



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
COMMITTEE OF THE WHOLE
Tuesday, September 4, 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:
 - A. Rideshare Travel Demand Management Len Simich
 - B. Regular Route Performance Standards Howard Blin
 - C. Financial Plan* Dale Ulrich/
Howard Blin

Jeff Spartz
Chair

* Material will be distributed at the meeting.

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 9/4/90

BOARD OR COMMITTEE: C of W

<u>Member Name</u>	<u>Present</u>	<u>Vote</u>	<u>Vote</u>	<u>Vote</u>	<u>Vote</u>
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Mike Ehrlichmann	✓				
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Doris Caranicas	✓				
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John Finley					
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Ruth Franklin	✓				
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Ed Kranz					
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Sandra Hilary	✓				
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Terry O'Toole	✓				
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Jeff Spartz	✓				
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Norbert Theis	✓				
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Elwyn Tinklenberg					
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Richard Wedell	✓				
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Visitors

Janet
Entzel
Ewald
Weaver
Chris
Alan Morris
Mary Richardson

Staff

hb, gm, fh, gpc, m, dw

REGIONAL TRANSIT BOARD

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

DATE: August 27, 1990
TO: Chair and Members of the Committee of the Whole
FROM: Len Simich, Senior Project Manager
SUBJECT: Five-Year Transit Plan - Rideshare/Travel Demand Management (TDM)

SUMMARY

This memorandum presents proposed policies for rideshare and travel demand management (TDM) recommended by the Rideshare Advisory Committee (RAC) to be included in the Five-Year Transit Plan. Action is requested to adopt the policies for inclusion in the draft Five-Year Transit Plan.

DISCUSSION

On the average, 22 percent of Twin Cities commuters share their ride to work in a car or van pool. Over the next five years, rideshare and TDM will be challenged to play an even greater role in reducing traffic congestion, conserving precious energy resources and improving the region's air quality.

The RAC has developed a number of strategies aimed at discouraging solo driving while increasing rideshare and transit use. These strategies bring together business, local communities, government agencies and service providers to give commuters access to a variety of choices for their travel.

Policies

The proposed policies from the RAC for rideshare and TDM are as follows:

- Ensure that residents and employers have access to a basic level of service from the regional rideshare program.
- Secure adequate funding and resources to support future planned and programmed rideshare and TDM activities.
- Encourage greater government and private sector involvement in mitigating urban and suburban traffic congestion.
- Identify and undertake TDM programs in areas where rideshare and TDM measures are most likely to effect change.

Rideshare/TDM
August 27, 1990
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- Advocate and develop support activities for legislation that enhance the use of rideshare and TDM programs.
- Enhance the accessibility of the Minnesota Rideshare Program.

RECOMMENDATION

That the Committee of the Whole adopt the policies included in this memorandum for inclusion in the draft Five-Year Transit Plan.

REGIONAL TRANSIT BOARD

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

DATE: August 27, 1990
TO: Committee of the Whole
FROM: Howard Blin *HB*
SUBJECT: Schedule for Five-Year Transit Plan

The following lists the schedule for review and approval of the Five-Year Transit Plan:

September 5	Committee of the Whole Discussion of: <ul style="list-style-type: none">• Rideshare/TDM Service Delivery (memo attached)• Regular Route Performance Standards (memo attached)• Financial Plan (material to be distributed at September 5 meeting)
September 17	Committee of the Whole Review of Draft Plan
September 24	Committee of the Whole Authorization to Distribute Draft Plan for Public Review
October 29	Public Hearing before Committee of the Whole on Draft Plan
November 5	Board Action on Final Plan, Transmittal to Metropolitan Council for Review and Approval

REGIONAL TRANSIT BOARD

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

DATE: August 29, 1990
TO: Chair and Members of the Committee of the Whole
FROM: Howard Blin, Planning Manager
SUBJECT: Five-Year Transit Plan - **Regular-Route Performance Standards**

SUMMARY

This memorandum presents the proposed process for applying performance standards for regular-route service. Action is requested to adopt the process for inclusion in the draft Five-Year Transit Plan.

DISCUSSION

The RTB has the responsibility of developing and applying performance standards for transit services:

The Board may establish performance standards for recipients of financial assistance (Minnesota Statutes 473.375, Subdivision 15).

For the current update of the Five-Year Transit Plan, it is proposed that the existing standard for regular-route service be revised as well as the process for applying that standard.

Existing Standard

In 1986, the RTB and MTC jointly adopted an interim standard for all regular-route service. This standard established a ceiling subsidy per passenger of \$2.45. For routes exceeding this standard, one of the following actions would be taken at the direction of the RTB:

- monitor route over a specified period of time;
- restructure route;
- contract route to another provider; or
- terminate the route.

Revised Standard

It is proposed that a ceiling subsidy per passenger continue to be used as the regular-route performance standard. This measure provides the best overall indicator of route performance.

It is further recommended that different standards be used for the various types of routes. Route performance tends to vary according to how the route is structured. Different standards should, therefore, be applied to local radial, local crosstown, peak-hour express and all-day express routes.

The actual subsidy per passenger standards proposed for these route types are being developed based on analysis of the RTB four-factor cost model. These standards and the methodology used in their development will be presented at the September 5 meeting of the Committee of the Whole.

Process for Applying Revised Standard

Although these standards are being developed based on analysis of MTC route performance, it is recommended that they be used to evaluate service operated by all regular-route providers.

Regular-route providers would be required to submit quarterly reports to the RTB on route performance. For routes in which the average annual subsidy per passenger exceeds performance standards, the route would be further evaluated against system averages for farebox recovery ratio, cost per hour and passengers per mile. If routes do not meet standards and also perform below the average for these other measures, the following process would be initiated:

1. Staffs of the RTB and providers will conduct a public meeting to describe alternative actions and take testimony from riders.
2. A staff recommendation on whether the route should be further monitored, restructured, contracted to another provider or terminated will be presented to the RTB Board. This recommendation will include analysis of the number of transit dependents served by the route, other transit services available in the area served by the route and a summary of route marketing efforts.
3. If a decision is made to terminate a route or restructure more than 25 percent of the route miles, the RTB will conduct a public hearing to receive testimony from those affected.

4. Following the public hearing, the RTB will take final action and direct the service provider to terminate or restructure the route.

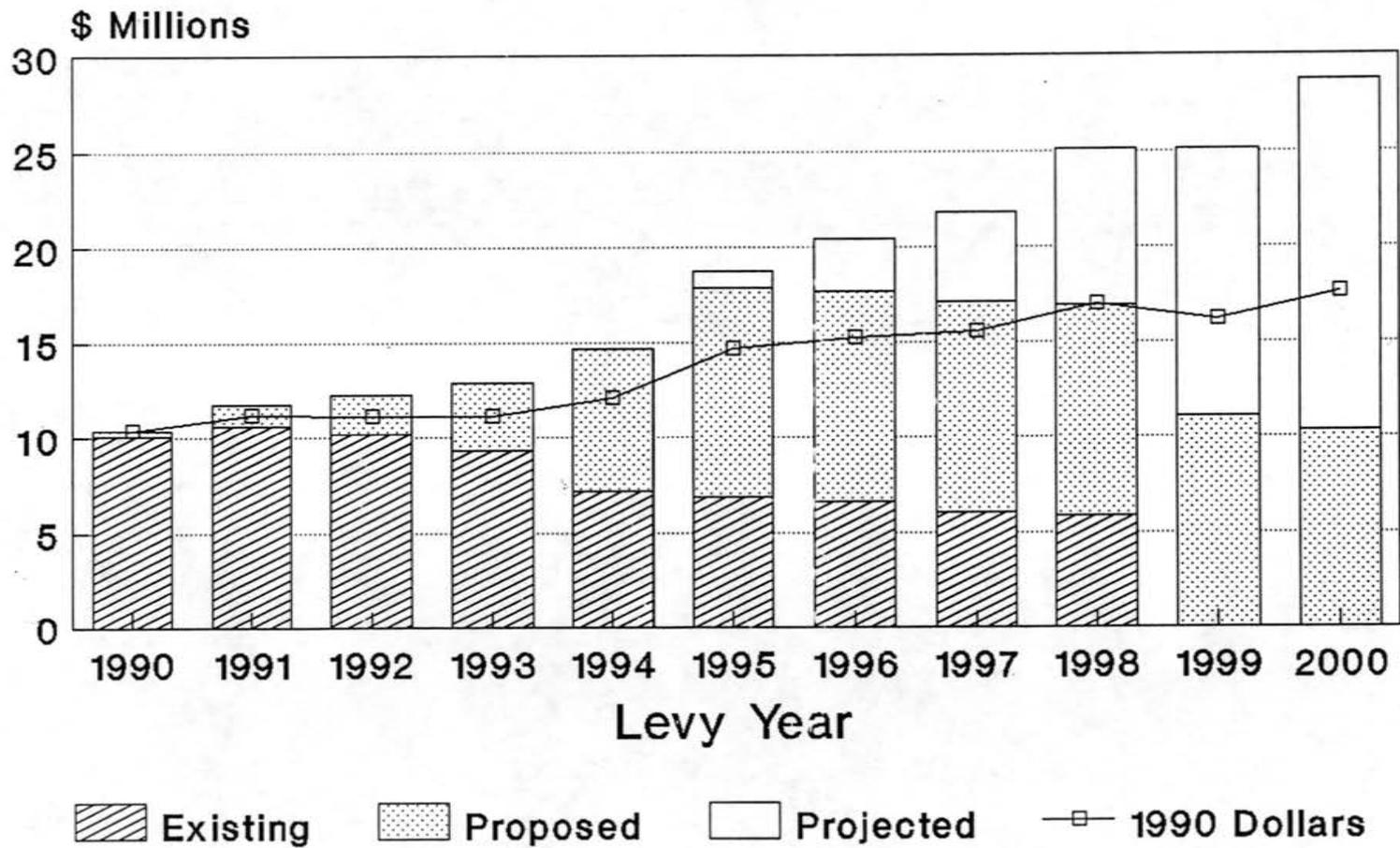
This process differs from current procedures in one key aspect. Currently, the MTC or other providers are required to hold public hearings prior to RTB action. It is recommended that the RTB, as the agency responsible for applying performance standards, conduct the public hearings.

RECOMMENDATION

That the Regional Transit Board adopt the process for evaluating regular-route performance for inclusion in the draft Five-Year Transit Plan.

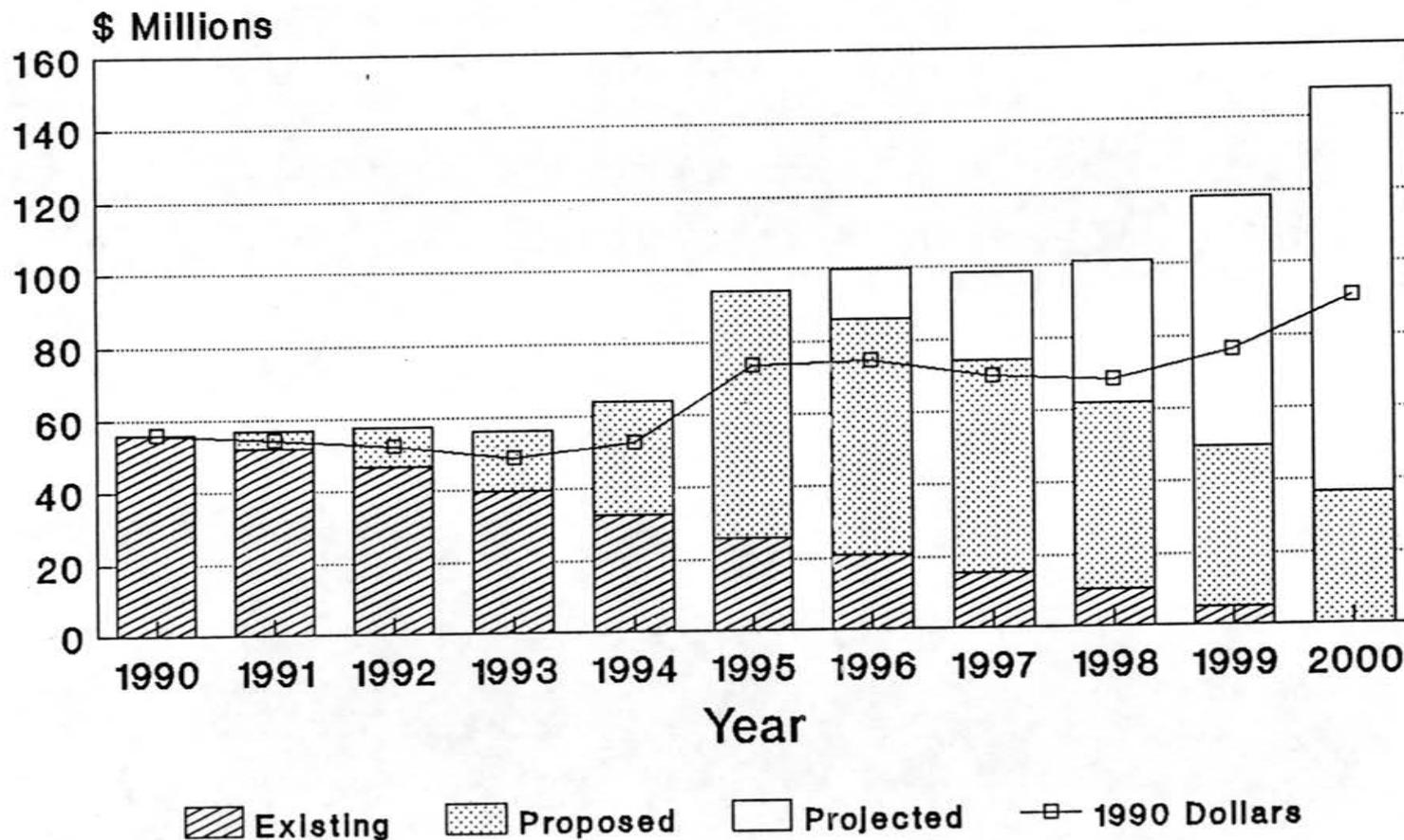
HB/kmm

RTB and MTC Bond Issues Projected Debt Service Levies



The debt service levies in 1990 dollars
assume an annual price deflator of
five percent.

RTB and MTC Bond Issues Outstanding Debt: Year End

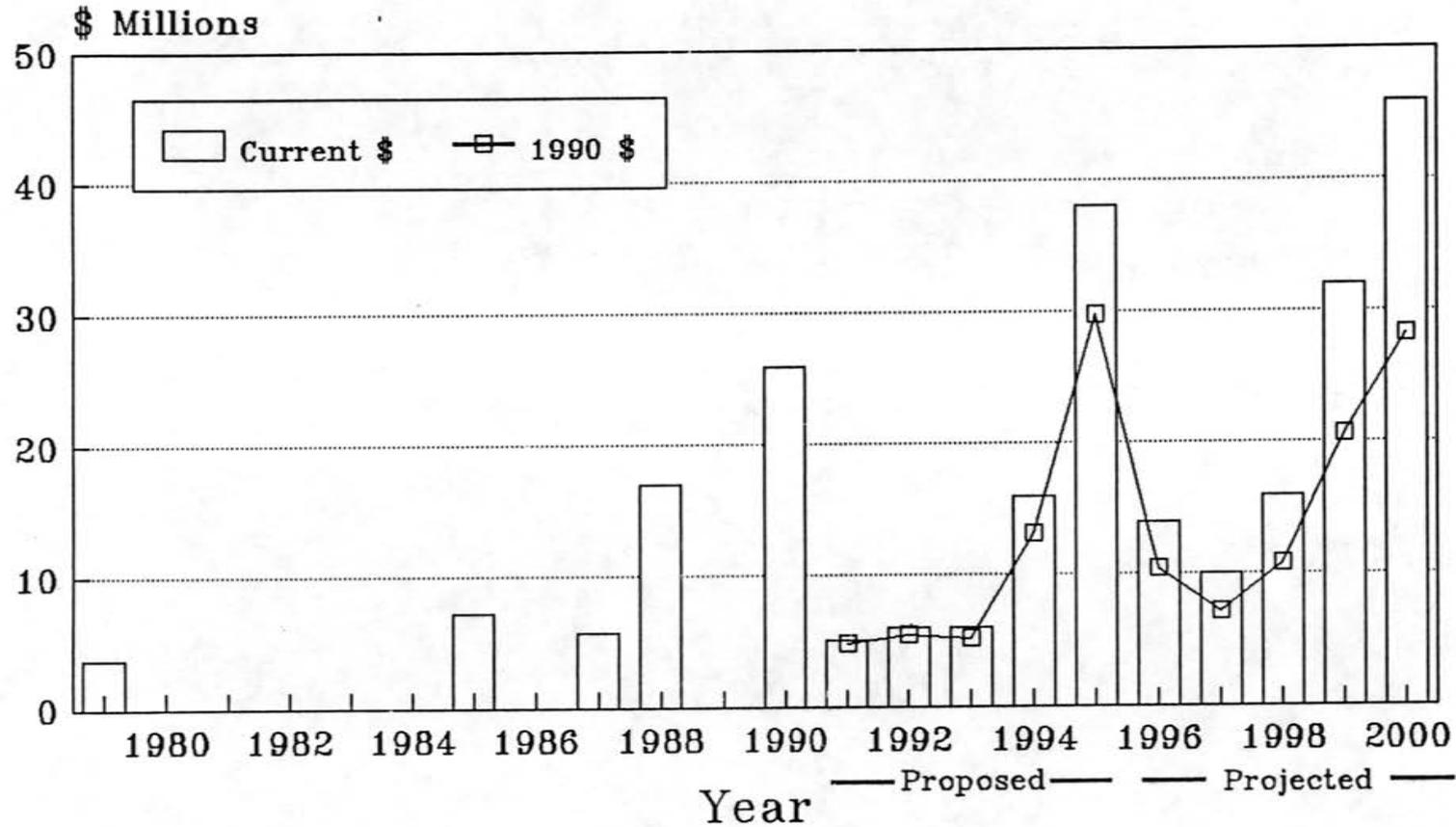


The outstanding debt in 1990 dollars
assume an annual price deflator of
five percent.

RTB and MTC Bond Issues

Bonds Issued by Year

Existing, Proposed and Projected



Includes bond issues proposed for
1991-1995 in Five-Year Plan and bond
issues projected for 1996-2000

**PROPOSED REGULAR-ROUTE
PERFORMANCE STANDARDS**

<u>Service Type</u>	<u>Subsidy Per Passenger</u>
Local Radial Routes	\$3.25
Local Crosstown Routes	\$4.00
Peak-Hour Express Routes	\$3.85
All-Day Express Routes	\$3.50

FINANCIAL PLAN ASSUMPTIONS

Regular Route

- 8 percent increase in service miles
- 5 percent annual cost increase
- No ridership increases in 1991 and 1992; 1 percent annual increase in 1993-1995
- Fares increased in mid-1991; 35 percent fare box recovery ratio maintained 1992-1995
- 5 percent annual decrease in UMTA Section 9 funding

Community-Based Transit

- same level service
- 5 percent annual cost increase
- 5 percent annual ridership increase
- maintain existing federal funding level
- fare box recovery maintained at 15 percent

Rideshare/TDM

- 5 percent annual cost increase
- no new federal FAU funding in 1991

Metro Mobility

- 5 percent annual cost increase
- 10 percent annual ridership increase in 1991 and 1992; 8 percent in 1993; 5 percent in 1994 and 1995
- fare box recovery maintained at 10 percent

Projected Operating Funding Needs
(\$ Millions)

Regular Route Sources of Funding

	1991	1992	1993	1994	1995
Fare Revenue *	\$38.2	\$44.0	\$46.7	\$48.9	\$51.2
Other Funds	\$3.7	\$3.7	\$3.8	\$3.8	\$3.9
Federal	\$7.0	\$6.7	\$6.4	\$6.0	\$5.7
State	\$7.9	\$7.8	\$11.3	\$12.2	\$13.4
Property Taxes	\$60.2	\$63.6	\$67.0	\$70.6	\$74.2
Total	\$117.1	\$125.8	\$135.2	\$141.6	\$148.3

Community Based Sources of Funding

Fare Revenue	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4
Other Funds	\$0.5	\$0.5	\$0.6	\$0.6	\$0.6
Federal	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2
State	\$1.0	\$1.1	\$1.2	\$1.3	\$1.4
Property Taxes	\$1.7	\$1.8	\$1.9	\$2.0	\$2.1
Total	\$3.9	\$4.1	\$4.3	\$4.5	\$4.8

Rideshare TDM Sources of Funding

Fare Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Funds	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Federal	\$0.2	\$0.4	\$0.4	\$0.4	\$0.4
State	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2
Property Taxes	\$0.5	\$0.4	\$0.4	\$0.4	\$0.4
Total	\$0.9	\$1.0	\$1.0	\$1.0	\$1.0

Metro Mobility Sources of Funding

Fare Revenue	\$1.8	\$2.1	\$2.4	\$2.6	\$2.9
Other Funds	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2
Federal	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State	\$16.4	\$19.0	\$21.4	\$23.5	\$25.7
Property Taxes	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$18.4	\$21.3	\$24.0	\$26.3	\$28.8

All Programs Total

Total-All Programs					
Fare Revenue	\$40.4	\$46.5	\$49.5	\$51.9	\$54.4
Other Funds	\$4.4	\$4.5	\$4.5	\$4.6	\$4.6
Federal	\$7.5	\$7.3	\$7.0	\$6.7	\$6.4
State	\$25.6	\$28.1	\$34.1	\$37.2	\$40.7
Property Taxes	\$62.4	\$65.8	\$69.3	\$73.1	\$76.7
Total	\$140.4	\$152.1	\$164.4	\$173.4	\$182.9

* Includes Social Fares (estimated at 2,500,000)