



Minnesota Regional Transit
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REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

Meeting of The
COMMITTEE OF THE WHOLE
Monday, May 21, 1990
Mears Park Centre Chambers
3:00 p.m.

Agenda

1. Call to order and Roll Call
2. Approval of Agenda
3. Five-Year Transit Plan

Jeff Spartz
Chair

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 5/21/90

BOARD OR COMMITTEE: Comm of White

Member Name	Present	Vote							
Mike Ehrlichmann									
Doris Caranicas (P)	✓								
John Finley (A&F)	✓								
Ruth Franklin (A&F)	✓								
Ed Kranz (A&F)	✓								
Sandra Hilary (P)									
Terry O'Toole (P)	✓								
Jeff Spartz (Chair-P)	✓								
Norbert Theis (P)	✓								
El Tinklenberg (Chair-A)	✓								
Richard Wedell (A&F)	✓								

Visitors

Alan Morin
Karen Lye

Staff

JH, HP, GA

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, St. Paul, Minnesota 55101
292-8789

DATE: May 14, 1990
TO: Committee of the Whole
FROM: Howard Blin, Planning Manager *HB*
SUBJECT: Five-Year Transit Plan *OK*

SUMMARY

This memorandum presents background on the RTB's Five-Year Transit Plan. No action is required; this item is presented for informational purposes only.

BACKGROUND

The RTB's Five-Year Transit Plan, or implementation plan, takes its overall policy direction from the Metropolitan Council Transportation Policy Plan. That plan includes the following policies relevant to transit service:

- Policy 1 The regional transportation system should support the region's economic vitality and quality of life, and provide for safe, efficient movement of people and goods through strong, effective highway and transit components.
- Policy 2 Regular- (or fixed-) route transit and ridesharing in the region should be strengthened to be more competitive with the single-occupant automobile, particularly for commuters, through appropriate investments in services and facilities that provide incentives to share rides and use other forms of transit.
- Policy 3 Ridesharing, conventional transit and travel-demand management strategies, such as variable work hours and parking incentives, should be used to reduce the projected increase in vehicular traffic and alleviate the need for additional capacity in the metropolitan highway system during peak hours.
- Policy 4 The allocation of transit resources should ensure maintaining and upgrading services in areas or along routes with the highest density of demand and the highest concentration of transit-dependent people.

- Policy 5 Many different types of transit are appropriate within the metropolitan area: regular-route services (fixed route, fixed schedule, including local and express buses, internal circulators and light rail transit); ridesharing (car pools, van pools, and subscription bus); and special transportation services (for elderly and disabled people--for example, demand responsive, flexible route, flexible schedule).
- Policy 6 All transit system components should be effectively coordinated to function as internal parts of the regional transportation system.
- Policy 7 The effectiveness of the regional transit system should be maximized through the use of both public and private operators, while preserving the transit system's integrity and encouraging efficient operation.
- Policy 8 The Regional Transit Board should adopt and periodically reevaluate a set of fare policies that reflect a balance between the actual operating cost of the service, subsidy levels, and the public purpose or need for the service, and consider the cost of alternative transportation methods.
- Policy 9 Transit financing should be the shared responsibility of users and federal, state, regional and local governments, as well as the private sector. The Regional Transit Board should include a comprehensive set of financial policies in its implementation plan that reflect these responsibilities and that address future fiscal implications of short-range financial decisions.
- Policy 10 The Regional Transit Board must implement the transit component of the Metropolitan Council's *Transportation Development Guide/Policy Plan*, and include the elements and conform to the format described in Appendix B: "Content Requirements for Implementation and Financial Plans of the Regional Transit Board."
- Policy 14 The Council will require integrated planning for land use and all transportation modes in the metro centers to optimize the use and minimize the need for investments in the metropolitan highway and transit systems.
- Policy 15 The Metropolitan Council will require integrated planning for land use and transportation for regional business concentrations to optimize use of and minimize the need for investments in the regional metropolitan highway and transit systems.

Policy 18 Public participation should be promoted in formulating transportation policy and implementing decisions. The Metropolitan Council, the Regional Transit Board, and the Minnesota Department of Transportation should engage in a variety of citizen participation activities and communicate with the public in a manner that solicits widespread participation, input, review and debate on proposed plans and implementation proposals.

In response to this policy direction, in 1989 the RTB adopted a Five-Year Transit Plan. Reprinted below is a section of the plan that establishes five major areas of emphasis, all aimed at maximizing ridership on the transit system.

- **Relieving Congestion**—RTB must ensure that transit and travel demand management strategies are promoted and implemented as a means of relieving congestion in major travel corridors;
- **Getting Ready for Light Rail Transit**—Steps must be taken to prepare the region for the introduction of light rail transit as an integrated and coordinated element of the overall transit system;
- **Meeting the Needs of Transit Dependents**—The capacity and performance of transit services to meet the travel needs of the transit disadvantaged, especially the elderly and disabled, must be optimized;
- **Responding to Changing Travel Needs**—Transit services must be operated cost-effectively and responsively to changing travel needs in a thoughtful, comprehensive manner in order to maximize resources and ridership; and
- **Coordinating the Regional Transit System**—The impact and effectiveness of the different elements of the transit system can be maximized by integrating and coordinating a system that provides for diversity but yet is unified through image, information and operations.

For each of the five areas of emphasis identified above, the RTB has identified specific strategies and actions to address these issues and needs. Highlights are listed below.

As a means of **relieving traffic congestion**, the RTB will take a variety of measures including:

- Introducing service improvements in suburban areas (new or expanded transit services, reverse commute and community transit planning grant programs).
- Focusing rideshare efforts in congested corridors.
- Implementing Travel Demand Management (TDM) Strategies focusing on congested transportation corridors.

Getting ready for light rail transit will be a major activity for the RTB during the next five years. The RTB will:

- Prepare a regional LRT plan comprised of a development and financial component as well as a coordination component.
- Establish a Joint LRT Advisory Team to assist the board in planning LRT facilities and services and in coordinating the LRT activities of regional railroad authorities and the MTC.
- Continue its LRT Peer Review Panel comprised of individuals with expertise in LRT planning, design and construction to review plans.
- Conduct LRT communications activities in an effort to educate the public about the characteristics and benefits of LRT.

In order to better **meet the needs of transit dependents**, the RTB plans to:

- Increase accessibility of the total transit system by planning and implementing additional accessible service options that supplement Metro Mobility service and work with communities to provide increased accessibility opportunities on local services.
- Continue to define the role of Metro Mobility in order to better meet travel needs.
- Introduce an aggressive reverse commute program with emphasis on meeting the needs of the employed and underemployed.
- Implement a series of actions aimed at responding to the specialized needs of the transit disadvantaged.

Activities that will enable the RTB to **better respond to changing travel needs** in a cost-effective manner include:

- Restructuring service to better match actual origins and destinations (e.g., transit hubs, LRT feeder bus and suburban transit improvements).
- Developing transit hubs as focal points for transit services to:
 - maximize ridership
 - improve suburban service
 - enhance passenger amenities
- Developing performance standards for all types of service types and providers.
- Promoting a Community Transit Planning Grant Program to enlist community involvement in planning new transit services.

- Developing an emergency plan that will assist the region to respond to travel needs in the case of energy emergencies.

Coordinating the regional transit system is the focus of several activities identified in the Five-Year Transit Plan including:

- Integrate LRT as an essential element of the total transit system.
- Increase responsibility of MTC as coordinator for regional services including rideshare and transit information services.
- Initiate a regional transit marketing program.
- Coordinate services for the elderly and person with disabilities.

DISCUSSION

In the 1990 update of the Five-Year Transit Plan, these areas of emphasis must be reviewed to determine if they continue to reflect the RTB's transit planning and implementation priorities. In addition, several specific issues must be addressed. These include:

- **Service Delivery.** The plan will address the appropriate service delivery strategies for various areas of the region. This analysis will be based on operational experience with various services and the results of demonstration projects.
- **Funding.** The appropriate level of RTB funding for transit services, particularly community-based services, will be addressed.
- **Regional Coordination.** Development of policies and implementation strategies necessary to ensure coordinated transit service delivery in the region.
- **Competitive Procurement.** The existing guidelines for competitive procurement of transit services will be revised as necessary.
- **Accessibility.** Building on the ongoing accessible transit service planning activities, implementation strategies for accessible service will be addressed.
- **Fares.** The existing plan projects a regular route fare increase necessary in 1991 in order to meet farebox recovery standards. Implementation of various fare proposals will be addressed and a determination made on fare adjustments.
- **Performance Standards.** Performance standards will be reviewed and updated for all services, with particular emphasis on regular route service.

In addition, transit capital needs and operational funding will be addressed.

A schedule for future committee review of these issues over the coming months will be presented at the May 21 meeting.

5/21/90

**SCHEDULE FOR REVIEW
OF THE
FIVE-YEAR TRANSIT PLAN**

- | | |
|------------------------------|---|
| May 21 | <ul style="list-style-type: none">• Metropolitan Council Transportation Policy Plan• Existing Five-Year Transit Plan |
| June 4 | <ul style="list-style-type: none">• Transit Ridership and Financial Trends |
| June 18 | <ul style="list-style-type: none">• Transit Funding• Fares |
| July 2 | <ul style="list-style-type: none">• Financial Assumptions• Capital Needs |
| July 16 | <ul style="list-style-type: none">• Accessibility• Regional Coordination• Competitive Transit |
| August 6 | <ul style="list-style-type: none">• Performance Standards• Regular Route Service Delivery• Light Rail Transit |
| August 20 | <ul style="list-style-type: none">• Elderly and Disabled Service Delivery• Community-Based Transit Service Delivery |
| September 3 | <ul style="list-style-type: none">• Financial Plan |
| September 17 | <ul style="list-style-type: none">• Authorize distribution of draft Five-Year Transit Plan |
| September 18 -
October 22 | <ul style="list-style-type: none">• Public Review Period |
| October 22 | <ul style="list-style-type: none">• Committee of the Whole review of final plan |
| November 5 | <ul style="list-style-type: none">• Board action on final plan/submission to Metropolitan Council |