



Minnesota Regional Transit
Board: Records.

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Meeting of The
COMMITTEE OF THE WHOLE
Monday, August 6, 1990
Mears Park Centre Chambers
3:00 p.m.

Agenda

1. Call to Order and Roll Call
2. Approval of Agenda
3. Metropolitan Transit Commission Application for Urban Mass Transportation Administration Section 10 Funding
4. Five-Year Transit Plan:
 - A. Regular Route Service Delivery *- meter* Howard Blin
 - B. Community-Based Transit Service Delivery Howard Blin
 - C. Light Rail Transit* David Minister

Jeff Spartz
Chair

① Materials will be distributed at the meeting.

not received

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 8/6/90

BOARD OR COMMITTEE: Comm of Whole

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

Sasha
Jeffrey B. Bault
Paul
Peter Vandepoel
Doug Ewald

Staff

ga, hl, gp, st, sh
dm

REGIONAL TRANSIT BOARD

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

DATE: July 31, 1990
TO: Chair and Members of the Committee of the Whole
FROM: Howard Blin, Planning Manager *HB*
SUBJECT: Five-Year Transit Plan--**Community-Based Service Delivery**

SUMMARY

This memorandum presents proposed goals and implementation strategies for community-based transit services. Action is requested to adopt the goals and strategies.

DISCUSSION

Community-based services are designed to meet transit needs in lower density suburban and rural areas where regular route service cannot be provided cost effectively. Examples include the small urban programs operated by suburban communities, county operated rural programs and internal circulation service provided by opt-out communities. In most cases, these programs operate dial-a-ride services, although a small number of fixed-route circulator services are operated by community-based providers.

Goal

The proposed goal for community-based service is as follows:

To meet transit needs within suburban and rural areas through a range of services.

Community-based services should be considered in areas where they supplement or take the place of regular route service. This is particularly true for trips within a community or subarea of the region. Generally, these services are appropriate in areas with residential densities of three units per acre or less.

In those areas where regular route express service is provided, community-based services can provide an important function in meeting crosstown trip needs. In all cases, community-based services should be fully coordinated with regular route service.

Strategies

It has been found that community-based services are successful when most of the following are present:

- high number of internal trips;
- lack of other transit services;
- high number of transit dependents; and
- proximity to a major trip generator such as a regional shopping center or rural commercial center.

It is proposed that these indicators be used to evaluate proposals for new services.

Service Initiatives

The majority of these services currently focus on providing trips for the elderly and disabled. A key objective of the RTB should be to determine whether these programs can effectively expand to serve all residents of suburban and rural areas.

A major demonstration of the general public dial-a-ride concept will be provided through the Anoka County Traveler. If this service concept is successful, other programs could expand to provide a broader range of transit services in low-density areas.

RECOMMENDATIONS

That the Regional Transit Board adopt the goals and strategies for community-based service included in the July 31, 1990, memorandum to the Committee of the Whole.

REGIONAL TRANSIT BOARD

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

DATE: July 31, 1990
TO: Chair and Members of the Committee of the Whole
FROM: Howard Blin, Planning Manager *HB*
SUBJECT: Five-Year Transit Plan—Regular Route Service Delivery

SUMMARY

This memorandum presents proposed goals, priorities and service initiatives for regular route transit to be included in the Five-Year Transit Plan. Action is requested to adopt the goals and priorities.

DISCUSSION

Regular route service will continue to provide the background of the regional transit system, requiring the largest share of funding and carrying most transit passengers. This will remain the case into the future. Even with operation of light rail transit service in one or more corridors, regular route buses will continue to serve the majority of transit riders in the region.

Goal

The proposed goal for regular route service is as follows:

To increase ridership in a cost-effective manner.

Ridership gains will be difficult to achieve in the period 1991-1992. This is largely due to projected fare increases and the potential for slight reductions in service levels. System-wide ridership goals for the period 1991-1995 are as follows:

- maintaining existing ridership in 1991 and 1992; and
- ridership growth of one percent or more for the period 1993-1995.

Priorities

The Metropolitan Council's Transportation Policy Plan establishes general priorities for the regional transit system. These are listed below and are recommended as the priorities for delivery of regular route service:

Priorities - Continued

- The first priority is maintaining and upgrading service within the two central cities and to downtown Minneapolis and St. Paul.
- The second priority is maintaining and upgrading service within suburbs in the fully developed area.
- The third priority is maintaining and upgrading service within suburbs located in the developing area.

Service Initiatives

As presented previously to the Committee of the Whole, the cost of maintaining existing regular route service levels is expected to increase from \$116 million in 1991 to \$145 million in 1995. To ensure that this level of funding buys service that responds to changing travel patterns and market demands, emphasis should be placed on continued restructuring of the regular route system.

Additional operating costs will be incurred with expansion of accessible regular route service as lift-equipped buses are purchased. RTB and MTC staffs are currently working to determine these additional costs.

Should sufficient funding exist for significant service expansion, the following additional regular route services are recommended:

- Route Overloads (costs undetermined). This would provide additional buses on routes where increased ridership creates overload conditions. Bus overloads are defined as trips on a route where passengers must stand for over 20 minutes, and/or passenger loads exceed 140 percent of seated capacity and/or consistent standing passengers occur on off-peak service.
- I-394 Service Expansion (estimated annual cost - \$4 million). I-394 is the first segment of the metropolitan highway system designed with major transit components, including high occupancy vehicle lanes, reserved car pool parking and transit transfer stations. Meeting travel demand within the corridors will depend on providing high levels of regular route service. As transit facilities are completed in 1992, the RTB, together with the MTC and other providers in the corridor, will be expected to implement a timed-transfer service plan, which will significantly increase operating costs above existing levels.
- I-35W (estimated annual cost - \$1.5 to \$2.0 million). A high level of regular route service is currently operated in this corridor. During the peak period, over 100 buses carry 10,000 to 12,000 daily passengers on express routes serving the corridor. In order to play a larger role in alleviating congestion and serve the growing downtown Minneapolis market, additional service will be necessary.

- Reverse Commute (estimated annual cost - \$750,000). Currently 32 routes provide regular route service. Providing expanded transit options to growing suburban employment concentrations will require additional service.
- Other Service Initiatives. These services include: Expanded evening and midday express routes, expanded late night service, all-day express routes, and improved Route 52 service to the University of Minnesota.

RECOMMENDATION

That the Regional Transit Board adopt the regular route priorities and service initiatives included in the July 31, 1990, memorandum to the Committee of the Whole.

*Hand-out
Comm of Whole 8/6*

MAJOR COMPONENTS OF REGIONAL LRT COORDINATION PLAN

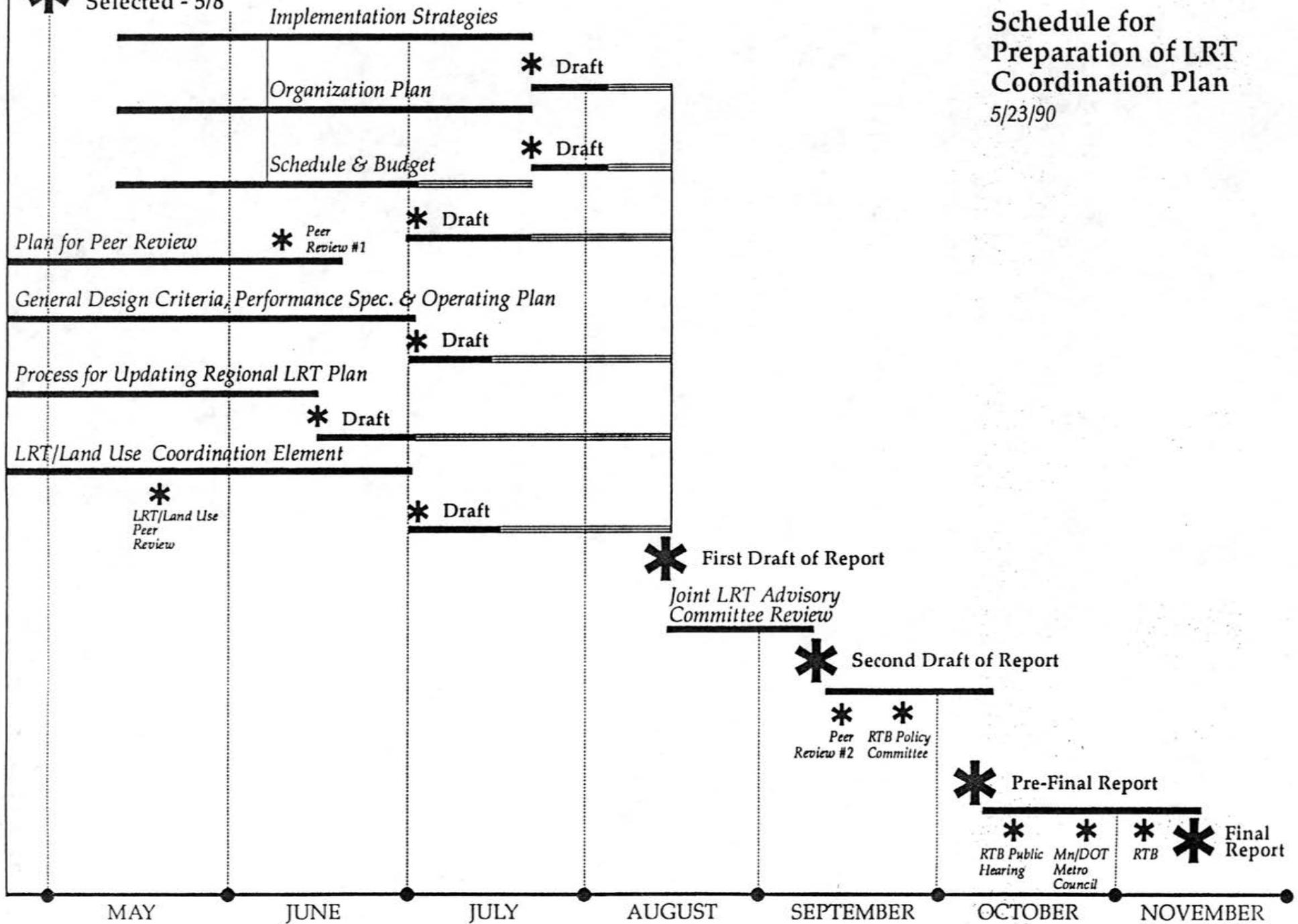
- Evaluation of Alternative LRT Implementation Strategies (i.e., turnkey, design/build, traditional, etc.)
- Evaluation of Alternative Agency Organizational Plans for Design and Construction
- Organizational Plan Within MTC for LRT Operations and Maintenance
- Master Program Schedule and Budget for Group A and Group B (All or Part) LRT Corridors
- General Design Criteria, Performance Specifications, and Operating Plan
- Process and Procedures for Updating the Regional LRT Plan
- Process and Procedures for Reviewing and Providing Input on Transportation and Land Developments Impacting the LRT System
- Peer Review and Public Hearing

PURPOSE OF REGIONAL LRT COORDINATION PLAN

- Gain Agreement Among the RTB, Regional Railroad Authorities and the MTC on the Above Plan Components
- Demonstrate to the State Legislature that the RTB, Regional Railroad Authorities, and MTC Have the Consensus and the Capability to Efficiently Construct a Regional LRT System On-Time and Within Budget

* Subconsultant Selected - 5/8

Schedule for Preparation of LRT Coordination Plan
5/23/90



REGIONAL TRANSIT BOARD

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

DATE: July 30, 1990
TO: Chair and Members of the Committee of the Whole
FROM: Howard Blin, Planning Manager 
SUBJECT: MTC Application for UMTA Section 10 Funding

SUMMARY

The Metropolitan Transit Commission has requested Regional Transit Board approval of a \$75,000 UMTA Section 10 grant application for staff training. Action is requested to approve the grant application.

DISCUSSION

UMTA Section 10 funds are provided for transit agency staff training. As detailed in the attached MTC staff memo, unspent fiscal year 1990 Section 10 funds are available from UMTA.

Section 10 funds are available on a 50 percent local matching basis. The MTC is proposing to use these funds for a variety of staff training purposes.

In order to process applications before the start of the fiscal year, UMTA has required that it receive MTC's request by August 15, 1990. For this reason, the RTB review of the application has been expedited.

FINDINGS AND CONCLUSIONS

- RTB approval is required for all federal transit grant applications submitted by providers or local units of government in the metropolitan area.
- The MTC has requested approval of a \$75,000 UMTA Section 10 training grant.
- The grant would assist the MTC in staff training activities.

RECOMMENDATION

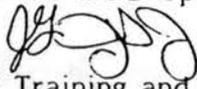
That the Regional Transit Board approve the Metropolitan Transit Commission's \$75,000 UMTA Section 10 application for staff training.



MEMORANDUM

DATE: July 19, 1990

TO: Members of the MTC Operations Committee

FROM: Jim Gorski 
Manager of Training and Development



SUBJECT: Authorization to Apply for UMTA Training Grant

Last week UMTA contacted the MTC to inform us that Section 10 funding is available for training managerial, professional and technical staff. For the MTC to take advantage of this funding, UMTA must receive our grant application by August 15, 1990. These are some of the terms of the grant:

- The maximum amount available is \$100,000
- MTC must match the UMTA money with local funds on a 50/50 basis
- The money may be used during the period October 1, 1990 to September 30, 1992
- Allowable expenses include consultant fees, seminar/course tuition and training materials

We are seeking authorization for the Chief Administrator to file an application for an UMTA Section 10 Grant in the amount of \$75,000. The grant would be used for the purpose of training MTC managerial, professional and technical staff over the two-year period, October 1, 1990 to September 30, 1992. MTC matching funds would be an amount typically spent for managerial and professional training under normal circumstances.

The UMTA funding will enable the MTC to provide important and necessary training which cannot be absorbed by our current budget. Some of the areas to be explored are:

- Training managers, supervisors and professionals in methods to improve customer services
- Training managers in how to manage accessible fixed-route service
- Improving technical skills of employees who must use computers in their work
- Building on MTC's existing training program by providing additional courses in employee relations, EEO topics, and other skills required of management/professional level employees

We have just received the grant application and, pending Commission approval, are preparing a training plan for submittal to UMTA. The MTC has a long history of commitment to training. The challenges of the future will require an even greater commitment. This Section 10 Grant presents an opportunity to make good on that commitment while conserving limited local dollars. I will be available at your Committee Meeting to answer your questions.

REQUESTED ACTION

Authorization for the Chief Administrator to file an application for an UMTA Section 10 Grant in the amount of \$75,000.

JG/kf

RESOLUTION NO. 90 - 54

RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, FOR A GRANT UNDER THE FEDERAL MASS TRANSPORTATION ACT OF 1964, AS AMENDED THROUGH FEBRUARY 1988, AND RELATED LAWS

WHEREAS the secretary of transportation is authorized to make grants for a mass transportation program of projects; and

WHEREAS the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs in the program; and

WHEREAS it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Federal Mass Transportation Act of 1964, as amended, through February 1988, and related laws, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and

WHEREAS it is the goal of the applicant that disadvantaged business enterprise be utilized to the fullest extent possible in connection with these projects, and that definitive procedures shall be established and administered to ensure that disadvantaged businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services;

BE IT THEREFORE RESOLVED by the Metropolitan Transit Commission:

1. That the chief administrator is authorized to execute and file applications on behalf of the Metropolitan Transit Commission with the U.S. Department of Transportation to aid in the financing of training projects pursuant to Section 10, of the Urban Mass Transportation Act of 1964, as amended through February 1988, and Related Laws.
2. That the chief administrator is authorized to execute and file with such applications an assurance or any other document required by the U.S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.
3. That the chief administrator is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application for the program of projects.
4. That the chief administrator is authorized to set forth and execute affirmative minority business policies in connection with the program of projects' procurement needs.

RESOLUTION NO. 90 - 54
PAGE TWO

5. That the chief administrator is authorized to execute grant agreements on behalf of the Metropolitan Transit Commission with the U.S. Department of Transportation for aid in financing the training program.

MOVED BY: Commissioner Snowden

SECONDED BY: Commissioner Paulson

ROLL CALL VOTE: Yea: Commissioners Nawrocki, Paulson, Snowden & Faricy

Nay: None

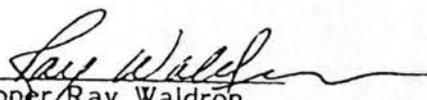
Absent at the Time: None

ADOPTED: July 24, 1990

CERTIFICATION

I, the undersigned, Ray Waldron, Secretary of the Metropolitan Transit Commission, do hereby certify that the foregoing resolution, 90 - 54 , is a true and correct copy of a resolution of the Metropolitan Transit Commission adopted at a meeting of said Commission duly convened and held on July 24, 1990, at which a quorum was present and voting; and the action taken has not been in any manner rescinded or modified.

In witness whereof, I have hereunto set my hand this 24th day of July, 1990.



Commissioner Ray Waldron
Secretary