



Minnesota Regional Transit
Board: Records.

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

SPECIAL MEETING OF THE REGIONAL TRANSIT BOARD
Monday, July 27, 1987
Metropolitan Council Offices, Room E
4:00 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. REPORT OF THE POLICY COMMITTEE
 - A. Policy on Cost Sharing Arrangements
4. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE Ruth Franklin,
Chair
 - A. Draft 1988 Work Program and Budget, Accept for
Purpose of Public Hearing
5. OTHER BUSINESS
 - A. Chairman's Report
 - B. Members' Reports
 - C. Advisory Committee Reports
 - D. Staff Reports
6. PUBLIC COMMENT

Elliott Perovich
Chairman

Would it upset this committee
if the problems of the deaf or
so handicapped people be
taken care of right
guilt

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: July 21, 1987
TO: Regional Transit Board
FROM: Policy Committee

POLICY ON COST SHARING ARRANGEMENTS

At its meeting on July 20, 1987, the Policy Committee reviewed the staff report dated July 13, 1987. The committee approved the following:

RECOMMENDATION

1. That the Regional Transit Board adopt a policy on cost sharing arrangements, worded as follows:

Specialized transit services and capital improvements that directly benefit a single institution or organization should be provided through a negotiated cost sharing agreement that requires significant financial participation by the institution or organization.

2. That the Regional Transit Board direct its staff to develop guidelines for negotiating cost sharing agreements that providers will follow beginning January 1, 1988.
3. That the Regional Transit Board direct the Metropolitan Transit Commission to maintain all cost sharing agreements that have been in effect during 1987 throughout the remainder of the year.

*ije
handwritten*

Doris Caranicas
Chair

MF100A

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: July 21, 1987
TO: Regional Transit Board
FROM: Administration and Finance Committee

DRAFT 1988 WORK PROGRAM AND BUDGET

At its meeting of July 20, 1987, the Administration and Finance Committee approved the following:

RECOMMENDATION:

That the Regional Transit Board accept the July 20, 1987 draft of the 1988 Work Program and Budget for purposes of public hearing. The public hearing will be held August 10, 1987.

Ruth Franklin
Chair

MF100A

Caprell
Cochrane
Shallwater
Miles Lord
- Fairley
Weaver
Huss

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: July 27, 1987

BOARD OR COMMITTEE Board mtg

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE	VOTE
Chairman	✓					

Doris Caranicas	✓					

Ruth Franklin	✓					

Carole Faricy	✓					

Alison Fuhr						

Rochelle Graves	✓					

George Isaacs	✓					

Paul Joyce	✓					

Edward Kranz	✓					

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: July 24, 1987
TO: Chairman and Members of the Regional Transit Board
FROM: Edward Kouneski, Programs Manager ^{EK} 
SUBJECT: Definition of Specialized Service

At the Board meeting of July 20, there was discussion concerning the definition of specialized service and how it differs from regular route service. The purpose of this memorandum is to further define the term "specialized service" and how it will be used by the RTB in determining prospective cost sharing arrangements.

Specialized service is defined as that which directly benefits a single institution or organization. Specialized service may include both regular route and paratransit services. Whatever the service delivery method, it is characterized by specially designed route alignments, schedules, and vehicle requirements which meet the needs of the specific institution or organization.

The University of Minnesota Route 52 express service is generally classified as regular route service since it operates on fixed routes with fixed schedules. It is considered specialized because it is designed and operated to meet the special needs of the University of Minnesota. Through a contract with the MTC, since 1970, the University has determined the supply of service including the number of trips to be provided, the time the service will be available, and the location of bus stops on campus. Travel on Route 52 is almost exclusively oriented to the University, with 98 percent of the riders comprised of university students or employees.

In conclusion, the categories "specialized" and "regular route" are not mutually exclusive. The Route 52 express service is a specialized regular route service in that it is tailored to the needs of the University of Minnesota. The Cargill subscription bus service also meets the definition of a specialized service.

Handout
RTB 3/27,
by Capell

The board requests that the MTC enter into negotiations with the University of Minnesota to continue the previous subsidy arrangement for Route 52, and seek RTB budget approval for any changes from the previous 50/50 cost-sharing arrangement.

RC
revised

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: July 27, 1987
TO: Regional Transit Board
FROM: Linda Ehlers, Project Administrator 
SUBJECT: Increased Ridership Demand for Metro Mobility

Starting on Friday, July 24, the Regional Transit Board (RTB) executive director instructed the Metro Mobility Administrative Center (MMAC) to lift the daily subsidy allocation limit for Metro Mobility. This action was taken in order to minimize adverse impact on Metro Mobility riders and to allow an adequate estimate of ridership demand to be developed. The MMAC had begun limiting the number of rides on July 16.

The Metro Mobility program currently can accommodate approximately 65,000 trips per month at an approximate monthly allocation of \$520,000. This is a 45 percent increase from the number of rides that could be provided under the former program. In the past few months, the demand for the service has grown to exceed the budgeted level.

Higher than projected ridership was first observed in March 1987, and the program used previously unspent allocated funds to provide all rides requested. At that time, it was anticipated that the seasonal pattern of declining summer ridership would bring the subsidy in alignment with the amount allocated. After reaching a record high of 69,700 rides in April, however, ridership continued to climb. In June, more than 73,500 elderly and disabled passengers rode Metro Mobility, a 75 percent increase from last year.

Staff has imposed a moratorium on the daily allocation for several reasons. Allowing the ridership demand to rise without the artificial constraint of a daily budget should give a better picture of the true demand. The past operation of Metro Mobility has always been subject to an artificial demand level and as a result the true demand for these transportation services has not been determined.

During this moratorium, staff will examine the nature of the ridership to determine and assess alternatives to a program where demand significantly exceeds the available public subsidy dollars. MMAC data show that 76 percent of all new certifications to Metro Mobility come from the original service area and 24 percent from the expansion area. New certifications for the last seven months have increased 163 percent over the comparable period last year.

There has been direct communication with riders explaining the impact of a limit on the capacity of Metro Mobility to deliver all requested trips.

Regional Transit Board
July 27, 1987
Page 2

Following a meeting between RTB staff and several advocacy groups on July 23, and after polling the opinions of Transportation Handicapped Advisory Committee members, it is clear that there is support from the disabled and elderly community to support this action.

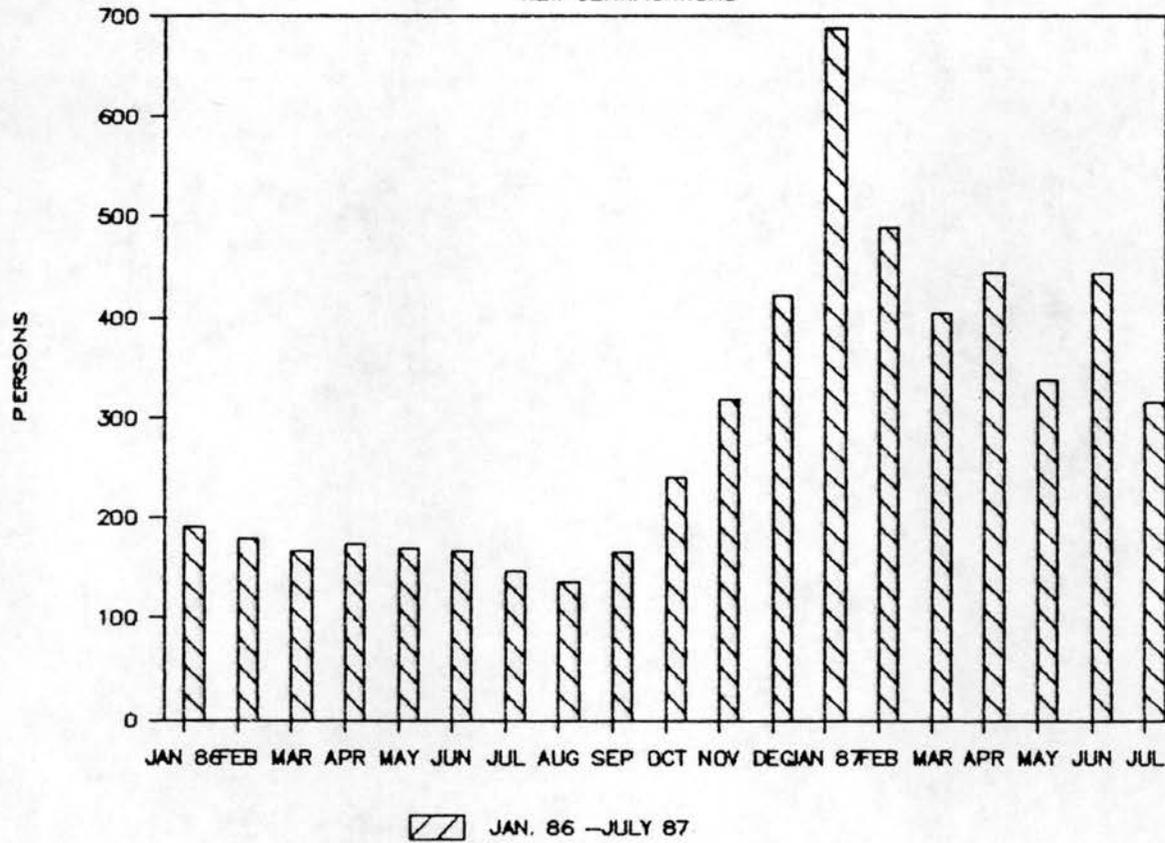
At the August 17 meeting of the RTB Policy Committee, staff will present options to meet the increasing demand for Metro Mobility service. The options may include cost sharing by agencies serving disabled and elderly persons, increased funding, fare changes, and operational restrictions.

Attached are graphs showing the current trends in Metro Mobility ridership and new certifications.

LLE:jmo
Attachments
demand/TX2

METRO MOBILITY

NEW CERTIFICATIONS



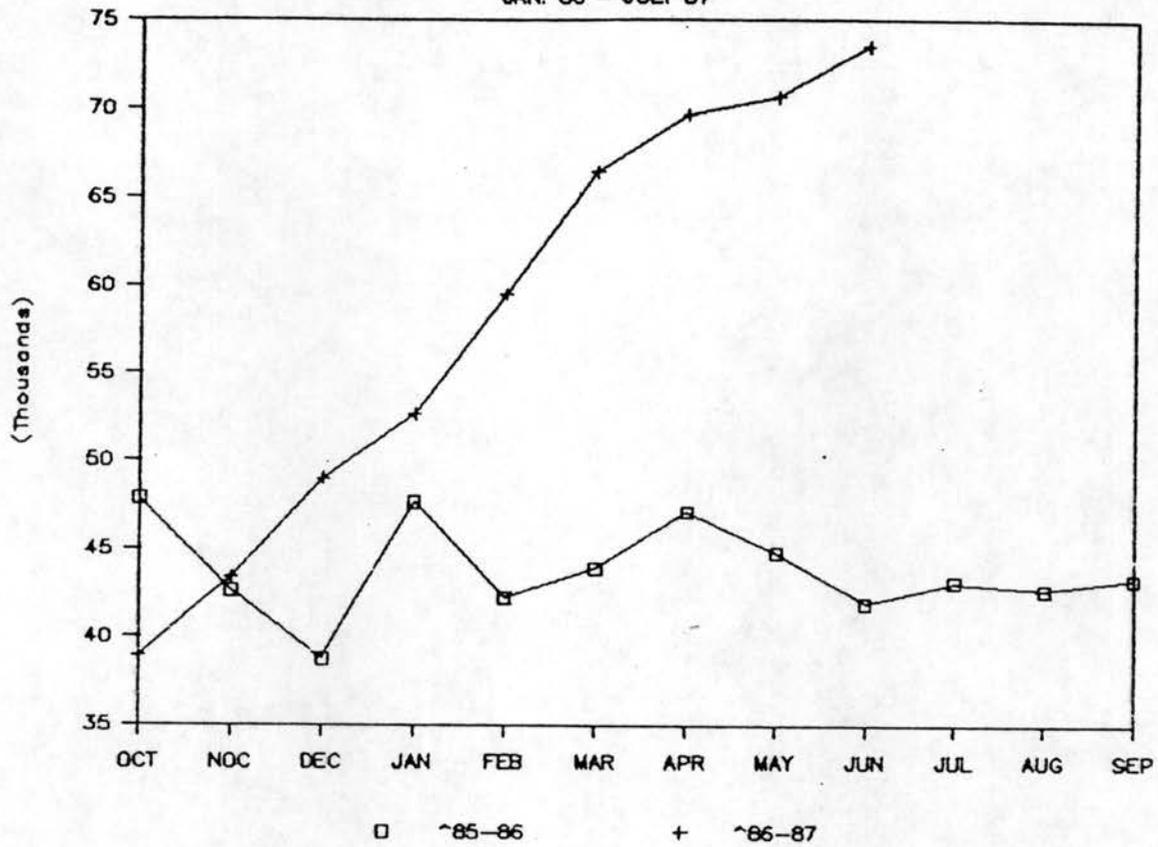
METRO MOBILITY
NEW CERTIFICATIONS
JANUARY, 1986 - JULY, 1987

	<u>1986</u>	<u>1987</u>
JAN	191	688
FEB	178	490
MAR	166	405
APR	174	445
MAY	169	338
JUN	166	444
JUL	146	315*
AUG	136	
SEP	165	
OCT	241	
NOV	318	
DEC	423	

*Incomplete data

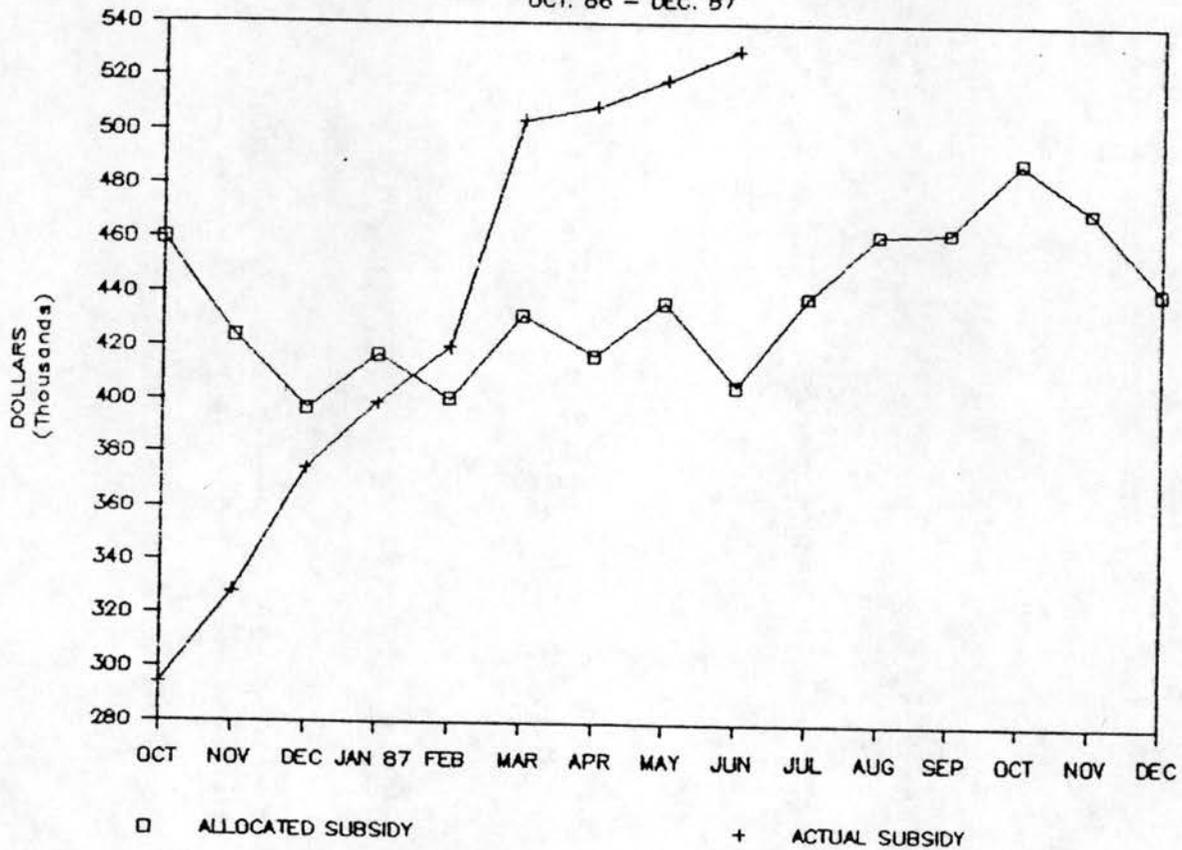
METRO MOBILITY RIDERSHIP

JAN. 86 - JULY 87



METRO MOBILITY SUBSIDY

OCT. 86 - DEC. 87



REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

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TO: Chairman and Members of the Regional Transit Board
FROM: Edward Kouneski, Programs Manager ^{EK}
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