



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

402 Metro Square Building, 7th and Robert Streets, St. Paul, Minnesota 55101 612 291-6640

NOTICE OF PUBLIC HEARING

Monday, December 17, 1984
Metropolitan Council Chambers
4:30 p.m.

AGENDA

1. Call to Order
2. Adoption of Agenda
3. Public Hearing on Draft 1985-1987 Interim Implementation Plan
(material mailed previously)
4. Proposed UMTA Policy on Private Enterprise Participation in the
Urban Mass Transportation Program
5. Other Business
 - a. Chairman's Report
 - b. Committee Reports
 - c. Other

Elliott Perovich
Chairman

REGIONAL TRANSIT BOARD

402 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
December 17, 1984

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Ruben Acosta; Doris Caranicas; Juanita Collins; John Doyle; Ruth Franklin; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko; Steve Loeding; Gail MarksJarvis; Jim Newland; Bernard Skrebes; Margaret Snesrud

STAFF PRESENT: Ghaleb Abdul-Rahman and Mary Fudenberg

The meeting was called to order at 4:30 p.m. and roll taken. Fuhr moved approval of the agenda; Joyce seconded the motion. Motion carried unanimously (MarksJarvis not present).

Chairman Perovich declared the public hearing open at 4:30 p.m. to discuss the Draft 1985-1987 Interim Implementation Plan, which includes the transit service plan, financial plan, staffing plan and budget, and to accept testimony from the public on the plan elements. He noted that the hearing record will remain open until the close of business on December 27, 1984. The final plan will be adopted on February 4, 1984.

Peter Fausch, Strgar-Roscoe, Inc., reviewed the major elements of the plan. By prearrangement, the chairman called upon those visitors who depend upon Metro Mobility to speak first so they could meet their buses. There being no questions from the board, the chairman called for public comment.

Frances Strong from the United Handicapped Federation read the federation's position paper into the record (Exhibit 1). In response to Lefko's question on the intent of Item 6, Darlene Morris said the item refers to a problem a couple of years ago at the Transportation Center when service was adversely affected by a shift in personnel. Newland asked for amplification on Item 9. Strong said that presently there is no set deadline for completion of certification. Item 9 would establish standards to assure that certification is completed in a timely manner. Lefko asked if Item 14 envisioned modification of the current center at Heywood Facility. Morris said the coordination center would consolidate all public and private transportation such as churches and nursing homes so that people would know what is available. Snesrud said that now there is no facility in the Metropolitan Area that an individual can call to ask what is available. There is no central clearing house that can issue a complete listing for a given area. Morris said the federation is asking for a central clearinghouse. Fuhr said this appears to conflict with the Metro Mobility report. The chairman said the director of planning will have to work through that. Skrebes said that a subcommittee of the Metro Mobility Policy Committee has been working on a mission and goals statement to be presented to the advisory committee at their next meeting; this statement may clarify some of these questions. He invited people to attend that meeting.

Steve Kepple, speaking for the United Handicapped Federation and himself, said there was a "letter to the editor" (Exhibit 2) written several years ago that seemed to describe the current situation in the disabled community. Transportation is inadequate at best.

George Fail, a board member of the United Handicapped Federation and of the American Council for the Blind in Minnesota, referred to Item 1 of the federation's statement, noting that the Minnesota Department of Transportation has not been an equal opportunity provider of services to the blind. He distributed a newsletter (Exhibit 3) to the board and stated that last April the Legislation Commission to Review Administrative Rules held a hearing at which it was pointed out that Metro Mobility has rules regarding the availability of transportation and nowhere in the rules is it stated that a blind person must have a second disability to be eligible for Metro Mobility. The committee also discussed certification for the blind. Regarding Item 8, the Council of the Blind recognizes various degrees of blindness. People must be treated on a case-by-case basis. With the computer pass program being developed, there is no reason not to develop a computer program with all kinds of information. While many blind people can take mainline buses, they may need Metro Mobility. He would like to work with whatever committee the board creates. Regarding Item 15, there is an organization called "First Call for Help" that has a complete listing of every kind of agency available. Perhaps the board might consider looking into that resource as a clearinghouse for this type of transportation. Loeding asked if First Call for Help serves the whole region. In Dakota County the Community Action Program handles much of that but there is no regional agency for information and referral. Fail said there is no reason First Call for Help could not be linked with other systems in other areas. The chairman said the questions of transportation for the blind and the certification process are in the record and the board will be studying them.

Jesse Ellingworth, who serves on Metro Mobility Management Policy Committee and on the Board of the United Handicapped Federation, said he is concerned about the expansion and coordination statement of the United Handicapped Federation. All the various agencies should coordinate existing services and look for unmet needs. He commented that a great deal of thought went into the federation's paper.

Leroy Marshall, Metro Mobility Advisory Committee and the Metropolitan Advisory Committee on Elderly and Handicapped Transportation, said there is an appeals board for individuals denied Metro Mobility certification. People who were not certified have a right to appeal; in the past three years only five appealed and four of them were certified. He pointed out that we have one of the best systems in the United States. In traveling ten states this year, he found Minnesota is one of the best in serving the handicapped. People who do not use the service have no idea how much work is involved in lining up those rides. Some people feel they are turned down because of discrimination but that is not the case. More funding is needed.

John Ludden, Phoenix House said a lot of problems evolve from the person taking orders over the phone. When a ride does not arrive, the rider is given no reason why it did not come. The scheduler often calls back and changes the times without recognizing the consequences for the rider. Riders often have to

ride all over town to get where they need to go. Often drivers arrive more than ten minutes early and are irritable with the rider or sometimes leave the rider behind (Exhibit 8).

Roger Peterson, Association of Metropolitan Municipalities (AMM), said the Regional Transit Board is to be commended because the Draft Interim Implementation Plan is a complete and easy-to-read document. He urged the board to implement its Policy 7 and include local government participation programs and public input programs. Testimony today indicates a need to get these working groups together. The AMM looks forward to working on these issues. This was an excellent presentation, very thorough, and he wished the board well. The chairman said the board appreciates those comments. The board recognizes the contributions of Peter Fausch, input from communities, other agencies and staff, who have done an excellent job. Local government and public participation is a vital part of the Board's mission.

Clifford Poetz, representing the Minnesota Association for Retarded Citizens, said the association has taken a stand in support of the United Handicapped Federation's position on mass transit issues. The association feels it is important to remember that handicapped people need accessible transit. This is one of the better systems in the nation, but we must consider the needs of the handicapped people. The association supports the United Handicapped Federation's recommendation that we begin the process to make the system a lot better. He said the association looks forward to working with the board.

Donald B. Regan, president and owner of North Suburban Bus Company in Maplewood, commended the board for its concern for handicapped transportation. He said there is a need to address the untenable and burgeoning cost of government-owned and operated fleets. He asked the board to consider carriers like his company as an alternative to government ownership because of lower taxes, lower costs, and to help communities attract and retain business. Regan said the companies he owns are in the Metropolitan Area and operate almost as many buses as Metropolitan Transit Commission at one-sixth the cost. This merits very close scrutiny. His companies operate regular school routes, charter services, handicapped service, senior citizen and church services, as do other private carriers. He said if there are deficiencies in the report it is that the board did not address that as thoroughly as it might have done. Regan said he operates as St. Paul and Suburban Bus Company, Minnesota Coaches, and is related to operators of other bus companies. He said Dallas-Fort Worth recently bailed out of government ownership, put its facilities up for sale and is now under contract with Trailways. Doyle asked if private ownership should have been more strongly addressed in the Interim Implementation Plan and how that should be done. Regan suggested that the board contact the Minnesota School Bus Operators Association's Executive Director, James DeVeau, in Hopkins. He could give the board insight into carriers like Regan who would be available to perform these services. Those operators move fewer deadhead miles. Perovich suggested that Regan contact DeVeau and ask him to submit to the Board some recommendations along those lines as part of the record of the public hearing. Lefko said these issues have been discussed internally and in a meeting held in Anoka with private providers. Doyle said as the board designs its process it should build into it some kind of ongoing dialogue with the private sector and institutionalize it. The chairman said the board made that commitment to the private sector at the retreat.

Fausch noted that Page 72, Table 9-2, the MTC Regular Route cost under the Local Assistance column should read \$42,110,000 rather than \$42,170,000.

Having called for and received no further testimony, the chairman declared the public testimony to be concluded. The record will remain open for written comment until the close of business on December 27, 1984.

Letters were received up to the close of business on December 27 from:

Exhibit 4, James A. Johnson, Vice President, Medicine Lake Lines, dated December 17, 1984.

Exhibit 5, Mark Ryan, Director, West Metro Coordinated Transportation, dated December 19, 1984.

Exhibit 6, Robert Regan, President, Osseo-Brooklyn School Bus Co., dated December 24, 1984.

Exhibit 7, Donald B. Regan, St. Paul & Suburban Bus Co., dated December 18, 1984.

Exhibit 8, Richard Braun, Commissioner, Minnesota Department of Transportation, dated December 21, 1984.

Exhibit 9, Worth Stiles, President, South and West St. Paul Transit, Inc., dated December 27, 1984.

PROPOSED URBAN MASS TRANSIT AGENCY POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN THE URBAN MASS TRANSPORTATION PROGRAM

Referring to the memorandum dated December 17, 1984, Fuhr moved and Carnanicas seconded a motion that:

The chairman forward a letter to the Urban Mass Transit Agency (UMTA) expressing the Regional Transit Board's support of the proposed regulation. The committee also supports the recommendation that government agencies should self-certify their compliance with the regulations. In practice, this region has already complied with the intent of the regulations.

OTHER BUSINESS

Snesrud asked the members what kind of party they would like. It was agreed that it should be simple, and that Snesrud is authorized to appoint volunteers who will do what they are told. Others who have worked closely with the board are invited. The party will be January 19 at 6:30 p.m. Maps will be provided.

The chairman discussed his letter to Governor Perpich. He has had discussions with the Science Museum on the possibility of an exhibition in 1986 on transit. Perovich has talked to the university's Institute of Technology on putting together a transit studies center. The program is fragmented now and the university is interested in such a program. The university is now looking into small motorized circulating systems. It is hoped the governor will look at the

whole thing and help promote transit. We want to see what the university is doing from the standpoint of technology. They believe private industry will become involved. The board may want to consider offering research and development funds as additional seed money. They do not know yet what they will need. The university people said everything they have on the drawing board can be made in Minnesota, except possibly the car bodies. However, Minnesota produces snowmobile boides, which are very similar.

There being no other business, Leoding moved to adjourn. Snesrud seconded the motion. Motion carried unanimously. Meeting adjourned at 6:30 p.m.

Respectfully submitted,

Mary Fudenberg

SIGN-UP SHEET

(Please Print)

NAME	AGENCY	ADDRESS	DO YOU WISH TO SPEAK?
1. Roger E Peterson	Association of Metropolitan Municipalities	183 University Ave E. St. Paul Minn 55101	<u>Yes</u>
2. Donald B Legan, Resident	St Paul & Suburban Bus Co.	2866 White Bear Ave St Paul, MN 55109	Yes
3. Hugh O Salisbury General Mgr	"	"	<u>Yes</u>

EP - There are 10 Metro Handicapped who want to speak first.

SIGN-UP SHEET

(Please Print)

NAME	AGENCY	ADDRESS	DO YOU WISH TO SPEAK?
✓ Steve Kepple	United Handicapped Federation	718 Portland Ave St Paul 55	yes
Francis Strong	United Handicapped Federation	630 Bryant Ave. No. Mpls.	yes
Giff Poole	" and	625 E 15th	yes
	Minnesota Assoc for Retarded Citizens		
Jessie Unruh		11900 2 nd in Street Ancker	speak
John Fadden Phoenix Red Router		St Paul	speak

REGIONAL TRANSIT BOARD

Record of Attendance and Vote

Date 12/17/84

RTB Public Hearing

<u>Dist.</u>	<u>Member Name</u>	<u>Present</u>	<u>Vote</u>	<u>Vote</u>	<u>Vote</u>	<u>Vote</u>	<u>Vote</u>
Chair	Elliott Perovich	✓					
A	Todd Lefko	✓					
B	Ruben Acosta	✓					
C	Bernard Skrebes	✓					
D	Doris Caranicas	✓					
E	John Doyle, Sr.	✓					
F	Gail Marks Jarvis	4:50					
G	James Newland	✓					
H	Margaret Snesrud	✓					
I	Alison Fuhr	✓					
J	Juanita Collins	✓					
K	Steve Loeding	✓					
L	Ruth Franklin	✓					
M	Paul Joyce	✓					
N	Edward Kranz	✓					

REGIONAL TRANSIT BOARD

Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

DATE: December 17, 1984
TO: Regional Transit Board
FROM: Committee of the Whole
SUBJECT: Proposed UMTA Policy on Private Enterprise Participation
in the Urban Mass Transportation Program

The above policy was discussed by the Committee of the Whole at its meeting of December 13, 1984. The committee recommended that the chairman forward a letter to UMTA expressing the Board's support of the proposed regulations. The committee also supports the recommendation that government agencies should self-certify their compliance with the regulations. In practice, this region has already complied with the intent of the regulations.

mf



Griggs/Midway Bldg.
Suite 284 South
1821 University Ave.
St. Paul, MN 55104
645-8922 645-3200 TTY

UNITED HANDICAPPED FEDERATION
and
The Friends of Handicapped People Association

WE SHALL RIDE: THE POSITION OF
THE UNITED HANDICAPPED FEDERATION
ON ACCESSIBLE MASS TRANSIT SYSTEMS

A crucial aspect of enabling people to have full and productive lives is to ensure that people have the mobility to conduct their daily business.

Historically, people with disabilities have been excluded from using mass transit systems because mass transit system equipment has not been designed with accessibility in mind. Section 504 of the 1973 Rehabilitation Act was designed to prevent this discrimination.

The United Handicapped Federation has, for over ten years, been a major advocate in this struggle to ensure that mass transit systems become accessible to people with disabilities. That commitment, by the United Handicapped Federation, continues.

As changes are made in public transit systems, the United Handicapped Federation continues to hold the position that all public transit systems must be designed with input from disabled Minnesotans, to ensure that they are useable, accessible and available to disabled Minnesotans.

Fully accessible public transit services do not yet exist in the Minneapolis, St. Paul, suburban metropolitan areas. The United Handicapped Federation believes that Minnesota decision-makers have a responsibility and an obligation to take steps to ensure that full accessibility becomes a reality.

With this in mind, the United Handicapped Federation strongly urges the following steps to be taken:

- 1) That accessible transit services be made available to all people needing them, including people with visual impairments, and out-state visitors to the Twin Cities metropolitan area.
- 2) That at least one half (½) of the peak hour Twin Cities metropolitan area main-line bus fleet be made lift-equipped accessible by 1990, and assure that the off hour public transit bus fleet use these accessible buses.

Continued - - - -

- 3) That the Federal New Bus Equipment Program be used as an experiment to demonstrate that feeder systems between accessible door-to-door transit services and mainline systems can work.
- 4) That the Motor Vehicle Exise Tax be changed to guarantee a specific percentage of monies to be used to develop accessibility in public transit services.
- 5) That all new public transit systems, including light rail be designed and constructed to be accessible to disabled people, with input at all levels, from disabled people.
- 6) That all labor negotiation processes be staggered and contracts developed, to ensure that any labor changes not affect accessible public transit services for disabled people in a negative fashion.
- 7) That new and creative options in public transit services be explored in an on-going manner so as to ensure that accessibility is the major goal of all future planning and implementation processes.
- 8) That certification for passengers in need of door-to-door accessible transit services take into account each individual's unique physical condition and environmental situation and, in addition to the exclusive designations of "eligible" or "ineligible", include the following certifications:

Temporary Training Certification:
For persons learning how to use mainline public transit services to get to school and other places in their interim training period.

Environmental/Situational Certification:
For persons who need to use accessible door-to-door transit services only when certain environmental conditions such as snow or ice or the absence of accessible buses, or when personal, mental or emotional conditions prevent the use of mainline public transit services.

Environmental/Situational Certification:
Continued - - - -

This would include rides for visually impaired persons who regularly use mainline systems who need to travel to environments to which they have not yet become oriented. It would also include persons physically capable of using mainline systems, but who cannot use them due to hidden disabilities such as mental illness or mental retardation.

We recognize that the above certifications are necessary now, due to certain unalterable climatic or physical disability factors that will always be with us. Others such as the inaccessibility of mainline public transportation systems are within society's control and can be changed. We demand they be changed so all people will be able to live as independently as possible.

- 9) That the certification procedure for door-to-door accessible services be completed as quickly as possible and under no circumstances take longer than one (1) week.
- 10) That accessible door-to-door transit services be expanded to all areas that receive mainline public transit services.
- 11) That accessible door-to-door transit services be changed to ensure that service hours be the same as those for mainline public transit services.
- 12) That drivers and other staff of accessible door-to-door transit services receive on-going training and orientation to the needs of disabled consumers, with an emphasis on sensitivity to disability issues.
- 13) That accessible door-to-door transit service contract with cab companies be improved to assure that consumers of these services receive services equitable with able-bodied fare paying consumers. These contracts must further stipulate that cab companies under contract for delivery of accessible door-to-door transit service, provide on-going training and orientation for drivers and other staff, on the needs of disabled consumers with an emphasis on sensitivity to disability issues.

- 14) That a Coordinating Center be established to coordinate information on all available accessible public and private transportation units (including vans, buses and taxis from private, non-profit groups, churches and nursing homes) in order that people in need of these services might know of them and have access to them.

The United Handicapped Federation calls on the Regional Transit Board to adopt each of the above listed points. Now is the time for Minnesota decision-makers to take the actions necessary to guarantee that full accessibility of public transit services become a reality, not a continuation of promises.

Exhibit 2

TO THE EDITOR,

I AM TWENTY-SIX, WHITE, AND I AM THE MOST DISCRIMINATED AGAINST OF ALL THE MINORITIES IN THE UNITED STATES. I AM SO DISCRIMINATED AGAINST THAT A LOT OF PEOPLE DO NOT CONSIDER ME A MINORITY. I AM PHYSICALLY HANDICAPPED THE MTC IS MAKING MY WHEELCHAIR A PRISON CELL. THE BUSES ARE THE BARS SURROUNDING MY CELL. I AM THEIR PRISONER. I CAN SEE THE WORLD BEYOND BETWEEN THE BARS, BUT THERE IS NO WAY I CAN SQUEEZE THROUGH. IF THE MTC MADE BUSES ACCESSIBLE THOSE BARS WOULD WIDEN FOR ME TO ESCAPE.

THE RIGHT TO TRAVEL IS A VERY BASIC AND FUNDAMENTLE RIGHT GUARANTEED TO EVERY CITIZEN. ALL PERSONS HAVE THE RIGHT TO TRAVEL AND USE THE INSTRUMENTALITIES THAT EFFECTUATE THAT TRAVEL ON AN EQUAL BASIS.

THIS YEAR WE CELEBRATE THE TWO HUNDRETH BIRTHDAY OF OUR CONTRY. THE BASIC VALUES OF OUR CONTRY ARE FREEDOM, EQUALITY, AND DEMOCRACY. IF THIS IS TRUE WHY HAS IT COME DOWN TO THE UNITED HANDICAPPED FEDERATION TAKING THE MTC TO COURT IN ORDER TO GET MTC TO MAKE AVAILABLE ACCESSABLE BUSES THAT THE HANDICAPPED CAN USE?

CATHIE BARIBEAU

Minnesota MEMO

QUARTERLY NEWSLETTER OF AMERICAN COUNCIL OF THE BLIND OF MINNESOTA

PRESIDENT'S MESSAGE

Geraldene Stroh

By the time you read this Minnesota Memo our second ACBM State Convention will be history and some 12 to 14 of us will be off to attend the ACB National Convention in Philadelphia.

We want to give Cheryl Weiss a big vote of thanks for her hard work as convention coordinator. I want to thank all those chairpersons and committee workers who gave us the benefit of their time and energy for the State Convention. At the most recent meeting of the Board of Directors we discussed the pros and cons of having a State Convention every other year and we could have a one day seminar or leadership conference between State Conventions.

We also want to thank Oral Miller, Vera McClain and Jim Olsen for their participation in our convention and for the challenge they brought to us. We have begun procedures on membership development through the county assessor's office, one of the suggestions given us by Vera McClain. We pledged at the convention to set a goal of at least five new members monthly for the remainder of the year, and since our last quarterly meeting we have taken in 15 members, eight of which signed up during the convention. This gives us a good start in meeting this goal.

Ray and Doris Kempf have again extended an invitation to our ACBM membership to hold our July Annual Picnic at their lake home on Lake Minnetonka. Your notice regarding particulars should have reached you by now. We plan to hold an auction as part of our activities so be thinking about participating in that FUND RAISING PROJECT. It will be lots of fun!

We want to welcome our new members on the Board of Directors; Tillie Gilliland, Jeanne Huddleston and Connie David. Milo Gilliland now chairs the legislative committee and Carl Raurer chairs the membership committee. Bill O'Rourke replaces Myrtle Coplen as our affiliate secretary. We thank these new officers, directors and committee chairpersons for volunteering their time and services to ACB of Minnesota. We also want to thank those who went off the board for their time, talents, energy and services on behalf of our organization.

JUNE 1984

CONVENTION HIGHLIGHTS
Cheryl Weiss

It was a difficult choice for me to decide whether to begin these highlights with the fun, social events or with the educational sessions. Since our 1984 theme promotes education, I should start with highlighting the speakers' talks.

Our national speakers were Dr. Marla Bernbaum (St. Louis, MO), Oral Miller (Washington, DC) and Vera McClain (Alabama).

"Dr. Bernbaum is Assistant Dean of Students at St. Louis University Medical School and also serves as Acting Director of Pain Management Programs at St. Louis University Hospital. Her duties on staff include teaching and clinical supervision of other professionals. A graduate of the Ohio Medical College at Toledo, Dr. Bernbaum performed her internship and residency at St. Louis University in the field of Internal Medicine. Dr. Bernbaum is an active member of the American Association of Handicapped Physicians and currently serves as the Midwest regional Coordinator for the Association." Dr. Bernbaum is also totally blind from diabetic retinopathy.

She began with a quote from another blind physician who founded the American Society of Handicapped Physicians, Dr. Spencer B. Lewis, "There is a new minority emerging on the American medical scene today. In the 1960's it was the black physician, in the 1970's it was the female physician, and in the 1980's, it may well be the handicapped physician." In the comprehensive explanation of her team-approach medical practice, Dr. Bernbaum reminded us that the physical examination from "below the neck is all tactile anyway". Few equipment modifications are utilized by Dr. Bernbaum. Acceptance of her competence is highest from colleagues who knew her before her vision loss, from students and from patients. She has had to prove herself to new professional colleagues and has successfully done so. In fact, she recently passed the strenuous Internal Medicine Board of Examinations. Dr. Bernbaum may be contacted at 8537 Bryan, St. Louis, MO 63117, (314) 721-8437.

"Founding member and later President of the American Blind Lawyers Association, Oral Miller comes to the Conference as the National Representative of the American Council of the Blind headquartered in Washington, D.C. Mr. Miller has been employed as a United States Small Business Administration lawyer for 20 years in Washington. He is a graduate of Princeton University with a Bachelor of Arts in history and holds a Doctor of Jurisprudence degree from the University of Chicago. Prior to his position as National Representative, Mr. Miller served as National President of the American Council of the Blind from 1976-78." As usual, Oral gave us an exciting, national perspective of the American Council of the Blind's work as the fastest growing blind consumer organization. He also brought "HireAbility, Resource for Employers" to our attention. "HireAbility" is a recently formed consortium of Minnesota and Wisconsin Projects with Industry (1-800-328-9095). Facts about workers with disabilities which have been compiled and validated are:

Convention Highlights continued

- Disabled workers are as productive as non-disabled workers.
- Disabled workers are safe.
- Company insurance rates will not skyrocket if disabled employees are hired.
- It doesn't cost a lot of money to make adjustments in the workplace.
- Companies can get tax credits for employing disabled workers.
- Absenteeism isn't greater among disabled workers.
- Disabled workers don't have a higher turnover rate.
- Disabled workers are accepted by other employees.
- Disabled workers don't need preferential treatment.

We enjoy the support of our national office in Washington in providing a speaker with the stature of Mr. Miller.

Vera McClain, ACB National Memberships' Chairperson, encouraged us to develop out-state ACBM chapters by using many of her practical suggestions.

"Vitreoretinal Surgeon and Associate Professor at the Department of Ophthalmology, University of Minnesota Hospitals, Dr. Ramsay performed his residency in Ophthalmology at the University of Minnesota from 1974 to 1979. Prior to that he received a Retinal Fellowship from Emory University, 1973-74." Dr. Robert Ramsay is a nationally respected Ophthalmologist who donated his Saturday afternoon to give us a functional understanding of the eye and some causes of vision loss. Recent therapies were also presented. We easily could have kept him much longer answering our questions. A very stimulating presentation by Dr. Ramsay, which was welcome right after the awards banquet.

Marilyn Alcott, Minnesota Communication's Center, again faithfully recorded the sessions and will loan the cassettes to you. Call 296-6723 for the entire program on tape.

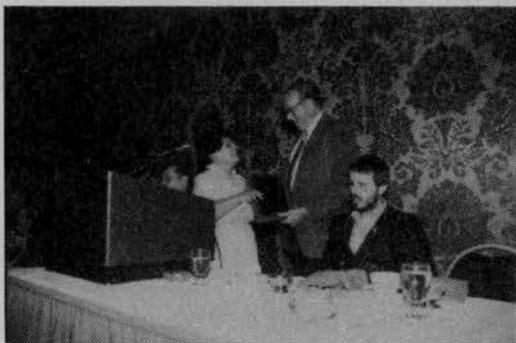
How to use a talking computer, how various community agencies provide services and how to cope with crime were other topics presented. Many thanks to John Nelson, Montevideo, for pinch-hitting for Joe Webber who thought we were in a different hotel. John explained how he successfully practices law as a blind attorney.

Exhibits of sensory aids and appliances for personal or professional use are always educational. Many thanks to the exhibitors who widen their consumer base while supporting the theme of our convention.

Well, we did a bit of socializing during this convention! Friday night brought a wild and profitable auction during the dance and reception time. Bob Jones was so involved he was bidding against his wife before she reminded him they had only his wallet. "Tradewinds" played the musical numbers of our choice, including some waltzes and polkas for me and some rock for the girl scout guides. An informal, late night, pizza party was called together by our president. Have you ever tried to get a pizza delivered to downtown Minneapolis on a Friday night (or was it Saturday morning)? Next year, sign up for the arrangements committee and maybe you will get a suite, like Burt Morlock!

Convention Highlights continued

Did you enjoy the awards banquet? I heard many favorable comments about the light monologue by Dean Spratt (WCCO trafficologist), the award to Mr. Phil E. Mullen, and the meal. Mr. Mullen has long been an outstanding citizen and advocate of visually impaired persons.



Phillip E. Mullen receiving the 1984 Service Award Plaque from President Geri Stroh, who stated "Surely Phil Mullen's commitments to the visually impaired and his community are outstanding credentials for his worthiness as a recipient of the ACBM 1984 Service Award."



Dr. Marla Bernbaum "Handicapped physicians have a role in demonstrating that handicapped children have a place in this world and there are opportunities in the professions for them."

WHAT'S HAPPENING?

Tuesday, July 10 to Friday July 13 Wellness Conference at Oak Grove Junior High, Bloomington, MN. A conference on positive life style for persons of varying abilities. For information call Vinland National Center (612) 479-3555.

Saturday, July 14 '84 Kaiser Roll' 5K and 10K race for physically disabled, blind participants and able bodied runners. For information call Vinland National Center (612) 479-3555.

Saturday, July 21 ACBM Annual Picnic, 10am to 5pm. Reservations must be made by July 14. Call Martin Munding at 871-2222 from 10am to 3pm Monday through Thursday or at 922-7264 evenings.

July 27, 28, 29 NOAH -National Convention of the National Organization for Albinism and Hypopigmentation, Minneapolis.

August 7-11 Blinded Veterans Association National Convention, Radisson Plaza Hotel, Nashville, TN. Contact: Blinded Veterans Association, 1735 Desales St., NW, Washington, DC 20036

September 10 ACBM Board Meeting 4:30-6:30 pm.

September 13-16 Computer Technology for the Handicapped, Radisson Hotel, Minneapolis, MN. Contact: Closing the Gap, Bud Hagen, Editor, P.O. Box 68, Henderson, MN 56044; (612)665-6573.

THOUGHT FOR THE QUARTER: "Those who fail in life often pursue the path of least persistence."

EDITOR'S FORUM

1984 NATIONAL LEGISLATIVE SEMINAR - BILL O'ROURKE

On last May 9, 10, and 11 I had the privilege of attending the ACB Legislative Seminar in Washington, D.C.

The seminar participants were acquainted with the complex committee and subcommittee structure as used in both houses of Congress, as well as the procedures which eventually result in passage of Federal laws.

Robert T. Stafford (Republican, Vermont) member of the U.S. Senate Subcommittee on the Handicapped was the featured speaker on "the 98th Congress and Disability Issues" during the seminar.

On Thursday, May 10 seminar participants had the opportunity to meet with members of Congress from their area at which time they presented ACB's legislative priorities for 1984 which are as follows:

1. An appropriation of \$5 million pursuant to Section 107 (f) of the Randolph-Sheppard Blind Vending Facility Act to establish new vending facilities for blind people. The Randolph-Sheppard Act gives state rehabilitation agencies a priority to operate snack bars, cafeterias and concessions on federal property.
2. Enact the Grove City Response Bill (HR 5490 and S2568) which will restore civil rights laws (such as Section 504 (which prohibits discrimination on the basis of handicap) to the condition they were in prior to the Grove City College Supreme Court case. The bill makes it clear that all activities of a recipient of federal funds must be conducted in a nondiscriminatory manner.
3. Enact S 1115 and HR 4437 to provide Medicare coverage for employment and education related sensory and communication aids. Also Congress should consider other methods to make technology more affordable. One option is a tax credit for employees who purchase devices such as braille or voice output computer terminals. Another is providing low interest loans for the purchase of this equipment which helps blind people find jobs and advance in employment.
4. An appropriation of \$2 million for Independent Living Services for Older Blind Adults, Title VII C of the Rehabilitation Act of 1973 (as amended) for FY 1985. Over half of the people in the United States with severe visual impairments are over 65 years old. The number of people over 75 years old will increase by 56% by the year 2000. State rehabilitation agencies need to begin planning to serve these older blind people so that they can learn to adapt to their visual impairment and resume active lives in the community and avoid costly institutional care.

Editor's Forum continued

I spent some time discussing our position on these issues, especially Medicare Assistance for sensory and communication aids with Martin Sabo. While he could philosophically accept the rationale for the bill he expressed his concern for the increasingly high costs of the Medicare program. Most of my time with key staff members of Representative Sikorski and Senator Durenberger was devoted to familiarizing them with the scope and needs of the low-vision population. It seemed apparent that if any assistance in this area would have to be done by some process other than Medicare.

The other three items on the above agenda have a fair to good chance of being enacted into law in some form during this session of Congress.

ACB needs your help to accomplish its legislative goals for 1984. Therefore, I urge you to write or contact Senators, Durenberger and Boschwitz and the representative in your Congressional district. Below are their names and addresses for your convenience.

U.S. CONGRESS

First District: Timothy O. Penny
Park Towers 501 Cannon Office Bldg.
22 N. Broadway Washington, D.C. 20515
Rochester 55901 (202) 225-2472
(507) 282-7060

Second District: VIN WEBER
919 S. 1st Street 318 Cannon Office Bldg.
Willmar 56201 Washington, D.C. 20515
(612) 235-6820 (202) 225-2331

Third District: BILL FRENZEL
8120 Penn Ave. S. 1026 Longworth Office Bldg
Bloomington 55431 Washington, D.C. 20515
(612) 881-4600 (202) 225-2871

Fourth District: BRUCE F. VENTO
150 Mears Park Place 2433 Rayburn Office Bldg.
405 Sibley Street Washington, D.C. 20515
St. Paul 55101 (202) 225-6631
(612) 725-7724

Fifth District: MARTIN OLAV SABO
462 Federal Bldg. 436 Cannon Office Bldg.
Minneapolis 55401 Washington, D.C. 20515
(612) 349-5110 (202) 225-4755

Sixth District: GERRY SIKORSKI
8535 Central Ave. 414 Cannon Office Bldg.
Blaine 55434 Washington, D.C. 20515
(612) 780-5801 (202) 225-2271

Editor's Forum continued

Seventh District: ARLAN STANGELAND
 4th Floor 1519 Longworth Office Bldg.
 403 Center Ave. Washington, D.C. 20515
 Moorhead 56560 (202) 225-2165
 (218) 233-8631 or 1-800-432-3770

Eighth District: JAMES OBERSTAR
 231 Federal Bldg. 2351 Rayburn Office Bldg.
 Duluth 55802 Washington, D.C. 20515
 (218) 727-7474 (202) 225-6211

U.S. SENATORS

SENATOR RUDY BOSCHWITZ
 210 Bremer Bldg. SH-506 Hart
 419 Robert St. N. Washington, D.C. 20510
 St. Paul 55101 (202) 224-5641
 (612) 221-0904

SENATOR DAVE DURENBERGER
 1020 Plymouth Bldg. 353 Russell Senate Office Bldg.
 12 S. 6th Street Washington, D.C. 20510
 Minneapolis 55402 (202) 224-3244
 (162) 349-5111

St. Paul Pioneer Press

Thursday, June 14, 1984

Blind persuade panel to ease bus restrictions

By Steven Thomma

Staff Writer

Twin Cities blind people should be able to use a subsidized dial-a-ride bus service without having to prove they have mental impairments or learning disabilities, a legislative panel decided Wednesday.

"Some blind persons are quite capable of using mainline bus service and should do so," said Kathleen Burek, executive director of the Legislative Commission to Review Administrative Rules. "There are, however, people who cannot learn to use mainline service and who do not necessarily have a mental impairment or emotional problem."

About 100 blind people have been turned away from Metro Mobility, a door-to-door bus service subsidized by the state at a rate of \$5 million a year.

Existing rules require that patrons be incapable of walking

more than a fourth of a mile to a bus stop, unable to walk up the steps on a regular bus, unable to wait outdoors for 10 minutes or more, or incapable of using a regular bus because of a mental impairment or learning disability.

About 9,000 people in the Twin Cities are eligible for the special bus service.

The American Council of the Blind in Minnesota objected to the regulations, saying some blind people cannot learn to use a regular bus even if they are not mentally impaired or victims of another disability. Requiring them to be branded by a doctor as mentally impaired or suffering from a learning disability is offensive, the ACB contended.

Another blind group, however, defended the existing regulations.

"We believe that effective training should result in self-confidence and a belief in one's ability to function effectively," said Joyce Scanlan, president of the National Federation of the Blind of Minnesota.

"There is no such thing as a blind person who cannot learn to use mainline buses," she said. "There are only those who will not learn if they don't have to."

The legislative commission recommended that orientation and mobility specialists be allowed to certify blind people for the Metro Mobility service. That certification would come only if specialists could not train a blind person to use regular buses.

The NFB opposes that move, arguing that such specialists are not licensed or regulated by the state, as are doctors.

The proposed changes are subject to public hearings before adoption.

PEOPLE WE KNOW

CHERYL WEISS - - - ACBM board member and long time supporter of this organization will be leaving her position at St. Mary's Junior College for San Jose, California to obtain a graduate degree in Occupational Therapy. We all wish her success in her endeavor and look forward to continue receiving her valuable advice and input from San Jose!

MILO and TILLIE GILLILAND - - - left on a European tour to travel in Germany, Switzerland and Austria. We're sure our readers will be anxious to know about their experience in the EDITOR'S FORUM.

Our welcome goes to the following new members who have joined since January 1984: ALDEN and VIRGINIA MORAN, DAVID MORRIS, MARY NIPPERT, SUSAN OLSSON, JANE and TOM TOLENO, FRIEDA and HAROLD TETHER, BOB ANDERSON, JEAN and JIM CHRISTY, JOHN HEIN, EMIL and MARIAN HOLTE, PHILIO FRYKMAN, PHIL KITCHEN, FATHER LEONARD LEANDER, SISTER CHARLOTTE ANN LeCLAIR, LYNN NEUMEISTER, NANCY WALKER and RUTH WEBER.

LAURA OFFEDAHL - - - ACB National Director of public affairs will be running along with hundreds of others in the Kaiser Roll.

ORAL MILLER - - - will be back in Minnesota to speak at the Vinland's Wellness Conference, July 10-13.

MINNESOTA MEMO

News letter of
American Council of the Blind of Minnesota
Editor:
1257 South Cleveland Avenue
St. Paul, Minnesota 55116

**MEDICINE
Lake
LINES**



835 DECATUR AVE. NO., GOLDEN VALLEY, MN 55427 (612) 545-9417

17 December 1984

RECEIVED
DEC 18 1984
REG. TRANS. BRD.

Mr. Elliott Perovich
Chairman - Regional Transit Board
270 Metro Square Building
7th and Robert Streets
St. Paul, Minnesota 55101

Dear Mr. Perovich:

Medicine Lake Lines would like to complement the Board, its staff, and Strgar-Roscoe for the comprehensive and concise Draft Interim Implementation Plan.

After thoroughly reviewing the document, we were very pleased that so many of the difficult issues relating to private operators were identified. However, there are a few points that require elaboration. These points neatly parallel the IIP's three issue areas of (1) administrative, (2) financial, and (3) needs assessment issues.

1. Administrative Issues

- A question relating to contract administration: How long should service contracts with private operators be? In other words, would it behoove contractor and contractee to enter into contracts longer than a single biennial period? (Page reference - 108, suggested 5.L.)

- Will the Regional Transit Board be responsible for reviewing and approving special service contracts that involve state appropriated transit monies such as the University of Minnesota Commuter Route 52 where the operating deficit is split 50/50 between MTC and the University? (Page reference - 105, suggested 1.N.)

- If the definition of private for profit operators on page 118 is accurate, then it would be suggested that future private operator contracts reflect the spirit of the definition by providing a profit incentive on transit service contracts. (Page reference - 109, 8.D.)

2. Financial Issues

- The financial plan in chapter 9 references capital needs and relates them to the 1986-1987 Biennial Budget request. The narrative explicitly states that the budget request does not address capital costs for rehabilitating private operator vehicles. The absence of any such request for the upcoming biennium greatly concerns Medicine Lake Lines since two thirds of the transit fleet will come due on its lease May 31, 1985 in dire need of rehabilitation. (Page reference - 82)

- For financial evaluation purposes, the need for a consistent set of unit cost items is clearly apparent. To further elaborate, the manner in which selective cost components are handled, e.g., administrative salaries and capital expenses, must be booked similarly by all operators. (Page reference - 64, Task 8)

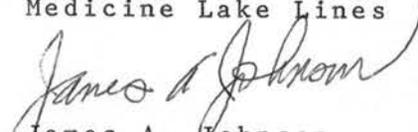
3. Needs Assessment Issues

- When conducting needs assessments, will the RTB be required to comply with the 13c provision before contracting for services? Will 13c limit the RTB's ability to seek federal assistance for private operators? (Page reference - 66, Task 9)

- Once the RTB conducts a needs assessment in a particular service area, devises a new service plan such as the proposed I-394 timed transfer service, and seeks operator proposals, what happens to the exclusive operating authority of the existing private operators? How will the private operator be compensated for those exclusive rights if they are relinquished? (Page reference - 105, suggested 1.0.)

In closing, Medicine Lake Lines respectfully submits the above comments on the Draft Interim Implementation Plan realizing the degree of specificity may go beyond the scope of the IIP. However, we strongly urge that the general thrust of our concerns and questions be incorporated into the final Interim Implementation Plan.

Sincerely,
Medicine Lake Lines


James A. Johnson
Vice President

JAJ:kls



Exhibit 5

WEST METRO
COORDINATED
TRANSPORTATION

3614 Bryant Av. S.
Minneapolis, MN 55409
827-1721

December 19, 1984

Ghaleb Abdul-Rhaman
Executive Director
Regional Transit Board
Metro Square Bldg., Suite 270
Seventh & Robert Streets
St. Paul, MN 55101

Dear Mr. Abdul-Rhaman:

The comments of Regional Transit Board members and representatives of the disabled community at the Public Hearing on Monday indicate there is some interest in further coordination of metropolitan transit services for the disabled.

As you consider this issue, I think you might be interested in the work of West Metro Coordinated Transportation, a program that coordinates, develops and promotes transit resources for senior residents of Hennepin County. The program is funded by Title IIIIB of the Older Americans Act, administered through the Metropolitan Council Program on Aging.

Our program was established in 1982 to maximize and coordinate transit resources for senior citizens throughout Hennepin County. To accomplish this goal we work with a variety of groups and individuals. Our primary contacts are with transportation providers, human service professionals, senior citizen groups, planning agencies, hospitals, government officials, and community and religious groups.

Our current projects include working with the city managers of Golden Valley, Robbinsdale, Brooklyn Center, Crystal and New Hope to develop transit services for their senior residents; organizing groups to coordinate services in the Mound-Orono area; and assisting with the operation of a city-sponsored service for the residents of Brooklyn Park, Osseo, Champlin and Maple Grove. Also, during the current fiscal year, we awarded over \$60,000 to agencies throughout Hennepin County to provide transit services to the elderly.



Ghaleb Abdul-Rhaman
December 19, 1984
Page 2

A similar program operates in Ramsey County and is headed by Bette Undis from the Saint Paul Chapter of the American Red Cross. Our office has also been working with Anoka County officials to help establish a coordination program that is expected to begin in February, 1985.

I hope this information is helpful. If you have any questions or would like more information, feel free to give me a call.

Sincerely,

Mark Ryan
Mark Ryan
Director



OSSEO-BROOKLYN

SCHOOL BUS COMPANY Exhibit 6

200 2nd AVENUE N.W.

OSSEO, MINNESOTA 55369

TELEPHONE 612-425-2542

December 24, 1984

Regional Transit Board of the Twin Cities
Metro Square Bldg.
St. Paul, Minnesota

Dear Member of the Board,

We at Osseo-Brooklyn School Bus Co. wish to express our concerns over the high cost and limitations of government owned and operated transportation fleets, particularly in the area of mass transportation in and around the Twin Cities metro area. We think everyone would agree that the current deteriorating conditions of decreased ridership numbers and increased cost per rider should not be allowed to continue. The tax burden upon our constituents today is quickly reaching revolutionary proportions. Government agencies can no longer afford the business of being in business. We therefore strongly recommend the board take an open and unbiased look at the possibility of contracting public transportation through the private business sector. Many school districts throughout the state of Minnesota have time tested contract transportation as being a safe, reliable, and cost effective means of public transportation.

Osseo-Brooklyn School Bus Co. has been serving the northwestern suburbs of the Minneapolis for over 21 years, specializing in school, handicapped, and charter group transportation. Currently Osseo-Brooklyn School Bus Co. provides transportation for over 9,000 school children from home to more than two dozen school buildings in less than 1 hr. and 50 min..

We are convinced that our knowledge and background in the area of public transportation would allow Osseo-Brooklyn School Bus Co to provide excellent metro transit service in an efficient and cost saving manner. We wish that the board would please consider Osseo-Brooklyn School Bus Co. as a possible provider of future public transit bus transportation.

Thank you,

A handwritten signature in dark ink, appearing to read "Robert J. Regan", written over a horizontal line.

Robert J. Regan,
President

Osseo-Brooklyn School Bus Co.

St. Paul & Suburban Bus Co.

Specialists in Transportation of Students and Chartered Groups

2866 WHITE BEAR AVENUE, ST. PAUL, MINNESOTA 55109

December 27, 1984

Mr. Elliott Perovich, Chairman
Regional Transit Board
402 Metro Square Building
7th and Robert Streets
St. Paul, Minnesota 55101

RE: Draft Interim Implementation Plan 1985-1987

Dear Mr. Perovich:

I am responding to the directive you personally made to me when I appeared before the RTB Public Hearing, Monday, December 17, 1984. At that time you advised me that comments are to be submitted in writing by today to be considered for inclusion in the adapted RTB Plan 1985-1987.

The draft does not mention the availability of other local private contractors able to perform transit service other than the few currently under contract to the MTC. The fact that only a few are utilized creates the mistaken impression that those are the only private contractors available.

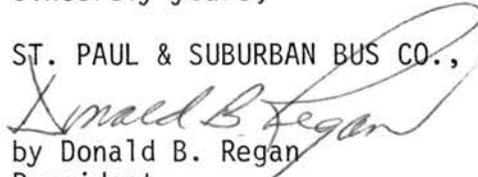
Our company performs school, handicapped, senior citizen, church and shuttle service throughout the seven-county metropolitan area. We know from the perspective of thirty years' experience that the service now being performed or projected for performance by the MTC buses can be done less expensively and more efficiently by us.

Please document our availability in your adapted plan and utilize us for future service.

Thank you for your courtesy and consideration.

Sincerely yours,

ST. PAUL & SUBURBAN BUS CO., INC.


by Donald B. Regan
President

cc: Office of the Governor
Charles Wiger
Metropolitan Council

St. Paul & Suburban Bus Co.*Specialists in Transportation of Students and Chartered Groups*

2866 WHITE BEAR AVENUE, ST. PAUL, MINNESOTA 55109

December 18, 1984

Mr. James DeVeau
Executive Director
M.S.B.O.A.
14915 Margaret Pl.
Minnetonka, Minnesota 55343

RECEIVED

DEC 18 1984

Dear Jim:

REG. TRANS. BRD.

This is a follow-up on our phone conversation of last evening:

Regional Transit Board
Public Hearing - Interim Implementation Plan 1985-1987
Monday, December 17, 1984 4:30 P.M.
Metropolitan Council Chambers
Metro Square Bldg.
St. Paul, Minnesota

Comments by Donald B. Regan to the Regional Transit Board:

"Mr. Chairman, Members of the Committee:

My name is Donald B. Regan, residing at 2550 East Poplar Avenue, North St. Paul, Minnesota. I am also Owner and President of St. Paul & Suburban Bus Co., Inc., 2866 White Bear Avenue, Maplewood, Minnesota.

I appear before you for two reasons:

- 1). To commend you for your concern for transportation of handicapped persons and
- 2). To bring to your attention my concerns relative to the cost of transit here in the Metropolitan Area.

We need to address the burgeoning, untenable and unacceptable costs associated with government-owned and operated fleets.

May I suggest you consider us and other private carriers as a viable alternative to government fleet ownership and operation.

The results will be -
Greater efficiencies.
Expansion of available services.
Lower costs.
Lower taxes for your constituents.

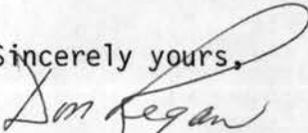
Therefore we will all be better able to help our community retain and attract people and enterprise."

There followed a question and answer session directed to me by members of the Board. The chairman asked who might be contacted regarding private contractors. I gave them the name of James DeVeau, Executive Director of MSBOA, Hopkins.

To my knowledge Hugh Salisbury and I were the only persons from the private contractors' sector at the hearing. I was really shocked and appalled to walk into that hearing and find no other private contractors there. Written comments are to be directed to the RTB by December 27, 1984.

Jim, may I take the liberty to suggest that a meeting be called of Minnesota Metro Area bus contractors who are members of the MSBOA for Thursday, December 20, 1984 at 10:30 A.M. at Maplewood State Bank so that we can apprise them of the opportunity to respond to the RTB before December 27th deadline. We should also prepare a written statement of our interest, if any, in providing services to the RTB.

Sincerely yours,



Donald B. Regan

encl: Draft of RTB Interim Plan 1985-1987

cc: Elliott Perovich, Chairman RTB
James Johansen, President MSBOA

In regards to Metro Mobility

Exhibit 8

John
Ludden

A lot of the problems revolve around the person taking orders over the phone:

1. When a riders bus doesn't show-up, the Metro service has no reason why the bus didn't show.

2. They often call back and change your times without considering or recognizing the time schedule of the rider. Often times they even cancel.

3. The scheduled return time often fails to be accurate to the actual return.

4. Sometimes metro doesn't call you back to let you know that your ride is securely on the schedule.

5. Most of the time the riders have to ride all over town before they actually get where they'd planned to go.

6. Quite often the drivers arrive early (more than 10min.) and become irritated when the rider isn't ready and sometimes they even leave.

c c J H
CA



Minnesota
Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

Office of Commissioner

(612) 296-3000

December 21, 1984

Elliott Perovich
Chairman
Regional Transit Board
402 Metro Square Building
Saint Paul, Minnesota 55101

Dear Elliott:

Thank you for the opportunity to review the Regional Transit Board's Draft 1985-1987 Interim Implementation Plan. I believe that the board has a very concise and easy to read document.

I understand that the major question at the Public Hearing was around the issue of eligibility criteria for Metro Mobility service. The Department is presently working on the options for possible change and will prepare to discuss those with the board in January.

One suggestion involving the plan itself is that the LRT decision section (p. 62) could include a brief statement concerning 1) the feasibility study that lead to the two corridors being studied completed in 1981; and, 2) the current LRT Implementation Study being worked on by the Hennepin County Regional Rail Authority. Also, the schedule and narrative could be adjusted to fit the local decision process recently established by the Board and the Metropolitan Council. This activity is probably going to be the board's top priority over the next few months and if you need any additional information from Mn/DOT before making the decisions, please call.

Again, thank you for the opportunity to review this important document.

Sincerely,

Richard P. Braun
Commissioner

Safe-Way Bus Co.

6030 Carmen Avenue
Inver Grove Heights, Minnesota 55075
451-1375

Complete School Bus and Charter Service

December 27, 1984

Mr. Elliott Perovich
Regional Transit Board
402 Metro Square Building
7th and Roberts Streets
St. Paul, MN 55101

Dear Mr. Perovich:

I am the owner and operator of South and West St. Paul Transit, Inc., a once reliable, productive, profitable and highly regarded bus company, that until 1975 and the whimsical desire of the Metropolitan Transit Commission, serviced, and very well I might add, the communities of West St. Paul, Eastern Mendota Heights, South St. Paul, Newport, St. Paul Park and Cottage Grove, Minnesota.

It has come to my attention that in the not so distant future there is a possibility of returning the operation and ownership for the transit bus service to these communities back under South and West St. Paul Transit, Inc..

With this writing I am putting the board on notice. Yes, South and West St. Paul Transit, Inc. would like very much to have its transit authority along with its routes reinstated to our operational management and fiscal ownership.

Our (South and West St. Paul Transit, Inc.) location has changed, only a short few blocks, with a new terminal facility, and with expansion space available, the purchase of vehicles, driver availability, financing needs can all be accomplished within a reasonable time frame, and we could have the whole program running smoothly in a short time.

I'm sure the riding public would be joyful of the news of South and West St. Paul Transit, Inc. returning to service their areas.

I would be more than happy to discuss this with your board at their convenience.

Sincerely,


Worth R. Stiles, President
South and West St. Paul Transit, Inc.

minnetonka



RECEIVED

JAN 7 1985

REG. TRANS. BRD.

Jan
GA

January 2, 1985

Mr. Elliott Perovich
Chairman, Regional Transportation Board
402 Metro Square Building
7th and Robert Streets
St. Paul, Minnesota 55101

Dear Mr. Perovich:

I recently had an opportunity to review the draft Interim Implementation Plan for 1985-1987 for the Regional Transportation Board. Overall, I believe the report provided a good summary of the history of Metropolitan Transit in the Twin City area and identified the reasons for the creation of the RTB. You should also be commended for establishing realistic interim priorities for the RTB.

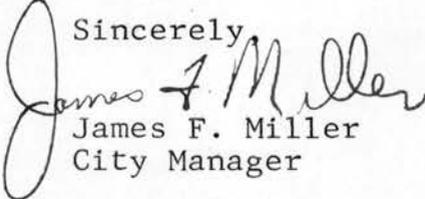
Although the report did mention the I-394 corridor and Metro Mobility Program, I would like to reiterate that these are two areas of particular concern to Minnetonka residents. As you know, construction of I-394 has begun and will increase significantly during the next few years. As this major construction work begins and more delays are experienced by drivers, I believe there will be an increased demand for mass transit along this corridor. I encourage the RTB to closely monitor the impacts of the I-394 construction on transit ridership, and adjust their routes accordingly.

As I previously indicated to you in an October 5, 1984 letter, a second area of concern to Minnetonka is expansion of the Metro Mobility program. I understand that an evaluation of the Metro Mobility program is currently being conducted and completion of this evaluation is a high priority of the RTB. With increasing frequency, we are receiving inquiries from handicapped residents about the possibility of transportation service. This type of service is not now available in Minnetonka.

Handicapped transportation service, however, is available to a number of nearby suburban municipalities such as Bloomington, Brooklyn Center, Edina, Golden Valley, New Hope, Richfield and St. Louis Park through the Metro Mobility and Suburban Paratransit programs. These suburban communities receive this

service as part of the two-mill levy and their designation as full-service communities. Since Minnetonka is currently identified by the RTB as being mandated to pay the full amount for transit service, and as one of the largest suburbs in the metro area, I believe this City should receive strong consideration for this special transportation need.

Thank you for the opportunity to comment on the draft report. We strongly supported the creation of the RTB and commend you for the development of an Interim Implementation Plan with realistic program levels and priorities.

Sincerely,

James F. Miller
City Manager

JFM/ms

TRANSPORTATION ADVISORY BOARD



Metropolitan Council
300 Metro Square Building
Seventh and Robert Streets
St. Paul, Minnesota 55101

Telephone (612) 291-6359

January 21, 1985

Mr. Elliot Perovich, Chair
Regional Transit Board
Room 270 Metro Square Building
St. Paul, MN 55101

RE: Review of the Draft Interim Implementation Plan 1985-1987

Dear Mr. Perovich:

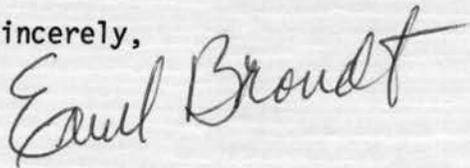
At the January 16, 1985 meeting of the Transportation Advisory Board, the Board discussed the Draft Interim Implementation Plan of the Regional Transit Board. The Board adopted the following comments for transmittal to the RTB:

1. The document contains a broad compendium of data and information on transit in the Metropolitan Area, and also sets an initial direction for the Regional Transit Board. The RTB should be complimented on their effort in preparing the plan in a short time span and with very limited staff resources.
2. The Work Plan is very ambitious, but not inappropriate.
3. The Service Needs Assessment item of the Work Plan is very critical to the planning process -- there is strong interest in how decisions will be made on this item.
4. In discussing the Service Needs Assessment Work Task, it is very important to recognize the fundamental relationship of land use planning and transit planning to each other. They should be viewed as a combined force in forging positive development initiatives in the Metropolitan Area.
5. The planning role of the RTB relative to the Metropolitan Council could use more discussion and clarification.
6. The RTB role relative to the Transportation Advisory Board and to the 3-C Process needs early attention.

7. Some items should be made more visible in the document, i.e., the committee felt the transit issues are lost by listing them in the Appendix.
8. An Executive Summary of the document would be helpful.

The TAB appreciated the opportunity to comment on the Plan.

Sincerely,



Emil Brandt
Transportation Coordinator

EB:jlm

cc: Alton J. Gasper, Chair
Transportation Advisory Board
Sandra S. Gardebring, Chair
Metropolitan Council
Ruth Franklin, RTB
Representative to the TAB

OPENING REMARKS
CHAIRMAN PEROVICH
PUBLIC HEARING FOR RTB IIP, DECEMBER 17, 1984

As Chairman of the Regional Transit Board of the Twin Cities, I declare this public hearing open to discuss the Draft 1985-1987 Interim Transit Service Implementation Plan. The purpose of this hearing is to discuss the transit service plan, financial plan, staffing plan and budget and to accept testimony from the audience on the plan elements. Each section of the plan will be addressed. Copies of the document are available at the entrance to this room.

This will be conducted as an informal meeting and as presiding officer I will establish the order for presentations and testimony. Everyone in attendance at this hearing is asked to sign in. All interested persons will be given the opportunity to comment if they are registered. Those wishing to comment on the plan should step forward to the podium and use the microphone as these proceedings are being taped. Each speaker should give their name, address and the agency they represent. Individuals will be given 5 minutes to address the plan. The record for this hearing will remain open until the end of business on December 27, 1984. Those people wishing to submit written comments should send them to:

Regional Transit Board
270 Metro Square Building
St. Paul, Minnesota 55101

The review of the Draft 1985-1987 Interim Transit Service Implementation Plan will now begin with Peter Fausch making the presentation.

Clarence Skallbetter Committee

**DRAFT
INTERIM
IMPLEMENTATION
PLAN
1985-87**

**REGIONAL
TRANSIT BOARD
DECEMBER, 1984**



STRGAR-ROSCOE, INC.
CONSULTING ENGINEERS

COVER LETTER
(TO BE COMPLETED)

DRAFT
INTERIM IMPLEMENTATION PLAN
1985 - 1987

PREPARED FOR
REGIONAL TRANSIT BOARD

PREPARED BY
STRGAR-ROSCOE, INC.

DECEMBER, 1984

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INTRODUCTION

1.
INTRODUCTION

This report is the Interim Implementation Plan (IIP) of the Regional Transit Board (RTB). The IIP is a three-year work plan which states the mission, goals and policies of the RTB and establishes an interim transit service plan and development program. ~~The interim transit service and capital development program~~ It will be revised as needed based on needs assessments conducted during the interim period. A work plan is presented for the resolution of key transit issues which must be addressed during the three-year interim period.

This chapter of the IIP gives a brief background to transit activities in the Twin Cities which led to the formation of the Regional Transit Board.

Setting for change in transit in the Twin Cities area

The past two decades have been a time of instability and dramatic change for people in the Twin Cities and throughout the country. Energy availability and prices have fluctuated drastically. Population distributions have shifted. The economy has been unstable. Government spending policies have changed. These changes have significantly affected public transit in the Twin Cities. Much of the activity and problems encountered in recent years have been related to efforts to adjust to these changes. Specifically, major recent changes in public transit have occurred related to transit authority, transit service, and transit financing. The historical evolution of these aspects of public transit is described briefly below.

Private

TRANSIT AUTHORITY

Over the past decade, three agencies have shared transit responsibilities in the Twin Cities: Minnesota Department of Transportation (Mn/DOT), Metropolitan Council (MC), and Metropolitan Transit Commission (MTC). Mn/DOT has been chiefly involved in the general administration of transit programs with the authority to distribute funds among various transit providers. The MTC has been chiefly involved in transit service planning and operation of the Twin Cities major transit system. Private operators have also provided service independent of MTC's authority. The Metropolitan Council has been chiefly responsible for long-range transit planning. Planning and policy making related to the Metropolitan Area's transit system has been shared among Mn/DOT, the Metropolitan Council and the MTC.

It is clear that there has been a significant amount of overlap in responsibilities, especially in planning and funding areas. This has led to problems in providing cost-effective transit services in the Twin Cities area over the past few years. For example, in recent years MTC has had the responsibility both for metropolitan planning and development and for operation of MTC bus services. As an operator of transit, the MTC has priorities which could easily conflict with coordinating transit service among all transit service providers.

transit

planning and

*Need a transition from previous page -
Is this discussion a continuation of Transit Authority from previous p.?*

The current organizational structure and respective roles of MTC, Mn/DOT, and the Metropolitan Council are described in the Unified Planning Work Program as follows.

Metropolitan Council

The Metropolitan Council (the designated Metropolitan Planning Organization for this Metropolitan Area) was created in 1967 by the Minnesota Legislature to guide the orderly economic development of the 3,000 square mile Seven County Area, with its 300 governing units.

The Metropolitan Council is comprised of 17 members who are appointed by the Governor with the advice and consent of the State Senate. Sixteen of the members are appointed to four-year terms from districts of equal population size within the Seven County Metropolitan Area. During 1983 the Council District boundaries were redrawn to account for the population distribution shown by the 1980 census, and new Council members were appointed. The Council Chairman, the 17th member, represents the Region as a whole and serves at the pleasure of the Governor. The Council is accountable, by law, to the State Legislature.

In order for the Metropolitan Council to conduct planning activities and to coordinate planning by both government and the private sector, the Legislature has ^{changed} required the Council to ~~do the following:~~

1. Prepare and maintain a Metropolitan Development Guide which serves as a long range regional development plan upon which to base development decisions.
2. Review applications for federal and state funds to assure consistency with the regional development goals, policies, and programs described in the Metropolitan Development Guide.
3. Prepare policy plans that give clear development ^{provide} direction to the regional commissions and agencies that ~~operate~~ public transit, regional parks, airports, ^{low income} housing and water quality management activities.
4. Approve financial proposals, capital programs and detailed plans of regional agencies.
5. Review the long-range plans of local government and require that local plans be consistent with regional sewer, park, airport and transportation plans ^{of} for the Council.
6. Conduct urban research in broad-ranging areas and present findings to the Legislature.
7. Provide technical assistance to other governmental units.
8. Provide information to the public in matters pertaining to the Region and its development.

The Council presently has 13 citizens advisory committees that assist it in developing plans and reviewing grant applications for specialized planning areas such as transportation, aging, criminal justice, health, water quality and housing. More than 600 people volunteer their skills on these committees.

Transportation Advisory Board

The Transportation Advisory Board (TAB) was established by the Council in September 1974, in accordance with the 1974 Metropolitan Reorganization Act (Minnesota Statute 473.146), as an advisory body to the Metropolitan Council. The Board provides a forum for participation of local elected officials as well as state and regional officials and private citizens in transportation policy making for the Region. The Board consists of 30 members, of whom 10 are municipal elected officials, seven are county elected officials, nine (including the Chairman) are private citizens, and four are representatives of state or regional agencies. The municipal officials are nominated by the Association of Metropolitan Municipalities ^{14 files} and ^{are nominated} the county officials ^{each of} (one from each county) ^{two} by the respective county boards, and appointed by the Metropolitan Council. Eight private citizen members are each selected to represent Metropolitan Council districts. The Council appoints the eight citizens and the Chairman. The Chairman, who is to be free of affiliation with the major transportation operating agencies, is appointed for a two-year term. The four agency officials, representing the Regional Transit Board, the Minnesota Department of Transportation, the Metropolitan Airports Commission, and the Minnesota Pollution Control Agency, are designated by their agencies and may not be staff members. The Board advises the Metropolitan Council in preparing the long-range transportation plan and provides coordination and direction to the agencies responsible for implementing the plan.

Minnesota Department of Transportation

The Minnesota Department of Transportation (Mn/DOT) was created by the 1976 Legislature to provide a balanced and coordinated multi-modal transportation program and system for the State. Mn/DOT assumed the functions of the former Departments of Highways and Aeronautics, and segments of the State Planning Agency and the Public Service Commission. ~~The Department is organized into five divisions with each one headed by an Assistant Commissioner.~~

Mn/DOT has the authority to locate, improve, maintain, construct and reconstruct a system of trunk highways and interstate routes. Each biennium Mn/DOT prepares a two-year highway improvement work program. The Department submits design layouts and final plans for Metropolitan Area projects to the Metropolitan Council for review; they are then included in the three-year Transportation Improvement Program for the Metropolitan Area. The department also provides funds for transit and rail improvements. Mn/DOT will continue to coordinate transit services outside the metropolitan area.

Where is RTB? ~~Doesn't~~ It needs to be introduced here, before the MTC to explain both the selection of MTC members + the different roles.

Metropolitan Transit Commission

The Metropolitan Transit Commission (MTC) was created by the Minnesota Legislature in 1967 as the region's public transit agency. In 1984, when the Legislature created the RTB, it redefined the MTC's role to focus on the operation of the transit system. Beginning in 1984, the Commission consists of three members, one from St. Paul, one from Minneapolis, and one representing suburban communities. Commission members are appointed by the RTB to three-year terms. Each year, the Commission elects one of its members to serve as chairman.

Planning and operating

TRANSIT SERVICES

The metropolitan transit system has experienced many changes over the past two decades. Up until 1970, transit service was provided by private operators. Significant increases in automobile ownership, construction of an extensive roadway system and the movement of jobs and residents to suburban areas all contributed to declining transit ridership.

It was largely thought of as movement only by buses utilizing full time paid drivers.

The 1967 Minnesota Legislature created a nine-member board to study and develop a transit system for the seven-county metropolitan area. That board was called the Metropolitan Transit Commission. In July of 1969, the MTC declared its intent to purchase Twin City Lines, Inc., the private bus company that carried about 95% of all transit riders in the area. On September 18, 1970, the MTC began providing service.

The MTC embarked on a program to increase the level of transit service provided in the area. Bus service miles jumped from 18.6 million in 1971 to 29.9 million in 1976. During that same period, the number of rush hour buses expanded from 559 to 882, and ridership grew from 56.9 million to 80.4 million. During this period, the MTC acquired the operating rights of North Hennepin Transit Company, Dickenson Lines, Bloomington Bus Co. and South and West St. Paul Transit Co.

(show @ miles of bus route lines)

By 1976, transit service was available to nearly every part of the urbanized area. Three private operators were still part of the system: Medicine Lake Lines, North Suburban Lines and Richfield Bus Co. The major service expansion had led to new routes extending farther into suburban areas where population density was low and travel distances were great. As a result, the productivity of transit operations began to decline. Therefore, the MTC took immediate steps to stabilize the metropolitan transit system by eliminating poorly patronized routes.

(other private companies)

→ reduce its losses

Even as transit service increased, however, its share of the total trip movement market declined:

was moving even though

In 1979, the MTC began ~~operating service previously provided by the Richfield Bus Co.~~ ^{acquired ~~one of the remaining private operators, and added to its total network~~} Gasoline shortages and rising prices ~~led once again to a service expansion.~~ ^{further contributed to increased demand and} The number of rush hour buses rose from 817 in 1978 to 855 in 1979. Ridership peaked in 1979 at 93.8 million. Since ~~that time, service has once again been trimmed to stabilize the transit system and improve productivity.~~ By 1983, MTC ridership dropped to 75 million and the number of rush hour buses dropped to 820.

Regular route bus service is supplemented in the metropolitan area by a host of paratransit and special services. In 1976, the MTC started Project Mobility, which provided door-to-door accessible transportation within part of Minneapolis. ^{for the handicapped and elderly} This demonstration project was very successful and led to a greatly expanded program. In 1979, the Minnesota Department of Transportation, in conjunction with the Metropolitan Council and the MTC, developed Metro Mobility. This accessible door-to-door service ^{with small buses and full time MTC paid drivers.} now operates in a large portion of the metropolitan area. ^{utilizing the small buses of the MTC + taxicabs, and some provided by private operators}

In addition to the Metro Mobility service, several other public transit services are provided. ^{to the handicapped & elderly outside of the territory served by Metro Mobility.} Five county transportation programs provide service for the elderly and handicapped. Six community based transportation programs provide a range of services including local circulation and services for the transit dependent.

^{Figure 2} ~~The Bus~~ services in the metropolitan area ^{also includes} are supplemented by ride-sharing services provided by the MTC. Organized ridesharing in the Twin Cities began in 1977 with a demonstration project called Share-A-Ride. In 1982, the MTC became the regional service provider and broker of Minnesota Rideshare information and services. ^{which matches groups of people for car and cost}

Transit service is very important ^{much of} to the metropolitan area. ^{in the peak hour} Almost 50 percent of the people employed in downtown Minneapolis and about 35 percent of the people employed in downtown St. Paul travel to and from work on the bus. Almost 26 percent of the households in Minneapolis and 19 percent of the households in St. Paul do not own an automobile. About 9,000 people are certified to use the Metro Mobility service. Express bus service on I-35W carries over 10,000 passengers per day from Minneapolis which is equivalent to at least one additional lane of traffic. ^{focus more sharply}

Transit service is an important social tool as it provides mobility to those that cannot drive or who choose not to drive. It is an economic tool that makes jobs accessible to a larger work force. It is an important transportation tool that helps relieve congestion and reduces the need for additional roadway capacity in specific corridors.

Approximately ~~70%~~ ^{7%} total trips are made by transit. However, ^{5%} of work trips - 5 - utilize transit in many forms. ^{1%} by carpools, and ^{1%} by bus.

declared unconstitutional and
TRANSIT FINANCING

dollar amount of public financing and the source of funds has changed significantly
There has been a significant shift in the financing of transit programs over the past five years. Figure 1-1 shows the percentage of MTC funds coming from federal, state and local funding sources. It is clear that the burden for financing transit has shifted away from state and federal levels toward local property taxes and farebox revenues.

public financing of which federal financing has remained relatively constant, state support has fluctuated and local property taxes have increased substantially.
When MTC initially began operating transit service in the metro area, the major sources for funding were the fares collected from passengers and a \$1.00 wheelage tax on each car in the metro area. The wheelage tax was replaced in 1971 by a property tax. The tax was levied in a transit district which included the entire seven county metro area. The taxing district was reduced in size in 1975, *but* areas outside the taxing district and within the seven county metro area are still being taxed *at a lower* 10% of the amount levied within the taxing district. In 1981, the Legislature increased the levy to the current levy limit of 2 mills. *to the portion of the region receiving some bus service.*

on the edge of the transit financing district
Programs have recently been adopted which are intended to relieve the tax burden of communities receiving lower levels of MTC service. In 1981, legislation created the "Opt-Out" Program which allowed municipalities to use 90% of their transit tax levy to subsidize their own transit plans. Thirteen existing letters of intent to opt-out will remain valid until June 30, 1985. In 1983, MTC adopted the "feathering" program which provides tax relief to eligible communities proportionate to the level of MTC service they receive. *allowable in the transit taxing district* *these communities*

LEGISLATIVE STUDY COMMISSION

many different
In 1983, the Legislature responded to *growing* concerns about Metropolitan Area transit service by creating the Study Commission on Metropolitan Transit. The Study Commission identified two primary areas of concern:

- Structural or organizational problems relating to the assignment of roles among various agencies and levels of government.
- Financial problems relating to the acquisition and distribution of funds necessary to operate an effective transit system.

The Commission identified existing problems, studied alternative solutions, and made the following recommendations to the Legislature.

M.T.C. FUNDING SOURCES 1978-1984

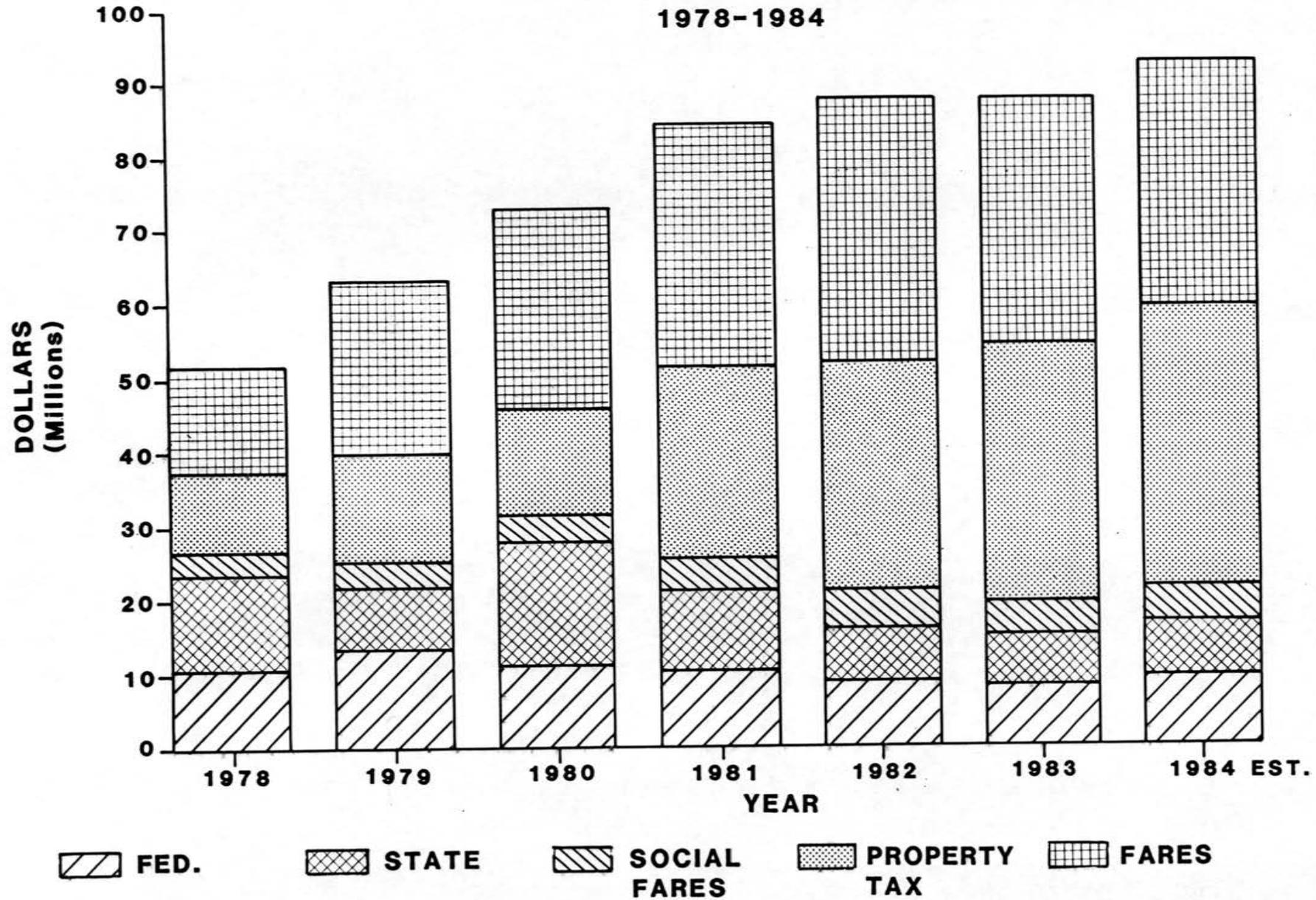


FIGURE 1.1

Organizational Recommendations

The Study Commission made the following recommendations regarding agency roles and responsibilities:

1. A Regional Transit Board (RTB) should be established with primary responsibilities for metropolitan transit planning, financing and arranging or contracting for transit services. The RTB should be designated a recipient of federal funds.
2. The Legislature should focus its role on the development of overall regional transit policy goals.
3. MTC ~~responsibilities~~ should ~~be focused~~ on transit operations.
4. The Metropolitan Council should continue its role in long-range transit policy planning.
5. The role of the Minnesota Department of Transportation in metropolitan transit should be phased out and ^{its} responsibilities transferred to the Regional Transit Board.
6. Local units of government should be assisted and encouraged to plan and arrange transit services that meet ~~their~~ ^{of their residents and employers.} needs.

Financial Recommendations

The Study Commission made the following recommendations regarding transit financing:

1. The RTB should develop a long-range financing structure which will promote stability and revenue certainty.
2. The fare structure should be simplified and should be consistent across the metropolitan area. Fares, other than social fares, should be established to ensure that operating revenues are proportionate to the cost of providing service.
3. Over time, funding sources should become approximately 35% fares, 35% property taxes, 20% State aid, and 10% Federal aid.
4. The property tax structure should be adjusted ^{between communities} to reflect the level of transit service provided ^{in them}.
5. Funds should be made available to all providers to the extent that they qualify under federal and state guidelines.

The findings and recommendations of the Study Commission are detailed in The Report of Legislative Commission on Metropolitan Transit, February, 1984.

REGIONAL TRANSIT BOARD

Based on the findings and recommendations of the Legislative Study Commission on Metropolitan Transit, the Legislature created the Regional Transit Board in 1984. The RTB was created to ^{1) perform} mid-range transit planning, ^{2) policy making} and ^{3) administrative} functions. ~~The RTB is intended to~~ ^{4) facilitate} the establishment of new alternative transit services for the Twin Cities Metropolitan Area.

^{and to} The Regional Transit Board enabling legislation established a board consisting of 14 members appointed by the Metropolitan Council and a chair appointed by the Governor. The RTB is organized and administered like a metropolitan commission except as specifically provided otherwise in the legislation.

The major functions and activities of the RTB as specified in the enabling legislation include:

- To prepare transit implementation plans
- To appoint members to the restructured MTC
- To prepare and present required transit budgets, financial plans and staffing plans
- To request, review and approve MTC budget
- To execute and administer paratransit project contracts, assume rideshare program responsibilities, and assume Metro Mobility Program responsibilities
- To assume Replacement Service (Opt-Out) Program
- To conduct research and render advice on transportation issues

The specific responsibilities of the RTB are outlined in the Report of the Regional Transit Board Transition Team to the Regional Transit Board, July, 1984. The enabling legislation required the development of two specific plans which are described briefly below:

Implementation Plan

The Implementation Plan, which must be completed by August 1, 1986, will be a five year development program for metropolitan transit. It will contain at least the following elements:

- A development program
- Description of service needs
- Statement of service objectives

- Description of planned services and facilities to meet needs and objectives
- Statement of priorities, timing, proposed delivery methods and providers, and performance standards
- Schedule of public expenditures
- Schedule showing expected funding sources
- Plan and schedule showing distribution of funds

Interim Implementation Plan

The IIP is a three-year work program defining the process, functions and priorities under which the RTB will operate during the interim period between formation of the Board and the implementation of its first five year plan.

This report is the Interim Implementation Plan, as required by the enabling legislation which created the RTB. The IIP is organized as follows:

- Part 2 of the plan identifies the mission of the RTB and the goals to be addressed during the first three years of RTB operation.
- Part 3 inventories existing transit services and provides a financial overview.
- Part 4 outlines transit issues which will be addressed through implementation of the IIP.
- Part 5 describes the interim transit service policies adopted by the RTB.
- Part 6 is the 1985-1987 Interim Transit Service and Capital Development Program which includes a projected level of service for transit in the metropolitan area and an estimate of capital and operating costs.
- Part 7 includes the work plan to be used to address issues which are still unresolved.
- The Appendix contains a detailed description of existing transit services, a complete list of issues, a glossary, and a bibliography.

MISSION STATEMENT AND GOALS

2.
MISSION STATEMENT AND GOALS

The purpose of this chapter of the Interim Implementation Plan is to provide background information on metropolitan transit goals and to state the mission and interim goals of the Regional Transit Board.

MISSION STATEMENT

The Mission Statement of the Regional Transit Board, which was adopted on November 5, 1984, is:

The Regional Transit Board directs, coordinates and prioritizes transit services in the Twin Cities Metropolitan Area through needs assessment, policy development, distribution of public funds, facilitation of the implementation of programs and research and demonstration. This mission is accomplished within the direction of the Legislature and the long-range transportation policy planning role of the Metropolitan Council. The RTB facilitates the implementation of transit service programs recognizing the transit operating role of the Metropolitan Transit Commission and other transit service providers; and the need for continuous involvement of local units of government and the public.

see p 14 - RTB Goals -

TRANSIT GOALS OF OTHER AGENCIES

The goals of the RTB's Interim Implementation Plan will reflect the transportation goals previously established by the Metropolitan Council, the MTC and Mn/DOT. The goals of each of these agencies with respect to transit are summarized below.

Metropolitan Council

The Metropolitan Council is the designated long-range transportation planning agency for the Twin Cities Metropolitan Area and is responsible for establishing regional policy direction in the provision of transportation facilities and service. Six transportation goals for the metropolitan region have been developed by the Metropolitan Council and documented in the Council's Development Guide/Policy Plan (January, 1983). They are:

1. Provide transportation facilities and services to promote the orderly and economic development of the Metropolitan Area.
2. Provide metropolitan residents with good accessibility to sub-regional and regional opportunities.
3. Provide residents of the urban service area, as defined in the Development Framework, with cost-effective, convenient and attractive alternative choices of transportation to both sub-regional and regional activities.

4. Utilize transportation to strengthen the two metro centers as the major employment, financial, institutional, retail, cultural, entertainment, medical, and service centers for the Metropolitan Area, the State of Minnesota and the Upper Midwest.
5. Provide transportation facilities and services that produce positive impacts upon the social, economic and physical environment, and conserve the supply of metropolitan energy resources.
6. Maintain a regional transportation planning and programming process that is responsive to the needs and interests of metropolitan residents, groups, counties, municipalities and affected agencies--with sufficient opportunity provided for them to participate in policy and implementation decisions.

Metropolitan Council transportation policies supporting these goals are described in detail in the Council's "Development Guide/Policy Plan" (January, 1983).

Metropolitan Transit Commission

The MTC is responsible for the operation of the Metropolitan Area's regional public bus system. Prior to the formation of the RTB, the MTC was also responsible for transit planning and programming for the metropolitan area. Although repealed with the enabling legislation for the RTB, the performance goals for MTC which were stated in Minnesota Statute Section 473.402 Subd. 2 are still appropriate for both the MTC and RTB. These goals were:

1. To increase the number of persons riding and the rate at which persons are diverted from driving to riding.
2. To achieve the fullest and most efficient use of public resources and investments in public transit and paratransit.
3. To increase service levels within geographic areas and on routes and route segments characterized by high density of demand for service, transit dependent population, at little or no subsidy per passenger.

The MTC has also formulated its own goals as documented in the 1984 MTC Transit Development Program. These goals include the following:

1. An integrated public transportation system, comprehensive in scope to provide mobility for the general population, with special emphasis on the transit dependent, and the ability to provide continued public mobility in the event of major disruptions in the availability of motor vehicle fuel and during other emergencies.

What should RTB do if some of these goals are not appropriate?

What mean when MTC has only one of the operators & has only one of the modes. Seems to me the integration of a goal is one belonging to RTB - not MTC.

Same comment as #1 apply here.

Does this mean higher fares in Edina & Lower ones in Columbia Hts.?

2. A coordinated network of special services for the elderly, handicapped, and others with special transportation needs, to be implemented in the most cost-effective manner using existing public and private providers of service.
3. Increased vehicle occupancy through marketing programs encouraging more extensive use of transit, paratransit, and ridesharing, with the objective of reducing the use of vehicles occupied by only one person, especially during peak travel times.
4. A well-maintained modern vehicle fleet, clean and comfortable, providing reliable service which is attractive to the rider and economical to operate.
5. Adequately staffed, properly equipped, and well-maintained garage and overhaul facilities to service the MTC fleet of 40-foot and articulated buses, Project Mobility vehicles, and paratransit buses and vans.
6. Well-maintained and attractive facilities to expedite the movement of transit, paratransit, and ridesharing vehicles; provide for inter-modal use of the transit system; and facilitate use by the handicapped, transit dependent, and general population.
7. The fullest and most efficient use of public resources and investments in public transit and paratransit through provision of a high level of service in areas with large number of transit dependents and a high density of demand for service, placing special emphasis on increasing the number of regular riders.
8. A reasonable balance between public subsidy and level of service, with operating revenues proportioned to the cost of providing the service; the fare structure established to be affordable by the users, and easily administered and understood; and to minimize any disparities in the subsidy per passenger.

What mean?

Specific policies in support of these goals are described in MTC's "1984 Transit Development Program".

Mn/DOT

Mn/DOT is responsible for providing assistance to transit programs outside the metropolitan area. Mn/DOT will also continue to be involved in metropolitan transit through a funding distribution role. The mission of Mn/DOT is Leadership for rational and enlightened transportation decisions, Adaption of innovative transportation-related engineering and technology within the public sector, leading to the Delivery of safe and productively managed transportation systems and services for the movement of people, goods and information so as to foster for Minnesota citizens' economic vitality, provide for personal needs, facilitate environmental preservation/protection and promote national/international tourism and commodity marketing.

The goals of Mn/DOT's transit program are:

1. To provide access to transit for persons who have no alternative mode of transit available.
2. To increase the efficiency and productivity of public transit systems.
3. Where such activities are cost effective, to alleviate problems of automobile congestion and energy consumption and to promote desirable land use.
4. To maintain a state commitment to public transportation. *who mean?*
5. Consistent with the above objectives, to meet the needs of individual transit systems.

Although Minnesota Statute Section 174.31 Subd. 1 will be repealed on July, 1985, the goals of the Special Transportation Service stated in this law are also relevant to RTB responsibilities and activities. They are:

1. To provide greater access to transportation for the elderly, handicapped and others with special transportation needs in the metropolitan area.
2. To develop an integrated system of special transportation service providing transportation tailored to meet special individual needs in the most cost-effective manner.
3. To use existing public and private providers of service whenever possible, to supplement rather than replace existing service, and to increase the productivity of all special transportation vehicles available in the area.

RTB GOALS

The enabling legislation for the RTB specified the following goals:

1. To provide, to the greatest feasible extent, a basic level of mobility for all people in the metropolitan area.
2. To arrange to the greatest feasible extent for the provision of a comprehensive set of transit and paratransit services to meet the needs of all people in the metropolitan area.
3. To cooperate with private and public transit providers to assure the most efficient and coordinated use of existing and planned transit resources.
4. To maintain public mobility in the event of emergencies or energy shortages.

TWIN CITIES METROPOLITAN AREA REGULAR ROUTE TRANSIT SERVICE

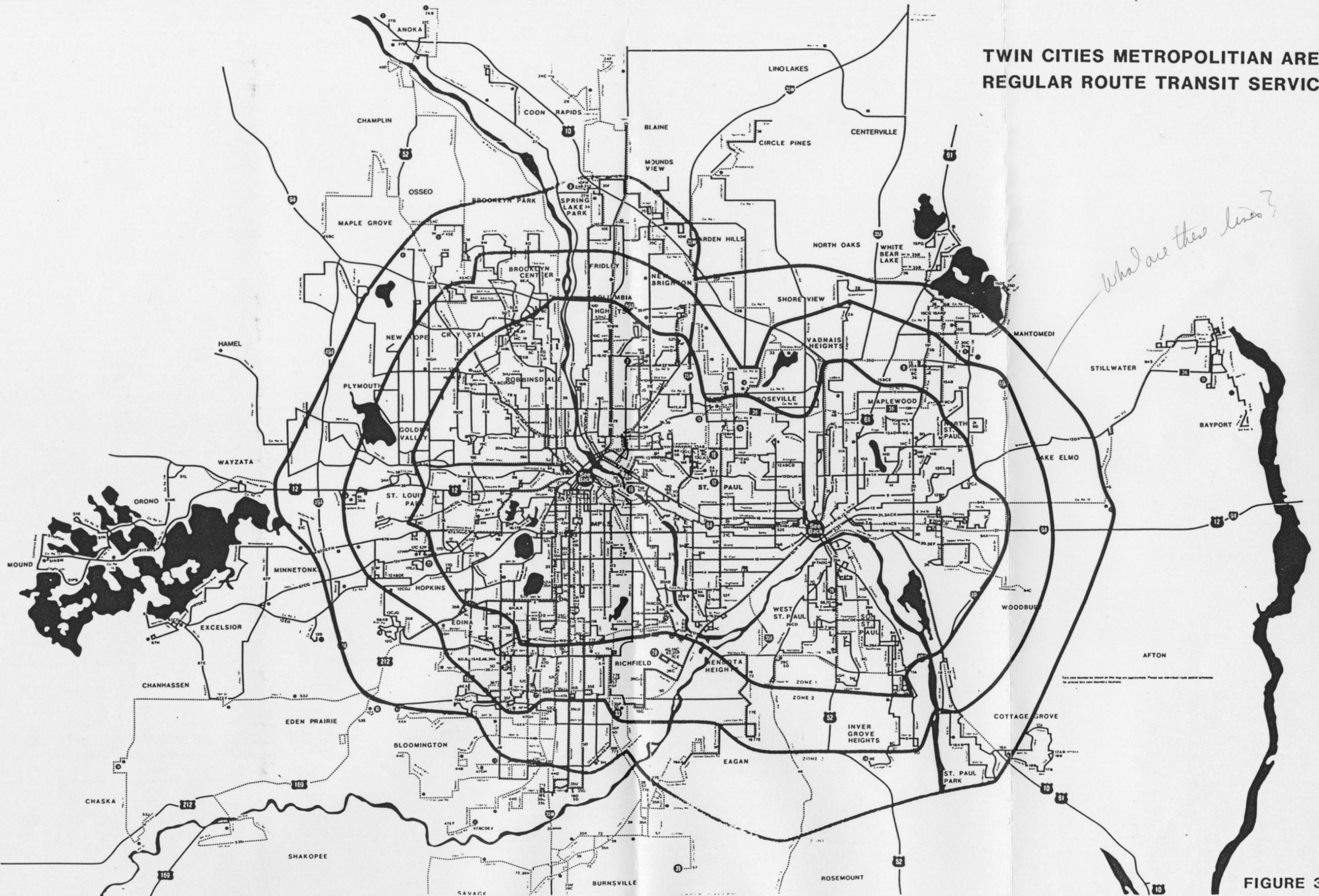


FIGURE 3-1

During the Interim Period, the RTB will be guided by the past policies of the Council, the MTC and Mn/DOT and by the above goals established by the Legislature.

**INVENTORY OF EXISTING
TRANSIT SERVICES AND FINANCES**

3.
INVENTORY OF EXISTING TRANSIT SERVICES AND FINANCES

The purpose of this chapter of the Interim Implementation Plan is to present an inventory of existing metropolitan transit services and the associated costs, revenues and public assistance for those services.

Transit services provided in the Twin Cities Metropolitan Area can be categorized as regular route services and as paratransit and special services. Regular route services include fixed route, fixed schedule service provided by the MTC, Medicine Lake Lines (MLL), North Suburban Lines and Valley Transit. The metropolitan area regular route service is depicted in Figure 3-1. Transit service in a typical sub-region is shown in Figure 3-2. Paratransit and special services include Metro Mobility, Minnesota Rideshare, five county programs, three ex-urban systems and six community programs. The county-based and community-based transit systems are shown in Figure 3-3.

EXISTING REGULAR ROUTE SERVICES

MTC Regular Route Service

The MTC regular route service, as of January 1, 1984, is comprised of 121 routes. This scheduled bus service consists of 57 local routes, 50 express routes, 13 express routes serving the University of Minnesota, and 1 route serving major events at Met Center. Local service is provided all day by 45 radial routes focused on either downtown Minneapolis or downtown St. Paul, and by 12 crosstown routes. Express service is provided primarily during the morning and afternoon rush hours and is focused on the metro centers. In the metro centers, Dime Zones exist for downtown area circulation. The MTC regular route bus service operated 820 rush hour buses in 1983, provided 27.4 million miles of service and carried 75 million passengers.

The MTC bus fleet consists of 1,147 vehicles, 1,090 of which are assigned to regular route service. There are 1,048 active buses that are in daily service or undergoing repairs to permit continued use. The 42 inactive vehicles are not currently required for operations and are stored at the Twin Cities Arsenal in Arden Hills.

The MTC owns and operates fixed facilities for administration, maintenance and provision of service. Buildings include the Northside Garage, Nicollet Garage, Snelling Garage, Shingle Creek Garage, South Garage, Overhaul Base and the Fred T. Heywood Operating and Office Facility. Other fixed facilities owned by the MTC include 620 passenger waiting shelters. The MTC also operates 7 exclusive park/ride facilities on MTC owned or leased land, and almost 100 joint use park/ride lots.

What is difference between these?

Covering — miles

Covering — miles

Covering — miles

Why not the same?

Covering — miles

Where mention of non-MTC shelters in report?

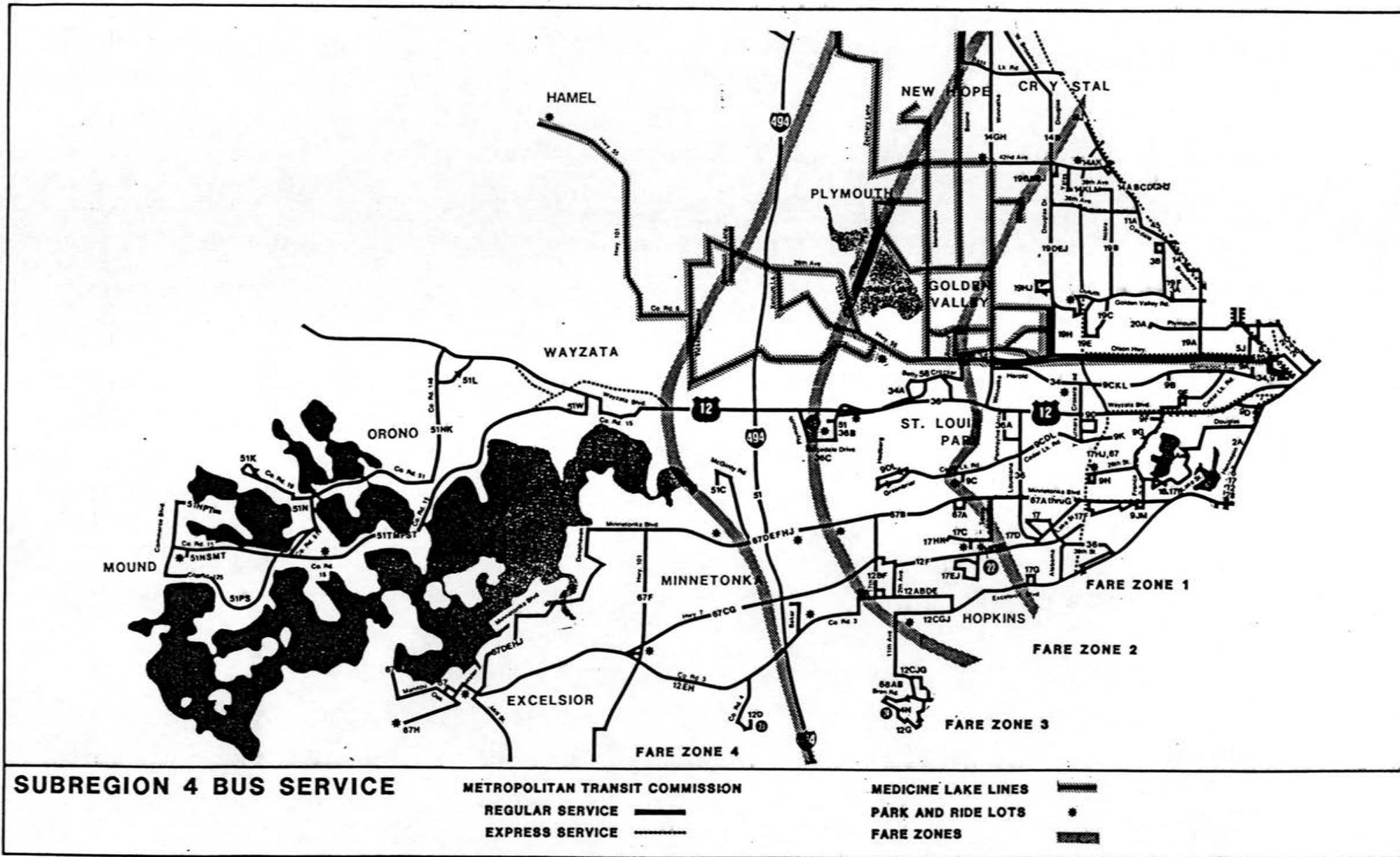
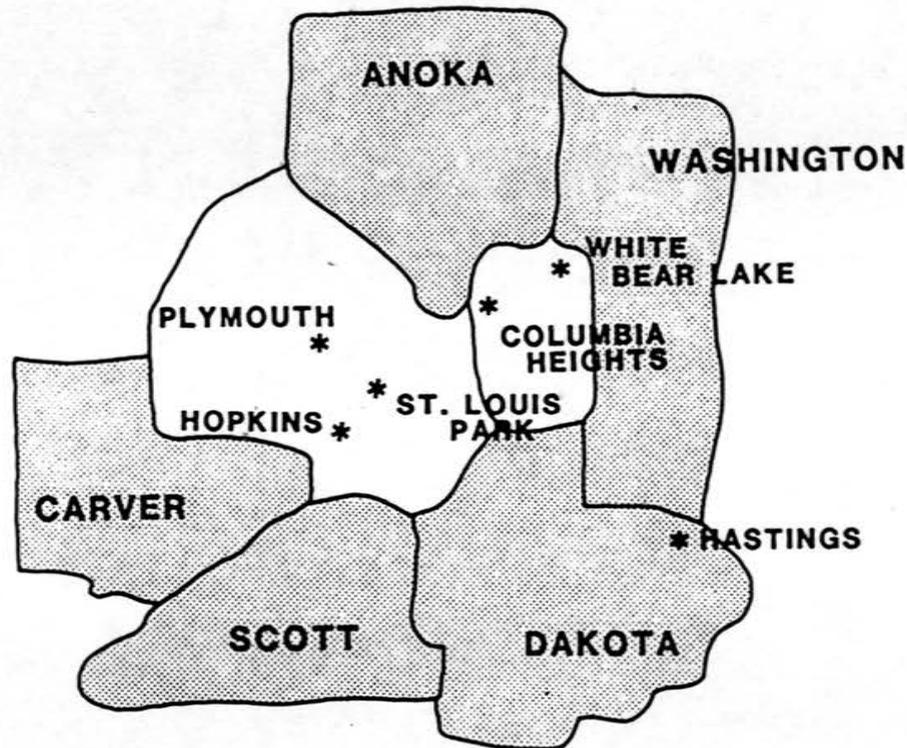


FIGURE 3-2



* Locations of

^ COMMUNITY AND COUNTY PUBLIC TRANSPORTATION SYSTEMS
REGIONAL TRANSIT BOARD INTERIM IMPLEMENTATION PLAN

FIGURE 3-3

The MTC had 2,092 full-time employees as of July, 1984, and 159 part-time employees. Of the full-time employees, there are 1,215 drivers, 432 mechanics, 4 mechanic-radio people, 231 administrative people, 7 administrative-security people and 203 clerical employees. Of the part-time employees, there are 127 drivers and 32 employees in administration-security.

Private Operators

There are three private bus companies providing regular route bus service in the Twin Cities metropolitan area. These private operators provide about 3 percent of the regular route service in terms of service miles.

Medicine Lake Lines - Medicine Lake Lines (MLL) provides service between downtown Minneapolis and the suburban communities of Crystal, Golden Valley, Plymouth, Maple Grove, Medina and New Hope under contract with Mn/DOT. The majority of MLL transit service is operated during the rush hours. In 1983, almost 500,000 bus miles were operated using about 18 rush hour vehicles. During that year, over 400,000 passengers were carried.

In October of 1983, MLL began operating the Metrolink Service in Plymouth and from Plymouth to downtown Minneapolis. The rush hour service uses mini-buses to collect passengers in low-density suburban areas, connects with full-sized regular route buses at a Plymouth park/ride lot, and then operates express service to downtown Minneapolis. During the midday, community circulation service is provided. This project was the first service funded under the "opt-out" provisions of state law.

MLL has operated the inter-campus service for the University of Minnesota since July, 1983. MLL and MTC do not operate in the same area. Some routes do touch but MLL is required to operate "closed-door" in the MTC service area. *passengers may not transfer from one operator to another.*

North Suburban Lines - North Suburban Lines operates local and express bus service between suburban areas in southern Anoka and northern Ramsey counties and downtown St. Paul under contract with Mn/DOT. In 1983, almost 400,000 bus miles were operated using about 11 rush hour vehicles. During that year, almost 300,000 passengers were carried.

Some North Suburban Lines and MTC bus routes overlap, but North Suburban Lines is required to operate "closed-door" in the MTC service area. *passengers may not transfer from one operator to another.*

Valley Transit - Valley Transit operates one peak period bus in the Stillwater-Bayport area under contract with MTC. In 1983, this system operated almost 50,000 service miles and carried about 40,000 passengers. This service is coordinated with the MTC service between St. Paul and Stillwater.

May passengers transfer or do they ride the same bus?

What mean?

How many full-time bus employees in total type?

How many handicapped/disabled persons are there in the Metro area? Where are they located - by city, outside Mpls & St Paul + by planning area within the central cities? or by construction?

EXISTING PARATRANSIT SERVICES

Metro Mobility

Metro Mobility is a coordinated transportation system designed to provide effective public transit for disabled individuals in the Twin Cities metropolitan area. The project had its beginnings in 1976 as a demonstration program in a small area of Minneapolis. That service, called Project Mobility, was operated by the MTC. The service was expanded to a larger area in Minneapolis in 1978, and then expanded again in 1979. The Minnesota Department of Transportation, in conjunction with the Metropolitan Council and the MTC, developed Metro Mobility to coordinate Project Mobility and several private providers. Currently, service is available in both central cities and the first ring suburban communities. Six taxi companies, one private non-profit company, one private for-profit company and the MTC's Project Mobility participate in the program.

utilizing small buses and full time paid drivers.

mostly taxicab operators.
Demand responsive door-through-door service is available to certified disabled riders. Requests for service are placed through the MTC's Transportation Center and must be received the day before service is needed. The Transportation Center is responsible for certifying eligible users, receiving trip requests, grouping passengers into vehicles and forwarding requests to appropriate providers.

will full time paid drivers?
MTC Project Mobility operates a fleet of 29 small and 5 large lift-equipped vehicles. In 1983, over 1,000,000 bus miles were operated and over 160,000 passengers were carried.

with - two paid drivers?
Suburban Paratransit operates a fleet of 7 accessible vehicles in several Minneapolis suburbs. In 1983, about 275,000 vehicle miles were operated and about 34,000 passengers carried.

utilizing buses with - two paid drivers?
Morley Bus Co., a private transit operator, provides accessible service within several St. Paul suburbs. In 1983, over 100,000 vehicle miles were operated and over 25,000 passengers carried.

Three taxi companies operate in Minneapolis and three operate in St. Paul under Metro Mobility. These shared-ride services are available for disabled persons who do not require lift-equipped vehicles. Regular taxi fleet vehicles are utilized on an as-needed basis. In 1983, almost 200,000 Metro Mobility passengers were carried by taxis.

Community Services

utilizing full + part time paid drivers.
Community transit services are provided in six Twin Cities Metropolitan area communities: Columbia Heights, Hastings, Hopkins, Plymouth, St. Louis Park and White Bear Lake. These services generally provide local circulation, primarily for the transit dependent population.

How many taxi miles?

suburbs.

do this concern?

How many calls
received? Full of
the paid drivers?

Do the reg route
provide service?

^{Contract for}
Columbia Heights and Hopkins ~~provide~~ shared-ride taxi service within their communities. Advance reservations are required for the door-to-door service. Both services are open to the general public. In 1983, the Columbia Heights service carried about 10,000 passengers and the Hopkins service carried over 25,000 passengers. *was this travel dependent?*

^{Contracts for}
Hastings ~~operates~~ a rush hour subscription service and a midday dial-a-ride service within the City. Two vehicles operate the service. In 1983, almost 30,000 passengers were carried.

^{Contracts for}
Plymouth ~~provides~~ the Metrolink service. *↳ was this travel dependent?* During the rush hours, mini-buses circulate in the neighborhoods and travel to a park/ride lot where full-size regular route vehicles are waiting for the express trip to downtown Minneapolis. During the midday, a local circulation service is provided. This service began in late 1983.

Who coordinates into city? Who responsible for?
St. Louis Park has a volunteer driver program available for people who cannot use regular route transit. In 1983, about 3,000 passengers were carried.

^{contracts for}
White Bear Lake ~~provides~~ rush hour commuter service and midday dial-a-ride service. Service is available in White Bear Lake, White Bear Township and Birchwood. In 1983, over 30,000 passengers were carried. *travel dependent?*

County Services *↳ travel dependent?*

County Transit services are provided in five metropolitan area counties: Anoka, Carver, Dakota, Scott and Washington. These services are primarily directed at elderly and handicapped people in the counties. *(Who live outside areas served by metro mobility + community service?)*

Anoka County utilizes almost 100 volunteer drivers for service. In 1983, almost 30,000 passengers were carried. *Who coordinates?*

Carver County operates [?] 2 lift-equipped vehicles. Volunteer drivers provide additional service. In 1983, about 55,000 passengers were carried.

Dakota County operates [?] 5 lift-equipped vehicles for the DARTS dial-a-ride service. In 1983, over 45,000 passengers were carried.

Scott County provides [?] dial-a-ride service using 2 lift-equipped vehicles. In 1983, over 30,000 passengers were carried.

Washington County operates [?] 3 lift-equipped vehicles for dial-a-ride service. In 1983, almost 25,000 passengers were carried.

approximately — of these formed — new carpools or were added to existing carpools. Mn/DOT contacted with Vanpool Services Inc. to provide vans for vanpools with persons. An additional vanpools operated by individuals and firms were registered with Minnesota Rideshare. Almost — carpools were also registered although that Minnesota Rideshare maybe only — % of the total operating in the metro area.

Minnesota Rideshare, operated by the MTC, is a comprehensive commuter service providing employers and individuals with computer matching for carpools and vanpools, marketing consultation and bus service information. This program grew out of the Share-A-Ride program started by the MTC in 1977. A Metropolitan Ridesharing Board established by the Metropolitan Council in 1982 provides policy direction for the program.

In 1983, Minnesota Rideshare assisted over 13,000 individuals by processing computer match lists. There were over 200 vanpools and almost 5,000 carpools registered with the program at that time.

Mn/DOT currently coordinates a vanpool program ^{for 32 state employees} which utilizes a fleet of 32 state-owned vans, serving ~~328 state employees~~.

Ex-Urban ^{transit/paratransit} Services

The MTC initiated an ex-urban paratransit program in 1982. Metropolitan communities ^{outside} outside the Transit Taxing District but within the Transit Taxing Area pay a property tax levy equal to 10% of the amount levied within the district. The MTC has used 25% of these funds for ridesharing and returned 75% for paratransit programs in outlying communities. ^{Ex-urban communities}

The MTC currently funds nine ^{outlying} community projects: Anoka County Volunteer Transportation Service, Anoka County Client Transportation, Carver County Transportation Services, Dakota County Community Services, DARTS, Hastings TRAC, Scott County Community Services, Suburban Community Service and Washington County Community Services.

Anoka County Client Transportation provides ^{with cars, taxis, bus?} transportation for clients of the Anoka County Community Health and Social Services Department. Transportation is provided for clients only through referrals from social workers, financial workers and public health nurses. Service is provided Monday - Friday between 8:00 AM and 5:00 PM. ^{How many used this in S3? What is need service to Dr. or stores or non profit service providers?}

Dakota County Volunteer Transportation provides ^{with cars, taxis, bus?} transportation on a request basis using volunteers for persons requiring transportation who cannot be served by other means. Transportation is provided by volunteers Monday - Friday, 8:00 AM - 4:45 PM. ^{How many used in S3?}

Suburban Community Services provides transportation services for persons age 55 and over who have travel needs in Loretto, Rockford, Greenfield, Independence, Maple Plain and Delano. Service is provided primarily for medical, shopping and senior nutrition programs. Service is available Monday to Friday, 9:00 AM - 4:30 PM. ^{How many used in S3?}

Delete - confusing - already noted.

Other Services

The regular route and paratransit services previously described, except Minnesota Rideshare and ex-urban services, represent those metropolitan transit services that operate with public transit subsidy provided by the Minnesota Department of Transportation under various legislative programs. In addition to these services, many other transportation services are operated with public assistance from other agencies (for example, school buses). A full listing of these services is not currently available but there are over a hundred such services operating in the metropolitan area. Services include neighborhood groups, foundations, churches, community centers and cultural centers.

A recent survey in Anoka County identified 15 different transportation services that were available in the county. Not all services are available to all people as the eligibility criteria tend to vary from program to program. A similar survey in Hennepin County identified 42 different transportation services.

EXISTING TRANSIT FINANCING

The regular route transit services and most of the paratransit services described earlier in this chapter receive public transit subsidy through the Minnesota Department of Transportation under various legislative programs. In addition, several of these projects also receive some federal subsidy. Table 3-1 presents a financial overview. The 1983 total operating cost, farebox revenues, other revenues, federal assistance, state assistance and local assistance are shown for the regular route and paratransit services operating in the Twin Cities Metropolitan Area.

Federal Funds

The primary sources of federal funds for both operating and capital assistance are described below. The programs are administered by the Urban Mass Transportation Administration.

Section 3: This is a discretionary capital grant program that receives funding from the Mass Transit Account of the Highway Trust Fund. One cent of the recent five cent federal gas tax increase is dedicated to mass transit. Funds under this program are generally limited to major non-recurring capital investments such as major bus purchases, rail systems and fixed facilities and are limited to urbanized areas. There is no designated recipient for Section 3 funds. Any public entity may apply for funds. How much rec'd in 83 - for whom?

↳ Does a private operator - profit or non-profit qualify?

TABLE 3-1
CALENDAR YEAR 1983 METROPOLITAN TRANSIT SYSTEM FINANCIAL OVERVIEW

RURAL SYSTEMS	<i>Passengers</i> 1983	OPERATING COST	FARE REVENUES	OTHER REVENUES	FEDERAL ASSISTANCE	STATE ASSISTANCE	LOCAL ASSISTANCE
ANOKA COUNTY	30,000	37,000	3,000	0	0	23,000	11,000
CARVER COUNTY	55,000	160,000	3,000	0	63,000	63,000	31,000
D.A.R.T.S.	45,000	287,000	14,000	1,000	0	181,000	91,000
SCOTT COUNTY	30,000	129,000	5,000	0	50,000	50,000	25,000
WASHINGTON COUNTY	25,000	156,000	5,000	0	0	100,000	50,000
TOTALS		\$768,000	\$31,000	\$1,000	\$112,000	\$416,000	\$208,000
SMALL URBAN SYSTEMS		OPERATING COST	FARE REVENUES	OTHER REVENUES	FEDERAL SUBSIDY	STATE SUBSIDY	LOCAL SUBSIDY
COLUMBIA HEIGHTS	10,000	25,000	7,000	0	0	12,000	6,000
HASTINGS	30,000	95,000	28,000	1,000	27,000	27,000	13,000
HOPKINS	25,000	64,000	13,000	0	0	34,000	17,000
ST. LOUIS PARK	3,000	10,000	0	0	0	7,000	3,000
WHITE BEAR LAKE	30,000	139,000	24,000	9,000	0	71,000	35,000
TOTALS		\$333,000	\$70,000	\$10,000	\$27,000	\$151,000	\$75,000
PRIVATE OPERATORS		OPERATING COST	FARE REVENUES	OTHER REVENUES	FEDERAL SUBSIDY	STATE SUBSIDY	LOCAL SUBSIDY
MEDICINE LAKE LINES	400,000	945,000	347,000	8,000	0	591,000	0
NORTH SUBURBAN LINES	300,000	582,000	214,000	3,000	0	365,000	0
TOTALS		\$1,527,000	\$560,000	\$11,000	\$0	\$956,000	\$0
M.T.C.		OPERATING COST	FARE REVENUES	OTHER REVENUES	FEDERAL SUBSIDY	STATE SUBSIDY	LOCAL SUBSIDY
M.T.C. REGULAR ROUTE	72 75,000,000	\$89,466,000	\$32,243,000	\$2,878,000	\$9,088,000	\$9,070,000	\$38,602,000
METRO MOBILITY		OPERATING COST	FARE REVENUES	OTHER REVENUES	FEDERAL SUBSIDY	STATE SUBSIDY	LOCAL SUBSIDY
BLUE & WHITE CAB		171,000	25,000	0	0	146,000	0
CITY WIDE CAB		75,000	11,000	0	0	64,000	0
CONTROL CENTER		1,103,000	46,000	0	0	925,000	0
DIAMOND CAB		35,000	5,000	0	0	29,000	0
MORLEY BUS COMPANY	25,000	175,000	16,000	0	0	159,000	0
PROJECT MOBILITY		2,416,000	108,000	0	0	2,308,000	0
RED & WHITE CAB		102,000	13,000	0	0	89,000	0
SUBURBAN PARATRANSIT	34,000	414,000	22,000	0	0	392,000	0
YELLOW TAXI MPLS		368,000	53,000	0	0	314,000	0
YELLOW TAXI STP		68,000	10,000	0	0	58,000	0
MEDICAL REIMBURSEMENT		0	0	0	0	46,000	0
TOTALS		\$4,926,000	\$310,000	\$0	\$0	\$4,530,000	\$0

200,000
passengers

for whom?

Section 9: This program provides direct appropriations to urbanized areas (over 50,000 population) for operating assistance and routine capital needs. Operating assistance cannot exceed 50% of the operating deficit nor can it exceed a pre-established cap limit of the fiscal year 1982 funds used for operating assistance. Local matching requirements are 20% of total cost for capital items and 50% for operating assistance. Section 9 funds are allocated each year in an amount determined by formula. These funds go to one or more designated recipient selected by "the Governor, responsible local officials, and publicly owned operators of mass transportation services..." (UMTA, Section 9(m)(1)). The MTC is presently the designated recipient for the Twin Cities metropolitan area. *How much received in §3 by whom?*

Section 16(b)2: This program provides funds for the purchase of vehicles to transport elderly and handicapped individuals. Funding is available only for private, non-profit organizations. Local matching requirements are 20% of the total cost. Mn/DOT is the current designated recipient for these funds. *How much rec'd in §3? Where go?*

Section 18: This program provides funds for public transportation providers in areas under 50,000 population. Funds are available for operating and capital assistance. Operating assistance is limited to less than or equal to 50% of the operating deficit. Capital funds cannot exceed 80% of the total cost. Mn/DOT is the current designated recipient for these funds. *How much rec'd in §3? Where go?*

Federal highway funds can also be used for transit related projects. Federal Aid Urban System funds have been used for purchasing buses, developing park/ride lots and supporting Minnesota Rideshare. Interstate substitution funds have been used to purchase buses and will be used for the University of Minnesota transitway. All federal highway funds come through Mn/DOT. Funding decisions are made through the metropolitan planning process. *How much rec'd each yr - 1980-§3 by whom?*

State Funds

Mn/DOT currently administers 26 transit contracts in the metropolitan area. The state transit program includes four major budget activities:

1. Private operators of regular route service within the transit taxing district.
2. Metro Mobility which provides coordinated special transportation service.
3. MTC transit services.
4. Non-MTC transit services. *better define*

The private operators funding program is intended to pay 100% of the operating deficit to supplement revenues and ensure continued viability of the private companies. Public funds have been justified on the basis that private operators do not have access to federal capital assistance or local taxing authority, but provide service in a market place dominated by a public system which receives such assistance. — *How much in '83 + expected '84?*

The Metro Mobility funding program exists to ensure the delivery of ~~public~~ transit services to those who are unable to use regular route services. *How much in '83 + expected '84?*

The MTC funding program exists to provide assistance to augment revenues received from the federal government, fares and metropolitan property taxes. This appropriation also funds a metropolitan transit service demonstration program that allows eligible applicants to design alternative public transit services for their communities when not adequately served by the MTC. — *How much in '83 - expected '84?*

The non-MTC funding program provides assistance to any legislatively established public transit commission or authority (except MTC), any county or statutory or home rule charter city and any private operators of regular route transit (except metro area private operators) or any combination of the above for public transit service. *How much in '83? - expected '84?*

Effective on January 1, 1984, all non-MTC transit systems receive state funds through a fixed share funding procedure. This procedure requires each system to pay a fixed local share of the total operating cost. Small urban systems are responsible for 40% of the total annual operating cost and rural systems are responsible for 35% of the cost. This local share is comprised of fare revenues and local taxes in the amount determined by each system. After subtracting the local share and any federal assistance, the remainder of the operating cost is covered by the state funds.

The state transit program has been funded entirely through state general funds in the past. In 1981, the Minnesota Legislature provided for the phased transfer of motor vehicle excise tax revenues from the general fund to highways (75%) and transit (25%). The transfer of these funds began in Fiscal Year 1985, with actual use of the funds available on January 1, 1985. These funds in the metropolitan area could be used for public transit; light rail transit; commuter van, carpool, rideshare and park/ride; and other services that further the transit program. Eligible recipients include a legislatively established public transit commission, a public authority, a county or statutory or home rule charter city operating, intending to operate or providing financial assistance to a transit service, a rail authority or a private operator of public transit.

Local Funds

In the past, the MTC has levied a fixed-mill rate tax in the transit taxing district of the metropolitan area. It has also levied a tax equal to 10% of the mill levy in areas outside of the transit taxing district, but within the metropolitan transit area. In addition, the MTC has levied amounts to repay capital debts. In 1972, property taxes accounted for about 28% of total operating expenses.

In 1983, the transit tax levy law was changed to require the MTC to feather taxes so that the tax rate would be based on the actual amount of MTC service provided in each community. As a result, some communities had their mill tax levy rate reduced to 1.65 mills and others were reduced to 1.75 mills from 2.0 mills. In 1983 property taxes accounted for about 45% of the total MTC operating cost.

In 1984, the Legislature mandated additional transit property tax relief for the 1985 tax levy. The mill levy authority has already been transferred to the RTB for the 1984 tax levy. In the future, the mill levy for areas receiving full, all-day service will be 2.0 mills; in areas receiving full peak and limited off-peak service, 1.5 mills; and in areas that receive limited peak service, 1.25 mills. Mill levies in specific areas may change over time as service levels change.

In addition to the RTB tax levy, local funds are provided by the communities and counties participating in the state transit program. These local matching funds are a requirement of the state program and generally come from local tax levies.

Fare Revenues

There are no mandates for the amount of revenue each transit system should generate from fares. The ability of fare revenues to support transit services is limited by the sensitivity of transit users. In 1971, the MTC recovered almost 94% of its operating cost through fare revenues. This dropped dramatically as the MTC expanded service to about 40% in 1976. By adjusting fare levels and service levels, the MTC has stabilized the fare recovery in the past few years. In 1983, just under 40% of the total operating expense was covered by farebox revenues. In 1978, the Legislature established the Social Fares Program to reimburse the MTC for carrying senior citizens, youth and the handicapped at reduced fare levels during off-peak hours.

Currently, the base MTC fare is \$0.60 during off-peak hours and \$0.75 during peak hours. Zone charges are added for longer trips. Reduced fares are offered for the young, elderly and handicapped. The private operators generally follow these fare levels as does Metro Mobility. The community and county systems regulate their own fare levels.

What is the % for various kind of service

- Regular route - peak
- Express - peak
- Reg route - non peak
- Metro Mobility
- Community Service
- County Service

Mr. Rideshas

increasing
fare

property taxes or from revenue sharing?
income or choice?

* its cost escalated
fare more money
increased to
with hand
cost of the
cost of living
decreasing

TRANSIT ISSUES

4. TRANSIT ISSUES

The purpose of this chapter is to outline the process used to identify transit issues which must be addressed by the RTB and to describe those key issues. A detailed list of issues is provided for review in the Appendix.

PROCESS

Issues were identified in three steps as shown in Figure 4-1. The first step (Draft Issues) involved the development of a comprehensive list of issues addressing all aspects of regional transit service and operation of the RTB. These issues were identified by reviewing transit program documentation, by interviews with representatives from the various transit programs, and by discussion with the Management Team and the Policy Committee. Documentation which was reviewed for this purpose included:

- Metropolitan Council Development Guide/Policy Plan
- MTC Transit Development Program
- Metropolitan Council Regional Transit Service and Finance Study
- Report of the Legislative Study Commission on Metropolitan Transit
- Report of the Regional Transit Board Transition Task Force
- 1985 Transportation Unified Planning Work Program
- RTB Enabling Legislation
- Metro Mobility Assessment Summary
- Federal Program Summary

The second step (Screen 1: Review Issues) in the process was to review the draft list of issues, to eliminate any issues which had already been resolved, and to organize unresolved issues into categories which would permit the issues to be addressed in an organized fashion. The following fifteen subject areas were identified for this purpose:

SCREENING PROCESS TO DEVELOP RTB INTERIM IMPLEMENTATION PLAN

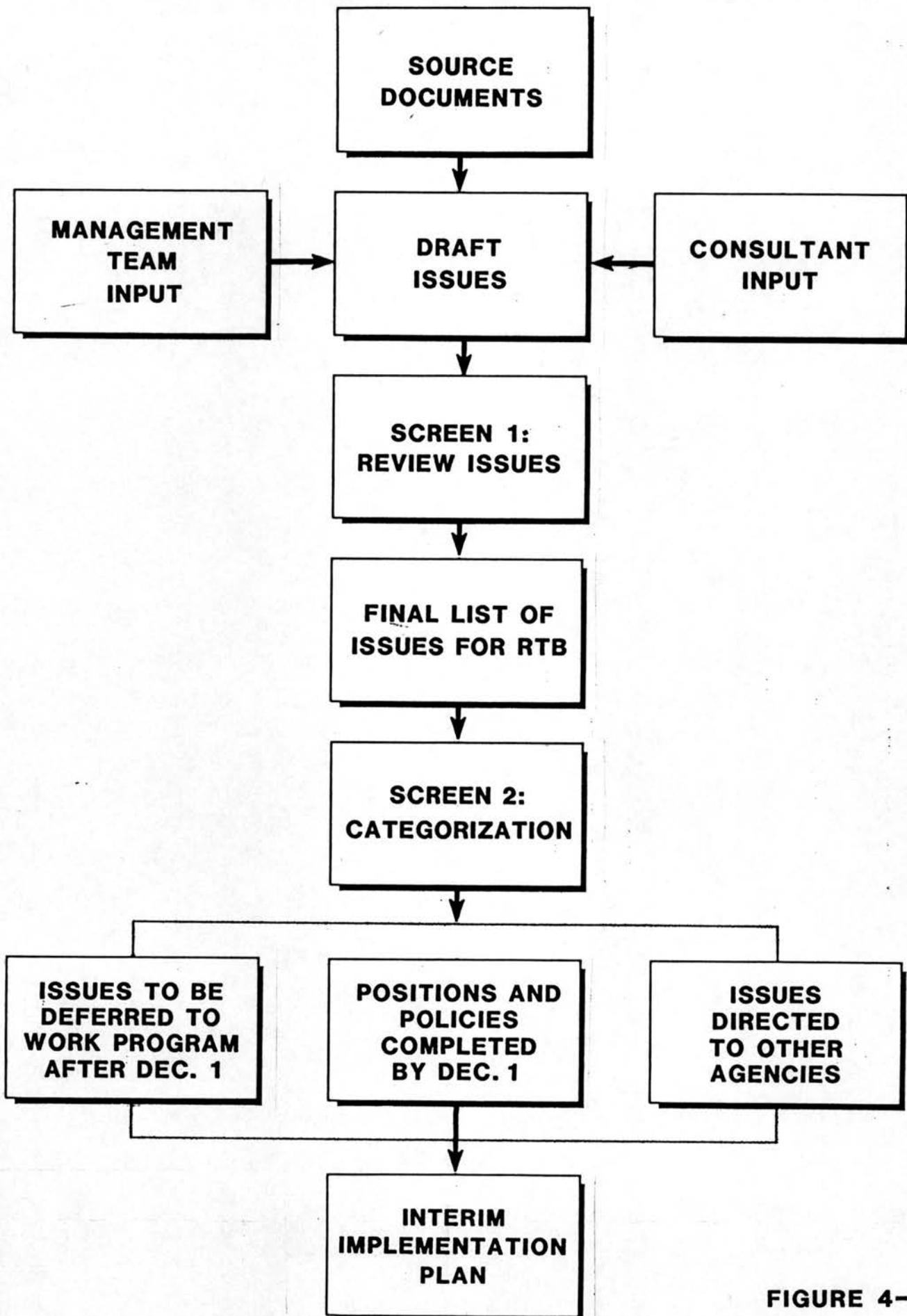


FIGURE 4-1

1. Administration
2. Planning
3. Metro Mobility
4. Opt-Out
5. Private Operators
6. Ex-Urban
7. Rideshare
8. Service Grants
9. Fares
10. Federal Assistance
11. State/Local Assistance
12. Demonstration Projects
13. Taxis/School Buses
14. Light Rail Transit
15. Capital Facilities

Why not start with determining -

1. *What needs to be done?*
2. *Who should do it?*
3. *How financed?*

Three major areas must be addressed in work programming for the RTB. An administrative plan including a staffing plan is required. A financial plan is required. An implementation plan related to transit needs assessments is required. The third step in the process of identifying issues (Screen 2: Categorization) was to categorize unresolved issues into these three categories for the purposes of preparing appropriate work programs.

ISSUES

A detailed list of issues was developed from the above process (see Appendix) which must be addressed by the RTB. These issues are focused toward three primary areas: (1) administrative issues (2) financial issues, and (3) needs assessment issues. It should be noted, however, that issues often address more than one of these general categories. (3)

- Administrative issues address the specific questions of who will be responsible for transit programs and related activities, when those responsibilities will be assumed, and how the RTB will carry out its responsibilities.

- Financial issues address the questions of funding sources, distribution of funds, fare structure, funding of private operators, property taxes, and use of the Motor Vehicle Excise Tax.
- Needs assessment issues include issues related to all types of transit service including regular route bus service, demand-responsive service, LRT, paratransit, rideshare, elderly and handicapped service, and transportation system management strategies. Issues related to transit facility needs, special studies and projects (for example, I-394), and the inter-relationship of public and private operators are also included.

The issues identified in this process formed the basis for the development of the policies described in Chapter 5 and the work program outlined in Chapter 7.

INTERIM TRANSIT SERVICE POLICIES

5.
INTERIM TRANSIT SERVICE POLICIES

This chapter describes the RTB's interim transit service policies. The interim policies are based on the existing transit policies of metropolitan transit agencies. These policies will be refined and detailed as the RTB's implementation plan is developed and needs assessments are conducted.

The existing policies of MC, MTC and Mn/DOT were described in Chapter 2. The following transit service policies will govern RTB activities during the interim period:

1. The Regional Transit Board (RTB) shall develop all plans, policies and programs in a manner that will meet all mandated schedules and will assure timely decisions and service implementations.
2. The RTB shall develop plans, policies and programs consistent with the Metropolitan Council's Transportation Policy Plan.
3. RTB programming decisions shall be made on the basis of transit service needs, the availability of financial resources, and adopted RTB transit policies and plans.
4. Transit service needs assessments shall be conducted for all transit programs, including type of service, location, schedule, level of service and level of investment. These assessments shall consider alternative service concepts or operations strategies, involve representatives of affected users and governmental agencies and evaluate alternatives against specific performance objectives, including Metropolitan Council transportation policies.
5. The primary objective of the RTB shall be the setting of priorities for the allocation of available financial resources among the competing transit service needs in the Twin Cities Metropolitan Area.
6. Transit investment priorities shall be given to: a) travel corridors with the highest congestion and poorest travel times to downtown Minneapolis and St. Paul; b) areas with the highest level of unmet transit needs; and c) areas with the highest density of population dependent on transit.
7. Transit service needs assessments and transit investment decisions shall recognize and balance the special service needs of the central cities, suburban and ex-urban areas in the Metropolitan Area. *by choice or income?*
8. Individual transit programs shall be planned, managed and evaluated to use all funds effectively and efficiently.

9. The most cost-effective transit providers, whether public or private, shall be selected to provide specific transit services.
10. Metropolitan transit services shall be responsible to the needs of the young, disabled, elderly and economically disadvantaged.
11. A stable funding program shall be developed in support of the funding goals established by legislation.
12. A transit fare structure shall be established that will be equitable and in balance with the cost of transit service and available funding levels. *What mean?*
13. The RTB shall develop and maintain a continuous and comprehensive transit decision-making process in cooperation with local units of government, interested individuals, organizations and agencies.
14. The RTB shall encourage and support new and innovative transit service programs through a regular research, demonstration and evaluation program.

**INTERIM TRANSIT SERVICE
AND DEVELOPMENT PROGRAM**

6.

INTERIM TRANSIT SERVICE AND CAPITAL DEVELOPMENT PROGRAM

Under Minnesota Statute Section 118 of the enabling legislation, the RTB is required to prepare an interim transit service and capital development program as part of the Interim Implementation Plan due December 1, 1984. This includes a transit program for the years 1985, 1986 and 1987 to implement the Metropolitan Council's Transportation Policy Plan. The legislation provides that the Interim Implementation Plan may be in the scope and detail that the RTB deems "appropriate and practicable" except that it must contain at least the following:

1. Capital development program
 - a) Description of improvement
 - b) Manner of financing
 - c) Development schedule
 - d) Description of need for improvement, alternatives and environmental and social effects
 - e) Impact on metropolitan commissions
 - f) Estimate of operating costs and funding sources
 - g) Priority ranking of the improvement
 - h) Additional information as necessary
2. Schedule of expected levels of public expenditure, both capital and operating, for the services and facilities planned
3. Schedule of funding sources
4. A plan and schedule of fund distribution

The final Implementation Plan, which will be completed in August, 1986, will include specific elements addressing level of transit service and capital development requirements. These elements will be based on transit service needs assessments as well as RTB policies and available funding levels. This Interim Implementation Plan identifies the process which the RTB will use when making transit decisions in the development of transit service and capital development programs.

DECISION MAKING PROCESS

The enabling legislation directed the Regional Transit Board to bring a comprehensive and systematic approach to the development of transit service plans for the metropolitan area. In response to this mandate, the RTB has developed a transit decision making process which will assure that these requirements are met. The RTB transit decision making process is presented in Figure 6-1. The process begins with the development of transit service needs assessments. These transit service needs assessments will be conducted in response to the Metropolitan Council Transportation Policy Plan and will involve local input. Issues which will be addressed include private operators, the opportunity of suburban communities to opt-out, ex-urban service issues, special service needs (i.e., those served by Metro Mobility) and LRT issues.

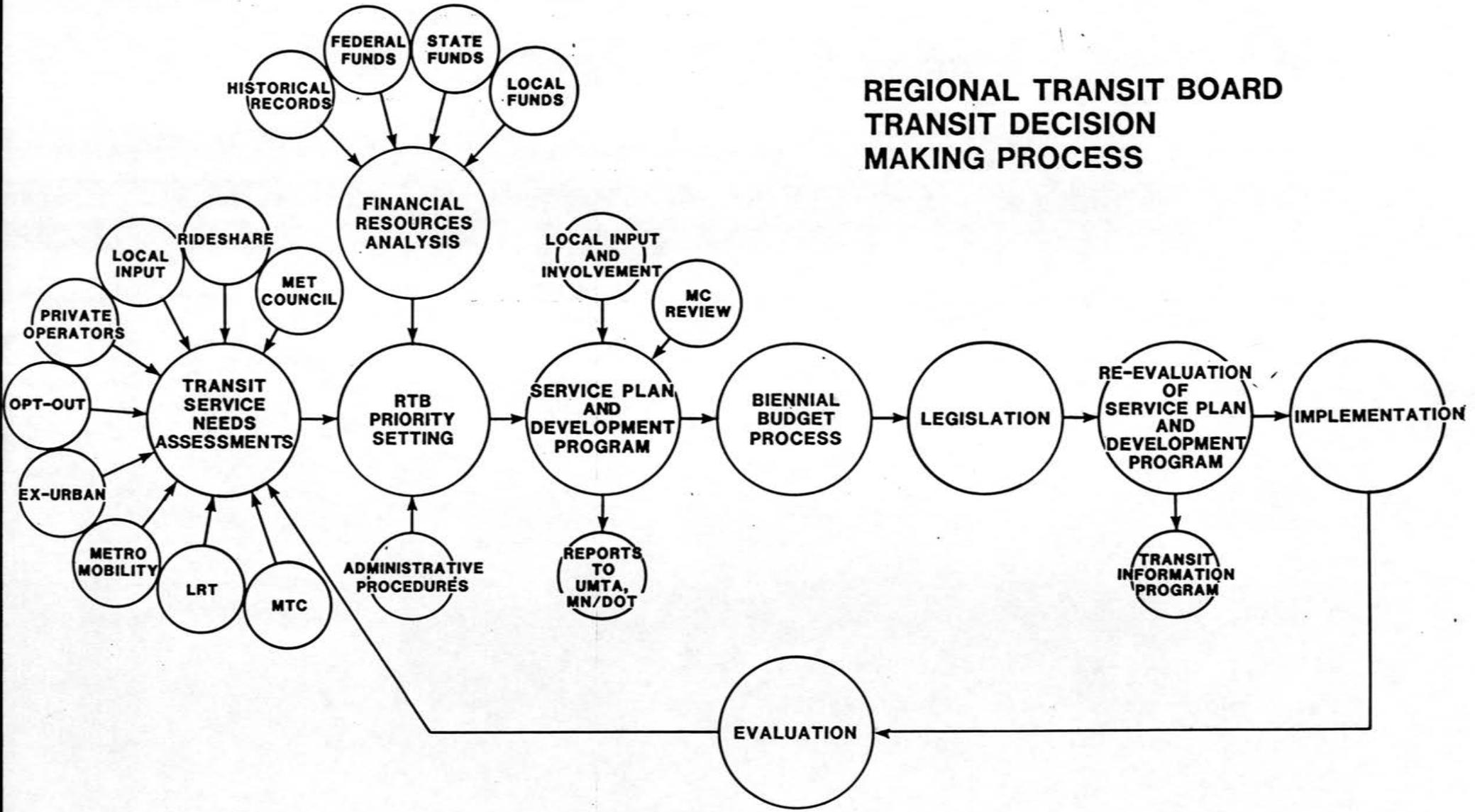
In parallel to the transit service needs assessments, the RTB will implement an on-going financial policy and resources analysis which will determine the availability of federal, state and local funds for purposes of meeting existing and emerging transit service needs.

The transit service needs assessments and financial resources analysis, as well as administrative procedures to be developed by the RTB, will support the principal role of the RTB -- priority setting. This priority setting will result in the three year Implementation Plan. Provisions will be made for local input, Metropolitan Council review, and the preparation of required reports to UMTA, Mn/DOT and the Metropolitan Council. The Implementation Plan will be the basis for preparing biennial budgets for submittal to the Legislature.

While the RTB transit decision making process illustrated in Figure 6-1 represents a thoughtful and comprehensive approach, this process could not be implemented in time to develop the fiscal year 1986-1987 biennial budget. Instead, a hybrid approach will be required during this biennium to allow the RTB to conduct transit service needs assessments and financial resources analyses, and establish administrative procedures to support the priority setting process. The Interim Implementation Plan has been developed with the assumption that there will be no major changes in existing service during calendar years 1985, 1986 and 1987. There will be opportunities and procedures established to modify existing services as transit service needs assessments and financial resource analyses are completed.

INTERIM PRIORITIES

The next several months will be a period of transition for the RTB involving both initial organization and operation and preparation for the assumption of responsibility for many existing transit programs. It is extremely important that this transition period be managed in a way which supports existing transit service in the Twin Cities metropolitan area. At the same time, activities must be undertaken which will ultimately lead to necessary changes in metropolitan transit service. Service priorities which will govern this transition period are as follows:



**REGIONAL TRANSIT BOARD
TRANSIT DECISION
MAKING PROCESS**

FIGURE 6-1

1. The first concern will be to assure that transit service which is currently available is maintained until adjustments can be made based on service needs assessments. The work program in Chapter 7 outlines procedures which will be used to assure that grant administration and transit program activities will continue under existing operation until the RTB has the necessary staff and resources to assume these responsibilities without service disruption. In addition, special attention will be given to the age and condition of the existing bus fleet and the need for major capital for bus replacement to assure the continuity of existing transit service.
2. Second, the RTB will place a high priority on the completion of transit projects which are currently underway. To a great extent, these projects represent initial steps toward fulfilling the needs assessments requirements of the RTB enabling legislation. Decisions made with regard to these projects will significantly influence the future shape of transit in the Twin Cities metropolitan area. Specific projects which will be completed include:
 - Transit alternatives studies (LRT)
 - Metro Mobility evaluation study
 - I-394 operations plan
 - Evaluation of opt-out proposals
3. Third, the RTB will place a high priority on completing the work tasks identified in Chapter 7 and, in particular, conducting pilot needs assessment studies upon which future decisions regarding metropolitan transit will be made. Pilot needs assessment studies will be completed for at least one corridor, one subregion area, and one special needs area during the transition period.

The completion of the work described above and in the Work Plan in Chapter 7 will require a number of decisions by the RTB and, ultimately, a number of changes in transit service in the Twin Cities metropolitan area. The Interim Implementation Plan will be reviewed and amended periodically as these work tasks are completed and decisions are made which change the proposed transit service plans and development programs.

INTERIM TRANSIT SERVICE PLAN

The interim metropolitan transit system level of service for 1985 through 1987 is presented in Table 6-1. This table identifies the amount of transit service that is expected to be produced by the various operators within the system in terms of vehicle miles, and identifies the number of passengers that are expected to use the transit services. The MTC data represents actual projections. No growth in service miles or ridership was assumed by MTC. Where projections from operators were not available, the 1984 level of service

TABLE 6-1
CALENDAR YEAR 1985-1987 METROPOLITAN TRANSIT SYSTEM SERVICE PLAN

RURAL SYSTEMS	-----1985-----		-----1986-----		-----1987-----+	
	PASSENGERS	MILES	PASSENGERS	MILES	PASSENGERS	MILES
ANOKA COUNTY	34,000	112,000	34,000	114,000	35,000	117,000
CARVER COUNTY	56,000	282,000	57,000	287,000	58,000	293,000
D.A.R.T.S.	46,000	163,000	47,000	167,000	48,000	170,000
SCOTT COUNTY	34,000	166,000	35,000	170,000	35,000	173,000
WASHINGTON COUNTY	28,000	129,000	29,000	131,000	29,000	134,000
TOTALS	198,000	852,000	202,000	869,000	206,000	886,000

SMALL URBAN SYSTEMS	-----1985-----		-----1986-----		-----1987-----+	
	PASSENGERS	MILES	PASSENGERS	MILES	PASSENGERS	MILES
COLUMBIA HEIGHTS	17,000	15,000	18,000	16,000	18,000	16,000
HASTINGS	31,000	71,000	31,000	72,000	32,000	74,000
HOPKINS	31,000	38,000	31,000	39,000	32,000	40,000
PLYMOUTH	95,000	133,000	97,000	135,000	99,000	138,000
ST. LOUIS PARK	3,000	23,000	3,000	23,000	3,000	24,000
WHITE BEAR LAKE	27,000	146,000	27,000	149,000	28,000	152,000
TOTALS	203,000	427,000	207,000	435,000	211,000	444,000

PRIVATE OPERATORS	-----1985-----		-----1986-----		-----1987-----+	
	PASSENGERS	MILES	PASSENGERS	MILES	PASSENGERS	MILES
MEDICINE LAKE LINES	451,000	441,000	468,000	450,000	470,000	459,000
NORTH SUBURBAN LINES	310,000	396,000	316,000	404,000	322,000	412,000
TOTALS	761,000	837,000	776,000	854,000	792,000	871,000

M.T.C.	-----1985-----		-----1986-----		-----1987-----+	
	PASSENGERS	MILES	PASSENGERS	MILES	PASSENGERS	MILES
M.T.C. REGULAR ROUTE	79,184,000	28,749,000	79,184,000	28,749,000	79,184,000	28,749,000

METRO MOBILITY	-----1985-----		-----1986-----		-----1987-----+	
	PASSENGERS	MILES	PASSENGERS	MILES	PASSENGERS	MILES
TOTALS	494,000	2,479,000	503,000	2,528,000	513,000	2,579,000

*Does ridership increase
as public funds increase?*

was used as the basis for preparing 1985 through 1987 projections. A 2% annual growth in service miles and ridership was assumed for all non-MTC systems. These growth rates are consistent with Mn/DOT's biennial budget assumptions.

Operating Costs

The projected annual operating costs for the metropolitan transit system for 1985 through 1987 is presented in Table 6-2. This table presents the expected annual operating costs, the level of fare revenues and other revenues, and the expected federal, state and local assistance.

Why not 4.5% -

Why?

MTC data represents actual projections. The MTC assumptions are consistent with the Mn/DOT biennial budget assumptions. It has been assumed that there will be a 6.8% cost increase from 1985 to 1986, and a 5.8% cost increase from 1986 to 1987 at the MTC. Much of this increase is related to the cost of labor. The MTC has projected no ridership increase and, therefore, no increase in passenger fare revenues. The amount of local property tax has been projected to increase 3.1% in 1986 and by 2.9% in 1987. The amount of federal assistance has been projected to decrease by 10.5% in 1986 and then remain steady in 1987. The amount of additional revenue for the MTC, such as investment income, is projected to increase slightly each year. It has also been assumed that there will be no additional working capital fund contributions by the MTC after 1985. Therefore, the amount of state assistance required under these conditions will increase 83.3% in 1986 from 1985, and by an additional 24.5% in 1987.

Where actual projections were not available, the 1984 estimated costs, revenues and other assistance were used as the base for projections. The 1984 base figures have been adjusted by assuming an annual 4.5% cost increase, a 2% farebox revenue increase, and the same percentage level for Section 18 federal assistance. These assumptions are consistent with the Mn/DOT biennial budget assumptions. Some of the system costs in Table 6-2 include both operations and capital elements as depreciation or use-allowance is granted to some recipients using privately financed vehicles.

Capital Needs

The metropolitan transit system capital needs have been projected for vehicles and other capital facilities for 1985 through 1987. The MTC has projected in its Fleet Modernization Plan the capital needs for the next few years for vehicle rehabilitation and replacement. For 1985 there is a need for the purchase of 134 standard size buses at a projected cost of \$22.9 million. In 1986, there will be a need for 125 standard size buses at a cost of \$20.0 million. In 1987, there will be a need to purchase 125 standard size buses and rehabilitate 44 vehicles at a projected cost of \$26.3 million.

TABLE 6-2
PROJECTED FUNDING FOR THE METROPOLITAN TRANSIT SYSTEM FOR CALENDAR YEARS 1985-1987

	1985						1986						1987					
	OPERATING COST	FARE REVENUE	OTHER REVENUE	FEDERAL ASSISTANCE	STATE ASSISTANCE	LOCAL ASSISTANCE	OPERATING COST	FARE REVENUE	OTHER REVENUE	FEDERAL ASSISTANCE	STATE ASSISTANCE	LOCAL ASSISTANCE	OPERATING COST	FARE REVENUE	OTHER REVENUE	FEDERAL ASSISTANCE	STATE ASSISTANCE	LOCAL ASSISTANCE
RURAL SYSTEMS																		
ANOKA COUNTY	47,000	1,000	0	0	30,000	15,000	49,000	1,000	0	0	32,000	16,000	51,000	1,000	0	0	33,000	17,000
CARVER COUNTY	166,000	4,000	0	65,000	43,000	54,000	173,000	4,000	0	60,000	45,000	57,000	181,000	4,000	0	71,000	47,000	60,000
D. A. R. T. S.	322,000	16,000	0	0	209,000	97,000	337,000	16,000	0	0	219,000	102,000	352,000	16,000	0	0	229,000	107,000
SCOTT COUNTY	149,000	5,000	0	57,000	39,000	47,000	155,000	5,000	0	60,000	41,000	49,000	162,000	5,000	0	63,000	43,000	52,000
WASHINGTON COUNTY	192,000	5,000	0	0	125,000	63,000	201,000	5,000	0	0	131,000	66,000	210,000	5,000	0	0	137,000	69,000
TOTALS	\$876,000	\$30,000	\$0	\$122,000	\$447,000	\$276,000	\$915,000	\$31,000	\$0	\$120,000	\$467,000	\$290,000	\$956,000	\$31,000	\$0	\$134,000	\$400,000	\$303,000
SMALL URBAN SYSTEMS																		
COLUMBIA HEIGHTS	30,000	7,000	0	0	10,000	5,000	32,000	7,000	0	0	19,000	6,000	33,000	7,000	0	0	20,000	6,000
HASTINGS	121,000	31,000	0	36,000	36,000	17,000	126,000	32,000	0	30,000	30,000	19,000	132,000	32,000	0	40,000	39,000	20,000
HOPKINS	70,000	17,000	0	0	47,000	14,000	81,000	17,000	0	0	49,000	15,000	85,000	18,000	0	0	51,000	16,000
PLYMOUTH	307,000	07,000	0	0	0	220,000	321,000	09,000	0	0	0	232,000	335,000	00,000	0	0	0	245,000
ST. LOUIS PARK	12,000	0	0	0	7,000	5,000	12,000	0	0	0	7,000	5,000	13,000	0	0	0	0,000	5,000
WHITE BEAR LAKE	139,000	29,000	0	0	04,000	27,000	146,000	29,000	0	0	07,000	29,000	152,000	30,000	0	0	91,000	31,000
TOTALS	\$686,000	\$170,000	\$0	\$36,000	\$192,000	\$200,000	\$717,000	\$174,000	\$0	\$30,000	\$200,000	\$305,000	\$749,000	\$177,000	\$0	\$40,000	\$209,000	\$323,000
PRIVATE OPERATORS																		
MED. LAKE LINES	915,000	339,000	0	0	576,000	0	956,000	345,000	0	0	611,000	0	999,000	352,000	0	0	647,000	0
N. SUBURBAN LINES	672,000	233,000	0	0	430,000	0	702,000	230,000	0	0	464,000	0	733,000	243,000	0	0	491,000	0
TOTALS	\$1,587,000	\$572,000	\$0	\$0	\$1,006,000	\$0	\$1,658,000	\$583,000	\$0	\$0	\$1,075,000	\$0	\$1,732,000	\$595,000	\$0	\$0	\$1,137,000	\$0
M.T.C. REG. ROUTE	\$101,064,000	\$33,019,000	\$3,320,000	\$10,010,000	\$10,500,000	\$40,902,000	\$107,969,000	\$33,019,000	\$3,026,000	\$0,967,000	\$19,247,000	\$42,170,000	\$114,195,000	\$33,019,000	\$4,059,000	\$0,967,000	\$23,963,000	\$43,307,000
METRO MOBILITY	\$6,019,000	\$317,000	\$0	\$0	\$5,311,000	\$391,000	\$6,309,000	\$321,000	\$0	\$0	\$5,640,000	\$420,000	\$6,733,000	\$325,000	\$0	\$0	\$5,909,000	\$419,000

*How financed
Fed's
State
Local*

The MTC has also identified equipment and support vehicle needs for 1985 through 1987. The new funds required are \$2.8 million for 1985, \$1.5 million for 1986 and \$1.5 million for 1987. Facility needs have also been identified by the MTC and these are general highway related, related to I-394 and garage related. The major facility need is \$14.0 million in 1985 for the Nicollet Garage. The total facilities needs are \$18.7 million in 1985, \$3.1 million in 1986 and \$2.2 million 1987.

The capital needs for other metropolitan transit systems has been projected based on the current age of each fleet vehicle and the expected time of rehabilitation or replacement. The total needs for all small urban systems are projected to be \$20,000 in 1985 and \$50,000 in 1986. The total needs for all rural systems are projected to be \$250,000 in 1985, \$60,000 in 1986 and \$20,000 in 1987. The total needs for Metro Mobility are projected to be \$40,000 in 1985 and \$80,000 in 1986.

The level of capital funding for possible construction of light rail transit facilities has not been determined at this time.

Financial Distribution

The expected distribution of operating assistance is represented in Table 6-2. This table shows the distribution of federal, state and local operating assistance. The distribution of capital assistance and priority of capital improvements are not addressed at this time as the availability of funding from federal and state sources is not known. The setting of priorities will be a major task of the RTB over the next 90 days.

INTERIM WORK PLAN

7.
INTERIM WORK PROGRAM

The Interim Implementation Plan describes the planning functions and activities of the RTB during the years 1985, 1986 and 1987. The purpose of this chapter is to establish a three year overall work plan to guide the RTB in addressing transit issues in the Twin Cities Metropolitan Area. The end product of these work tasks will be a three year Implementation Plan which must be completed by August, 1986. The work program is organized around the following eleven major tasks.

1. Staff development
2. 1985 legislative session
3. Grant administration transition
4. On-going activities
5. LRT decision
6. Metro Mobility evaluation
7. Policies on roles and responsibilities
8. Financial policies and resources analysis
9. Needs assessments
10. Development of 1988-1989 biennial budget
11. Implementation Plan (August, 1986)

Remaining portions of this chapter describe each of these major tasks. The development of these work tasks was guided by the issues analysis described in Chapter 4 and the service plan and development program outlined in Chapter 6.

TASK 1 - STAFF DEVELOPMENT

The RTB was statutorily empowered to commence operation on July 1, 1984. As of November 15, 1984, the chair and board were supported by only two full time staff members. Before the RTB can be fully operational, it must have a complement of staff trained in planning, administration, program development and evaluation.

1. A short-range staffing plan to describe the organization, function, skills and levels of nineteen full time positions.

2. A long-range staffing plan describing staff requirements to complete needs assessments, grant administration and other RTB tasks.
3. Development of organizational structure.
4. Selection of planning director and administration director.
5. Selection and training of remaining staff members.

TASK 2 - 1985 LEGISLATIVE SESSION

Before the RTB and its staff can focus its full attention on other major issues and work tasks, the chair, executive director and staff will be required to prepare for and support the transit activities in the 1985 legislative session. There are a number of very significant issues which could come before this session. Specific activities which will require RTB attention and support during the 1985 session include:

1. Development and presentation of the fiscal year 1986-1987 biennial budget request to legislative committees.
2. Resolution of the light rail transit decision in the Twin Cities and potential integration of the LRT development costs in the transit appropriation.
3. Development of a position on the use of motor vehicle excise tax or general funds for meeting transit program deficits.
4. Sponsoring, presenting and supporting other housekeeping legislation related to the RTB's role and operation.
5. Preparation and presentation of a progress report by February 1, 1985.
6. Preparation and presentation of a financial plan.
7. Preparation and presentation of a budget and staffing plan.
8. Preparation and presentation by February 1, 1985 of a report to the Legislature regarding changes needed in replacement services and contract programs and changes needed in RTB's authority to contract indebtedness and to levy property taxes to retire debt.
9. Presentation of the Interim Implementation Plan.

TASK 3 - GRANT ADMINISTRATION TRANSITION

Grant administration is a key responsibility of the RTB which includes providing financial assistance to the MTC; contracting for financial assistance with other providers; program management for rideshare, opt-out and Metro Mobility; administration of federal grants; management of the ex-urban community assistance program; and the development of contract procedures, policies and regulations. These program management functions are complex and procedurally linked to legal requirements at the state and federal level. This is complicated by the enabling legislation which added functions and priority setting responsibilities that did not exist in the previous administrative structure. It is clear that the RTB cannot take over Mn/DOT's grant administration responsibilities without a fully trained complement of professional staff and the definition of roles and responsibilities. A period of transition time with staff from Mn/DOT, MTC and the RTB working in parallel is needed to assure that no service interruptions occur. During this transition period, the RTB would select and train staff and resolve issues related to grant administration, roles and responsibilities. The key issues which must be resolved during this period include the following:

1. Timing of the shift in responsibility for metropolitan area service grants, private operator service contracts, ex-urban program, opt-out projects, and related programs.
2. Establishment of audit and compliance procedures.
3. Development of procedures and criteria for selection and evaluation of operators.
4. Resolution of issues related to the reimbursement of operators.

TASK 4 - ONGOING ACTIVITIES

As a partner in the metropolitan transportation planning process, the Regional Transit Board will need to continue to participate in a wide range of transportation planning activities under the 3C process. This continuous, comprehensive and cooperative process will involve a wide range of activities not exclusively focused on transit. On-going planning activities will include but will not be limited to the following activities:

1. Participation with the Metropolitan Council on long range transportation planning and update of the transportation policy plan.
2. Participation with Mn/DOT and Met Council on the 35W EIS project.

3. Participation with Mn/DOT on the I-394 Transportation System Management planning effort.
4. Participation on the Transportation Advisory Board and Technical Advisory Committee.
5. Preparation of an annual report to the Legislature.
6. Revisions to 1985 UPWP to reflect RTB work plans.

TASK 5 - LRT DECISION

While the evaluation of a light rail alternative would normally be part of a transit service needs assessment, the ongoing nature of the LRT decision making process requires that a special work task be identified. Transit alternatives are currently being evaluated in three corridors including the Hiawatha Corridor, the Southwest Corridor and the University Avenue Corridor. In the Hiawatha Corridor, the preferred alternative has already been selected as light rail and final EIS work is close to being completed and approved by federal agencies. In the Southwest and University Avenue Corridors, the transit alternatives analysis and draft EIS are being completed. The purpose of the alternatives analysis sponsored by UMTA has been to analyze and evaluate four different transit alternatives in each corridor. The study will culminate with the selection of the preferred alternative in each corridor based on information contained in the draft EIS document and the testimony received at a public hearing. The alternatives considered include both light rail transit and busways. The study is being carried out under the direction of a Steering Committee composed of policy level representatives from eleven participating agencies. The tentative schedule for a LRT decision is as follows:

1. January 1, 1985 - The Steering Committee will issue a report on the preferred transit alternative in the Southwest Corridor and the University Avenue Corridor. The Implementation Committee will submit its report on alternative implementation scenarios to the RTB.
2. February 1, 1985 - The Regional Transit Board will establish priority corridors and approve implementation scenarios.
3. March 1, 1985 - The Metropolitan Council will review and act on the RTB recommendation of priority corridors and implementation scenarios.
4. March 15, 1985 - The Regional Transit Board, Metropolitan Council, and Mn/DOT will submit any necessary implementing legislation for approval. The Minnesota Department of Transportation will then recommend to the Legislature a financial plan for further work on LRT from the motor vehicle excise tax.

TASK 6 - METRO MOBILITY EVALUATION

In March 1984, Mn/DOT began a study for purposes of evaluating Metro Mobility, a coordinated transportation system which provides public transit service to eligible elderly and handicapped persons with special transportation needs. Mn/DOT seeks to identify possible service improvements and cost efficiencies under this contract. The RTB will need to work closely with the MTC, Mn/DOT and the Metropolitan Council to plan for the continued development of services for the handicapped, to assist in the formulation and implementation of Metro Mobility policy, to provide staff assistance to advisory committees, and to disseminate pertinent information. As part of this effort the following issues must be addressed:

1. Improvements to Metro Mobility service
 - Delivery of service
 - Interface with county programs
 - Expansion into seven county area
 - Service providers
2. Establishment of user eligibility
 - Eligibility criteria
 - Certificates of compliance
3. Determination of RTB role in the implementation of changes to Metro Mobility service

TASK 7 - POLICIES ON ROLES AND RESPONSIBILITIES

The Legislative Commission on Metropolitan Transit (LCMT) identified three functions of effective transit service - planning, arranging and delivering - and evaluated the roles of the Legislature, the Metropolitan Council, the MTC, Mn/DOT and various local units of government in metropolitan transit. The LCMT made specific recommendations regarding the roles that these agencies or units of government should play in the future. However, a number of unresolved issues still remain. A principal work task of the RTB over the three year interim period will be to develop policies for further clarifying agency roles and responsibilities. Key issues to be resolved include the following:

1. Establishment of committees and other forums for public involvement
 - Local transit planning and development boards
 - Local government participation program
 - Metropolitan Rideshare Board
 - Metro Mobility Management Policy Committee
 - Metro Mobility Advisory Task Force
 - New advisory committees

2. Development of public information programs

- Legislative liason
- Policy makers
- Coordinated transit information programs

3. Determination of responsibilities

- Private operator contracts
- Rideshare program
- Taxi service
- Section 15 reports to UMTA
- Construction and operation of LRT
- Construction, financing and management of capital facilities
- Recipient of Section 9 funds
- Issuance of bonds
- Setting fare levels
- Request, receipt, distribution of federal funds
- Planning assistance to local communities

4. Schedule for transition of responsibilities

- MTC
- Metro Mobility
- Rideshare
- Opt-out
- Private operator grant programs
- Ex-urban programs
- Transportation Regulatory Board

TASK 8 - FINANCE POLICY AND RESOURCE ANALYSIS

One of the most important work tasks for the RTB during the three year interim planning period will be the development of financial policies through continuing financial resource analysis. The financial policies and resource analysis must begin with the development of a comprehensive financial data base. This data base must develop a consistent set of unit cost items upon which all data can be uniformly reported and compared. A three-year financial plan will be prepared for Metropolitan Council review and approval. The following items are some of the key financial policy issues which should be addressed in the financial plan:

1. Determination of appropriate role of public funds

- Motor vehicle excise tax
- Federal funds
- State funds
- Property taxes
- Distribution of funds

2. Identification of funding sources for special projects
 - LRT
 - I-394 transit facilities
 - Demonstration projects
 - New service needs
3. Development of an equitable fare system
 - Inflation related increases
 - Social fares
4. Determination of financing for private operators, MTC and other transit providers
 - Capital funds
 - Local property tax revenues
 - Social fare reimbursement
 - Financial incentives
5. Determination of financing for Metro Mobility
 - Fare levels
 - Funding by human service agencies
6. Development of an equitable system of financing
 - Definition of "undue hardship"
 - Distribution of hardship adjustments
 - Opt-out project funding of deficits

TASK 9 - SERVICE NEEDS ASSESSMENTS

Following implementation of initial RTB procedures, policies and processes, the primary focus of the RTB will be on the determination of transit service needs and priorities. This function will be accomplished through "service needs assessments". Service needs assessments fall into two general categories:

1. New service issues addressing concerns for unmet needs
2. Evaluation and restructuring of existing services

Service needs assessments would address specific geographical areas or special service needs and would involve the following steps:

1. Market research
2. Development of study issues and concerns
3. Development of study objectives and evaluation criteria

4. Development of alternative transit service proposals
5. Evaluation of alternatives
6. Development of service proposals for new service or restructuring of existing service

The service needs assessments will provide a number of benefits. First of all, service needs assessments will provide an immediate evaluation of service needs in specific areas. Second, the service needs assessments will provide the RTB with data for setting priorities and updating their policies on an ongoing basis. Third, the service needs assessments will provide a direct way to respond to local service needs, questions and concerns.

The RTB will not be able to respond to all of the requests that will come forth for these assessments in the early years. The RTB should conduct a series of pilot service needs assessments to represent typical areas. At a minimum, pilot studies should include service needs assessments in a corridor, in a subregion, and in a special service need area. Service needs assessments should address at least the following questions:

1. Development of procedures and evaluation criteria for service needs assessment
 - Existing transit service
 - Existing paratransit service
 - New service applications
 - Replacement service applications
 - Standardized unit costing
 - Rideshare programs
 - Financial applications
 - Opt-out
 - Ex-urban programs
2. Determination of need for capital facilities
 - Subregional transit centers
 - Multi-modal transportation terminals
 - Park-and-ride lots
3. Evaluation of impacts
 - Ridership
 - Routes
 - Schedules
 - Fares
 - Staffing levels

4. Integration of transit systems
 - Linking opt-out and MTC service
 - Transfer acceptability
5. Determination of appropriate role of paratransit
 - Demand responsive service
 - Taxis
 - School buses
 - TSM strategies
6. Identification and management of special projects
 - Pilot assessments
 - New research
 - Demonstration projects
 - Innovative techniques

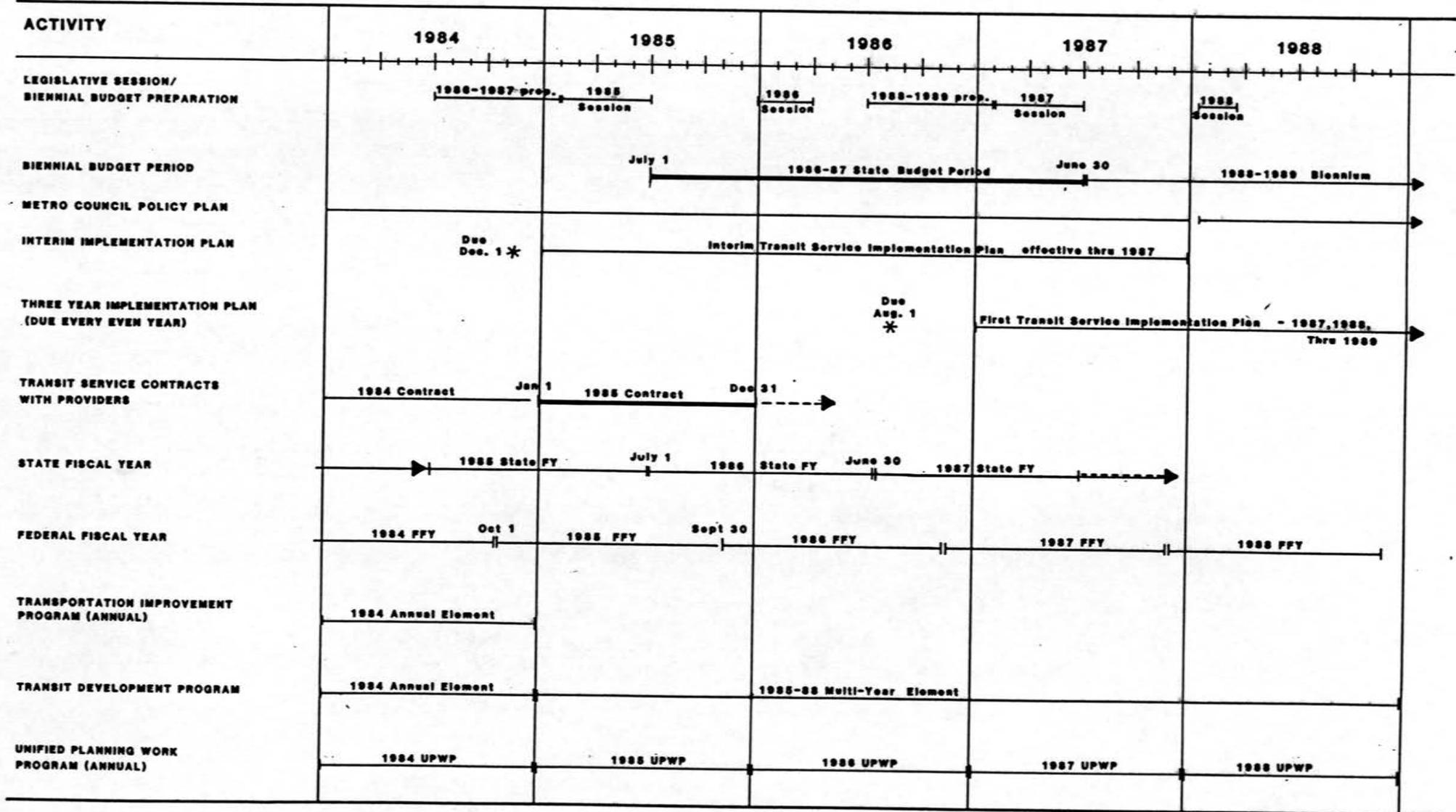
TASK 10 - FISCAL YEAR 1988-89 BIENNIAL BUDGET

The development of the 1988-89 biennial budget will begin in early 1986 and must be completed by Fall, 1986. This process (see Figure 7-1) will be closely interrelated to the development of the 1987-89 Implementation Plan.

WORK TASK 11 - IMPLEMENTATION PLAN

The main objective of this work plan is the preparation of a three year Implementation Plan by August, 1986. This document will constitute the policy framework for all transit activities in the Twin Cities metropolitan area and will be updated periodically. The preparation of the 1988-89 biennial budget for submission to the Legislature will be based upon the service plans and development programs contained in the Implementation Plan.

**ACTIVITY CALENDAR
INTERIM IMPLEMENTATION PLAN
REGIONAL TRANSIT BOARD**



* SUBMITTAL DATES

FIGURE 7-1

APPENDIX A
METROPOLITAN TRANSIT SYSTEMS

SMALL URBAN SYSTEMS

Columbia Heights

The Columbia Heights (User-Side) Shared Ride Taxi service operates primarily in the City of Columbia Heights and Hilltop. The state contracts with Columbia Heights who in turn subcontracts to include Hilltop. The provider is selected through the bid process and receives state and local funds.

T O T A L S			Share of Deficit					
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
29,000	6,800	22,200	17,400	--	4,800	N/A	N/A	12,000

Hastings

The City of Hastings operates a combination of subscription and dial-a-ride service within the City. The subscription service operates from 6:00 AM to 9:00 AM and from 3:00 PM to 6:00 PM. Dial-a-ride hours are from 9:30 AM to 2:30 PM. Both services operate from Monday through Friday. Dial-a-ride service is offered on Saturday from 9:00 AM to 12:00 noon. The city utilizes 3 mini buses to provide the service, one of the vehicles is a backup unit. The fare is \$1 per one way trip for all riders except those under the age of three. Ten tokens cost \$9.50 and 20 cost \$38.

T O T A L S			Share of Deficit					
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
115,350	30,300	85,050	35,190	34,020	15,840	72,000	6,276	34,800

Hopkins

The Hopkins (User-Side) Shared-Ride Taxi Service operates primarily within the city limits. The users purchase coupons (ten rides for \$3.50 or \$9.00) from the city, with the cost being determined by income. The provider is selected through the bid process. The current reimbursement is \$1.69 per passenger. Service must be requested at least one day in advance. This system receives state and local funds. This project also has an 11 passenger lift equipped vans driven by volunteers.

T O T A L S				Share of Deficit				
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
74,225	16,640	57,585	44,535	--	13,050	N/A	N/A	30,000

St. Louis Park Emergency Program (STEP)

This is a volunteer driver program using the local taxi services as backup. STEP is a private non-profit agency. The service is provided for residents of St. Louis Park who are unable to ride regular transit and cannot afford taxi service.

T O T A L S				Share of Deficit				
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
11,042	--	11,042	6,625	--	4,417	--	--	3,000

White Bear Lake

This service originally began in 1978 while operated by the Twin Cities Metropolitan Transit Commission. Currently the White Bear Transit Commission contracts with the Morley Bus Company to provide subscription and dial-a-ride service. The hours of service are 6:45 AM to 5:15 PM, Monday through Friday at a cost of \$1.00 a ride. Service is available in White Bear Lake, White Bear Township and Birchwood. Two vans are used to provide this service.

T O T A L S

Share of Deficit

<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
133,400	28,000	80,040	80,040	--	--	143,638	5,376	27,200

RURAL SYSTEMS

Anoka County

Approximately 100 volunteers, driving their own automobiles, provide transportation service for Anoka County residents over 60 years of age. Drivers receive mileage reimbursement from the County.

T O T A L S			Share of Deficit					
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
44,777	1,000	43,777	29,105	--	14,672	118,000	15,000	36,500

Carver County

Two minibuses and one backup van, all lift equipped, provide county wide service for elderly and handicapped residents of Carver County. Every other week service into the Metro Area is provided, with a different part of the county served each day. The dial-a-ride portion of the system is operated approximately 75 hours per week. Volunteer drivers, utilizing their own autos, provide additional transportation.

T O T A L S			Share of Deficit					
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
158,678	3,600	155,078	41,110	62,031	51,937	276,000	18,300	54,660

DARTS

Transportation for Seniors residing in Dakota County is provided by Dakota Area Referral Transportation for Seniors (D:A.R.T.S.) a private non-profit organization. Demand responsive, door-to-door service is provided Monday through Friday from 8:00 AM to 4:30 PM. Five small lift equipped buses and one large vehicle are used to provide the service. Trips are provided within various communities as well as into the St. Paul-Minneapolis area.

T O T A L S

Share of Deficit

<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
308,205	15,380	292,825	200,333	--	92,492	136,300	9,920	42,000

Scott County

Scott County provides dial-a-ride service to elderly and handicapped individuals within the county. Two lift equipped small buses and a van are used to provide trips within the local communities and, less frequently, into the Metro Area. Volunteer drivers provide additional service for specific purposes including medical. Fares are 50 cents for local trips, and \$3 for round trips exceeding 30 miles.

T O T A L S

Share of Deficit

<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
142,327	5,000	137,327	37,582	54,931	44,814	132,000	9,200	28,460

Washington County

This project provides demand responsive-service to elderly and handicapped residents of Washington County. Scheduled runs provide service within local communities, as well as to Stillwater and St. Paul. Trip arrangements must be made one day in advance. The project, which utilizes three 15-passenger, lift equipped vans, operates daily from 8:00 AM to 4:30 PM.

T O T A L S

Share of Deficit

<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
184,098	4,500	119,664	119,664	--	--	116,000	6,263	20,500

OPT-OUT SYSTEMS

City of Plymouth

Mn/DOT contracts with the City, the City subcontracts with Medicine Lake Lines, Inc., to operate a (pulse-feeder) system and a midday circulator. This project is funded under the "Metropolitan Transit Demonstration Program", more commonly known as "Opt-Out".

Five (25) passenger buses pick up commuters within the City and take them to the park and ride (pulse-feeder) lot where they transfer to full size buses going to downtown Minneapolis. The full size buses bring reverse commuters back to the park and ride (pulse-feeder) lot where they transfer to the smaller buses which take them to their work place. Approximately 20 commuters per day drive to the park and ride lot and board the larger buses. This system does interface with the MTC in downtown Minneapolis. One (25) passenger bus is used in the off-peak period to provide midday service within the City.

C.Y. 84

T O T A L S			Share of Deficit			System	System	System
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>Miles</u>	<u>Hours</u>	<u>Passengers</u>
293,606*	85,093	208,513	--	--	--	100,356	8,363	93,242

*Costs include capital equipment

City of Shakopee

The City implemented a van commuter and a dial-a-ride service under the Metropolitan Transit Demonstration Program, more commonly known as "Opt-Out". Five commuter vans are currently operating, with an additional one starting December 1, 1984. The dial-a-ride consists of two 13 passenger (1 accessible) vehicles and one 12 passenger backup van.

C.Y. 85 Projected

T O T A L S			Share of Deficit			System	System	System
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>Miles</u>	<u>Hours</u>	<u>Passengers</u>
227,474*	62,035	165,439	--	--	--	189,596	11,476	52,638

*Includes capital

City of Chaska

The Cities of Chaska, Chanhassen and Eden Prairie have been authorized to conduct a joint feasibility study funded to a maximum of \$35,000 by City of Chaska tax levy transit dollars. The City of Chaska's application has cleared the approval process.

PRIVATE OPERATORS

Medicine Lake Lines, Inc.

This privately held corporation operates 18 to 22 transit coaches (depending on demand) to/from New Hope, Plymouth, Crystal and Medicine Lake to/from downtown Minneapolis. Transfers are honored by the MTC. 100% of the deficit is subsidized by state dollars. There is no reimbursement for social fares.

T O T A L S			Share of Deficit					
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
945,483	354,872	590,611	590,611	--	--	471,306	27,073	437,021

North Suburban Lines, Inc. (NSL)

NSL operates 11 to 16 transit coaches (depending on demand) over three basic routes. The service operates to/from Anoka and Northern Ramsey Counties and to/from downtown St. Paul. Express service is provided to/from Blainebrook to/from downtown St. Paul during peak hours. Transfers are honored by the MTC. 100% of deficit is subsidized by state dollars. There is no reimbursement for social fares.

T O T A L S			Share of Deficit					
<u>Cost</u>	<u>Revenues</u>	<u>Deficit</u>	<u>Mn/DOT</u>	<u>Federal</u>	<u>Local</u>	<u>System Miles</u>	<u>System Hours</u>	<u>System Passengers</u>
581,833*	216,855	365,028	365,028	--	--	377,308	17,090	272,924

* Includes capital equipment

METRO MOBILITY FACT SHEET

What is Metro Mobility?

Metro Mobility is a coordinated transportation system designed to provide effective public transit for disabled individuals in the Twin Cities Metropolitan Area. The project, mandated by the Minnesota Legislature in 1979, has provided more than 1.5 million passenger trips. Currently, nearly 7,000 persons are certified to use the service.

What service is available?

Demand responsive door-through-door service is available to disabled riders utilizing a mix of vehicle types. Components of Metro Mobility include Project Mobility, shared ride taxis, a non-profit agency provider and a private provider of accessible service. All services are coordinated through the Metro Mobility Transportation Center which is responsible for:

- Certifying eligible handicapped persons
- Receiving trip requests, developing tours and forwarding request to the appropriate service providers
- Maintaining records for reimbursement and evaluation

Types of Metro Mobility service available include:

- Project Mobility - a fleet of twenty-nine small and five large lift-equipped vehicles operated by the MTC in Minneapolis, St. Paul, and portions of some adjacent suburbs.
- Shared Ride Taxis - three taxi companies in Minneapolis and three in St. Paul provide service to disabled persons who do not require lift equipped vehicles.
- Private, Non-Profit Transportation - a seven vehicle fleet of accessible vehicles, operated by Suburban Paratransit, which serves selected Minneapolis suburbs.
- Private Transportation - Morley Bus Company, a private transit operator, provides wheelchair accessible service within selected St. Paul suburbs.

How does the system operate?

Trip requests for all services are placed through the Transportation Center. Vehicles are dispatched based on the trip origin and destination, and the type of vehicle required by the passenger. Service is operated between the hours of 6:00 AM and 11:00 PM on weekdays, and between 8:00 AM and 11:00 PM on weekends and holidays. The fare, equal to that of the MTC regular service, is 75 cents during the peak hours and 60 cents during off-peak hours.

Trip requests must be placed between 6:00 AM and 1:00 PM the day before the service is needed. In cases where a ride must be denied, or the pick-up time is changed, passengers are notified the evening before the trip is to be provided.

Who is eligible?

Persons who because of disability are unable to use the mainline buses may be eligible for Metro Mobility. Certification for the service is granted to individuals having functional limitations as outlined by state agency rules (14 MCAR SS 1.7025 - 1.7037).

Who manages Metro Mobility?

The Metro Mobility Transportation Center is managed by the MTC, under contract to Mn/DOT. The Metro Mobility Management Policy Committee, consisting of representatives from the elderly and disabled communities, the Metropolitan Transit Commission, Mn/DOT, the Metropolitan Council and involved transportation providers sets policies for the project. An advisory task force, made up of representatives of the users of the service, advises the Management Policy Committee.



MTC FACT SHEET

A. VEHICLE FLEET - 1,183 operating vehicles which include:

- o 1,003 Standard (40') transit buses in operation
- o 81 Articulated (60') transit buses in operation
- o 33 Project Mobility (wheelchair lift-equipped) buses

- o 41 Standard buses in storage
- o 14 Project Mobility buses in storage

- o 1 Standard bus leased
- o 10 Shuttle vans leased

- o 175 Standard buses to be rehabilitated during 1984-1985
- o 68 Vanpool vans, leased by contract

B. BUS SERVICE - 123 total routes which include:

- o 57 Local bus routes
- o 50 Express bus routes
- o 14 Special routes (e.g., U of M intercampus route, Zoo Bus, subscription service, etc.)
- o 1,400 Miles of MTC routes
- o 89,600 Scheduled bus miles traveled on service routes per day
- o 27,400,000 Total annual bus miles in 1983

C. ELDERLY & HANDICAPPED

- o Buses equipped with wheelchair lifts
- o 35,000 to 40,000 people served per month

D. RIDESHARING

- o 204 Registered vanpools (2,400 vanpoolers)
- o 13,200 carpool/vanpool matching requests handled in 1983
- o Over 3,800 persons per year - assisted into carpools and vanpools.

E. RIDERSHIP

- o 6.3 Million riders per month
- o 2.8 Passengers per mile
- o 10.7 Million rideshare passenger trips per year
- o 17,300 Project Mobility trips per month
- o 40,000 Total Metro Mobility trips per month

F. FACILITIES

- o American Center Building (downtown St. Paul) - General administrative offices, including Commission staff and operating management; leased office space; to be replaced August 1984 by new Fred T. Heywood Office Building located near downtown Minneapolis.
- o Northside Garage (north Minneapolis) - Bus operations and servicing; constructed pre-World War I. Replaced July 1984 by new Fred T. Heywood Garage, near downtown Minneapolis.
- o Nicollet Garage (south Minneapolis) - Bus operations and servicing; transit operations management, radio control center, Telephone Information Center; constructed pre-World War I; Management, Radio Control and TIC moving to new Fred T. Heywood Offices.
- o Shingle Creek Garage (Brooklyn Center) - Bus operations and servicing; renovated 1982.
- o Snelling Garage (Midway area, St. Paul) - Bus operations and servicing, driver training; renovated 1982.
- o South Garage (MSP airport) - Bus operations and servicing; constructed 1981.
- o Overhaul Base (Midway area, St. Paul) - Major bus maintenance, maintenance management, purchasing, building maintenance; constructed 1981.
- o Fred T. Heywood Service Operating and Office Facility (near downtown Minneapolis) - Construction begun in 1983; replaces existing Northside Garage and consolidate operations' management and administrative offices from Nicollet Garage and American Center Building. Also houses Metro Mobility handicapped service.

G. PERSONNEL - 2,218 total employees which include:

- o 1,232 full-time drivers
- o 100 part-time drivers
- o 410 mechanics
- o 39 security personnel
- o 437 administrative and supervisory staff

H. SPECIAL SYSTEM FEATURES

Radio System - 2-way computerized communications system linking central control with all buses and mobile units. Daily, there are 1,000 transactions and 50 road failure or problem reports.

35W Metered Freeway Access - By-pass ramp allowing free access for buses during rush hour. Computerized and controlled by Mn/DOT. Some freeway ramps also allow priority access for carpools and vanpools.

Reverse-Flow Bus Lanes - Opposite direction street lanes on Marquette, 2nd Ave. S. and Hennepin Ave. to give bus traffic priority.

Nicollet Mall - Exclusive transit way designed in 1967.

Park 'N' Ride Lots - 116 metro parking lots in varied locations yielding 4,900 car spaces (including seven MTC-owned lots).

Preferential Parking for Pool Vehicles - Preferential parking rates for carpools and vanpools at certain downtown lots and ramps in Minneapolis and St. Paul.

Gateway Ramp Terminal - Off street terminal for numerous routes that end in downtown Minneapolis. With a capacity of 42 buses, it occupies the ground floor of a municipal parking ramp. Opened November 1983.

Bus Shelters - 648 shelters throughout the Twin Cities (plus 200 Trans Stop privately built and owned shelters within the City of Minneapolis).

Vanpool/Carpool Loading Areas - Designated loading areas for carpools and vanpools in downtown Minneapolis and St. Paul.

I. CUSTOMER FEATURES

Special Services:

Metro Mobility - Door-to-door service on lift-equipped buses for the handicapped.

U-Bus - Service connecting communities throughout the metro area to the Minneapolis campus of the University of Minnesota.

Sports Buses - Direct service to professional hockey games at Met Sports Center from Minneapolis.

Zoo Service - Route 57 serves the Zoo from downtown Minneapolis.

Charters - Custom bus service for individual groups.

Gray Line Tours - Seasonal tours of both cities in four different formats.

Minnesota Rideshare - A comprehensive commuter service providing employers and individuals with computer matching for carpools and vanpools, marketing consultation, and bus service information.

Subscription - Routes designed to serve employees of any company located in a non-route area, with costs shared by MTC and the employer.

Dime Zone - Downtown area of St. Paul and Minneapolis where riding is 10¢.

Convenience Items:

Monthly All You Can Ride Cards - Prepaid fare card based on cost of 40 rides per month, sold at over 70 public sales outlets.

Commuter Tickets - 10-ride punch card ticket.

Tokens - Worth one base fare ride.

Payroll Deduction - Employer program encouraging employees to ride the bus to work by offering a discount on the monthly pass card.

MTC Consumer Information Aids:

Transit Information Center - Personalized trip planning assistance. Transit information is also available for speech and hearing impaired people via teletypewriter.

Customer Service - Customer line for comments, suggestions and complaints.

Information Outlets - Over 300 businesses, public agencies, libraries, etc., offer MTC pocket schedules to the general public.

Information and Sales Booths - Located in IDS Crystal Court, Minneapolis, and Town Square in St. Paul.

Traveling Information Booth - Educational display exhibiting the system map and other transit information.

Pocket Schedules - Exact routes and time schedules for individual routes and general information about the entire system.

System Map - Indicates all MTC routes by color code and highlights areas of high service level such as downtown, U of M, shopping centers.

APPENDIX B
TRANSIT ISSUES

TRANSIT ISSUES REGIONAL TRANSIT BOARD
INTERIM IMPLEMENTATION PLAN

1. ADMINISTRATION

- A. What role will the Regional Transit Board play in the metropolitan area transportation system
- B. What are the process and timeline requirements for preparing biennial budget documents (interim 1986-1987, long range 1988-1989)
- C. What are the responsibilities and timeline requirements for requesting, approving and distributing Federal and State funds
- D. Will Regional Transit Board or MTC prepare and submit Section 15 reports to UMTA
- E. What will the process be for revising the draft 1985 UPWP and amending the approved UPWP
- F. Will private operators receive operating authority from the RTB or the Transportation Regulatory Board
- G. How will the "coordinated transit information program" be managed and financed
- H. How will information on transit issues be provided to policy-makers
- I. When will the annual forum on transit issues be held
- J. What advisory committees will be established
- K. How will legislative liason be established for metropolitan area transit
- L. How will local governments participate in the preparation of the implementation plan
- M. How will the establishment of "local transit planning and development boards" be encouraged

2. PLANNING

- A. What research studies should be undertaken
- B. How will public mobility be maintained in the event of emergencies or energy shortages
- C. What will be included in the "transit study" necessary for financial assistance
- D. Who will complete "transit studies" for financial assistance
- E. What unmet transit needs exist in the metro area
- F. What level of transit needs should be targeted each year
- G. Should subregional transit centers be developed
- H. Is there a market for demand responsive services in the metro area
- I. Will TSM strategies be actively pursued
- J. Should joint use layover spaces be designated
- K. Should transfers be accepted throughout the system
- L. Will multi-modal transportation terminals be developed
- M. Will RTB provide paratransit service planning assistance for E/H projects operated by cities and counties

3. METRO MOBILITY

- A. What service improvements will be needed for Metro Mobility
- B. What service providers will operate Metro Mobility
- C. What services will be provided by each Metro Mobility provider
- D. How will certificates of compliance be issued for vehicles providing Metro Mobility Service
- E. What user eligibility criteria will be established
- F. Will Metro Mobility service expand to the 7 county area
- G. How will Metro Mobility interface with DARTS, Anoka, Carver, Scott, and Washington County programs

- H. Should human service agencies who use Metro Mobility for client transportation participate in the funding
- I. How will management policy committee be organized (when, who, role)
- J. How will advisory task force be organized (when, who, role)
- K. Is the distribution of benefits (trips) equitable
- L. How should demand for service be managed
- M. When will RTB assume responsibility for Metro Mobility

4. OPT-OUT

- A. Who will evaluate Plymouth opt-out
- B. Will Plymouth opt-out be evaluated using the established Mn/DOT criteria
- C. On what basis will other opt-out applications be evaluated
- D. How long are letters of intent for opt-out service valid
- E. Will the transit feasibility study for Chaska be awarded by Mn/DOT or RTB
- F. What efforts will be made to create subregional service by linking opt-out services together and to MTC service
- G. Should opt-out projects continue to pay 100% of deficits with local funds
- H. When will RTB assume responsibility for the opt-out projects

5. PRIVATE OPERATORS

- A. Will private operators of regular route transit be eligible for capital funding (State, Federal, Local)
- B. Will private operators (non-profit) for Metro Mobility be eligible for capital funding (State, Federal, Local)
- C. Will private operators (for-profit) for Metro Mobility be eligible for capital funding (State, Federal, Local)
- D. Will private for-profit operators of regular route transit receive federal operating assistance

- E. Will private for-profit operators of Metro Mobility service receive federal operating assistance
- F. Will private non-profit operators of Metro Mobility service receive federal operating assistance
- G. Will private operators continue to contract with MTC
- H. Should private operators receive local property tax revenue
- I. How will private operators be selected, evaluated and monitored
- J. Are private operators eligible for other Federal grant programs (planning and demonstrations)
- K. When will the RTB assume responsibility for private operator service grant contracts

6. EX-URBAN

- A. Should the ex-urban grant program continue
- B. What conditions should exist for ex-urban service financial assistance
- C. When will the ex-urban program be transferred to the RTB

7. RIDESHARE

- A. Will the existing rideshare advisory committee be retained
- B. What role will the Metro Rideshare Board play
- C. Will the rideshare program receive capital assistance funds (federal, state, local)
- D. How will rideshare programs be evaluated
- E. Who will operate rideshare programs

8. SERVICE GRANTS

- A. What procedures and standards will be established for financial assistance applications
- B. Who will audit grant compliance
- C. What will be included in the Contractor's "service plan"

- D. Will financial incentives be included in contracts
- E. Should the Mn/DOT Transit Participation Program funding classifications be retained
- F. What constitutes "undue hardship" for local share adjustments for metro contracts
- G. How will local share hardship adjustments be distributed among other program participants
- H. How will existing transit and paratransit services be evaluated
- I. What criteria will be used to evaluate new service applications
- J. How will efficiency and effectiveness of existing MTC service be defined for "replacement service" applications
- K. How will "total level of service" provided by the MTC in the metro area be defined
- L. Will a standardized unit costing system be established
- M. When will the RTB assume responsibility for the metro area service grants

9. FARES

- A. What fare levels should exist for regular route transit service
- B. What fare levels should exist for Metro Mobility service
- C. Is a distance-based fare system more equitable than a flat-fare system
- D. Should fares keep pace with inflation
- E. Are downtown circulation fares reasonable
- F. Is the base fare limitation still in effect for MTC (1983 Legislature)
- G. Who will set fare levels for all transit services within the region
- H. Will the MTC Pricing Study be used to review existing fare policies

10. FEDERAL ASSISTANCE

- A. How will federal funds be secured
- B. What will be the mechanism for distributing federal funds
- C. Who will be the metro area designated recipient of Section 9 funds
- D. What steps must the RTB take to qualify for UMTA Section 8 Planning and Technical Studies funds
- E. Will the RTB play a role in the request, receipt or distribution of other federal funds

11. STATE/LOCAL ASSISTANCE

- A. Should the social fares program continue as specified in existing legislation
- B. Will private operators receive social fare reimbursement
- C. Who will issue bonds
- D. Is the property tax the best method of gaining local revenue
- E. Should State funds be provided to MTC in a lump sum or as reimbursement for expenses
- F. What alternative methods of providing state and local subsidies exist for line haul transit, paratransit, Metro Mobility, rideshare and taxis (i.e., provider-side subsidies, user-side subsidies, contract for services, reimbursements, etc.)
- G. What definitions will be used for the 1984 tax feathering legislation

12. DEMONSTRATION PROJECTS

- A. What kinds of demonstration projects will be sought out
- B. Will demonstration projects be eligible for higher subsidy rates
- C. How will I-394 be targeted for special promotion and marketing
- D. How will I-394 transit facilities be financed
- E. How will demonstration projects be managed (i.e., planning, funding and evaluation)

13. TAXIS/SCHOOL BUSES

- A. How will taxis fit into the metro area transportation system
- B. Should metropolitan licensing of taxis be considered
- C. Should there be an "open entry concept" for taxis
- D. Who should regulate taxis
- E. Should school buses play a role in the metropolitan transit system

14. LRT

- A. What is the role of LRT
- B. What are the priority corridors
- C. How will LRT be financed
- D. Who builds LRT
- E. Who will operate LRT
- F. What feeder bus system will be required for LRT

15. CAPITAL FACILITIES

- A. Who has jurisdiction of park/ride lots
- B. What park/ride lot needs exist
- C. Who will be responsible for establishing the need, location, priority and funding for transit shelters, lay-over spaces and bus turnarounds
- D. Who will construct and manage capital facilities

APPENDIX C
GLOSSARY OF TERMS

GLOSSARY OF TERMS

annual transit forum - The RTB, in its enabling legislation, is required "to convene and preside at an annual regional transit conference of transit providers, operators and users."

base fare limitation - The 1983 Legislature fixed the MTC base fare at a level existing on June 30, 1983.

contract for services - A method of delivering public subsidies for services in which the provider is paid on a fixed schedule as stated in a performance contract.

"coordinated transit information program" - A program to be established by RTB to provide transit users with accurate information on all transit schedules and service. This program is part of a general coordination of transit operations in the metropolitan area.

D.A.R.T.S. - Dakota Area Referral and Transportation for Seniors - A transit system in Dakota County serving the elderly and handicapped on a dial-a-ride basis.

demand responsive services - Transit services characterized by transit vehicles being routed to particular locations as requested by transit users. This type of service is the major alternative to fixed route service.

demonstration projects - Projects designed to test new or innovative approaches to service delivery. These projects generally have a fixed time period, after which an evaluation is made. In many cases demonstration projects have been provided with users paying a smaller percentage of operating costs than comparable projects with the balance subsidized by the sponsoring agency.

distance-based vs. flat fare system - Alternative methods of setting transit fares. A distance-based fare system charges transit passengers according to the length of their trip. A flat fare system charges one base fare to all passengers regardless of the distance of the trip.

downtown circulation fares - The legislature has established a policy of limiting fares to not less than 10 cents for service on routes providing circulation service in a downtown area or community activity center. The commission shall not contribute more than 50 percent of the operating deficit of any such route that is confined to a downtown area or community activity center.

E/H projects - Transit projects designed and operated for elderly and/or handicapped persons.

ex-urban - The part of the metropolitan area outside the transit taxing district but inside the transit service area.

financial incentives - Payments to transit providers based on performance or productivity standards such as percent on-time performance or passengers per vehicle-mile.

goals - The end toward which effort is directed, suggesting something attained only by prolonged effort.

intermodal transfer station - A station where persons can move from one mode of transportation to another, such as from bus to automobile.

"local transit planning and development board" - These boards shall aid the RTB in developing its 5-year implementation plans by preparing or advising in preparing the transit study and service plan for the local area.

Metro Mobility - A state initiated and supported project to coordinate special transportation service to provide public transportation for those people with special transportation needs in the metropolitan area.

mission statement - A statement clearly defining the purpose and role of a public agency, board or commission and the task it is intended to carry out.

"open entry concept" - A method of licensing taxis on a metropolitan basis rather than by sectors or individual cities.

operating certificate - When the Transportation Regulatory Board issues an operating certificate to a private transit carrier it specifies the routes, schedules and fares which may be charged by the carrier.

Opt-Out - A demonstration program for alternative transit service for outlying communities receiving little or no MTC service. The deadline for communities to submit letters of intent for this program was July 1, 1984.

paratransit - Forms of public transportation services that are more flexible and personalized than conventional fixed-route, fixed-schedule service but not including such exclusory services as charter bus and exclusive-ride taxi.

paratransit service planning assistance - In order to determine needs and service requirements in outlying areas, the MTC has provided assistance to local communities.

park/ride lot - A parking lot, generally along a major travel corridor, where commuters can park and either share rides or use the transit system to their destination.

performance standards - Quantified standards used to evaluate transit service, such as passengers per vehicle-mile or vehicle-hour, cost per vehicle mile or vehicle-hour, and cost per passenger trip.

private operators, for-profit - Transit operators, other than public agencies who operate transit services on a for-profit basis.

private operators, non-profit - Transit operators, other than public agencies, who operate transit services on a non-profit basis, usually for special user groups such as the elderly and handicapped.

provider-sided subsidies - A method of delivering public subsidies for services which are characterized by payments to service providers based on the amount of service provided, such as vehicle-miles.

reimbursement for services - A method of delivering public subsidies for services in which the subsidies are paid based on the number of clients served, such as social fares reimbursement.

"replacement service" - An assistance program to cities or towns in the metropolitan transit taxing district which receive minimal transit service and submitted a letter of intent for assistance by July 1, 1984. The "replacement service" will be granted assistance if the proposed service meets the needs of the applicant at least as effectively and efficiently as the existing service.

rideshare - Refers to all alternatives to driving alone including carpools, vanpools and transit.

service area - The geographical area that a transit system is considered to serve, normally based on acceptable walking distances from loading points, e.g. 0.25 mile.

service grants - Payments to transit providers to subsidize service provided to the general public or specific user groups.

service levels - Characteristics that indicate the quality and quantity of transportation services provided, including characteristics that are quantifiable (travel time, travel cost) and those that are difficult to quantify (comfort, modal image).

service plan - Before making a contract with an eligible recipient, the RTB shall require a service plan which includes a description of the proposed service, an assessment of how the service meets the needed identified in the transit study, the fare structure and other funding sources, projected usage and contract administration procedures.

social fares - Transit fares charged to special user groups such as senior citizens and students. The difference in revenue between the regular fare and the social fare is made up by the legislature.

standardized unit costing system - In order to evaluate alternate transit systems (public vs. private providers, fixed route vs. demand responsive service), a consistent method of evaluating the costs of providing these systems is needed. This evaluation should reduce all costs to a vehicle-mile and vehicle-hour basis.

tax feathering - A process of reducing the property tax of areas which receive less than full transit service. Rather than being taxed at the full rate of 2 mills times the assessed value of all property, areas which receive full peak service and limited off-peak service shall be taxed at 1.5 mills, areas which receive limited peak service shall be taxed at 1.25 mills.

TDP - Transit Development Program - A 5-year program developed by the Metro Council to implement regional transit policies. The program contains an analysis of proposed capital improvements and an operational improvement program containing performance objectives, standards and indicators to evaluate transit service.

TIP - Transportation Improvement Program - An annual program of all federally funded transportation projects in a region.

"transit study" - Prior to applying for financial assistance, an applicant must prepare a study which includes a determination of present and future transit needs, the adequacy of existing service, the level and type of service needed to meet unmet needs, the resources available for meeting those needs and the type of agreement needed to provide adequate service.

Transportation Regulatory Board - A three member board which has inherited the transportation regulation powers of the Public Utilities Commission. Its jurisdiction extends to all for-hire transportation of persons or property except carriers explicitly exempted.

TSM strategies - Transportation System Management - Non-capital intensive strategies that will improve the transportation system, such as improvements in system and traffic management or restrictions in downtown traffic or parking.

UMTA - Urban Mass Transportation Administration, which is a Federal agency of the U.S. Department of Transportation and has responsibility for Federal transit assistance programs.

UMTA Programs

Section 3 - Funds available under this section are for capital improvements only on a nationwide discretionary basis.

Section 4(i) - This program makes discretionary grants for projects utilizing innovative techniques and methods in the management and operation of public transportation services.

Section 8 - This program provides financial assistance for transit planning activities which are consistent with a comprehensive planning process.

Section 9 - Funds under this section are the major source of Federal assistance and may be used for routine capital and operating expenses of transit operations. They are allocated each year by formula. MTC is presently the recipient of these funds, although RTB could be the recipient in the future.

Section 15 - This section specifies the type and amount of transit operating and financial data required to receive Federal assistance. MTC presently reports the data, although the RTB may take over this function.

Section 16(b)(2) - Funds under this section are for capital assistance for private, non-profit providers of transportation services to the elderly and handicapped.

Section 18 - Funds under this section are for operating and capital assistance for areas under 50,000 population. Currently Hastings is the only jurisdiction in the metropolitan area receiving these funds.

"undue hardship" - The inability of grant recipients to meet the local matching fund requirements as specified under the Transit Assistance Program. Requests for reductions in local match requirements are possible.

UPWP - Unified Planning Work Program - A document which lists and describes the federally funded transportation planning to be carried out in the region in a given year.

user-side subsidies - A method of delivering public subsidies for services which is characterized by direct payments to final users who then pay for the service.

ABBREVIATIONS

DARTS - Dakota Area Referral and Transportation for Seniors
E/H - Elderly and Handicapped
FHWA - Federal Highway Administration
LRT - Light Rail Transit
MC - Metropolitan Council
MTC - Metropolitan Transit Commission
Mn/DOT - Minnesota Department of Transportation
RTB - Regional Transit Board
TDP - Transit Development Program
TIP - Transportation Improvement Program
TPP - Transportation Policy Plan
TSM - Transportation System Management
UMTA - Urban Mass Transportation Administration
UPWP - Unified Planning Work Program
USDOT - United States Department of Transportation

APPENDIX D
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BIBLIOGRAPHY

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