



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
612/292-8789

MEETING OF THE COMMITTEE OF THE WHOLE

Monday, July 23, 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:
 - Financial Projections
 - Accessibility
4. Other Business
5. Public Comment

Jeff Spartz
Chair

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 7/23/90

BOARD OR COMMITTEE: Corn of Whale

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

Jaylor, Enghel
E Brant + Alan Morin

Staff

HB, J#, EK, GP, S#

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, St. Paul, Minnesota 55101
612/292-8789

DATE: July 17, 1990
TO: Committee of the Whole
FROM: Edward Kouneski, ^{EK} Manager of Programs
SUBJECT: Five Year Transit Plan -- Accessibility

SUMMARY

This memorandum presents elements being considered for implementation of a comprehensive transit accessibility policy in the region.

DISCUSSION

The accessibility goal, stated in the current version of the Five Year Transit Plan, is to increase travel options for persons with disabilities by complementing Metro Mobility with other accessible public transit services. The mix of services becoming available to persons with disabilities will include regular route bus, light rail transit, community based dial-a-ride and circulator, and ridesharing services.

Following are some of the elements relevant to this policy discussion. Accessibility improvements are planned for each type of transit service operating in the region with the ultimate goal of a fully accessible, coordinated and integrated system.

- Metro Mobility. The trip assurance program, which virtually guarantees that a customer will receive a ride when it is needed, started July 1, 1990. An effort to maximize revenue, through cost reimbursement for human service agency trips, will begin October 1, 1990. A travel skills training incentive program is an upcoming initiative for which a special legislative appropriation may be requested: making bus passes available at a discount to developmentally disabled persons who can learn to use the regular route service. Certification procedures and eligibility criteria for Metro Mobility are future topics to explore, particularly as other modes become fully accessible.
- Regular Route Bus. The next step in the regular route accessibility planning effort is to develop route selection criteria for deployment of the Metropolitan Transit Commission's new lift equipped buses, with assistance from the Transit Accessibility Advisory Committee (TAAC). Accessible buses will likely be introduced first on routes operating local service during the peak hours and midday at frequencies of 30 minutes or greater. The results of the recent consumer marketing research study provide a profile of the target market useful for route selection.

Regular route services provided by private operators under contract to the RTB or local communities should be made accessible as well, according to existing vehicle replacement schedules.

Light Rail Transit. Plans call for all light rail vehicles and stations to be accessible. Currently under debate is a three-inch gap specification between the platform and the vehicle.

- Community Based Programs. Local dial-a-ride and circulator services potentially can replace Metro Mobility service for trips within the community service area. This is to be demonstrated by the new Anoka County Traveler program, the accessible demand responsive service designed to serve the general public that starts August 1, 1990.
- Ridesharing. The RTB could provide partial capital subsidies for lift-equipped vehicles to be used in vanpools registered with Minnesota Rideshare.
- Customer Information Services. As more travel options become available for persons with disabilities, a centralized information source would be useful. The RTB has asked the MTC to consider providing greater information as part of the services offered by the Metro Mobility Administrative Center (MMAC).
- Facilities and Amenities. Transit stations, bus stops and shelters, pathways (pavements, curb cuts), and various equipment design features also need to be incorporated into plans to make transit accessible, in order to effectively build ridership.

Staff welcomes suggestions from Committee of the Whole members on any aspect of accessibility, and we will continue to rely on input from TAAC for further policy development.

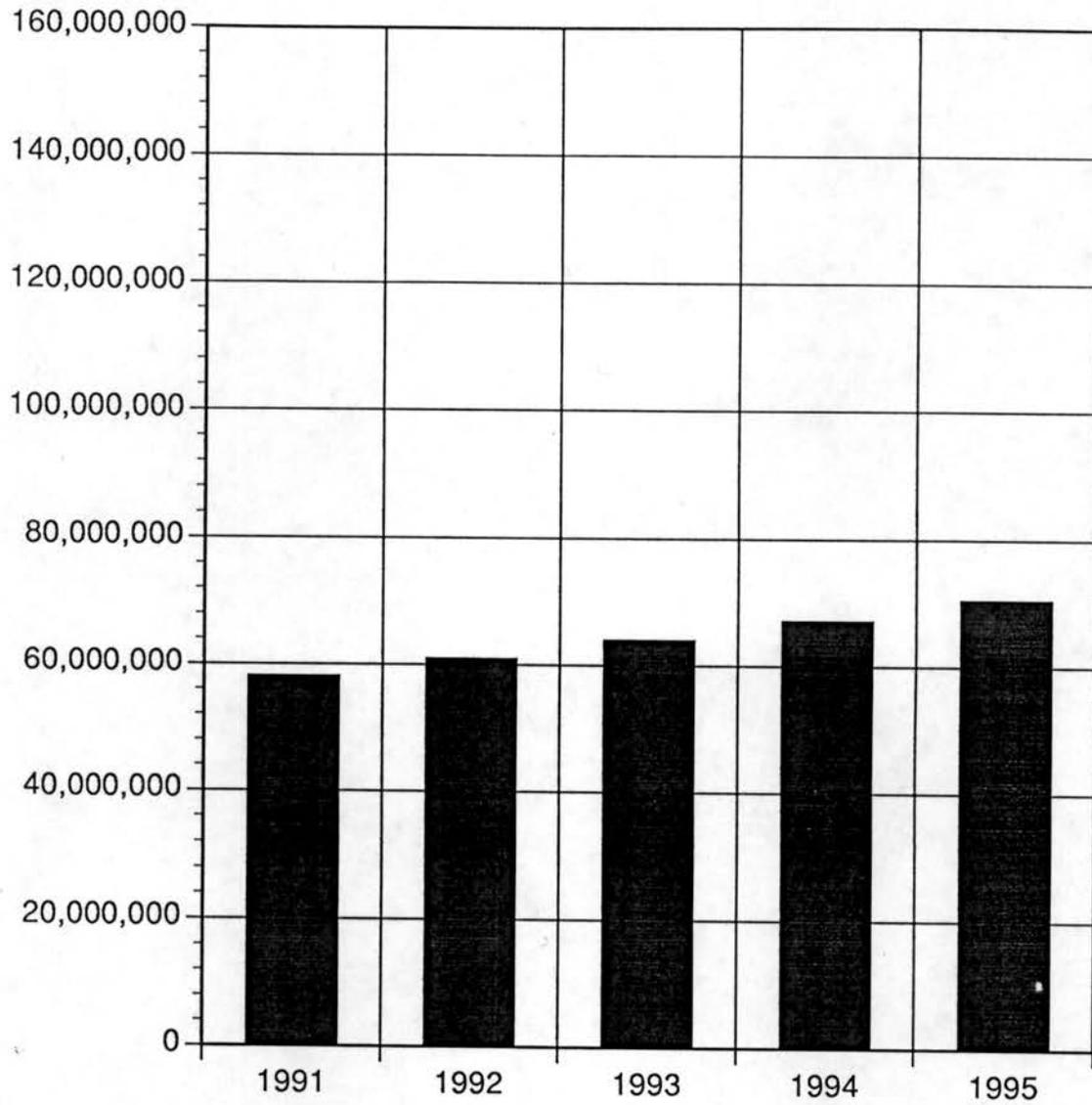
RECOMMENDATION

This item is for discussion purposes only, leading to future policy action.

Regular Route Funding Assumptions 1991-1995

- Operating Expenses increase 5% each year
- 35% Fare Recovery Ratio 1992 -1995
- Federal revenues decline 5% each year
- Property taxes pay 50% of operating expenses
- Other revenues increase 1% each year
- State revenues equal operating expenses less all other revenues

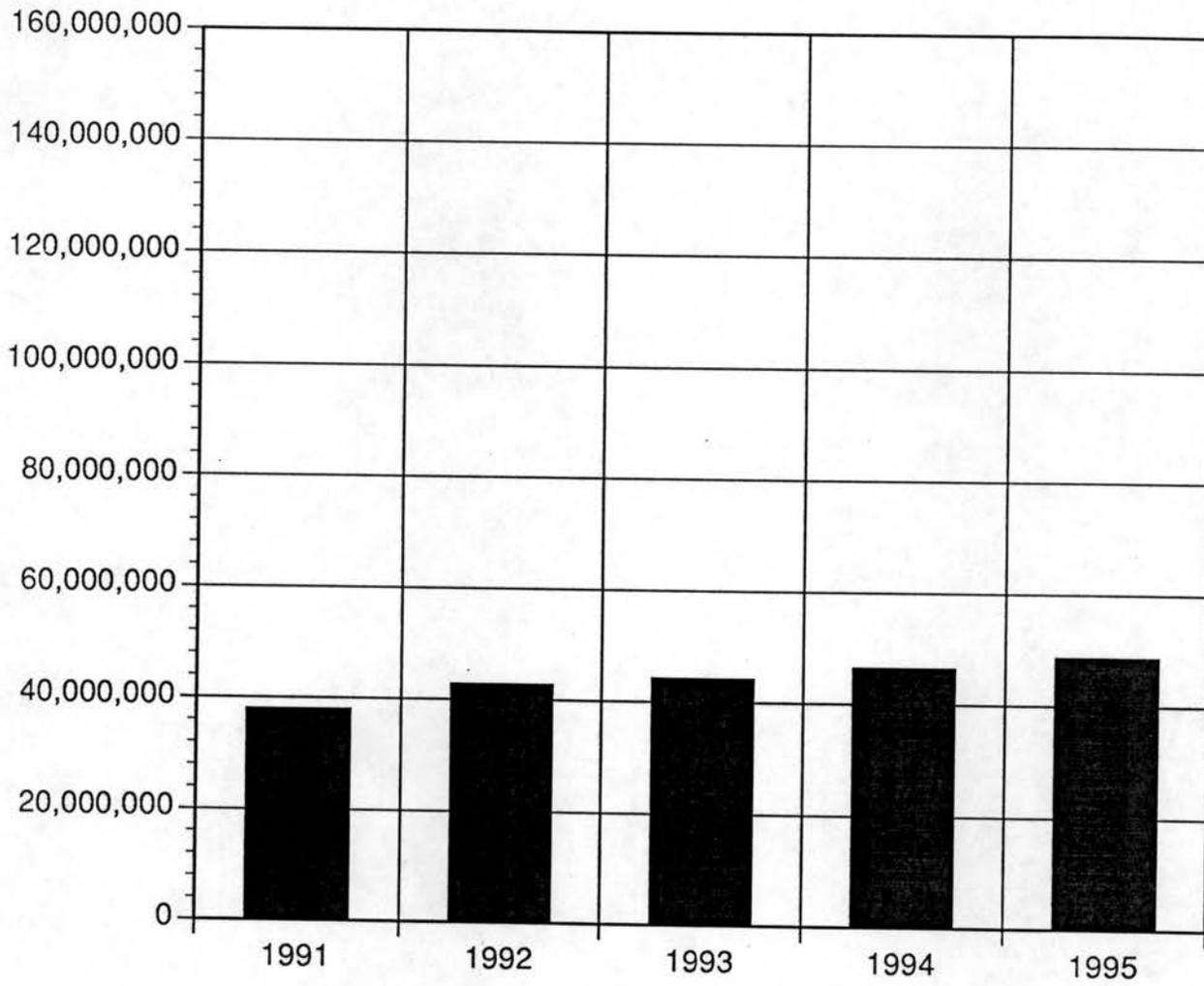
Property Taxes



Assumptions:

Property Taxes make up 50% of operating expenses

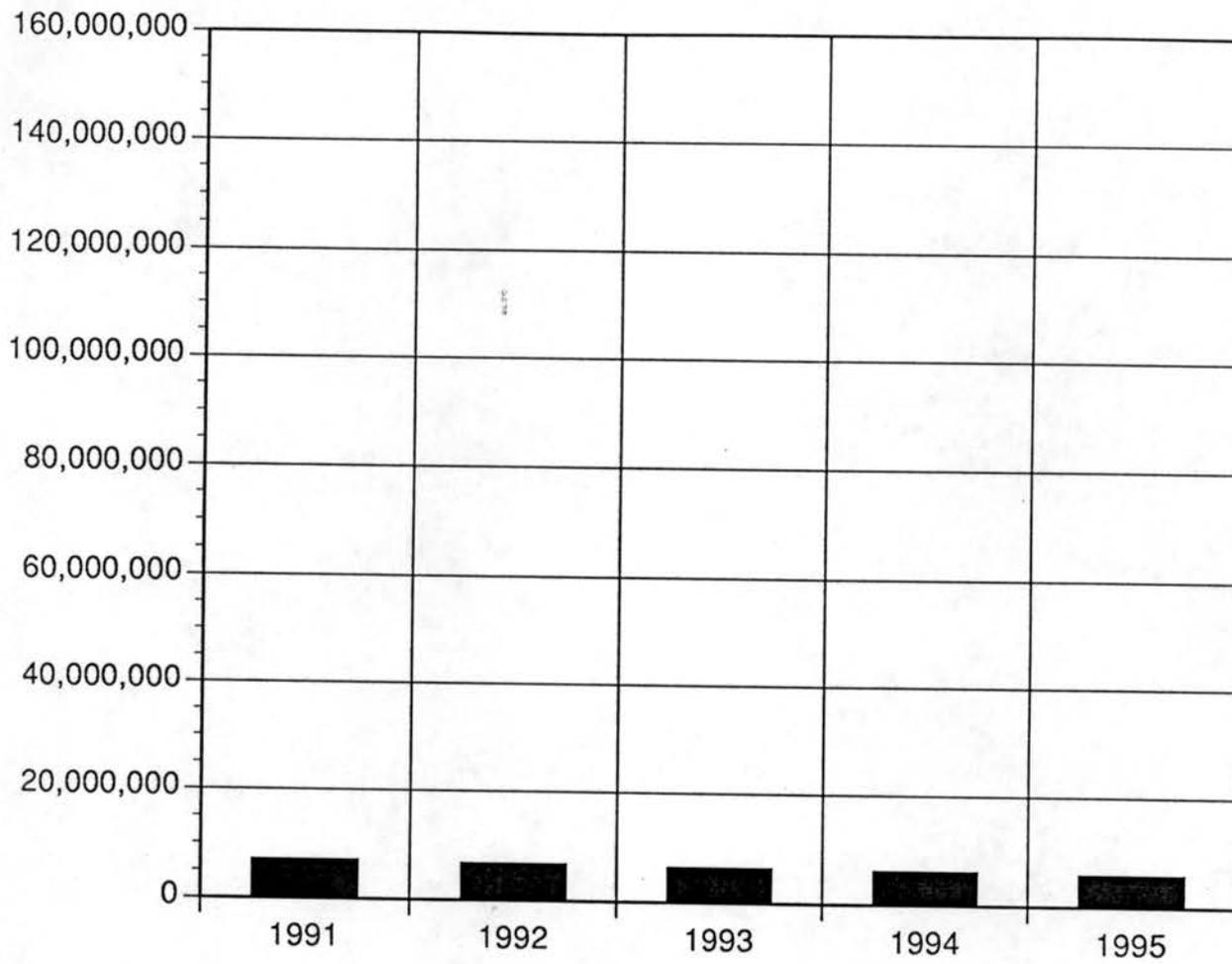
Fares



Assumptions:

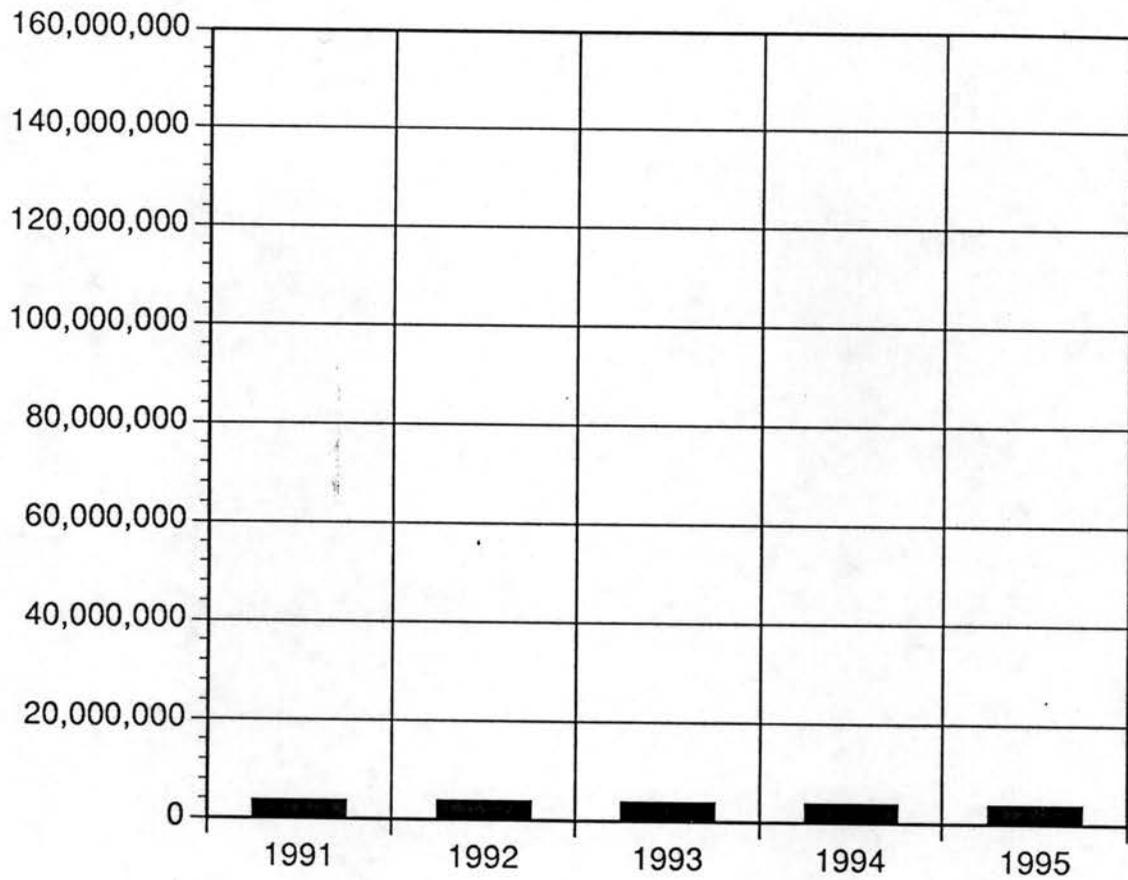
35% Fare Recovery reached in 1992 and maintained through 1995

Federal Revenues



Assumption:
Federal Revenues decline 5% each year

Other Revenues



Assumptions:

Other revenues increase 1% each year

1991 3,711,890

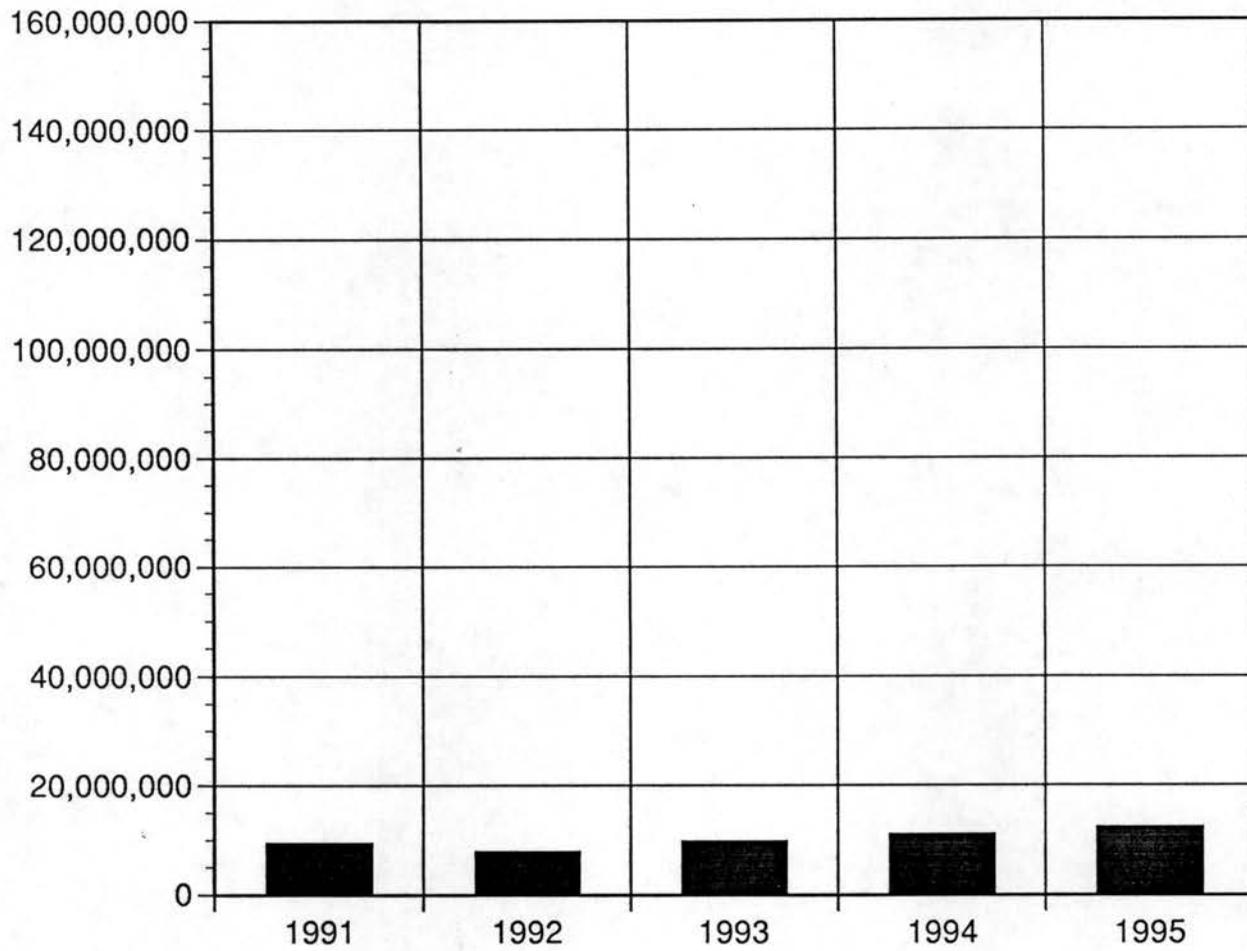
1992 3,742,500

1993 3,779,870

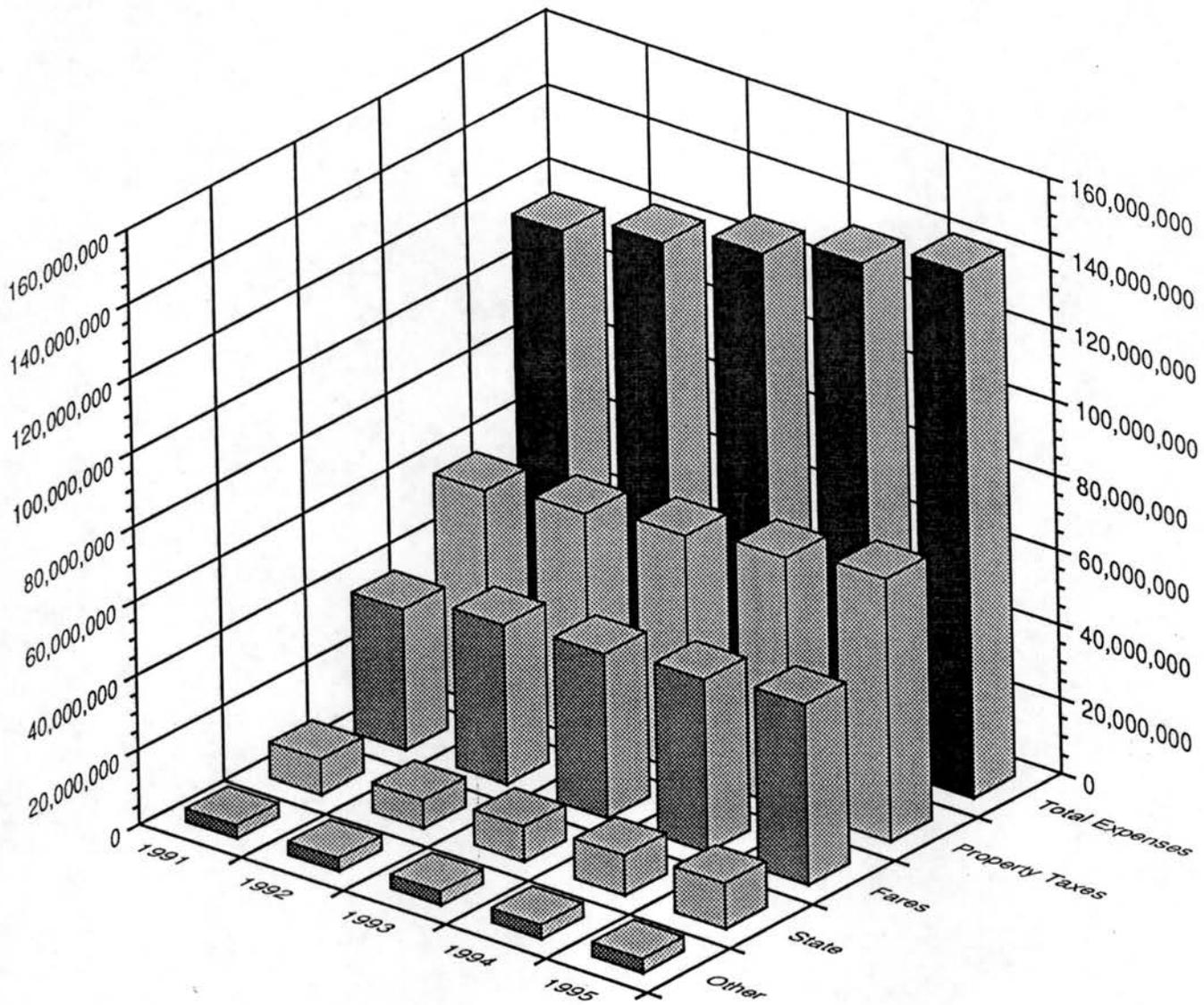
1994 3,817,614

1995 3,855,735

State Revenues



Regular Route Funding/Expenses 1991-1995



	1991	1992	1993	1994	1995
Operating Expenses	116,002,367	121,802,485	127,892,610	134,287,240	141,001,602
Fares *	37,853,045	42,631,410	44,147,987	46,323,545	48,606,749
Other	3,711,890	3,742,500	3,779,870	3,817,614	3,855,735
Federal	7,040,000	6,688,000	6,353,600	6,035,920	5,734,124
State	9,396,249	7,839,332	9,664,848	10,966,541	12,304,193
Property Taxes	58,001,184	60,901,243	63,946,305	67,143,620	70,500,801

* Includes estimated social fare differential of \$3,500,000