsibility of ensuring it is doing everything possible to improve the quality of life for all the citizens.

Chair Parker said this also fits into one of the Board's goals of being a model employer for other employers in the community.

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HUMAN RESOURCES – (1) Renewal of Active Employees and Early Retiree Medical Insurance Contract with HealthPartners for 2010, and (2) Participation in HealthPartners; Healthy Benefits program for 2011

Commissioner Ortega introduced the following resolution and moved its adoption, seconded by Commissioner McDonough. Roll Call: Ayes – Ortega, Rettman, Bennett, Carter, McDonough, Parker – 6. Nays – 0. (2009-307)

WHEREAS, In 2008, Ramsey County issued a Request for Proposals (RFP) for Active Employee and Early Retiree medical insurance for Plan Year 2009 that resulted in a contract with HealthPartners for the HealthPartners Distinctions Plan, renewable annually for four additional years, with rate caps of 10% in 2010 and 10% in 2011 in return for the County's guarantee not to go out for bid in those years; and

WHEREAS, HealthPartners proposed a renewal rate increase at the 10% rate cap for 2010, although utilization data indicated a larger increase; and

WHEREAS, The Ramsey County Joint Labor Management Insurance Committee (LMC) played an active role in renewal discussions, considered a number of plan design changes to further reduce the 10% rate increase, reached consensus on four plan design changes described below that will reduce the 10% increase to 8.3%, and are recommending, along with Human Resources, that the County renew the contract with HealthPartners at the 8.3% premium increase; and

WHEREAS, The County's benefits consultant, Deloitte Consulting LLP, has analyzed the renewal proposal and proposed plan design changes, and concurs that the 10% renewal proposal is reasonable and that the plan design changes reducing the increase to 8.3% have been properly valued by HealthPartners; and

WHEREAS, HealthPartners' renewal proposal included an offer to participate in the HealthPartners Healthy Benefits program in 2011, a program that combines the current Health Assessment offered by Ramsey County with a Health Improvement Program in order for employees and spouses to get a lower office visit co pay in 2011; and

WHEREAS, The Healthy Benefits program is consistent with a national trend toward wellness and prevention, and HealthPartners believes the program will lead to improved employee health and productivity and will have a long term impact on medical trend by reducing utilization; and

WHEREAS, The Healthy Benefits program requires a \$20 differential in office visit co pays between those who participate and those who do not; and

WHEREAS, LMC reached consensus on participating in Healthy Benefits for 2011, and on office visit co pays for 2011 that will meet the \$20 differential requirement; Now, Therefore, Be It

RESOLVED, The Ramsey County Board of Commissioners hereby approves renewal of the contract with HealthPartners Inc., 8100 34th Avenue South, Minneapolis, Minnesota, 55440, to continue the HealthPartners Distinctions plan for Active Employees and Early Retirees for Plan Year 2010 at an 8.3% premium increase with the following plan design changes, resulting in a premium of \$684.84 per month for single coverage (currently \$632.45) and \$1,630.05 per month for family coverage (currently \$1,505.20):

(Continued)

- Increase office visit co-pay by \$5 per visit for those taking the Health Assessment from \$15 level one/\$30 level two, to \$20 level one/\$35 level two;
- Increase office visit co-pay by \$10 per visit for those not taking the Health Assessment from \$25 level one/\$40 level two, to \$35 level one/\$50 level two;
- Increase out-of-pocket maximum from \$700 single/\$1400 family for medical, and \$700 single/\$1400 family for prescriptions, to \$800 single/\$1600 family for medical, and \$800 single/\$1600 family for prescriptions;
- Increase the out-of-network deductible from \$500 per person/\$1500 per family to \$750 per person/\$2100 per family;

and Be It Further

RESOLVED, The Ramsey County Board of Commissioners approves County participation in HealthPartners' Healthy Benefits program for Plan Year 2011 for Active Employees/spouses and Early Retirees/spouses, with office visit co-pays of \$20 level one/\$35 level two for those participating in Healthy Benefits (no change from 2010), and \$40 level one/\$55 level two for those not participating in Healthy Benefit (\$5 increase per visit from 2010); and Be It Further

RESOLVED, The Ramsey County Board of Commissioners authorizes the County Manager to execute the contract renewal with HealthPartners for 2010, including any amendments and addenda during the Plan Year.

HUMAN RESOURCES – Renewal of Regular Retiree Insurance Contracts for Plan Year 2010

Commissioner Ortega introduced the following resolution and moved its adoption, seconded by Commissioner McDonough. Roll Call: Ayes – Ortega, Rettman, Bennett, Carter, McDonough, Parker – 6. Nays – 0. (2009-308)

WHEREAS, In 2008, Ramsey County issued a Request for Proposals (RFP) for Regular Retiree medical insurance for Plan Year 2009, renewable annually for four additional years, that resulted in contracts with HealthPartners and UCare Minnesota; and

WHEREAS, The contract with UCare Minnesota provides for a UCare for Seniors Medicare Advantage Plan for retirees and spouses with Medicare A and B who live in the UCare for Seniors service area (Minnesota and Western Wisconsin); and

WHEREAS, The contracts with HealthPartners provide for three plan options: HealthPartners Freedom for retirees and spouses with Medicare A and B who live in the Freedom service area (Minnesota and Western Wisconsin); HealthPartners National for retirees and spouses with Medicare A and B who live outside the Freedom service area; and HealthPartners Major Medical for retirees 65 and over who are ineligible for Medicare and their families; and

WHEREAS, These four plan options have met the broad spectrum of need for Ramsey County retirees and their families relating to place of residence, eligibility for County contribution, and Medicare status; and

WHEREAS, UCare Minnesota has submitted a renewal proposal for the UCare for Seniors Plan for Regular Retirees at a 3% increase from 2009 rates, with one corporate plan design change; and

(Continued)

WHEREAS, HealthPartners has submitted a renewal proposal for the HealthPartners Freedom and HealthPartners National Plans for Regular Retirees at a 6% decrease from the 2009 rates, with one plan design change that will reduce the increase to 5.7%; and

WHEREAS, HealthPartners has submitted a renewal proposal for the Major Medical Plan for Regular Retirees at an 11% increase from 2009 rates, with two plan design changes that will reduce the increase to 9.5%; and

WHEREAS, The Human Resources Department has recommended that HealthPartners and UCare continue to be selected as the Regular Retiree medical insurance carriers for Plan Year 2010 with the same four plan options currently offered in Plan Year 2009; and

WHEREAS, The County's benefits consultant, Deloitte Consulting, LLP, has analyzed the renewals and concurs with the recommendations of the Human Resources Department; Now, Therefore, Be It

RESOLVED, The Ramsey County Board of Commissioners hereby approves renewal of the contract with UCare Minnesota, 500 Stinson Boulevard NE, Minneapolis, Minnesota 55413, for the UCare for Seniors Medicare Advantage-Prescription Drug Plan for Regular Retirees for Plan Year 2010 at a 3% premium increase with the following corporate plan design change (impacts all UCare Medicare Advantage plans), resulting in a 2010 monthly premium of \$239.00 for single coverage (currently \$232.00), and \$478.00 for family coverage (currently \$464.00):

- Co-insurance for Medicare Part B covered medications increases from 0% to 20%

and Be It Further

RESOLVED, The Ramsey County Board of Commissioners hereby approves renewal of the contract with HealthPartners, Inc., 8100 34th Avenue South, Minneapolis, Minnesota 55440, for HealthPartners Freedom with Enhanced Part D for in-area Medicare-eligible Regular Retirees and spouses, and HealthPartners National with Enhanced Part D for out-of-area Medicare-eligible Regular Retirees and spouses for Plan Year 2010 at a 5.7% premium increase with the following plan design change, resulting in a 2010 monthly premium of \$266.70 for single coverage (currently \$252.30), and \$533.40 for family coverage (currently \$504.60):

- Out-of-pocket maximum increases from \$1500 per person to \$1600 per person

and Be It Further

RESOLVED, The Ramsey County Board of Commissioners hereby approves renewal of the contract with HealthPartners Insurance Company, 8170 33rd Avenue South, Minneapolis, Minnesota 55440, an affiliated company of HealthPartners, Inc., for HealthPartners Major Medical for an indemnity plan for Regular Retirees for Plan Year 2010 at an approximate 9.5% premium increase with the following plan design changes, resulting in a 2010 monthly premium of \$581.81 for single coverage (currently \$531.37), and \$1,165.27 for family coverage (currently \$1,062.74):

- Calendar year deductible increases from \$550 per person to \$600 per person
- Calendar year out-of-pocket maximum increases from \$2750 per person to \$3000 per person

and Be It Further

(Continued)

RESOLVED, The Ramsey County Board of Commissioners authorizes the County Manager to execute the 2010 retiree insurance contract renewals and any amendments or addenda during the Plan Year.

HUMAN RESOURCES – Renewal of Employee/Retiree Dental, and Employee Life and Disability Insurance Plans for 2010

Commissioner Ortega introduced the following resolution and moved its adoption, seconded by Commissioner McDonough. Roll Call: Ayes – Ortega, Rettman, Bennett, Carter, McDonough, Parker – 6. Nays – 0. (2009-309)

WHEREAS, In 2008, Ramsey County issued Requests for Proposals (RFP) for dental, life, and long-term and short-term disability insurance that resulted in contracts with Delta Dental, Minnesota Life and National Insurance Services for Plan Year 2009 that are renewable annually for up to four additional years; and

WHEREAS, Although Delta Dental utilization data indicated a 7.6% rate increase would be justified for Plan Year 2010, Delta Dental has proposed a rate increase of 5.6% in accordance with the 5.6% rate cap for Plan Year 2010 included in the current contract with Delta Dental; and

WHEREAS, The current contract with Minnesota Life includes a 0% rate guarantee for Basic Life, Optional Employee and Spouse Life, Dependent Life and Optional Accidental Death and Dismemberment (AD&D) insurance for plan year 2010; and

WHEREAS, The current contract with National Insurance Services includes a 0% rate guarantee for Basic Long-Term Disability and Optional Long-Term Disability insurance for Plan Year 2010; and

WHEREAS, The current contract with National Insurance Services includes a 0% rate guarantee for Short-Term Disability insurance for Plan Year 2010; and

WHEREAS, Ramsey County Human Resources and Deloitte Consulting LLP, the County's benefit consultant, have evaluated these rate renewal proposals and recommend renewal with the current vendors for dental, life, long-term disability and short term disability insurance; and

WHEREAS, The Ramsey County Joint Labor Management Committee on Insurance concurs with these recommendations; Now, Therefore, Be It

RESOLVED, The Ramsey County Board of Commissioners hereby approves renewal of the contract with Delta Dental Plan of Minnesota, 3560 Delta Dental Drive, Eagan, Minnesota 55122, for dental insurance for active employees and retirees for Plan Year 2010, at a 5.6% premium increase with no plan design changes, resulting in a premium of \$43.45 per month for single coverage (currently \$41.15), and \$96.75 per month for family coverage (currently \$91.60); and Be It Further

RESOLVED, The Ramsey County Board of Commissioners hereby approves renewal of the contract with Minnesota Life, 400 Robert Street North, St. Paul, Minnesota 55101, for County-paid Basic Life, and employee-paid Optional Employee and Spouse Life, Dependent Life and Accidental Death and Dismemberment insurance for Plan Year 2010 at a 0% rate increase with no plan design changes, resulting in premiums as follows:

(Continued)

<u>Minnesota Life</u>	<u>Monthly Premium (same as 2009)</u>	
Basic Life/AD&D (County paid)	\$ 0.124/\$1000 annual salary	
Optional Life (Employee paid)	<u>Age</u>	<u>Rate</u>
	29 or less	\$ 0.04/\$1,000
	30 – 34	\$ 0.05
	35 – 39	\$ 0.06
	40 – 44	\$ 0.10
	45 – 49	\$ 0.14
	50 – 54	\$ 0.22
	55 – 59	\$ 0.38
	60 – 64	\$ 0.52
	65 – 69	\$ 0.81
	70 +	\$ 0.90
Optional AD&D (Employee paid)		\$ 0.025/\$1000
Dependent Life (Employee paid)	<u>Coverage Level</u>	<u>Rate</u>
	\$ 10,000	\$ 1.90/month

and Be It Further

RESOLVED, The Ramsey County Board of Commissioners hereby approves renewal of the contract with National Insurance Services of Wisconsin, Inc., 7460 Market Place Drive, Eden Prairie, Minnesota 55344, for County-paid Basic Long-Term Disability and employee-paid Optional Long-Term Disability insurance for Plan Year 2010 at a 0% rate increase with no plan design changes, resulting in premiums as follows:

<u>National Insurance Services</u>	<u>Monthly Premium (same as 2009)</u>	
Basic Long-Term Disability (40% income replacement - County paid)	\$ 0.088 per \$100 of monthly salary	
Optional Long-Term Disability (Additional 20% - Employee paid)	<u>Age</u>	<u>Rate per \$100 of Monthly Salary</u>
	39 or less	\$ 0.066
	40-49	\$ 0.171
	50 and over	\$ 0.204

and Be It Further

RESOLVED, The Ramsey County Board of Commissioners hereby approves renewal of the contract with National Insurance Services of Wisconsin, Inc., 7460 Market Place Drive, Eden Prairie, Minnesota 55344, for employee-paid Short-Term Disability insurance for Plan Year 2010 at a 0% rate increase with no plan design changes, resulting in premiums as follows:

(Continued)

Short-Term Disability (Employee paid)	Elimination <u>Period</u>	Rate (Percent of <u>Monthly Salary</u>)
	30 day	.515%
	60 day	.395%
	90 day	.240%

and Be It Further

RESOLVED, The Ramsey County Board of Commissioners hereby authorizes the County Manager to execute the 2010 insurance contract renewals and any amendments or addenda to the contracts during the Plan Year.

PROPERTY MANAGEMENT/INFORMATION SERVICES/SHERIFF – Ramsey County Disaster Recovery Computer Center Project: Phase II Design/Build Services

Commissioner Ortega introduced the following resolution and moved its adoption, seconded by Commissioner McDonough. Roll Call: Ayes – Ortega, Rettman, Bennett, Carter, McDonough, Parker – 6. Nays – 0. (2009-310)

WHEREAS, On June 16, 2009, by Resolution No. 2009-200, the Ramsey County Board approved an agreement with M.A. Mortenson Company (“Contractor”) for Phase I Design/Build services for the Ramsey County Disaster Recovery Computer Center Project (“Project”); and

WHEREAS, The Phase I Agreement included a provision that the parties would enter into a Phase II Agreement only if they could reach agreement on a Guaranteed Maximum Price (“GMP”) for Phase II construction; and

WHEREAS, The Contractor has submitted a GMP in the amount of \$1,454,800 for the Project that is within the Project budget; and

WHEREAS, Based upon review of the Design Development Documents and drawings prepared during Phase I, the proposed expansion will meet the immediate and long-term needs of the Information Services department for disaster recovery; and

WHEREAS, This design also replaces Sheriff’s Office space displaced by the Disaster Recovery Computer Center; and

WHEREAS, The Departments of Property Management and Information Services and the Sheriff’s Office are requesting authorization to proceed with construction of the Disaster Recovery Computer Center with M.A. Mortenson Company as the design/build contractor; Now, Therefore, Be It

RESOLVED, The Ramsey County Board of Commissioners hereby authorizes the County Manager to approve an agreement with M.A. Mortenson Company, 700 Meadow Lane North, Minneapolis, MN, for Phase II construction services for the Ramsey County Disaster Recovery Computer Center Project, with a Gross Maximum Price of \$1,454,800; and Be It Further

(Continued)

RESOLVED, The Ramsey County Board of Commissioners hereby authorizes the County Manager to execute the Phase II Agreement, subject to final approval by the Departments of Property Management and Information Services, the Sheriff's Office, and the County Attorney's Office; and Be It Further

RESOLVED, The Ramsey County Board of Commissioners hereby authorizes the County Manager to make all necessary payments and budget adjustments, and execute contracts, agreements, change orders and amendments to the agreements, provided the cost is within the Ramsey County Disaster Recovery Computer Center Project budget.

COMMUNITY HUMAN SERVICES – Medical Transportation

Commissioner Ortega introduced the following resolution and moved its adoption, seconded by Commissioner McDonough.

Commissioner Rettman cited the new list of potential criteria. She asked what happened to the annual meeting with all current and potential vendors to review current program parameters.

Monty Martin, Director, Community Human Services, said the word "annual" was changed it to "open communications". The County doesn't RFP its services every year and it was felt that the requirement couldn't be made of one of the vendors.

Commissioner Rettman said the Commissioners may get a majority of the calls on the concerns. If there isn't an annual meeting, then it is an individualized step when it may be a systemic issue to be addressed. Who would be providing the open communication?

Mr. Martin said the transportation broker would be doing that. The counties would be selecting the transportation broker. The broker will be setting up a network of transportation providers. The ten cooperating counties would not be the organization that sets up the relationships with the organizations providing the transportation.

Commissioner Rettman cited the quality assurance of vendors providing the service – would the broker also provide that? Mr. Martin responded affirmatively.

Commissioner Rettman asked who would provide oversight to the broker. Mr. Martin responded that Anoka County has the responsibility for holding the contract with the vendor. The counties with any concerns or questions about the performance of the vendor would raise them with Anoka County and ask them to address them with the vendor.

Commissioner Rettman asked for clarification on whether the contract with the vendor would be with Hennepin or Anoka.

Mr. Martin explained that Hennepin County is doing an initial draft of the RFP. Anoka County would be issuing the RFP and managing the contract. The draft is not yet available.

Commissioner Ortega asked if Ramsey County would have a standard 30 days cancellation clause. Mr. Martin said the County would have a cancellation clause but he was not certain if it would be for 30 days. The contract would be negotiated between Anoka County and the broker. Ramsey County would have its own resolution, which would come back to the Board before this is approved for the purchase of services through the Anoka County contract. The Board would be able to put whatever cancellation clause it would like into that agreement. 30 days would be very difficult with this kind of service.

Commissioner Ortega said the resolution is one thing. Would Ramsey County have a cancellation clause? Mr. Martin said Ramsey County would have an opportunity to end the relationship with the other nine counties and do something different.

Commissioner Ortega said resolutions would not mean a lot if there is no action behind them. In Ramsey County, we have made resolutions, pushed policies, and acted on policies, and that is

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what makes them real. When it comes to services being acceptable, making sure, whether it is in contracting, purchasing, that there is diversity – how do we know that all those things would be in place -- those are things we take for granted because they have been put in action and in practice. If it doesn't continue, he wanted to know how we would get out.

Mr. Martin said it is always more difficult when in a multi-county arrangement rather than the sole County involvement in which case you would have all the control. In these circumstances, if aware of issues of the broker not providing adequate or inappropriate service, we would go to Anoka County, holder of the contract, to report on any concerns and that we would want them to pursue fixing this with the vendor. If they are unable to fix them, we would as a County decide under some cancellation clause, to get out of the agreement with Anoka County and go our own direction.

Commissioner Ortega asked if the Board would see the cancellation clause before signing off. Mr. Martin responded affirmatively.

Chair Parker asked who would be responsible for communication with the public – the broker or individual vendors.

Mary Nelson, Community Human Services, said at this point, communication around this kind of service has been taken care of as a combination between the vendor and the Human Services Department. There was no change in the service so no communication was needed. Moving into a potentially new contract with a potentially new vendor, the counties would have to discuss the responsibility for getting that information out. Ultimately, people who want transportation, are going to call their financial worker if they don't know how else to do this. It seems clear that counties would have a major role in communicating any changes with the community.

Commissioner Rettman asked if taxis and Metro Mobility are included in Ramsey County portions of the RFP.

Ms. Nelson said she does not know who all the vendors are that this particular vendor is using right now.

Commissioner Rettman said she wants to make certain that the broker casts a wide net. They provide a service right now that may or may not be reimbursed. She wants to make sure this RFP is inclusive; not just the vendors who are currently being used. She also wants to know if taxis and those types of vehicles are included. With the economy the way it is, this could assist some of those situations. Can that be included in the RFP list?

Ms. Nelson said staff realizes that is a concern and it is their concern as well. That is perhaps why the terms "cost effective" and "wide range" were put in the criteria.

Commissioner Rettman said this was more or less the current group and she doesn't want to assume that current vendors are going to be contracted. Has staff thought about doing a parallel bid?

Mr. Martin clarified his response of last week: they have not thought about doing a parallel bid, in fact that could be problematic in the sense of confusion or other counties asking if Ramsey County is at the table or not. The advantage of moving through this process is if we are unsatisfied with the end result of the process we would have two options: we could issue our own RFP – we would have a lot of advantages because the metro-county RFP had been issued. We would simply modify that one with the criteria changes as the County Board directed, and change the numbers and size. There would be a time delay during that period. Perhaps the current contract would need to be extended if the vendor was willing to do that. The second option would be to create the service ourselves. We believe it would be problematic as we would need to develop or purchase software and learn how to use it; hire and train 10-12 staff and develop the quality assurance of our expertise including inspecting vehicles.

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Mr. Martin said, in answer to Commissioner Rettman's question, that they are not envisioning a parallel process, but if the contract does not come out the way the Board wants it, he expects staff would issue a second RFP at that point just for Ramsey County. We would have to move along as quickly as possible in accordance with the Board's directions around openness, timing, evaluation panels and criteria.

Commissioner Rettman referred to the reference of 'hours of service 24/7'. She asked what that means – by email, phone, etc. How prescriptive would that be in the RFP? For example, those who don't have email may need different services than those who have it, and rotary phones are still in existence.

Ms. Nelson said that is something that needs to be worked on with the other counties as the detail is developed. Their expectation is that there is some kind of 24/7 access – not necessarily a live person because this is not emergency medical transportation, but rather the ability to leave a message or be in contact some way. She expects we would be looking for the broadest possible array of choices for individuals who are trying to get this service.

Commissioner Rettman wants to make certain the criteria is clear – that 24/7 access is very important to her.

Commissioner Rettman moved an amendment to the draft resolution on line 80-81. She requested the last half of that sentence be struck, which would leave the sentence to read "...plus allow time for the termination of the current contract..." This would be a new contract. Additionally, she moved an amendment to add a final resolved clause that this would return to the County Board.

Mr. Martin said those amendments would be fine, but clarified that the current contract is not with the state, but is with Anoka County. He doesn't know if it is their intent to extend the contract or do a new one. We could treat it as a new one.

Commissioner Rettman said it was with the state; we continued the contract that had been executed by the state.

Mr. Martin said Ramsey County continued the service with the same vendor. Anoka County signed the contract, not the state.

Commissioner Rettman said the original contract was done by the State of Minnesota.

Mr. Martin responded affirmatively. Additionally, when staff receives the draft RFP they will send it to Commissioners.

The amendments were accepted as friendly.

Roll Call: Ayes – Ortega, Rettman, Bennett, Carter, McDonough, Parker – 6. Nays – 0. (2009-311)

WHEREAS, Medical transportation as a Medical Assistance covered service has been in operation in Minnesota since the mid-1990s; and

WHEREAS, Originally, counties were given the responsibility to administer this program for those MA recipients not in a Prepaid MA plan, i.e. counties served those on fee-for-service MA; and

WHEREAS, Those needing this service would arrange for transportation directly with providers in the community and the bills would be submitted to Ramsey County Human Services for processing and payment; and

WHEREAS, When the Minnesota Department of Human Services conducted an audit of the program in 2000-2001, a variety of problems and inconsistencies in operation were uncovered; and

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WHEREAS, Among the problems were lack of physician's statements to demonstrate individual need for this service and charges for similar service ranged widely; and

WHEREAS, As part of the Deficit Reduction Act, the federal government provided authority to states to employ brokers to operate and manage the medical transportation service; and

WHEREAS, As a result, in 2004, the State of Minnesota conducted a Request for Proposals and selected Medical Transportation Management (MTM) to serve as a broker for transportation service in the 11 counties within or near the Twin Cities metropolitan area; and

WHEREAS, Minnesota was one of 38 states which utilized a broker; and

WHEREAS, According to the Minnesota Department of Human Services, since 2004, the number of individuals accessing medical transportation service has more than tripled, while the overall MA payments have decreased from \$25 million in 2005 to \$13 million in 2008; and

WHEREAS, The Minnesota legislature in 2009 adopted a prohibition on the Minnesota Department of Human Services from utilizing a broker in the metropolitan area; and

WHEREAS, Among the reasons debated in the lead up to this decision was that non-metro counties and their representatives claimed it was unfair for the broker to provide service only in the metro area and there was the need for the state to balance its budget and this was viewed as an expense that could be shifted back to counties versus some of the other budget balancing choices; and

WHEREAS, Members of the Ramsey County Board have expressed interest in asking the 2010 Legislature to change the action of the 2009 Legislature; and

WHEREAS, While the Human Services Department supports this direction, current law requires us to have this service in place at the county level; and

WHEREAS, The eleven counties affected have essentially four options until legislative action would return this responsibility to the Minnesota Department of Human Services:

1. Individual counties decide to carry out the responsibility with existing staff.
2. The counties decide to collectively continue the interim arrangement with Medical Transportation Management (MTM).
3. The counties collectively distribute a Request for Proposal for a broker for arranging transportation services.
4. The metro counties develop a new model for delivering the service; and

WHEREAS, In considering the benefits and challenges with each option, the human service directors of the seven metro counties are recommending that the broker model is the most effective approach moving forward and the distribution of a joint Request for Proposals; and

WHEREAS, Anoka County and its human services department will perform the administrative tasks of distributing the RFP and managing the service agreement; and

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WHEREAS, As part of this process, the seven county human service directors are recommending that the current agreement with Medical Transportation Management be extended for six months through June 30, 2010; and

WHEREAS, This will provide time for the RFP to be jointly developed by the ten counties, allow other providers to develop and propose competitive methods to fulfill the broker function, plus allow time for termination of the current contract; Now, Therefore, Be It

RESOLVED, The Ramsey County Board of Commissioners approves the recommendation to participate in a joint Request for Proposals with up to 9 other metropolitan counties to secure a broker to provide medical transportation services in the metropolitan area starting on or before July 1, 2010; and Be It Further

RESOLVED, The Board approves the recommendation to utilize the current arrangement with Medical Transportation Management to fulfill the broker function for Medical Transportation services, for as long as needed, up to June 30, 2010; and Be It Further

RESOLVED, The Board requests that the proposed agreement with Anoka County for medical transportation return to the Board for final approval.

COMMUNITY HUMAN SERVICES – Vulnerable Adults/Individuals with Disabilities

Commissioner McDonough introduced the following resolution and moved its adoption, seconded by Commissioner Rettman.

Commissioner Rettman referred to line 67 of the draft resolution, and moved to amend the resolution to include a 'whereas' clause that recognizes that for over 30 years Ramsey County Human Services has held a leadership position in being responsive to vulnerable adults and creating legislation and proactive policies, working with numerous departments and municipalities. Such a statement would be consistent with the County Manager's comments that read that the spirit of this resolution is in line with previous positions by the Board of Commissioners. She would to acknowledge the fact that Ramsey County was a driving force.

The amendment was accepted as friendly.

Roll Call: Ayes – Ortega, Rettman, Bennett, Carter, McDonough, Parker – 6. Nays – 0. (2009-312)

WHEREAS, According to the 2007 United States Census, approximately 52.4 million Americans are 60 years or older; and

WHEREAS, According to the 2002 United States Census, approximately 51.2 million Americans (18.1 percent of the population) live with a wide array of physical, cognitive, and/or emotional disabilities; and

WHEREAS, A disability is a physical or mental impairment that substantially limits one or more of a person's major life activities and can include mental illness or a physical or developmental disability; and

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WHEREAS, People aged 60 years or older and/or adults with disabilities must be assured that no policy or law would renounce their rights, including the right to have a voice in decision-making through self determination and self direction in all areas of their daily life and in public policy decisions affecting them; and

WHEREAS, People aged 60 years or older and/or adults with disabilities should not have to pick between being institutionalized or being abused, exploited or neglected; and

WHEREAS, People aged 60 years or older and/or adults with disabilities must be provided equipment, assistance, and support services necessary for full productivity, provided in a way that promotes dignity, equal access and independence; and

WHEREAS, People aged 60 years or older and/or adults with disabilities are vulnerable populations because they have unique lifestyles and needs, and share a combined risk for victimization because of their reliance on other people for life supports including, but not limited to, activities of daily living and money management; and

WHEREAS, People aged 60 years and older experience 90% of abuse and neglect incidents by family members - adult children and spouses – or others known by the individual victimized; and

WHEREAS, Forty-two percent of murder victims over age 60 were killed by their own offspring; and

WHEREAS, Spouses were the perpetrators in 24% of family murders; and

WHEREAS, According to the Bureau of Justice Statistics, the eldest of our seniors – 80 years or older – are abused and neglected at 2-3 times the rate of all other senior citizens; and

WHEREAS, Adults with developmental disabilities are statistically more likely than those without disabilities to be victims of crimes; and

WHEREAS, According to the Crime Control and Prevention Act of 2007, each year an estimated 5 million cases of abuse are committed against persons with developmental disabilities and more than 70 percent of those crimes are not reported; and

WHEREAS, Research suggests that 97 to 99 percent of abusers are known and trusted by the victim who has intellectual disabilities; and

WHEREAS, Adults with developmental disabilities experience a majority of abuse perpetrated by family members and peers with disabilities, and disability professionals; and

WHEREAS, Adults with developmental disabilities may experience sexual violence rates as high as 83% for women and 32% for men; and

WHEREAS, Research suggests that 81% of people with mental illness who are patients in a facility have been physically or sexually assaulted; and

(Continued)

WHEREAS, Sixty-two percent of women with physical disabilities report experiencing emotional, physical or sexual abuse; and

WHEREAS, The failure to coordinate activities relating to comprehensively preventing and treating abuse, neglect, and exploitation of vulnerable adults threatens the futures and well-being of millions in the United States; and

WHEREAS, For over 30 years, the Ramsey County Department of Community Human Services has held a leadership position in being responsive to vulnerable adults and creating legislation and proactive policies working with numerous departments and municipalities; Now, Therefore, Be It

RESOLVED, That the problems of abuse, neglect and exploitation of vulnerable adults requires a comprehensive, collaborative effort of national organizations and other leaders dedicated to supporting older persons and adults with disabilities that includes Adult Protective Services and health, mental health, criminal justice, legal, advocacy and social service agencies and organizations; and Be It Further

RESOLVED, That this collaborative effort shall provide leadership and critical assistance for and with vulnerable populations by working together to promote self determination that advances the role of self advocacy by older persons and adults with disabilities in the decision and policy making that impacts their lives; and Be It Further

RESOLVED, Shall involve federal legislation that provides resources for prevention, reporting, investigation, assessment, treatment and prosecution efforts of abuse, neglect and exploitation of older persons and adults with disabilities throughout all levels of government; and Be It Further

RESOLVED, Shall make available resources to states and communities to provide for and improve protective services and to promote justice for older persons and adults with disabilities; and Be It Further

RESOLVED, That this collaborative effort leads to standardization to increase the professionalization and effectiveness of Adult Protective Services in the United States; and Be It Further

RESOLVED, Result in coordinated planning and development of standards of care for victims of abuse, neglect and exploitation in all levels of government partnering with Adult Protective Services, health, mental health, criminal justice, legal, advocacy and social service agencies and organizations that work to eliminate, mitigate or respond to situations of abuse neglect, and exploitation of older persons and adults with disabilities; and Be It Further

RESOLVED, That this collaborative effort shares knowledge relevant to protecting older persons and adults with disabilities through comprehensive improvements to the nation's Adult Protective systems.

BOARD OF RAMSEY COUNTY COMMISSIONERS – Presentation and Information on Transportation for America Campaign

(Continued)

Chair Parker said she had heard Christine Goepfert's presentation to the Counties Transit Improvement Board and thought this would be something the other Commissioners would be interested in hearing. A presentation had also been made yesterday to the Active Living Ramsey County meeting.

Ms. Goepfert circulated *The Route to Reform: Blueprint for a 21st Century Federal Transportation Program* report she would reference during her presentation. She has been with the Transportation America Campaign since March 2009 working on advocating for good federal transportation policies by capturing the unique opportunity with expiration of the current federal transportation bill at the end of September. She worked with an organization called Housing Preservation Project advocating around affordable housing policies.

A national effort is underway to advocate for good federal transportation policies, and Ramsey County is invited to join in that effort. Transportation for America is a national coalition of about 350 elected officials, businesses, and organizations representing a variety of interests, not just transportation, but public health, housing and the environment. The communities all have a lot of challenges – energy security, climate change, health, and others. If this is to be a world class transportation system, some of those challenges can be challenged. Some of the groups in the coalition are AARP and the National Association of Realtors. Reconnecting and Smart Growth America are organizational co-chairs that founded Transportation for America.

Ms. Goepfert said as a field organizer for the Campaign, she works locally with a lot of good organizations - Mayor Ryback, City of Minneapolis Major Don Ness, City of Duluth, and recently the mayors of Burnsville and the City of Independence have joined. Hennepin County Commissioner Peter McLaughlin is a partner. They also work with Transit for Livable Communities, the Alliance for Metropolitan Stability, Fresh Energy, Minnesota Senate for Environmental Advocacy, etc. Most recently the St. Paul Smart Trips Board and the St. Paul Regional Labor Federation have joined.

There are challenges and they can begin to be addressed by creating a world class transportation system. This is for a complete system, one that is smart, safe and clean, and one that provides options for everyone. This is about imagining something new, something for our communities, building on what was built in the last 50 years, to build out the transportation system, the inter-states, connecting communities far and wide – connecting the region, the job centers, ourselves to the community by making sure there is policy that allows that – by creating some world class systems around public transportation, including a focused priority on high-speed rail, light rail, good bus transportation and non-motorized travel, including bikeways and walkways. Putting things in the federal bill would trickle down to all the communities across the country, engaging in activities and replicating the great work done in Ramsey County.

Ms. Goepfert referenced page 9 of the Report listing out six National Transportation Objectives and Targets and Performance Targets -- key for inclusion in the federal transportation program/bill to show what we are investing our money towards. The performance targets would be measured over a 20-year period to see if we are reaching the targets. The transportation program needs to be consolidated and grouped so they are more focused to achieve the objectives. There are currently 108 different federal transportation programs, making it difficult to achieve a very specific goal with that many different programs.

Page 11 of the report shows consolidation of the programs down to about four different program areas. Those are focused on helping achieve the objectives laid out. It helps complete that system by having programs tailored to do that, to doing intercity passenger transport, transit capital projects, etc., making sure these are looked according to a geographic scale, not according to mode. Every State would do a blueprint plan for how it would achieve its national transportation objectives

(Continued)

over a 20-year period and how it would reach the performance measures. The plans would be put together – regional plans for larger communities with smaller communities opting in, but it would be a statewide plan as they make plans for transportation investments. Everyone with a stake in the community would be involved.

Another piece is making sure that local decision-makers have the authority to make decisions for their communities, but are held accountable for those decisions. Part of that is having the blueprint plan. If the plan is not carried out and the performance measures met, there would be a loss of flexibility for spending – the carrot and stick for how to get to that level of accountability.

The final piece is how to pay for the federal transportation program. The gas tax is not enough – new revenue sources need to be identified. Page 97 of the report lays out options for how Transportation for America thinks it can fund a \$500 billion bill, which is the price tag for this. Congressman Oberstar's bill is tagged with that.

Aside from figuring out new ways to raise revenue, smart financing has to be incorporated into the projects, including public/private partnerships, and value capture; with that we can get things done, and the 35W bridge is one example.

Chairman Oberstar introduced a bill in June that he had hoped would pass in the next couple weeks, but that is not going to happen at this point. But, there is policy on which the Campaign has been working closely with Congressman Oberstar's office and communicating this proposal to him and working with his committee members as they drafted that bill. They continue to do that especially as there are now more opportunities for discussion.

Everyone seems to agree that things need to be done differently. Congressman Oberstar's bill has set us in the right direction for that. He wants to reform the way things are done. He has been on the Transportation Committee a long time; he's seen the way things have been going, and he has put a lot of thought into this, including many great features. One is a critical asset investment program – a fix-it-first priority. We need to preserve our existing infrastructure and place a priority on that, and his program is designed to do that. He agrees we need to streamline and consolidate our transportation programs. His plan also has four programs: critical asset investment; metro mobility access; safety; and air quality. There is also greater control. Under his metro mobility access program, it is designed for metro areas to figure out how to do some congestion mitigation and access more money to do that. The rural communities have a stronger voice in Congressman Oberstar's bill, which is critical. If they are not covered by an MPO, they are under the umbrella of the state DOT (Department of Transportation), and they should have a voice at that table. His bill recognizes rural transportation planning organizations that have been ad hoc. In the Transit New Starts Program, he is eliminating the cost effectiveness index to get projects done sooner. Right now, it takes 14 years; his goal is to get it down to three; that is an aggressive agenda.

Congressman Oberstar's bill is 775 pages long. While long, there are areas that could be perfected and strengthened. He created an Office of Livability, which is important, but he has housed it with the federal highway administration. Transportation for America thinks it should be an office under the DOT secretary and all decisions float through the Office of Livability lens, and that office should get more money in authority. He has built in more money for transit, but the 22% he has raised it to should be a floor and not a ceiling so we continue to have more monies for more multi-modal uses. For Metro Mobility, there should be some emphasis on smarter planning, planning about transportation, housing and land use and doing some TOD.

A missing element in Congressman Oberstar's bill is a set of national transportation objectives. He has goals in the bill for specific programs, but it is key that there be objectives that are the umbrella of the entire program, not just tied to certain programs. He has performance measures, but they are not uniform. That should be included in the bill.

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The blueprint planning is in Congressman Oberstar's bill but there should be more emphasis on the integration between transportation, land use, and housing. His bill sets that out as bill, but it doesn't seem to happen.

For green freight and ports in Congressman Oberstar's bill, there is much more emphasis on increasing freight transport via highways. The Campaign would like it to be more of a shift in freight being transported via railways because there are a lot of rails not being used, and it is a cleaner way to transport freight.

The Campaign has national transportation objectives and workforce development issues. There is a placeholder in Congressman Oberstar's bill, but there isn't much more than that.

The Campaign is always thinking about the cost of transportation and housing and how to bring those down.

Finally, access and safety are issues in communities, small and large.

Information on the Transportation of America Campaign can be found at www.t4america.org

Chair Parker said as an individual, she plans to sign on as a supporter and it would be great if the Ramsey County Board signed on in support. This is a bold initiative, totally in line with what the Board has discussed in moving toward a more multi-modal transportation system, laying out goals and objectives focusing on outcomes. It is the direction the country needs to go.

Commissioner Ortega said he likes the idea of a blueprint because none of these ideas have been used over the last 20-25 years since the last big push to increase transit and transportation, especially in the area of rail. Blueprint planning with ways to measure the performance and ways to look at where the dollars are on a grander scale is something that has been missing in the past. This is consistent with the policies of the Ramsey County Board, and he doesn't see why the Board couldn't support this and would be willing to make that motion if a decision is made to vote on this.

Commissioner Bennett said he is not ready to vote on this today. He did not see any new sources of revenue – just the gas tax, a sales tax probably on the gas tax. He wanted to know about the blueprint for other types of funding. The report is encouraging to build around transit – are we going to tax developers who build around there and use it for some of the transit; are there going to be other ideas to fund what the report wants to accomplish. We are saving the air? These cost, but nobody is proposing how to pay for it.

Ms. Goepfert said that is something that has been missing from the discussion around Congressman Oberstar's bill as well. They have begun discussing how to raise the money for his bill priced at \$450 billion. She couldn't answer the question, and that is why options have been set out. Looking at new revenue sources needs to be done. There has been some discussion of piloting around vehicle modal travel taxes as an additional source of revenue. It is brought up in the report because Transportation for America knows it needs to be part of the discussion, but it will be tough to get through. The debate will hopefully go on soon in Congress for how to pay for it.

Commissioner Bennett said that is why he is hesitant. We can't do all these things without money, and we can't rely totally on the gas tax. A lot of cars were just taken off the road (Cash for Clunkers program) for \$3 billion; savings in gasoline were \$300+ million, but the taxes paid on that are lost, too. This blueprint lacks any imaginative ideas for how to come up with revenue. He didn't disagree with the goals, but something is needed in the blueprint for how to get the revenue.

Ms. Goepfert said she is no expert on the revenue piece in this proposal; they encourage doing smarter financing including public/private partnerships, bringing private dollars. She could provide follow-up information that might be more specific information than has been given on revenue.

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Commissioner Bennett said he didn't see much included in the proposal on roads. Roads are still stable, but there are issues that are not addressed in this report. If roads can't be widened because of lack of money, how will we come up with three times the money needed to get transit to areas that don't currently have it? He said he would like to see included more information on transit on roads.

Commissioner Ortega said he agreed 100% and that we are looking at things a little differently; not just that Congressman Oberstar's bill has all the answers; both have a lot of holes. Blueprint planning starts nailing down the details. He has some of the same concerns about details, including public roads, revenue sources and how to get there. There has to be a living document, otherwise, this would not succeed. It would have to fit every community; each which would have different details, different sources of revenues would be needed, and that is the spirit in which he would support this. This Board is very much in consensus in terms of all forms of transportation, that one is not necessarily better than another. The issue is how they all come together, making life better and more economical to the communities.

Commissioner Carter agreed that the details are not all within this document. She noted the chapter on principles for revenue reform. Just as Commissioner Bennett suggested, new ways of finding revenue and addressing these concerns are also alluded to within this document and flushed out fairly well. She has been aware of the meetings for Transportation for America occurring across the nation over the past couple of years, drawing together elected officials and organizations. She could see from this document a large amount of diverse concern heard around transportation, including the foundation of the transportation system being the foundation of this document resulting in the necessity to maintain and improve that infrastructure as we look for more ways of addressing more concerns of our current day. She would be willing, should there be an opportunity, to move forward an agenda for the County Board to support this document as a principle for moving forward. She thanked Ms. Goepfert for the summary of the work that has been done. She looks forward to hearing more about this and in the ways in which it is connected over time to the federal efforts for transportation reform funding.

Commissioner Rettman said she would like to have the time to read the document.

Commissioner Bennett said he would also like to have the time to read the document; there is a lot left out. He would like to support Congressman Oberstar's proposal as well. None of the proposals he has seen answer the questions he has. He is a big supporter of all modes of transportation. What is lacking in this report is anything in getting the roads in his district brought up to date, which are important in that area because that is all there is – there isn't even bus service there. They have a similar population as that in the City, but not the services to go along with that. He does not see this helping; it is missing one side, and he would like to support the whole proposal rather than just part of it.

Chair Parker said the Commissioners could think about this and it could be brought back. If anyone has suggestions about alternative sources of revenue, they could provide them to the staff of Transportation for America Campaign. Ms. Goepfert responded affirmatively.

Commissioner Bennett said he didn't make any of the other recommendations within the document, and if he is going to adopt something, he would provide a few more – license some of these vehicles; charge more on the transit vehicles; if they create development, look at having a taxing district specifically for that; look at some type of tax in the area of saving the environment. We cannot keep taxing on gasoline and then reduce the use of gasoline.

Commissioner Carter said the concerns raised are very real. She did not see this document as an effort to answer all those questions for every community, but as an opportunity to provide some principles around which those kinds of issues could be discussed. When there is the opportunity,

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which may be in bringing this document back, hearing from Public Works, Regional Railroad Authority, the County Manager, around the kinds of principles that are laid out here, there will be the opportunity to determine whether or not these principles actually encompass the kinds of concerns overall that the Commissioners have, and then to explore whether or not our adopting and supporting Transportation for America's framework gives us the opportunity to have a framework for discussing and detailing at the State and local level, and developing specific resolutions such as those shared by Commissioner Bennett that will address our local concerns. She sees this is a framework, not all the answers in every area. When we read through the document, we can determine that and come back and discuss it in that way.

Ms. Goepfert said the document is set up to have those tools so the communities can make those types of decisions. She thanked the Board for the opportunity to present the document.

Chair Parker thanked Ms. Goepfert for her presentation. This will be brought back to a future meeting for further discussion.

OUTSIDE BOARD AND COMMITTEE REPORTS

Commissioner Rettman reported:

- On clean-up days in District 6 and 7 with lots of volunteer participation, bringing in many things to re-use, recycle, or placed in the proper disposal bins.
- PABA (Payne Avenue Business Association) held multi-cultural, multi-activities over the weekend, incorporating the whole East Side, helping to support the businesses on the Avenue and in the neighborhoods.

Commissioner Carter reported:

- On the Selby Avenue Jazz Festival attended by a large number of people. She thanked Mary Karcz, County Manager's Office, who attended the festival to highlight the 2010 Census, and the work needed for a complete count in Ramsey County.
- The Stadium Area Advisory Group met to review the circumstances of the first game day on Saturday at the University of Minnesota's new stadium. Incidents were minimal, and there was a successful launch of the stadium. Concerns are being reviewed around the carrying of sound from the stadium to some of the communities. She has confidence that those can be remediated by strategically angling the speakers.
- She attended the send off of Sylvia and Sam Kaplan, with Sam as ambassador to Morocco.

ADJOURNMENT

There being no further business, Chair Parker declared the meeting adjourned.

Bonnie C. Jackelen, Chief Clerk – County Board