



Minnesota Regional Transit  
Board: Records.

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REGIONAL TRANSIT BOARD

270 Metro Square Building  
St. Paul, Minnesota 55101  
612/292-8789

MEETING OF THE REGIONAL TRANSIT BOARD  
Monday, February 2, 1987  
Metropolitan Council Chambers  
4:00 p.m.

AMENDED AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Minutes of December 15, 1986, and January 5, 1987, Regional Transit Board Meetings
4. REPORT OF THE POLICY COMMITTEE Todd Lefko,  
Chair
  - A. I-394 Recommended Timed-Transfer Station Site Location at Louisiana Avenue
5. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE Ruth Franklin,  
Chair
  - A. Financial Statements - November 1986
6. OTHER BUSINESS
  - A. Chairman's Report
  - B. Members Reports
  - C. Staff Reports
7. PUBLIC COMMENT

Elliott Perovich  
Chairman



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  - A. I-394 Recommended Timed-Transfer Station Site Location at Louisiana Avenue
  - B. I-394 Plymouth Road Timed-Transfer Station
  - C. Metro Mobility Promotional Fares
5. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE
  - A. Financial Statements - November 1986
6. OTHER BUSINESS
  - A. Chairman's Report
  - B. Members Reports
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7. PUBLIC COMMENT

Todd Lefko,  
Chair

Ruth Franklin,  
Chair

Elliott Perovich  
Chairman

REGIONAL TRANSIT BOARD  
ROLL CALL AND ATTENDANCE SHEET

CB  
RC  
KT  
JH  
EK  
MB  
CF  
RS

CW  
Entz  
Laird  
Ewald  
Brant

DATE: 2/2/87

BOARD OR COMMITTEE \_\_\_\_\_

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE	VOTE
Chairman	✓					
Kenneth Bedeau (P)	✓					
Doris Caranicas (P)	✓					
Ruth Franklin (Chair, A & F)	✓					
Alison Fuhr (P)	✓					
Paul Joyce (A & F)	✓					
Edward Kranz (A & F)						
Todd Lefko (Chair, Policy)	✓					
Bernard Skrebes (A & F)	✓					

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the  
REGIONAL TRANSIT BOARD  
Metropolitan Council Chambers  
January 5, 1987

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Doris Caranicas; Ruth Franklin; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko and Bernard Skrebes

MEMBERS ABSENT: Kenneth Bedeau

OTHERS PRESENT: Greg Andrews, Mary Fitzgerald, Judy Hollander, Katie Turnbull, Ed Kouneski, Jerry Brechlin, Randy Rosvold, Ed Kouneski, Mark Ryan, Kathy Christopherson, Roane Smothers, Cindy Fish and Mike Kuehn, Regional Transit Board Staff; Charles Weaver, legal counsel; Dirk deVries, Metropolitan Council liaison; Dottie Rietow, Emil Brandt, Mike McLaughlin, Metropolitan Council; Steve Bertrand, Greg Failor, Bob Rossman, John Clauson and Matt Peterson; Mary O'Hare Anderson, Minnesota State Council for Handicapped

The meeting was called to order at 4:00 p.m. and roll taken. Skrebes moved approval of the agenda; Joyce seconded the motion. Motion carried unanimously.

Fuhr moved approval of the minutes of the December 1, 1986, meeting; Franklin seconded the motion. Motion carried unanimously.

REPORT OF THE NOMINATING COMMITTEE

ELECTION OF OFFICERS

Committee Chair Joyce reviewed the report of the committee dated December 26, 1986, and moved:

That the Regional Transit Board approve the following slate of candidates to serve as officers of the board:

Doris Caranicas, Vice Chair  
Paul Joyce, Treasurer  
Mary Fitzgerald, Secretary

Skrebes seconded the motion; the motion carried unanimously.

MINUTES  
January 5, 1987

REPORT OF THE POLICY COMMITTEE

UNIVERSITY OF MINNESOTA MARKET ANALYSIS FOR INCLUSION IN THE TRANSIT SERVICE  
NEEDS ASSESSMENT FINAL REPORT

Committee Chair Lefko reviewed the committee report dated December 18, 1986,  
and moved:

That the Regional Transit Board adopt the University of Minnesota  
Market Analysis and Strategies contained in the December 11, 1986,  
staff memorandum for inclusion in the Transit Service Needs  
Assessment Final Report.

Caranicas seconded the motion; the motion carried unanimously.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

AWARD OF CONTRACTS FOR METROPOLITAN TRANSIT COMMISSION (MTC) HIGH SUBSIDY ROUTES

Committee Chair Franklin reviewed the committee's report dated December 29,  
1986, and moved:

That the Regional Transit Board authorize the executive director to  
enter into contracts for the period February 1 through December 31,  
1987, with Commuter Express, Inc. for operation of Route 25 Saturday  
service in an amount not to exceed \$12,751, and with International  
Express Corporation for operation of Route 39 weekday service in an  
amount not to exceed \$18,325.

Skrebes seconded the motion; the motion carried unanimously.

1986 EXURBAN SPECIAL PROJECT FUND AWARDS

Franklin moved:

That the Regional Transit Board authorize the award of 1986 Exurban  
Special Project funds to the Anoka County Transportation Coordination  
Program in an amount of \$5,000; the Senior Community Services-Delano  
Program in an amount of \$1,410; and the Westonka Rides Program in an  
amount of \$1,210.

Joyce seconded the motion; the motion carried unanimously.

MINUTES  
January 5, 1987

#### IMPLEMENTATION OF ADDITIONAL METRO MOBILITY APPROPRIATION

Franklin moved:

That the Regional Transit Board adopt the plan outlined in the staff memorandum dated December 12, 1986, for use of the \$100,000 granted by the Legislative Advisory Commission to offset the extra mileage costs to Metro Mobility users. This plan would be limited to \$100,000 and permit passengers to purchase commuter tickets at 25-percent of their face value to be used to pay for travel over eight miles.

Skrebes seconded the motion.

Mary O'Hare Anderson, Chair of the Minnesota State Council for Handicapped, discussed a notice in the press today that the RTB will work out a new fare schedule. She is concerned about the board's plan outlined in the December 12 staff memorandum because there are people using the service infrequently who cannot afford the \$10 fee. Her organization wishes to work with the board at the Legislature.

Franklin said her understanding of the legislative intent was that the \$100,000 was to be used to provide a reduced rate in order to ease the concern some riders had on the cost of travelling more than eight miles. O'Hare Anderson said she is questioning the cost of administering the script. Fuhr said she would like to see the money used to provide an opportunity for more riders.

The chairman said the governor's request to the legislative committee was approved with the instruction to defray the cost of rides over eight miles. O'Hare Anderson said there have been two days when some ride requests could not be filled. The money must be spent as directed. It very clear that the Legislature will be reviewing special transportation very carefully. She recommended that the use of the money should not be limited to people who purchase the script. Some people need it but do not ride very often.

Ryan discussed the December 12 report, which indicates that the administrative costs will come from the existing budget. These specific recommendations were developed by the Transportation Handicapped Advisory Committee (THAC) and became the staff recommendations. O'Hare Anderson asked how the availability of funding will be advertised. Ryan said the Metro Mobility newsletter, which is sent to all riders, will carry the information.

Lefko said there are two issues: how to avoid running over the daily allowance of funds and how to set up the best system for long rides. Ultimately some administrative costs must be incurred. Staff should work with the council to make sure that the riders understand the procedures. O'Hare Anderson suggested that a member of the Council for the Handicapped be appointed to THAC.

In response to Franklin's question, Ryan said the block of tickets has no expiration date and can be shared with other riders. Staff is considering whether there should be a limit on the number of tickets purchased to prevent some people from buying too many.

MINUTES  
January 5, 1987

O'Hare Anderson expressed concern that the funding would revert to the state if not used. Perovich noted that as a semi-state agency, our funding does not revert back to the general fund at the end of the biennium if it is not used. O'Hare Anderson said many consumers appreciate the board's long work on these problems. The council is waiting to see what will happen with the expanded service area. The council and the board can be strong allies at the Legislature. Vote was taken; the motion carried unanimously.

AMENDMENT TO HASTINGS COMMUTER EXPRESS SERVICE CONTRACT

Franklin moved:

That the Regional Transit Board approve amending the 1986 Hastings Commuter Express Service contract in the amount of \$9,889 for the period January 1 through March 31, 1987 in order for this program to complete its 12-month demonstration period.

Joyce seconded the motion. This is additional funding to complete the demonstration project. Kranz said it is a departure from policy and asked that the Administration and Finance Committee analyze and discuss the whole exurban funding issue. Andrews said the Metropolitan Council staff has commented that this is a departure from our policy and from regional policy. Vote was taken; the motion carried unanimously.

OTHER BUSINESS

CHAIRMAN'S REPORT

The chairman reported on the American Public Transit Association Legislative Committee meeting in mid-December. The administration is considering surplus funds being returned to the states' transit agencies under a formula based on what the state pays to the federal government. Minnesota pays in excess of \$22 million annually and receives \$4 million back. There is a meeting January 16 to discuss priorities. The committee is attempting to increase the level of funding and get a mandated source of funds. The federal budget once again recommends severe cuts for transit.

MEMBERS REPORTS

Fuhr introduced her memorandum dated January 5, 1987, regarding light rail transit. Andrews had suggested to her that a Committee of the Whole meeting be scheduled very soon to define a strategy and bring it up for discussion at this time. Joyce said the idea has been discussed at length and received little support because it runs counter to the board's process. Lefko agreed that the board should defend its established process. Franklin said the letter should be referred to staff for review to see if it fits into anything the board is doing. She asked that a written report or a meeting be held to outline where we are in the process on light rail transit.

MINUTES  
January 5, 1987

The chairman said there will be a special Committee of the Whole meeting on legislative strategy on January 26. The attorney has provided information that will be discussed. Light rail transit will be a part of that. It was discussed recently with the Metropolitan Council chair and the director of the State Planning Agency.

Fuhr said her proposal will not jeopardize the RTB's system. The chairman said in January 1985 the board voted on preliminary engineering in the University, Southwest and Hiawatha corridors, recognizing that there are other potential corridors. The council's study identified several potential corridors with University Avenue as the backbone of the system.

Skrebes reported that he had contacted newspapers in Northern Ramsey and Washington Counties. They are interested in receiving transit information.

STAFF REPORTS

Ryan gave an update on the Metro Mobility program. The computer system has not performed properly and the MTC has not accepted delivery and is in the process of returning it to the manufacturer. The MTC and RTB are currently investigating other options. In the interim, the program will operate under a manual backup system. At issue is the question of whether there is a failure of the hardware or software. The chairman said it has been costly and the matter should be reviewed as to our legal remedy.

Suburban Paratrasit contacted staff and indicated that they are experiencing significant losses with the program. They suggested an increase in the provider reimbursement and further investigation of the matter. Staff contact other providers to gather information on their experience and it will be discussed in greater detail at the Policy Committee meeting of January 14. Ryan gave an update on the Metro Mobility program. The computer system has not performed properly and the agencies have agreed to return it to the manufacturer. MTC and RTB will be investigating other options. During the interim the staff will work with a manual backup system. At issue is the question of whether it is a breakdown of the hardware or software. The chairman said it has been costly and the matter should be reviewed as to our legal remedy.

Matt Peterson, Suburban Paratransit, said his company is out in front of surfacing problems because they provide only Metro Mobility rides and have good reporting systems. Their productivity level is quite high. Their trips are for daily demand, not groups.

Andrews introduced Kathryn Christopherson, the new comptroller.

There being no other business, Joyce moved and Lefko seconded a motion that the meeting be adjourned. The motion carried unanimously.

Respectfully submitted,

Mary Fitzgerald  
Secretary

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the  
REGIONAL TRANSIT BOARD  
Metropolitan Council Chambers  
December 15, 1986

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Kenneth Bedeau, Doris Caranicas; Ruth Franklin; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko and Bernard Skrebes

MEMBERS ABSENT:

OTHERS PRESENT: Greg Andrews, Mary Fitzgerald, Judy Hollander, Katie Turnbull, Ed Kouneski, Randy Rosvold, Mark Ryan, Jan Hennings, Bob Dietrick and Mike Kuehn, Regional Transit Board Staff; Dirk deVries, Metropolitan Council liaison; Bob Rossman, Amalgamated Transit Union

The meeting was called to order at 4:00 p.m. and roll taken. Fuhr moved approval of the agenda; Caranicas seconded the motion. Motion carried unanimously.

REPORT OF THE POLICY COMMITTEE

Committee Chair Lefko said the Citizens League report on transit will be discussed at the committee meeting of December 17, along with competitive services and other items.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

MAFAC ADMINISTRATIVE COORDINATION REPORT

Committee Chair Franklin reviewed the committee report dated December 8, 1986, and moved:

That the Regional Transit Board accept and approve the Metropolitan Agencies Administrative Coordination Report. Joyce seconded the motion; the motion carried unanimously.

1987 COMPENSATION PLAN AND 1987 COMPENSATION ADJUSTMENTS, RESOLUTION NO. 86-24

Franklin moved:

That the Regional Transit Board accept and approve Resolution No. 86-24, which adopts a formal compensation plan and establishes compensation and benefits for 1987.

After discussion of how RTB salaries and benefits compare to other agencies, Joyce seconded the motion and a roll call vote was taken. The motion carried unanimously.

FINANCIAL STATEMENTS, OCTOBER 1986

Franklin moved:

That the Regional Transit Board receive the October 1986 financial statements and direct that they be placed on file.

Skrebes seconded the motion; the motion carried unanimously.

1987 TRANSIT OPERATING CONTRACTS

Franklin noted that two contracts, City of Hastings (TRAC) and City of Plymouth, are still being negotiated and are approved contingent upon certain conditions. She moved:

That the Regional Transit Board authorize the executive director to enter into transit operating contracts for the following programs for the calendar year 1987 in the amounts shown below:

	<u>State Funds</u>	<u>Tax-Related Funds</u>
<u>Rural Programs</u>		
Anoka County (Senior Volunteer)	\$ 30,699	\$ 8,265
Anoka County (Client Volunteer)	--	11,172
Anoka County (Coordinated)	--	45,487
Carver County	\$ 48,359	\$27,222
Dakota County (Volunteer)	--	20,883
DARTS (Dakota County)	\$251,550	\$93,628
Human Services, Inc. (Washington County)	\$133,792	\$30,021
Scott County	\$ 49,960	\$19,787
Senior Community Services	--	\$31,609
Westonka Rides	--	\$10,500 (a)
<u>Small Urban Programs</u>		
City of Columbia Heights	\$ 16,909	--
City of Hastings (TRAC)	\$ 39,058	\$ 5,794
Commuter Express, Inc. (Hastings)	--	\$19,964
City of Hopkins	\$ 38,311	--
St. Louis Park Emergency Program	\$ 7,165	--
White Bear Area Transit Commission	\$ 89,611	--
<u>Opt-Out Programs</u>		
City of Plymouth	--	\$369,200
City of Shakopee	--	\$154,440
<u>Regular Route/Private Operator Programs</u>		
Medicine Lake Lines	\$769,163	--
North Suburban Lines	\$610,797	--

NOTE: (a) CY 1986 carryover exurban funds.

Joyce seconded the motion; the motion carried unanimously.

## INCREASED APPROPRIATIONS FOR METRO MOBILITY

Franklin moved:

That the Regional Transit Board authorize the executive director to execute a contract amendment with the Minnesota Department of Transportation for the \$100,000 increase in funding for Metro Mobility granted by the Legislative Advisory Commission.

Skrebes seconded the motion. Fuhr said Tom Haben called her after the last Transportation Handicapped Advisory Committee meeting and suggested funds would be put to better use by giving credit for the \$10 registration fee. Skrebes said this was not discussed at the meeting, adding that the money was allocated for a specific purpose and the board should use it as intended by the Legislative Advisory Committee. The chairman added that the Governor asked for the funds to defray the costs of rides over eight miles, which was the recommendation of the people involved in the process.

Member Kranz arrived.

Hollander said staff intends to evaluate the program and is putting together a program for identifying and measuring information. There is more information than ever on how people are using the service. Andrews said the Administration and Finance Committee will be discussing how to implement the program for using the \$100,000. Less than half the providers are charging the extra fare. Perovich said the service is expanding into new areas January 1 and rides may be much longer. Votes was taken; the motion carried unanimously.

## METROPOLITAN COUNCIL COMMENTS ON MAFAC ADMINISTRATIVE COORDINATION REPORT

The Metro Governance legislation requires that the agencies be given an opportunity to react to the Metropolitan Council's comments on the report. The Council accepted the report at its meeting of December 4, 1986. Dietrick reviewed the staff's response to the Council comments, dated December 11, 1986. Franklin moved:

That the Regional Transit Board accept the comments on the MAFAC Administrative Coordination Report made by the Metropolitan Council.

Fuhr seconded the motion. the motion carried unanimously.

## OTHER BUSINESS

### CHAIRMAN'S REPORT

Chairman Perovich said that as outlined in his memo of December 15, 1986, he is recommending that Mike Kuehn be transferred to the position of assistant to the chair, which is an unclassified position and must, therefore, be approved by the board. The starting salary is \$33,000 and he is recommending a salary review and adjustment after six months. The position of public information officer will be advertised soon. That person will report to the executive director. Andrews said the public information aide position is in the 1987 budget and will be evaluated after the new person identifies the program. Fuhr moved approval of the transfer; Lefko seconded the motion. The motion carried unanimously.

## MEMBERS' REPORTS

In response to a question on the Southwest Area Transit issue, Andrews said he has talked to Joel Ettinger and drafted a response, which will be discussed at the next Policy Committee meeting. Joyce said he is hesitant to interfere because the parties negotiated in good faith. They are concerned that the RTB might put the standards together and force them to go through the whole process again. Lefko agreed that they should not be penalized because of our process.

Skrebes said the problem regarding the appointment of a chair of the 504 committee has been resolved.

The Rideshare Advisory Committee would like to make a presentation to the board to discuss the committee's activities. Franklin noted that she has found a representative to serve on the committee from her district. Lefko said the Taxicab Advisory Committee also wishes to meet with the board. These sessions should be scheduled on a regular basis.

The chairman said the Bylaws require election of officers and appointments to Policy and Administration and Finance Committees at the first meeting of the new year. With new appointments to the board pending, he suggested that the committee appointments be delayed until the new members are named by the Council. Those appointments are expected in late February. There was consensus on the part of the members that the current committee appointments be continued until after the appointments are made.

## STAFF REPORTS

Andrews announced that Kathryn Christopherson has been offered and accepted the position of comptroller.

There being no other business, Fuhr moved that the meeting be adjourned. Joyce seconded the motion; the motion carried unanimously.

Respectfully submitted,

Mary Fitzgerald  
Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, Minnesota 55101  
292-8789

DATE: February 2, 1987  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: Report of the Policy Committee

At its January 28, 1987, meeting, the Policy Committee discussed and moved the following item for approval:

I-394 Recommended Timed-Transfer Station Site Location at Louisiana Avenue

That the Regional Transit Board (RTB) request the Minnesota Department of Transportation (Mn/DOT) to develop a timed-transfer station at the southwest corner of the interchange of Louisiana Avenue and I-394. Further, the RTB requests Mn/DOT, which is responsible for design, right-of-way acquisition, construction and funding of the station, to ensure that the design and development of the station is done in a timely manner which best meets the transit design and operating requirements. Further, the RTB directs staff to work with the City of St. Louis Park and Mn/DOT to develop and implement a program to ensure public participation in the station design.

Other items that were discussed at the meeting but that no action was taken on included:

I-394 Plymouth Road Timed-Transfer Station;  
Metro Mobility Promotional Fares; and  
Continuation of Metro Mobility Provider Discussion

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, Minnesota 55101  
292-8789

DATE: January 27, 1987  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: Report of the Policy Committee Meeting - January 28, 1987

At its meeting on January 28, 1987, the Policy Committee will be discussing and taking action on the following items:

Recommended Timed-Transfer Station Site Location at Louisiana Avenue

Plymouth Road Timed-Transfer Station

Metro Mobility Promotional Fares

The committee's recommendations will be presented at the February 2, 1987, board meeting.

Todd Lefko  
Chair

BDLAS1-TX1

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, Minnesota 55101  
292-8789

DATE: January 21, 1987  
TO: Policy Committee  
FROM: Katherine F. Turnbull, Planning Manager *KT*  
Randy Rosvold, Planner  
SUBJECT: Recommended Timed-Transfer Station Site Location at Louisiana Avenue

ACTION REQUESTED:

That the Regional Transit Board (RTB) request the Minnesota Department of Transportation (Mn/DOT) to develop a timed-transfer station at the southwest corner of the interchange of Louisiana Avenue and I-394. Further, the RTB requests Mn/DOT, which is responsible for design, right-of-way acquisition, construction and funding of the station, to ensure that the design and development of the station is done in a timely manner which best meets the transit design and operating requirements.

BACKGROUND:

Planning activities for the transit-related components in the I-394 corridor are well underway. One of the key elements to ensure the successful implementation of the recommended timed-transfer service concept is the need for major transit stations located at 15-minute travel time intervals from downtown Minneapolis. The "I-394 Bus Service and Facilities Plan" developed by the Metropolitan Transit Commission (MTC) and their consultants, Strgar-Roscoe-Fausch, Inc., and Stanley Associates, recommended that the first major transit station west of downtown Minneapolis be located at the Louisiana Avenue and I-394 interchange.

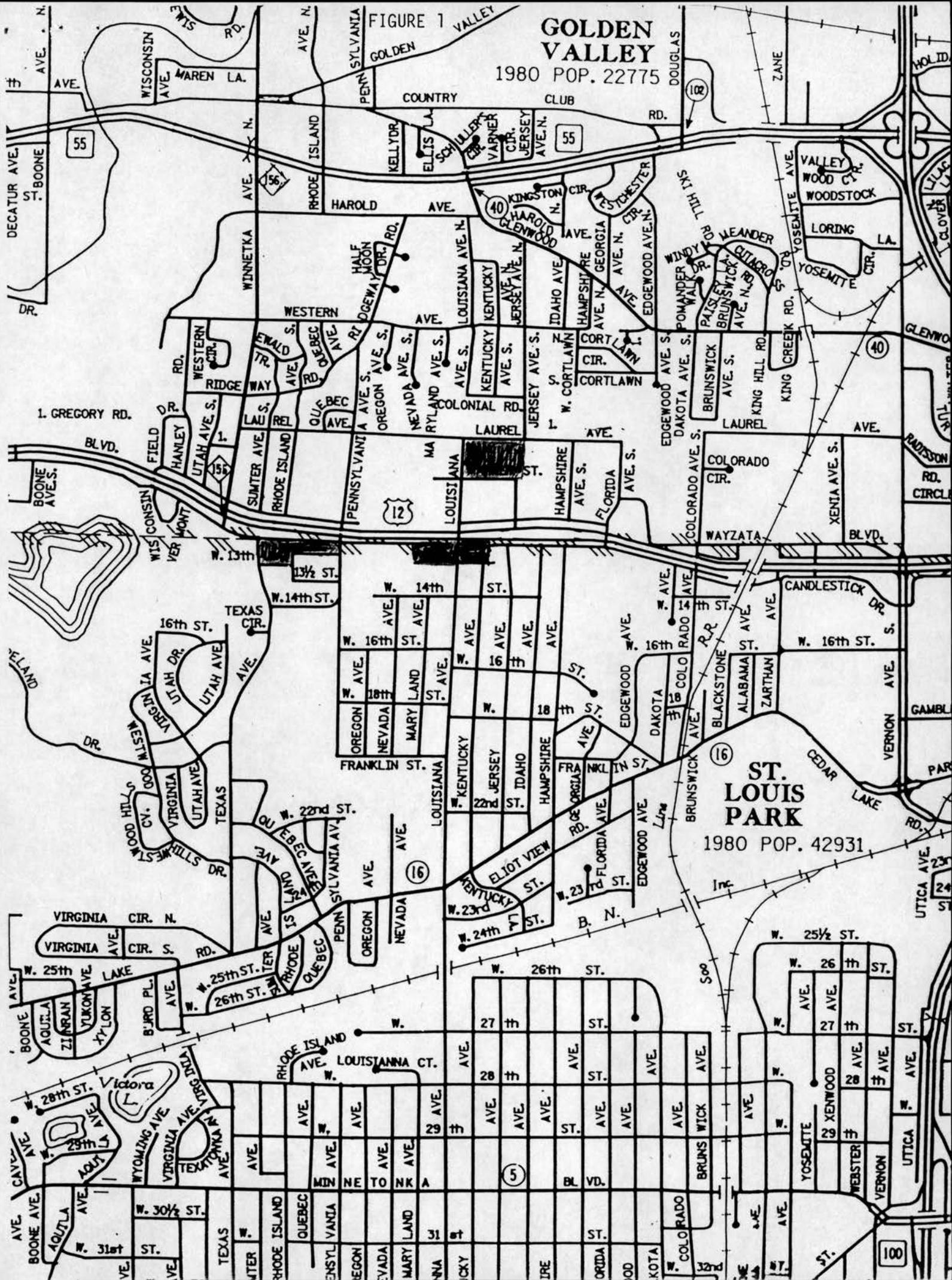
The original MTC report identified a possible location for this station north of the I-394/Louisiana Interchange on Market Street. Over the past year, the RTB, working with Mn/DOT and St. Louis Park, has examined a number of potential sites. These were narrowed down to the three most feasible locations. At one location two different configurations were evaluated. The locations, which are shown in Figure 1, are as follows:

- o South side of the frontage road between Texas and Pennsylvania Avenues.
- o North of I-394 on Market Street and Laurel Avenue.
- o Southwest and southeast of the intersection of I-394 and Louisiana, with the station and park-and-ride lot split.
- o Southwest of the intersection of I-394 and Louisiana Avenue.

# GOLDEN VALLEY

1980 POP. 22775

FIGURE 1 VALLEY



These four alternatives were evaluated based on a number of criteria including cost, compatibility with the timed-transfer service, bus access, site size and park-and-ride lot capacity, bus operation within the site, potential for kiss-and-ride facilities, expansion potential and visibility from I-394. Based on this evaluation, the recommended alternative is F-3. The design layout for F-3 is provided in Figure 2. Each of these criteria are presented in Table 1 and reviewed below.

COST CONSIDERATIONS. The cost criteria take into account the estimated additional expenses necessary to incorporate a major timed-transfer transit station at each site. The costs are listed according to right-of-way acquisition, including severance, and estimated construction costs.

Conclusion. Costs at all four of the proposed sites are in the range of approximately \$1 million - \$1.7 million. The cost to develop the preferred site is approximately \$1.6 million.

IMPACTS ON SURROUNDING NEIGHBORHOOD. Five criteria were identified including the current land use of abutting properties, visual, noise and traffic impacts caused by the transit station and pedestrian movements to and within each site.

Conclusion. The preferred alternative adequately addresses each criteria. The impacts to local neighborhoods are minimized to the fullest extent possible by this site. Adjoining residential properties are amply set back from the preferred location but are still within reasonable walking distance to the site.

COMPATIBILITY WITH THE PROPOSED TIMED-TRANSFER SERVICE. This criteria examines the alternative sites compatibility with the timed-transfer service being implemented in the I-394 corridor. To implement the timed-transfer system, major transit station locations were identified at downtown Minneapolis, the Louisiana intersection, the Plymouth Road intersection and the Wayzata park-and-ride lot. The service is based on 10-12 minute increments between these facilities. It is critical that the 12-minute travel time be adhered to in order to keep vehicle scheduling and operating costs to a minimum.

Ideally the transit station should also be located at major crossings or arterials in order to enable local circulation routes to "pulse" into the site. Six bus routes are currently planned to terminate at the I-394/ Louisiana Avenue location.

Conclusion. The 10-12 minute travel time window along I-394 and connections with local routes is best met by the recommended site. Of the six bus routes scheduled to terminate at the transit station, four will be operating to/from points to the south and east of the site. The location of the station at the recommended site eliminates the need to operate the four bus routes through the Louisiana/I-394 interchange, which could potentially increase the travel time of those routes past the 12-minute timeframe.

BUS ACCESS TO THE TRANSIT STATION AND I-394. This element evaluates the location of the alternative transit station sites with access points to and from I-394. Ideally the transit station site should allow buses on routes using I-394 to quickly and conveniently "pulse" through the major transit stations.

Conclusion. One of the key components of the preferred alternative is the direct access it offers to and from I-394. A significant design feature, attributed only at this site, is the incorporation of an express bus stop along the eastbound exit ramp at Louisiana Avenue. This flyer stop allows for the overall downsizing of the transit station from 12 bus stalls to 10 bus stalls. The flyer stop enables express buses traveling on I-394 destined for downtown Minneapolis to quickly and conveniently exchange passengers from other bus routes that will "pulse" at the Louisiana Avenue timed-transfer station. The Lupient site is rated poorly by this criteria since it is setback approximately 1200 feet from the access points to I-394 at the Louisiana interchange. It is estimated that the backtracking movements of I-394 express buses to serve this site would incur extra operating costs of about \$80,000 annually.

SITE SIZE: TRANSIT AND PARK-AND-RIDE LOT CAPACITY. This element identifies the approximate number of bus stalls which can be provided within each site and the approximate capacity of the adjoining park-and-ride lots. The minimum number of bus stalls that is needed for the timed-transfer service is 12. The ideal number of park-and-ride spaces to be provided adjacent to the transit station is approximately 100.

Conclusion. The recommended site accommodates both these requirements.

BUS OPERATION WITHIN THE SITE. This criteria evaluates each site based on requirements necessary to insure safe, reliable and coordinated scheduling of buses. The design should allow independent movements of buses, cars, and pedestrians thereby minimizing internal conflicts within the station. The design should allow each transit coach to independently maneuver from its assigned passenger pick-up point within the station to the entrance/exit point of the station. This requirement is of utmost importance to avoid potential bottlenecks.

Conclusion. The location and design of the recommended site provides independent movement of up to 15 buses. The site also affords quick and convenient access for express services on I-394 by use of a "flyer stop," thereby minimizing the daily number of bus trips directly operating into the transit station. The preferred alternative also does the best job in separating pedestrian, automobile and bus traffic.

KISS-AND-RIDE POTENTIAL. This element examined the potential for passenger drop-off and pick-up at the site. Ideally the kiss-and-ride staging area should provide good visibility to all bus loading areas and be located as near to the bus loading area as practicable.

Conclusion. The preferred site adequately meets both these requirements. The kiss-and-ride staging area is immediately adjacent to the transit station and provides good visibility to all bus loading zones.

EXPANSION POTENTIAL. The ability for expansion of both the transit station and the park-and-ride lot is examined by this criteria.

Conclusion. The preferred concept enables up to 15 transit vehicles to converge at the site at any one time and provides the ability to expand the park-and-ride capacity by an additional 85 spaces through the use of the property located on the east side of Louisiana Avenue.

VISIBILITY FROM I-394. An important attribute to the success of the overall I-394 concept is to place transit related facilities in highly visible areas adjacent to I-394 thereby encouraging the use of such facilities.

Conclusion. The preferred location provides excellent visibility to all eastbound traffic on I-394.

ADDITIONAL COMMENTS:

The preferred alternative meets all the essential requirements needed for a successful major timed-transfer station at the Louisiana Avenue/Highway I-394 interchange.

Before the site selection process was conducted, a set of basic working requirements were developed for the proposed timed-transfer station. The assumptions made in these working requirements are based on the I-394 bus service plan that was jointly developed by the MTC and consultant firm of Strgar-Roscoe-Fausch, Inc., along with subsequent detailed planning activities being conducted by the RTB. The basic working requirements are as follows:

There will be a total of approximately 46 buses per peak hour using the timed-transfer facility, or about 12 buses per "pulse." This will occur once every 15 minutes. During off-peak times, approximately 14 buses per hour, or 7 buses per "pulse" will occur every 30 minutes. Daily park-and-ride demand is expected to be in the range of 80-100 cars. The proposed timed-transfer station is expected to serve in the range of 700-1,000 passengers a day with up to 70 people present at any given time during a peak hour. In order to accommodate these projected daily figures, the following working requirements were identified:

- o The need for a transit station which could accommodate a minimum of 12 transit vehicles simultaneously.
- o A passenger waiting platform providing capacity for up to 70 people at any given time. The facility should be adequately sized to enable persons to quickly and conveniently transfer between bus routes serving the timed-transfer station.

- o Ample space to allow for parking of up to 100 cars to be used by bus, vanpool and carpool users.
- o Space for kiss-and-riders to drop off and pick up passengers.

The analysis and the recommended site have been discussed with both City of St. Louis Park staff and the St. Louis Park City Council, most recently at a City Council work session on January 12, 1987. While supporting the timed-transfer concept, a number of Council members expressed concern with the relocation of businesses for the station. Although no formal action was taken, or has been taken subsequently, the general impression was that the Council did not support a design which would cause the relocation of businesses. It should be noted that the City has not supported or given their approval to any elements of the construction of I-394.

Findings and Conclusions:

- o The RTB has approved the timed-transfer concept and the "I-394 Bus Service and Facilities Plan." The RTB is working with the MTC and other providers on implementing this service, which will be phased in over the next five years.
- o The "I-394 Bus Service and Facility Plan" has been approved by the MTC, the I-394 Policy and I-394 Corridor Management Teams, and the Federal Highway Administration as part of the I-394 Transportation Management Plan.
- o The RTB requested and Mn/DOT assumed responsibility for right-of-way acquisition, design and construction of the timed-transfer facilities.
- o The RTB is working with Mn/DOT and communities to ensure that the design and layout of the Louisiana Transit Station are aesthetically pleasing and buffered from adjoining properties. The I-394 transit stations will serve as showcases for future transit facilities in the Twin Cities metropolitan area.
- o The timed-transfer concept and Louisiana Transit Station are critical to the successful operation of I-394.
- o The RTB will continue to work with the City of St. Louis Park and other communities in the corridor on all these activities to ensure city and public input on implementing the bus service improvements and on the design of the Louisiana Transit Station.

Policy Committee  
December 8, 1986  
Page 6

Recommendation:

That the Regional Transit Board request the Minnesota Department of Transportation to develop a major timed-transfer station at the southwest corner of the interchange of Louisiana Avenue and I-394. Further, the RTB requests Mn/DOT, which is responsible for design, right-of-way acquisition, construction and funding of the station, to ensure that the design and development of the station is done in a timely manner which best meets the transit design and operating requirements.

RR:jmo  
Attachments

DRAFT

TABLE 1

TIMED-TRANSFER STATION SITE EVALUATION

Sites

	Texas/Pennsylvania Site	Lupient Olds Site	South Louisiana (Alternative D-3)	Preferred Site Southwest Louisiana (Alternative F-3)
<u>COST CONSIDERATIONS</u>				
Right-of-Way Cost Including Severance	Displaces 14 Home- owners \$1.0 million	Adversely Impacts 1 Business \$1.0 million	Displaces 1 Business \$600,000	Displaces 3 Businesses \$1.2 million
Approximate Construction Cost	\$688,000	\$350,000	\$400,000	\$400,000
Total Approximate Cost	\$1,688,000	\$1,350,000	\$1,000,000	\$1,600,000
<u>IMPACTS ON NEIGHBORHOOD</u>				
Land Use of Abutting Properties	Abuts Residential Area	In Commercial Area	Abuts Mix of Resi- dential/Commercial Areas	Abuts Mix of Resi- dential/Commercial Areas
Visual	Homes Screened By Visual Wall And Landscaping	Highly Visible to All Adjoining Businesses But Not to Residences	Homes Screened By Existing Wooded Area And Proposed Land- scaping	Homes Screened By Existing Wooded Area And Proposed Land- scaping
Noise	Expect Some Problems	Minimal	Minimal	Minimal
Traffic	Distant From Inter- change; Otherwise Good Movements; Increased Flow Along Frontage Road	Access Through Multiple Signals Away from Interchange Near Entrances	Single Entrances To Separate Lots; Adequate Stacking Distances Provided on Frontage Road Added Traffic Flow Within Interchange But Minimized By Use of Flyer Stop	Single Entrance To Separate Lots; Adequate Stacking Distances Provided on Frontage Road Added Traffic Flow Within Interchange But Minimized By Use of Flyer Stop

DRAFT

Sites

	Texas/Pennsylvania Site	Lupient Olds Site	South Louisiana (Alternative D-3)	Preferred Site Southwest Louisiana (Alternative F-3)
Pedestrian Movement	At Pedestrian Bridge Very Good Off-Site Movement; Very Good Facilities; Bad Mix of Car-Peds.-Buses	Bad Mix of Peds.-Buses Due to Multiple Station Platforms; Poor Access To Residential Areas	Bad Mix of Peds.-Buses Due to Multiple Station Platforms; Add Crosswalk at Intersection, Underpass to Park-and-Ride Not Desirable; Neighborhood Access Not Objectionable	Very Good On-Site Movement; Separate Facilities; Neighborhood Access Not Objectionable
<u>OPERATIONAL CONSIDERATIONS</u>				
Compatibility With Proposed Timed-Transfer Service	Fair Fair for 4 Rts. to S. Poor for 1 Rte. to N. Good for 1 Rte. to W. Fair for All Rts. on I-394	Poor Poor for 4 Rts. to S. Good for 1 Rte. to N. Poor for 1 Rte. to W. Poor for all Rts. on I-394	Good Good for 4 Rts. to S. Poor for 1 Rte. to N. Good for 1 Rte. to W. Good for all Rts. on I-394	Good Good for 4 Rts. to S. Poor for 1 Rte. to N. Good for 1 Rts. to W. Good for all Rts. on I-394
Site Size	12 Bus Stall Station 98 Car P/R Lot	12 Bus Stall Station 100 Car P/R Lot	10 Bus Stall Station 3 Bus Stall Fwy. Slip Ramp; 2 Bus Stall Frontage Rd. Slips; 85 Car P/R Lot Across Louisiana	10 Bus Stall Station 3 Bus Stall Fwy. Slip Ramp; 2 Bus Stall Frontage Rd. Slips; 95 Car P/R Lot
Bus Access to Station and I-394	Fair. Need to Traverse Frontage Rds. for Entry of I-394 at Louisiana or Boone Avenues	Poor. Long Setback from I-394 Necessitates Backtracking of East/West Buses	Excellent. Very Close to the Louisiana Interchange; Ideally Suited to Provide for Quick Eastbound Operations	Excellent. Very Close to the Louisiana Interchange; Ideally Suited to Provide for Quick Eastbound Operations

DRAFT

Sites

	Texas/Pennsylvania Site	Lupient Olds Site	South Louisiana (Alternative D-3)	Preferred Site Southwest Louisiana (Alternative F-3)
Bus Operation Within Site	Poor; Possible Car-Ped.-Bus Conflicts; Multiple Bus Lanes and Entrances Confusing; Allows Independent Operations of up to 12 Buses	Poor; Possible Ped.-Bus Conflicts; Multiple Bus Lanes and Entrances Confusing; Allows Independent Operations of up to 8 Buses	Poor; Tight Turning Movements Into Entrance/Exit Point; Allows Independent Operations of up to 9 Buses	Good; Good Turning Movements; Allows Independent Operations of up to 14 Buses
Kiss-and-Ride Potential	Using Designated Stalls Only	Using Designated Stalls Only;	Kiss-and-Ride Area Would be Situated Across Street From Transit Station	Use Designated Stalls Only; Can Be Situated Immediately Adjacent to Transit Station
Expansion Potential	Limited	Limited	Limited	Excellent Parking Expansion Possibilities at Site East of Louisiana
Visibility From I-394	Good	View Hidden; Very Distant	Excellent From West; Hidden by Louisiana Overpass to the East	Excellent From the West; Hidden by Louisiana Overpass to the East
Additional Comments	Some Wasted Space For Aesthetics; Likeable Neighborhood Descent	Possible Drainage Problems	Ped. Underpass Problems; Long Walking Distance From P/R Lot to Transit Station	Good Use of Space Adjoining I-394. Offers an Intermodal Access Point That Will Complement I-394.



REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, Minnesota 55101  
292-8789

DATE: January 27, 1987  
TO: Regional Transit Board  
FROM: Administration and Finance Committee  
SUBJECT: Report of the A&F Committee Meeting - January 22, 1987

At its meeting January 22, 1987, the Administration and Finance Committee reviewed, discussed and took action on the following items:

Subject: FINANCIAL STATEMENTS - NOVEMBER 1986

Recommendation

That the Regional Transit Board accept the November 1986 financial statements and direct that they be placed on file.

The following items were presented for informational purposes only:

Subject: PUBLIC OFFICIAL'S LIABILITY INSURANCE

Staff provided an update on the status of the liability insurance renewal. The premium quote has not been received from our agent (R.L. Youngdahl). We have been granted a thirty-day extension, during which time we should be receiving the renewal quote from our present carrier, Lloyds of London. In the meantime, the RTB is covered under our present policy.

Subject: EXURBAN FUNDING FORMULA OPTIONS

Staff reviewed the background and current funding guidelines of the exurban program. Because of the large amount of carryover funds that have accumulated in the exurban fund, staff has requested the Metropolitan Transit Commission to conduct an audit on the program and fund balance. Once this audit has been conducted, the committee will be requested to determine what, if any, changes should be made in the program.

Ruth Franklin  
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, Minnesota 55101  
292-8789

DATE: January 16, 1987  
TO: Administration and Finance Committee  
FROM: Gerald Brechlin, Manager of Accounting Operations  
SUBJECT: Financial Statements - November 1986

ACTION REQUESTED

That the Administration and Finance Committee recommend the board receive the November 1986 financial statements and direct that they be placed on file. These have been prepared on the modified accrual basis and in accordance with generally accepted accounting principles. They are:

- the combined balance sheet
- the combined statement of revenues, expenditures and changes in fund balance
- the budget line item status report
- the RTB program status report

RECOMMENDATION

That the Administration and Finance Committee recommend the board receive the November 1986 financial statements and direct that they be placed on file.

Attachment  
ch

REGIONAL TRANSIT BOARD  
FINANCIAL STATEMENTS  
NOVEMBER 1986

Balance Sheet.....Page 1  
Combined Statement of Revenues, Expenditures and Fund Balance.....Page 2  
Budget Status Report.....Page 3  
Work Program Budget Report.....Page 4

RUN DATE: 22-Dec-86

BAL11-86

REGIONAL TRANSIT BOARD  
BALANCE SHEET  
NOVEMBER 30, 1986

	GENERAL FUND	SPECIAL REVENUE	FIXED ASSETS	TOTAL ALL FUNDS
<b>ASSETS:</b>				
CASH	\$196,851.50	\$373,303.00		\$570,154.50
INVESTMENTS	\$650,000.00	\$16,733,316.49		\$17,383,316.49
TAXES RECEIVABLE-CURRENT	\$0.00	\$16,339,990.41		\$16,339,990.41
TAXES RECEIVABLE-DELINQUENT	\$0.00	\$376,178.22		\$376,178.22
ACCRUED INTEREST RECEIVABLE	\$4,663.21	\$88,991.58		\$93,654.79
DUE FROM OTHER FUNDS	\$0.00	\$0.00		\$0.00
DUE FROM MET COUNCIL	\$0.00	\$0.00		\$0.00
DUE FROM STATE OF MINNESOTA	\$0.00	\$5,090,871.07		\$5,090,871.07
DUE FROM FEDERAL GOVERNMENT	\$77,181.00	\$128,041.93		\$205,222.93
FURNITURE AND EQUIPMENT	\$0.00	\$0.00	\$139,541.47	\$139,541.47
OTHER ASSETS	\$9,266.29	\$0.00		\$9,266.29
<b>TOTAL ASSETS</b>	<b>\$937,962.00</b>	<b>\$39,130,692.70</b>	<b>\$139,541.47</b>	<b>\$40,208,196.17</b>
<b>LIABILITIES:</b>				
ACCOUNTS PAYABLE	\$39,414.83	\$1,685,588.56		\$1,725,003.39
ACCRUED PAYROLL LIABILITIES	\$40,724.04	\$0.00		\$40,724.04
DUE TO OTHER GOVERNMENT UNITS	\$107,811.37	\$0.00		\$107,811.37
DUE TO MTC	\$0.00	\$13,722,329.94		\$13,722,329.94
DUE TO OTHER FUNDS	\$0.00	\$0.00		\$0.00
DEFERRED REVENUE & OTHER LIAB.	\$5,676.64	\$17,784,488.71		\$17,790,165.35
<b>TOTAL LIABILITIES</b>	<b>\$193,626.88</b>	<b>\$33,192,407.21</b>		<b>\$33,386,034.09</b>
<b>FUND EQUITY:</b>				
INVESTMENT IN GENERAL FIXED ASSETS			\$139,541.47	\$139,541.47
FUND BALANCE	\$744,335.12	\$5,938,285.49		\$6,682,620.61
<b>TOTAL LIABILITIES AND FUND BALANCES</b>	<b>\$937,962.00</b>	<b>\$39,130,692.70</b>	<b>\$139,541.47</b>	<b>\$40,208,196.17</b>



RUN DATE: 22-Dec-86

BUDSTA10A

BUDGET LINE ITEM STATUS REPORT  
PERIOD 11/30/86

REVENUES:	1986 BUDGET	ACTUAL AS OF 11/30/86	VARIANCE	PERCENT OF BUDGET
FEDERAL GRANTS				
1985 UMTA PLANNING GRANT	\$0.00	\$127,571.93	\$127,571.93	
1986 UMTA PLANNING GRANT	\$325,000.00	\$224,049.00	(\$100,951.00)	68.94%
FEDERAL AID URBAN	\$0.00	\$331,250.87	\$331,250.87	
STATE GRANTS				
RTB ADMINISTRATION	\$1,082,500.00	\$909,800.00	(\$172,700.00)	84.05%
TRANSIT ASSISTANCE	\$20,550,400.00	\$16,368,161.62	(\$4,182,238.38)	79.65%
TAX FEATHERING	\$2,488,000.00	\$1,461,212.50	(\$1,026,787.50)	58.73%
HOMESTEAD CREDIT-GEN	\$0.00	\$7,218,414.06	\$7,218,414.06	
HOMESTEAD CREDIT-DEBT	\$0.00	\$565,986.04	\$565,986.04	
PROPERTY TAXES				
GENERAL	\$42,816,000.00	\$21,213,977.98	(\$21,602,022.02)	49.55%
DEBT SERVICE	\$3,353,600.00	\$1,675,587.44	(\$1,678,012.56)	49.96%
INTEREST INCOME:				
TAX ESCROW FUND	\$0.00	\$350,978.00	\$350,978.00	
ALL OTHER	\$450,000.00	\$659,860.83	\$209,860.83	146.64%
MISCELLANEOUS INCOME				
I-35E PROJECT	\$0.00	\$48,950.69	\$48,950.69	
ALL OTHER	\$0.00	\$854.00	\$854.00	
<b>TOTAL REVENUES</b>	<b>\$71,065,500.00</b>	<b>\$51,156,654.96</b>	<b>(\$19,908,845.04)</b>	<b>71.99%</b>

EXPENSES:	1986 BUDGET	EXPENSES TO 10-31-86	UNEXPENDED BUDGET	PERCENT OF BUDGET EXPENDED
SALARIES AND BENEFITS	\$930,700.00	\$670,578.61	\$260,121.39	72.05%
PROF. AND TECH. SERVICES	\$755,000.00	\$479,321.39	\$275,678.61	63.49%
METRO COUNCIL CHARGEBACKS	\$209,700.00	\$155,466.57	\$54,233.43	74.14%
MATERIALS AND SUPPLIES	\$96,500.00	\$51,785.16	\$44,714.84	53.66%
LEASES & RENTALS	\$62,500.00	\$61,808.34	\$691.66	98.89%
UTILITIES	\$27,000.00	\$16,456.67	\$10,543.33	60.95%
MEMBERS PER DIEMS	\$38,000.00	\$29,139.45	\$8,860.55	76.68%
TRAVEL EXPENSE	\$93,500.00	\$46,952.60	\$46,547.40	50.22%
TRANSIT PROVIDER PAYMENTS	\$68,607,200.00	\$44,554,637.33	\$24,052,562.67	64.94%
MISCELLANEOUS	\$61,000.00	\$75,765.67	(\$14,765.67)	124.21%
GENERAL AND ADMINISTRATIVE	\$54,000.00	\$33,412.35	\$20,587.65	61.87%
INTEREST EXPENSE	\$0.00	\$229,350.00	(\$229,350.00)	0.00%
<b>SUBTOTAL</b>	<b>\$70,935,100.00</b>	<b>\$46,404,674.14</b>	<b>\$24,530,425.86</b>	<b>65.42%</b>
CAPITAL EXPENDITURES	\$50,000.00	\$42,556.39	\$7,443.61	85.11%
<b>TOTAL EXPENDITURES</b>	<b>\$70,985,100.00</b>	<b>\$46,447,230.53</b>	<b>\$24,537,869.47</b>	<b>65.43%</b>
<b>EXCESS (DEF) REV. OVER EXP.</b>	<b>\$80,400.00</b>	<b>\$4,709,424.43</b>	<b>(\$4,629,024.43)</b>	<b>5857.49%</b>

RUN DATE: 30-Dec-86

RTB Program Status Report 11/30/86  
91.67% of Fiscal Year

PROGR11

Work Prog #	Program name	Original Budget	Revised Budget	Expenses thru Period end date	Unexpended Budget	Expenses as % of Budget
86-01	RTB Policy Management	\$315,630.00	\$316,244.00	\$184,036.47	\$132,207.53	58.19%
86-03	Programs/Planning Admin	\$289,660.00	\$290,180.00	\$208,057.11	\$82,122.89	71.70%
86-04	Transportation Planning Process	\$147,050.00	\$145,665.00	\$46,464.71	\$99,200.29	31.90%
86-05	Transit Corridor Study	\$24,170.00	\$23,758.00	\$50,214.16	(\$26,456.16)	211.36%
86-06	I-35W Study	\$38,100.00	\$37,664.00	\$5,053.14	\$32,610.86	13.42%
86-07	Service Needs Assessment and Implementation Plan	\$513,770.00	\$516,675.00	\$559,346.07	(\$42,671.07)	108.26%
86-08	Bus Related Improvements	\$27,310.00	\$28,010.00	\$852.61	\$27,157.39	3.04%
86-09	Urban Travel Analysis	\$49,910.00	\$49,654.00	\$54,847.59	(\$5,193.59)	110.46%
86-10	Handicapped Transp. Planning	\$99,110.00	\$99,265.00	\$82,258.71	\$17,006.29	82.87%
86-11	Regional Rideshare Prog. Coord.	\$80,550.00	\$80,515.00	\$9,142.49	\$71,372.51	11.36%
86-12	I-394 Planning & Implementation	\$257,750.00	\$258,265.00	\$38,829.54	\$219,435.46	15.03%
86-13	Transit System Planning & Impl.	\$229,190.00	\$229,290.00	\$65,832.98	\$163,457.02	28.71%
86-14	Transit Programs and Admin.	\$65,509,300.00	\$65,506,315.00	\$42,457,482.59	\$23,048,832.41	64.81%
86-21	Transit Operator Assistance Debt Service	\$3,353,600.00	\$3,353,600.00	\$2,177,589.58	\$1,176,010.42	64.93%
	Sub-Total	\$70,935,100.00	\$70,935,100.00	\$45,940,007.75	\$24,995,092.25	64.76%
86-20	Capital Expenditure Program	\$50,000.00	\$50,000.00	\$42,556.39	\$7,443.61	85.11%
	Sub-Total Programs and Capital Expenditures	\$70,985,100.00	\$70,985,100.00	\$45,982,564.14	\$25,002,535.86	64.78%
	1985 UMTA Grant		\$164,922.00	\$167,389.34	(\$2,467.34)	101.50%
	1985 Debt Service			\$66,358.77		
	430 - 1985 TAC Interest Expense			\$229,350.00		
	Adjustment - Non-allocable Exp.			\$1,568.28		
	TOTAL	\$70,985,100.00	\$71,150,022.00	\$46,447,230.53	\$25,000,068.52	65.28%