



Minnesota Regional Transit  
Board: Records.

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MEETING OF THE COMMITTEE OF THE WHOLE  
Monday, November 19, 1990  
Mears Park Centre Chambers  
Immediately Following  
the 4:00 p.m. Board Meeting

AGENDA

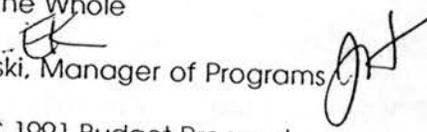
1. Call to Order and Roll Call
2. Approval of Agenda
3. Preliminary Metropolitan Transit Commission 1991 Budget Proposal
4. Review of 1991 Metropolitan Council Chargebacks
5. Approval of Regional Transit Board 1991 Budget
6. Other Business

Elwyn Tinklenberg  
Chair

*Mtg cancelled  
- rescheduled to  
12/3*

# REGIONAL TRANSIT BOARD

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

DATE: November 14, 1990  
TO: Committee of the Whole  
FROM: Edward Kouneski, Manager of Programs   
SUBJECT: Preliminary MTC 1991 Budget Proposal

## SUMMARY

This memorandum presents information on the Metropolitan Transit Commission's *Preliminary Budget Proposal* dated October 6, 1990. Comments from Regional Transit Board staff also are presented for discussion purposes. The MTC's final budget proposal will be known in the coming week and is scheduled for review by RTB's Administration and Finance Committee on December 10, 1990.

## BACKGROUND

The MTC is responsible to prepare an annual budget that conforms with the RTB's Five-Year Transit Plan. The RTB may approve or disapprove the budget, in whole or in part, and can specify conditions for approval as authorized by Minnesota Statutes 473.435, subd. 1. (See *Exhibit 1*, attached.)

The MTC is required to hold a public hearing before adopting its final budget. This hearing was held on Tuesday, November 13, 1990, however, the commission has yet to approve the budget document in its final form for transmittal to the RTB.

## DISCUSSION

### Proposed 1991 Operating Budget

The MTC's preliminary budget proposal for 1991 requests \$69,617,000 of RTB subsidy to fund its operations. This request is based on the following key assumptions:

#### Revenues

- A 10 cent fare increase on April 1, 1991. This brings passenger fares to \$33,150,000, overall, up 11% from \$29,860,000 estimated for 1990.
- Nearly the same level of federal assistance, at \$7,439,000.
- Fixed route contract revenues of \$5,751,000 in 1991.

Expenses

- Fuel at 91.5 cents maximum all year. The Koch contract which ensures this cap, however, expires June 30, 1991.
- Inflation of 5% on commodities and 10% on services.
- Union worker wage increase of 3.75% on May 1, 1991.

Service Levels

- A peak bus requirement of 835, including 26 buses for service expansion and 82 buses for contract services.
- A total of 27,965,000 miles operated, including 488,000 miles of expanded MTC regular route service and 1,844,000 miles of contract services.
- Elimination of 562,000 miles of high subsidy service, removing 13 peak buses. If all of this service were to be continued, the MTC would require an additional \$741,000 of RTB subsidy next year.
- Expansion of MTC regular route service, as follows, to:
  - correct express route overloads, requiring 10 additional peak buses, beginning April 1991;
  - restructure I-394 corridor service, adding 10 peak buses, beginning April 1991;
  - start I-35W corridor all-day express service to downtown Minneapolis; and add feeder crosstown service in Bloomington and Richfield, requiring three peak buses, beginning April 1991; and
  - restructure southwest Minneapolis routes, adding three peak buses, beginning January 1991.
- Resources directed to the fixed route contract services, as follows:

	<u>Miles</u>	<u>Buses</u>
- Minnesota Valley Transit	830,000	38
- Southwest Metro	330,000	13
- Plymouth Metrolink	160,000	10
- Maple Grove Transit	228,000	13
- Western Suburbs Route 55 (Golden Valley/New Hope)	276,000	8

The MTC expects to carry 66,400,000 passengers in 1991, including 1,318,000 on its fixed route contract services. This total is:

- down 2.6% from 1990 estimated actual of 68,195,000; and
- down 5.6% from 1989 actual ridership of 70,339,000.

#### Update on MTC Budget Review

*The RTB's preliminary 1991 budget adopted in July 1990 programmed \$62,000,000 of subsidy for MTC regular route service, assuming that it would be supplemented by \$5,751,000 of MTC fixed route contract revenue earnings. In addition, the RTB earmarked \$1,554,446 for the Minnesota Rideshare and Metro Mobility Administrative Center services, bringing the total RTB contribution to \$63,554,446.*

*The MTC, in its October 1990 proposal, requests RTB subsidy of approximately \$69,616,962, which means there is a budget deficiency of approximately \$6.0 million.*

*The MTC proposes total 1991 expenses of \$117,855,280, up 6.1% or \$6,815,280 from estimated 1990 actual expenditures of \$111,040,000. Approximately \$2.6 million of this increase is attributed to fuel, for which expenditures in 1990 will total about \$4,878,000, rising to an estimated \$7,500,000 next year. The MTC expects to manage within its subsidy limit this year.*

*The MTC staff presented to its commission on Tuesday, November 13 possible 1991 operating expense reductions totaling \$3.0 million. As an alternative, it was suggested that the RTB be requested not to undertake the full transfer of \$3,231,611 from its regular route fund to Metro Mobility, an action the board has adopted in its preliminary 1991 budget.*

*The types of MTC expense cuts identified include (1) withdrawal of all proposals for service improvement and expansion, a savings of \$723,000; (2) elimination of 15 unfilled positions in the areas of maintenance, transit supervision, dispatching, and security, a savings of \$553,800; (3) layoffs of 15 employees, after combining certain jobs and reducing the level of effort in some existing programs, for a savings of \$434,000; (4) elimination of all "non-essential" programs -- as examples, employee recognition, minority internship, employee wellness, and customer service training -- along with cuts in travel and professional services, for a savings of \$1,146,000.*

*MTC staff, furthermore, advised the commission that a fare increase can be implemented as early as March 1, 1991 and that its \$15 million fund balance should not be reduced but rather maintained in the event of a major fuel crisis.*

**Current Outlook**

The MTC, in last year's budget message, indicated that its primary goal for 1990 was to increase ridership. This has been a challenging task. Ridership, year-to-date, is down nearly 3% from last year. August 1990 marks the first month ridership has increased, by 1.5%; it's the also same month gasoline prices started to rise.

Below is a table displaying the MTC financial forecasts, comparing 1990 and 1991 expenses, revenues, and funding requirements. Note that MTC 1990 passenger fares are projected to come in under budget by 7% or \$2,250,000; and MTC operating expenses are will be under budget, by 2% or \$2,370,000.

MTC FINANCIAL FORECASTS  
 (000s Omitted)

	1990 Approved Budget	1990 Estimated Actual	1991 Proposed Budget	Percent Change From 1990 Actual
<b>Expenses</b>				
Labor	\$60,444	\$59,210	\$61,207	3.4%
Fringe benefits	31,151	30,220	32,058	6.1%
Services	3,778	3,030	3,284	8.4%
Materials & Supplies	11,285	11,410	14,568	27.7%
Casualty and Liability	2,002	2,900	2,262	-22.0%
Miscellaneous	4,249	3,820	4,259	11.5%
Leases & Rentals	501	450	217	-51.8%
TOTAL	\$113,410	\$111,040	\$117,855	6.1%
<b>Revenues</b>				
Passenger Fares	\$32,110	\$29,860	\$33,150	11.0%
Contract Revenue	2,330	2,300	5,751	150.0%
Advertising Revenue	790	790	872	10.4%
Investment Income	890	850	725	-49.8%
Miscellaneous	650	600	301	-14.7%
TOTAL	\$36,770	\$34,400	\$40,799	18.6%
<b>Funding</b>				
Federal Grants	\$7,410	\$7,410	\$7,439	.4%
RTB Assistance	69,230	69,230	69,617	.6%
TOTAL	\$76,640	\$76,640	\$77,056	.5%

In the proposed 1991 budget, four MTC expense categories increase by more than the general inflationary standard (5%): fringe benefits, 6%; services, 8%; materials and supplies (including fuel), 28%; and miscellaneous, 12%. Fuel aside, the MTC budget document does not present any explanation or justification for these increases.

The MTC's request for \$69,617,000 of RTB subsidy assumes unlimited availability of funding, and it is \$6,062,554 more than the RTB has budgeted.

For the MTC to balance its budget within existing financial resources, a combination of factors could be considered. Following are some options for further discussion:

- The RTB subsidy required by the MTC this year, in 1990, could be significantly less than the estimated actual shown in the MTC's financial forecast on the previous page. Its financial statement for September 1990 discloses a cumulative net income of \$723,928, which is recorded as retained earnings by the MTC and reduces RTB subsidy needs. It appears that at least a **\$750,000** surplus may be remaining at the end of 1990, and it could be used to reduce the MTC's proposed 1991 budget deficiency.
- MTC and RTB staff members have been working cooperatively on an innovative fare restructuring plan which involves "deep discounting." Several options are now under review. If implemented in March 1991, at least \$4,500,000 of increased fare revenue could be generated, or about **\$1,200,000** more than the MTC's original proposal. Also, there would likely be no loss of ridership.
- If the "deep discounting" option is implemented, the RTB could also consider an additional 10-cent fare increase later in 1991. If this contingency measure were to take effect in September 1991, an additional **\$800,000** of fare revenue could be generated during 1990. Another choice is to implement the combined increase on March 1, 1991. By doing this, the 35% fare recovery ratio would be achieved, some ridership may be lost, but 1991 revenues would be even greater.
- RTB has budgeted **\$250,000** of new service funds for the I-394 corridor service expansion project. This is available to the MTC in addition to the subsidy amount previously budgeted by the RTB for regular route service.
- To cover the increased cost of fuel, a special, emergency legislative appropriation of \$2.6 million could be sought by the RTB on behalf of the MTC.
- The MTC has budgeted approximately \$380,000 for contract management services next year. The commission could reduce its total subsidy need to the extent that those services are replaced through internal promotions.
- The MTC's \$15 million fund balance could be reduced, possible by \$1 million to \$2 million.

The first four actions listed above would yield \$3,000,000, covering half of the MTC's proposed 1991 budget deficiency. The potential results from the other actions are speculative at this time.

### Key Policy Issues

While the funding shortfall is of serious concern, so is the MTC's ability to carry out the policy initiatives outlined in the RTB's Five-Year Transit Plan. MTC management innovation and responsiveness now become even more important.

The following policy issues are raised for the committee to consider for comments or decision:

1. Fare Recovery

The regional fare recovery standard is 35%, and the existing RTB policy is that every two to three years fares be reviewed and raised, if necessary, to keep the recovery ratio above the standard. The MTC's proposed 1991 budget projects a 31% fare recovery ratio in 1991, assuming a 10-cent fare hike on April 1, 1991. If this option is implemented, the MTC also expects to raise fares by 10 cents in 1992 and again by 10 cents in 1993. In staff's view, these actions will not bring the MTC to performance within standard in any of these years.

2. High Subsidy Routes

The RTB has set new financial performance standards for different route classifications. The MTC, in its proposed 1991 budget, assumes it will terminate all of its high subsidy routes, for a savings of \$741,000. The commission, however, has yet to determine whether other appropriate actions should be recommended to the RTB, and public hearings have yet to be held. Consistent with RTB policy, in some cases, a decision could be made to continue a high subsidy route that performs below the financial standard but serves a high proportion of transit dependent persons. Restructuring the route, marketing the service, or competitively bidding it out are other options that have not been considered by the MTC. Unless the RTB alters its policy and permits the service cuts to occur, without exception, the full savings estimated by the MTC will not be realized.

3. Marginal Cost Contracts

Most of the MTC's contract services are priced at marginal costs and require new, dedicated vehicles. Given that funding for the regular route system is tight, it may be timely to reconsider charging the fully allocated costs to those communities or entities served.

4. Accessibility

Accessibility service implementation is a priority for the RTB and needs to be supported by MTC efforts in route planning and scheduling, marketing, and training. Also important are several supporting capital projects involving bus stop and shelter accessibility improvements and the use of lift-equipped vans by MTC transit supervisors. At present, MTC management seems to have temporarily halted its work on this project.

5. Regional Marketing

The Five-Year Transit Plan calls for the RTB to play an active role in the regional marketing of transit services, and the board has recently formed a Marketing Advisory Committee. The MTC, however, wishes to be responsible for regional marketing and advertising campaigns to promote the general benefits of public transit. In its recent comments on the RTB's Five-Year Transit Plan, the MTC proposed to do so in coordination with other transit providers.

**Proposed 1991 Capital Budget**

The MTC's capital budget proposal requests authorization for five new MTC projects totaling \$3 million. Because no new bus purchases are planned, the level of new authorizations is the lowest in recent years.

NEW AUTHORIZATIONS (\$ Millions)							
<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991 (Proposed)</u>
\$42.0	\$29.5	\$22.1	\$37.0	\$27.2	\$22.1	\$12.0	\$3.0

The MTC's total capital budget, including projects authorized in previous years, is \$84.8 million. Of this amount, \$28.8 million is planned to be spent during 1991.

The following describes the five new projects planned by the MTC:

- Project 3143 - 1991 Major Improvements to Facilities (\$705,551)

This is an annual project that includes improvements to existing MTC facilities.

- Project 3150 - Champlin Park-and-Ride Lot No. 2 (\$377,016)

This is for the site acquisition and construction of a park-and-ride lot in the vicinity of West River Road and Dayton Road in the City of Champlin. The lot would have space for approximately 100 cars and be the second lot constructed in Champlin in recent years.

- Project 3123 - 1991/1992 Capital Equipment (\$902,530)

This is an annual project that includes equipment necessary for bus and facility operations and maintenance. Major items include: maintenance trucks and vans (\$258,100), support vehicles (\$167,400), and shop equipment (\$272,917).

- Project 3180 - 1991 Computer-Related Acquisitions (\$829,251)

This is also an annual project involving the purchase of computer equipment and software. Major items include: Metro Mobility computer upgrade (\$500,000), microcomputer equipment (\$125,000), and garage controllers and modems (\$108,415).

- Project 3125 - Telephone Improvements (158,415)

This project would fund telephone improvements as recommended in a recent study of MTC telecommunications.

Note that the MTC's capital budget shows \$6.1 million for construction of a transit terminal by the City of Minneapolis as part of a new Convention Center parking garage at the site of the Lemington Hotel. This involves merely the pass-through of federal funds. The MTC and the city have agreed to exchange UMTA funds from two sources. The city's Section 3 funds were made available to the MTC in 1990 for the alternative fuels demonstration. In return, the MTC will provide Section 9 funds to the city for the transit terminal.

#### FINDINGS AND CONCLUSIONS

In summary:

- The MTC proposes a 1991 operating budget with a deficiency of \$6 million.
- The RTB's prompt action on increasing fares is important, and some expense reductions by the MTC are likely justified.
- In response to the MTC's request, the RTB can reiterate or change its position on the use of regular route funds for the Metro Mobility program.
- RTB staff will be developing specific recommendations on the MTC's 1991 budget for review and action by the A&F Committee on December 10, 1990.

#### RECOMMENDATION

This item is presented for discussion purposes only. The Committee of the Whole, however, may wish to transmit comments to, or make specific requests for additional information from, the MTC.

Please refer to the attached Exhibit 2 and Exhibit 3 for background information on topics discussed by RTB and MTC staff members during the budget review process. For more detailed review, we have also enclosed excerpts from the MTC's Proposed 1991 Budget document dated October 6, 1990.

**RTB LEGISLATIVE AUTHORITY  
TO REVIEW MTC BUDGETS**

*Minnesota Statutes 473.435, Subdivision 1*

Budget. In furtherance of and in conformance with the implementation plan of the transit board, the transit commission each year shall prepare an annual budget, at the time, in the form, and containing the information prescribed by the board, and, after holding a public hearing on the budget, shall submit the budget to the board for review and approval or disapproval. The board may approve or disapprove the budget in whole or in part. The board may attach conditions to its approval. The board shall approve elements that the board determines are in conformance with the board's implementation plan and budget and shall disapprove elements that the board determines are not in conformance with the board's implementation plan and budget. The board shall return the budget to the commission, with comments indicating the reasons for any disapproval. If necessary, the commission shall make any appropriate amendments and resubmit the budget to the board for approval or disapproval.

## 1990 POLICY DIRECTIVES TO BE ACHIEVED BY THE MTC

*Based on policy direction established by RTB in its 1990-1994 Five-Year Transit Plan, the following conditions for approval of the MTC's 1990 budget were set by the RTB a year ago. These represent some of the key policy directives the RTB had expected the MTC to achieve during 1990.*

- Submit by April 1, 1990 a plan to comply with the 35 percent fare recovery standard for a period of two to three years, consistent with the RTB's fare policy guidelines.
- Focus the MTC's role as regional coordinator on
  - offering an information referral service for all types of public transit service operating in the region;
  - arranging transfer reciprocity and convenience fare revenue recognition agreements with other providers; and
  - improving information at bus stops including the identification of routes on signs and posting schedule information at shelters.
- Begin to identify strategies for expanded accessible regular route service.
- Develop plans and implement activities in support of the RTB's transit disadvantaged program.
- Submit by March 1, 1990 or sooner recommendations to the RTB for corrective action on all high subsidy routes.
- Develop the MTC's proposed LRT communications plan and its feeder bus plans, consistent with RTB direction.
- Submit budget assumptions and new service proposals to RTB staff as early as possible so that RTB policy requirements can be fully satisfied.

## **RTB INSTRUCTIONS TO MTC STAFF FOR 1991 BUDGET PREPARATION**

*On May 31, 1990 there was a meeting of RTB and MTC staff members at which the following instructions were communicated for the MTC's preparation of its 1991 budget.*

### **Operating Expenses**

- Identify extraordinary expenses. Explain any significant line items changes. Justify each line item increase greater than five percent.
- For comparison to the 1991 proposed budget, the base 1990 actual budget, at year end, would be the cost of current service levels less high subsidy routes.
- Identify any applicable regional services as separate cost centers. Justify whether the service proportionately benefits all regional providers.

### **Revenue Assumptions**

- Assume a significant fare increase January 1, 1990, until further notice. Existing RTB policy calls for 35 percent farebox recovery and that fares, when increased, maintain that ratio for two to three years.
- Establish a mechanism, such as a capital reserve account, to capture revenue from charging fully allocated capital costs in your contracts.

### **Service Planning Priorities**

- Focus on improvements to enhance existing service: Consider priorities to be: I-394 restructuring; accessible routes; peak hour overload corrections; and reverse commute

### **Marketing Priorities**

- Describe specific activities and resources needed for communicating the fare changes. Consider plans to expand convenience fare outlets.
- Provide detailed plans for marketing accessible bus service, including elements such as direct mailing, brochures, public education program, bus demonstrations and travel training, telephone hotline, and others that may be recommended.

### **New Initiatives**

- For special funding consideration and future evaluation purposes, break out the following as new initiatives: (1) alternative fuels demonstration; (2) I-35W service restructuring project; (3) I-394 transit station maintenance -- explore contracting option; and (4) accessible bus service -- describe specific plans for service design, marketing, lift maintenance, driver training, and other relevant activities; assume accessible service expansion to occur on a route by route basis, beginning March 30, 1991.

### **Contract Services**

- Include each contract service as a separate, stand-alone project priced on an incremental cost basis. Identify impact of discontinuing any contracts which are due to expire during 1991.
- Arrange for transfer of the Valley Transit contract to the RTB.
- Assume that the MMAC and Minnesota Rideshare contracts will again be approved separately.

### **Capital Budget**

- Justify fleet requirements in relation to service levels.
- Provide an assessment of the need for an Metro Mobility Administrative Center computer hardware upgrade. Identify historical and future costs.
- Consider accessible bus stop shelters and signage.

EXCERPTS



METROPOLITAN TRANSIT COMMISSION  
560-6th Avenue North, Minneapolis, Minnesota 55411-4398 612/349-7400

METROPOLITAN  
TRANSIT  
COMMISSION

OF THE TWIN CITIES  
(MINNEAPOLIS-ST. PAUL)  
METROPOLITAN AREA

PROPOSED 1991 BUDGET

PREPARED 6 OCTOBER 1990  
BUDGETING DEPARTMENT  
FINANCE DIVISION

CHIEF ADMINISTRATOR'S 1991 BUDGET MESSAGE

As I write this year's budget message, the MTC is in the midst of celebrating the 20th Anniversary of the public's acquisition and operation of Twin City Lines. September 18, 1970, is a date that brings back a lot of memories for me and I am certain for many of the MTC's employees who were working for Twin City Lines at the time.

It was a time of uncertainty and great expectation. I was driving bus for Twin City Lines while on furlough as a pilot with Northwest Airlines. Twin City Lines was an ailing remnant of the streetcar era on the verge of collapse. On September 18, 1970, Twin City Lines was condemned by the MTC; ushering in a new era for public transit.

A comparison of the region's transit system in 1970 to today is in some ways mind boggling. The MTC is a much larger and stronger organization than its predecessor - Twin City Lines. The MTC is a full service transit agency offering a multitude of services ranging from regular route services to van and carpooling services to administering transportation services for the disabled community. The following chart shows how much public transit has changed in twenty years.

	<u>1970</u>	<u>1990</u>
• Number of bus riders	50.6 million	67.7 million (est.)
• Number of buses	622	970
• Average age of buses	12.8 years	4.5 years
• Bus routes	39	114
• Total route miles	18.5 million	29.1 million
• Passenger shelters	1	627
• Buses with air conditioning	0	775
• Buses with wheelchair lifts	0	98
• Price of one gallon of diesel fuel	11.6 cents	90 cents (8/28)
• Price of bus fare during non-rush hours	30 cents	50 cents
• Number of customer relations employees	0	5
• Park and ride lots	19	131
• Female bus drivers	52	401
• Minority bus drivers	49	423
	<u>1977</u>	<u>1990</u>
• Registered carpools and vanpools	19	2,126
• People in registered carpools and vanpools	48	6,021

In the twenty years since public takeover of Twin City Lines, the MTC has developed into one of the finest large transit operators in the country. The MTC's facilities and buses are relatively new -- perhaps the best in the country. MTC employees are dedicated and competent. The MTC's operational performance consistently ranks high when compared to transit operations of similar size. The MTC has been successful in competing with the private sector for transit service contracts. This year, the MTC was selected to operate opt-out service for Plymouth, Maple Grove, Southwest MTC, and the Minnesota Valley Transit Authority. Eighty-two peak buses will be operated by the MTC under contract in 1991.

The MTC's success is not accidental. In 1987, the MTC developed a strategic plan to improve operating performance; competitiveness with private transit operators; and customer satisfaction by offering superior customer service. The strategic plan is updated annually to reflect the changing environment the MTC operates in. Steps have been taken the past three years to improve the MTC from a customer's point of view. The MTC has greatly simplified its fare structure. The quality and cleanliness of the MTC's bus fleet has improved. Convenience fares and bus schedule information are easier to obtain. With the addition of five customer service representatives, the MTC is able to better respond to the needs and concerns of our customers.

In my judgement, the shortcoming with the current strategic plan is that it does not adequately link the plan's philosophy to concrete performance goals and objectives to measure how well the MTC is effectively serving its passengers. I am proposing that in the next few months management develop, for Commission approval, performance indicators that will be used in 1991 to measure how well the MTC meets the needs of its customers. Several measures for the regular route system come to mind and are listed below. The performance measures for the Metro Mobility Administrative Center and Minnesota Rideshare will be agreed to with the RTB in the annual management plans for the two projects.

#### CUSTOMER SERVICE PERFORMANCE INDICATORS

- On-Time Performance
- Missed Pullout Trips
- Late Pullout Trips
- Average Number of Trips with Lost Mileage
- Miles Per Service Disruption
- TIC Speed of Answer
- TIC Lost Calls Percentage
- Customer Relations Complaints
- Employee Commendations
- Number of Accidents
- Employee Absenteeism

I am certain that additional measures of performance will be forthcoming when this issue is discussed further at the staff and Commission level. The goal is to develop a set of customer oriented performance indicators that will measure service reliability, safety and ease of customer access to the MTC and to hold management accountable for achieving these standards.

The 1991 MTC budget was developed with the anticipation of tight budgeting and economic times with the likelihood that state and federal subsidies for mass transit would not grow significantly in the near future. Given this context, the MTC has developed a budget for 1991 that grows at a rate of 6.1 percent, from an estimated actual expenditure level of \$111.04 million in 1990 to \$117.85 million in 1991.

The amount of RTB subsidy required to operate the MTC in 1991, including contract services with opt-out communities, Minnesota Rideshare and the Metro Mobility Administrative Center, will increase by 5.4% or \$3.84 million from \$71.53 million in 1990 to \$75.37 million in 1991. Approximately \$2.6 million

dollars of increased subsidy needs is due to the rapid increase in diesel fuel brought on by the crisis in the Persian Gulf. The 1991 MTC budget assumes that fuel will cost the MTC \$7.5 million in 1991 compared to the \$4,878,000 estimated to be spent for fuel in 1990 prior to the Persian Gulf crisis. The per gallon cost for diesel fuel is budgeted at 91.5 cents in 1991 compared to 61.5 cents in 1990. The MTC's budget increase from 1990 to 1991 is 3.99% if fuel is subtracted as a component of the budget.

The major assumptions for the 1991 budget are as follows and are discussed further in this message and the Fixed Route Transit Service Message:

Peak Buses	- 835 buses
Total Mileage	- 27,965,000 miles
Union Wage Increase	- 3.75% on May 1, 1991
Fuel	- 91.5¢/gallon
General Inflation	- 5% for commodities, 10% for services
Fare Increase	- 10¢ on April 1, 1991
High Subsidy Service	- Elimination of \$750,000 of service
Federal Assistance	- Constant at \$7.4 million

The current crisis in the Middle East has led to a rapid increase in the price the MTC pays for diesel fuel. Prior to the Iraqi invasion of Kuwait, the MTC was paying approximately 55¢ a gallon for diesel fuel. The 1990 budget projected diesel fuel at 61.5 cents per gallon. Currently, the MTC is paying 91.5¢ per gallon -- the maximum price allowed under the MTC's contract with Koch Refinery. The MTC's fuel agreement with Koch expires at the end of June, 1991.

Since it is extremely difficult to predict the price of diesel fuel with the potential of war breaking out in the Persian Gulf region, the 1991 budget assumes that the MTC will pay the maximum amount allowed under the Koch contract - 90¢ per gallon plus 1.5 cent per gallon delivery charge. Increased fuel costs alone will increase the MTC's budget by \$2.6 million from 1990 to 1991. The MTC will continue to monitor the cost and availability of fuel on a daily basis and report any significant changes to the RTB.

On the revenue side, the MTC's 1991 budget assumes that federal operating assistance will remain constant at \$7.4 million. As of this writing, the Congress and the President are attempting to reconcile the federal budget and deficit. Both the House and Senate have increased funding for mass transit. The Senate approved FY 1991 appropriations bill for transportation calls for an 8% increase in funding for urban mass transportation programs while the House bill would increase funding by 5% above last year's funding level. The final funding levels for mass transit are still uncertain, since a budget agreement may require cuts in domestic programs to avoid a Gramm-Rudman sequestration that would make far deeper cuts in domestic programs. A cut of 38 percent from mass transit programs would be made if Gramm-Rudman was triggered as a result of budget talks collapsing.

As part of the 1991 budget, the MTC is proposing that fares be increased by ten cents (10¢) on April 1, 1991. The MTC Commission approved a staff recommendation earlier this year to increase fares by 10 cents a year for each of the next three years beginning in 1991. Over this three year period, the MTC would achieve the RTB's guideline that 35 percent of regular route expenses be recovered through the farebox.

The RTB's proposed 1991 budget assumes a 25 cent across-the-board fare increase on April 1, 1991. The MTC is very concerned that a sudden 50 percent increase in the base fare would lead to a significant decline in ridership. Our projections show that a 25 cent jump in the base fare would lead to a 7.7 percent ridership decline among full fare paying passengers. In contrast, a 10 cent fare increase would lead to a 3.3 percent drop in full fare paying passengers.

The 1991 MTC budget proposes an elimination of \$750,000 of high subsidy service. High subsidy service routes are routes that exceed the new regular route performance standards as outlined in the RTB's Five Year Transit Plan. The performance standards, which are currently in draft form, are \$3.25 subsidy per passenger for local radial routes; \$3.50 for all day express routes; \$3.85 for peak hour express routes and \$4.00 subsidy per passenger for local crosstown routes. Currently, twelve MTC routes exceed the performance standards as set by the RTB.

The MTC bus fleet has never been better. During the past two years, the MTC has added 333 new forty-foot buses manufactured by the Gillig Corporation. All the new buses are air conditioned to increase passenger comfort, bringing the total number of MTC buses that are air conditioned to 775 buses.

The average age of the MTC fleet is 4.5 years, down from a high of 11.4 years in 1984. The MTC has one of the newest bus fleets in the country. Fleet reliability, performance and appearance are at an all time high. Interestingly, the average age of Twin City Lines bus fleet at the time of public takeover twenty years ago was 12.8 years.

All future MTC bus purchases will be equipped with wheelchair lifts to accommodate persons with disabilities. Currently, the MTC has 98 lift-equipped buses -- 78 new Gillig buses that were purchased this year and 20 Saab-Scania coaches that were bought in 1986. In addition, the twenty-five articulated buses that will be delivered early next year will also have lifts. The MTC is working closely with the RTB to determine the best way to integrate accessible buses into regular route service.

In 1991, the MTC is proposing to buy 37 forty-foot buses. Twenty of these buses will be used as part of a demonstration project to test various alternative fuel technologies. The MTC believes this project dovetails nicely with efforts in the current Congress to require large transit systems to buy an increasing percentage of alternative fueled vehicles over the next five years. After five years, all new buses would have to be powered by alternative fuel. Senate and House conferees are now attempting to work out their differences on amendments to the Clean Air Act. It appears that large transit systems will be asked to use alternative fuel technologies to help improve the environment and the air we breathe and to reduce our dependence on foreign oil.

MTC bus purchases are scheduled to be scaled back significantly until 1994. As a result, there is a window of opportunity to adequately test alternative fuel technologies during the next three year period to determine which fuel can best meet the needs of the MTC in terms of cost and reliability. The MTC is proposing to study ethanol, compressed natural gas (CNG) and clean diesel--diesel fuel with particulate traps. Twenty buses will be used in the demonstration project. This test will help the RTB comply with a 1989 state legislative mandate that the RTB evaluate the feasibility and effectiveness of using alternative fuels in buses operated by the MTC. The demonstration project will be evaluated jointly by the MTC, RTB and the Minnesota Pollution Control Agency.

The MTC's facilities have never been in better shape. On October 6, 1990, the MTC will dedicate its new Nicollet Garage in South Minneapolis. The new garage replaced an antiquated and decaying facility that dated back to 1912. With the completion of Nicollet Garage, all of the MTC's operating facilities have been rebuilt or remodeled in the last decade. The facilities will adequately meet the bus transportation needs of the metropolitan area well into the 21st Century.

Minnesota Rideshare and the Metro Mobility Administrative Center (MMAC) are important non-regular route functions within the MTC. The MTC administers the Metro Mobility and ridesharing programs under contract with the RTB. While the budget and management plan for these programs are approved separately from the MTC budget as a whole, I believe that it is important to recognize that the MMAC and Minnesota Rideshare are an integral part of the MTC's overall package of transportation services.

The MTC is dedicated to providing a high level of commitment to the MMAC and Minnesota Rideshare. Performance standards are established annually by the RTB in the MMAC and Rideshare management plans and are used as a tool in measuring management performance. I believe that the MTC has done a good job in achieving the performance goals for both the MMAC and ridesharing programs. In 1991, the MTC is committed to doing an even better job in meeting the performance standards and objectives for Minnesota Rideshare and in administering the Metro Mobility program.

Light rail operations planning and the feeder bus network necessary to complement an LRT system is increasingly commanding more of the MTC's time and attention. The MTC is an enthusiastic supporter of LRT and looks forward to working closely with the RTB and the county rail authorities in the implementation planning for LRT. Light rail transit is a tried and proven technology for reducing highway congestion at considerably less cost than building new or expanding existing freeways.

The 1989 Minnesota Legislature statutorily designated the MTC as the operator of any LRT facility or line built by county regional rail authorities. In 1988, the Regional Transit Board and the Hennepin County Regional Rail Authority also named the MTC as the operator of light rail.

\$75,000 has been set aside in the 1991 budget for LRT consulting. The MTC will continue to utilize the services of Donald MacDonald as a consultant to help in LRT planning. Mr. MacDonald is an engineer with extensive light rail experience in building and operating the Calgary, Edmonton and Portland light rail systems.

In closing, large transit operators are facing several crucial challenges in the coming years such as successfully implementing regular route transit service for individuals with disabilities; introducing new alternative fueled buses that comply with clean air standards; coping with limited financial resources from the federal and state governments; adequately serving the diverse transportation needs of suburban residents; and competition from private transit companies. The MTC has many strengths to meet these challenges head-on. MTC employees are dedicated, competent and hard-working. The MTC provides a good quality product that is even getting better as we focus our efforts on improving customer service and the appearance and reliability of the MTC bus fleet. I am certain that the MTC and its employees are up to the task of successfully handling the future challenges facing the mass transit industry.

kao/7951  
9/24/90

**Metropolitan Transit Commission  
1991 Fixed Route Service Plan Assumptions**

**Regular Route Service**

Overloads  
I-394  
I-35W  
Southwest Corridor  
MVTA  
Remainder of 4401  
Total

**Contract Service**

MVTA  
SMTC  
Plymouth  
Maple Grove  
GV/NH  
Total

**High Subsidy Service**

**Total Fixed Route Service**

Total Passengers  
Passengers Per Mile

**Expenses**

Wages - Union Increase May 1  
Fuel

**Inflation**

Commodities  
Services

**Revenues**

Passenger Fares  
Fare Increase  
Federal Assistance

	1989 Actual		1990 Amended Budget		1991 Proposed Budget	
	Miles	Peak Buses	Miles	Peak Buses	Miles	Peak Buses
			289,000	19	139,000	10
	N/A	N/A			180,000	10
					130,000	3
			830,000	38	39,000	3
	27,626,800	833	26,780,000	759	25,633,000	727
	27,626,800	833	27,899,000	816	26,121,000	753
	232,200	8	254,000	8	830,000	38
			106,000	10	330,000	13
			100,000	13	160,000	10
			184,000	11	248,000	13
	232,200	8	644,000	42	276,000	8
					1,844,000	82
			562,000	13		
	27,859,000	841	29,105,000	871	27,965,000	835
		69,391,300		70,906,000		67,675,400
		2.49		2.43		2.37
		3.25%		3.50%		3.75%
		61.75¢		61.50¢		91.50¢
		+4%		+5%		+5%
		+4%		+10%		+10%
		\$30,749,000		\$32,118,000		\$33,150,000
		simplified		-		10¢ 4/1/91
		\$7,434,000		\$7,410,000		\$7,439,000

# METROPOLITAN TRANSIT COMMISSION

06-Oct-90

## SUMMARY OF SOURCES OF FUNDS & DISBURSEMENTS FOR THE 1991 PROPOSED BUDGET

	COL 1	COL 2	COL 3	COL 4
	PROPOSED OPERATING BUDGET	PROPOSED DEBT SERVICE BUDGET	PROPOSED CAPITAL BUDGET	PROPOSED TOTAL MTC (MEMO ONLY)
<b>REVENUES</b>				
<b>OPERATING REVENUES</b>				
Passenger Fares	\$33,150,000	\$0	\$0	\$33,150,000
Contract Revenue [Special Fares]	\$5,751,000	\$0	\$0	\$5,751,000
Auxiliary Revenue	\$872,000	\$0	\$0	\$872,000
<b>TOTAL OPERATING REVENUES</b>	<b>\$39,773,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,773,000</b>
<b>NON-OPERATING REVENUES</b>				
Interest Income	\$725,000	\$168,000	\$1,054,000	\$1,947,000
Other Revenue	\$301,000	\$0	\$0	\$301,000
<b>TOTAL NON-OPERATING REVENUES</b>	<b>\$1,026,000</b>	<b>\$168,000</b>	<b>\$1,054,000</b>	<b>\$2,248,000</b>
<b>GRAND TOTAL REVENUES</b>	<b>\$40,799,000</b>	<b>\$168,000</b>	<b>\$1,054,000</b>	<b>\$42,021,000</b>
<b>EXPENSES &amp; DISBURSEMENTS</b>				
<b>OPERATING EXPENSES &amp; DISBURSE.</b>				
Working labor	\$61,207,000	\$0	\$283,000	\$61,490,000
Fringe Benefits	\$32,058,000	\$0	\$142,000	\$32,200,000
Services	\$3,284,000	\$19,000	\$745,000	\$4,048,000
Materials and Supplies	\$14,568,000	\$0	\$0	\$14,568,000
Direct Charged Utilities	\$61,000	\$0	\$0	\$61,000
Casualty and Liability	\$2,262,000	\$0	\$0	\$2,262,000
Property Taxes and Assessments	\$14,000	\$0	\$0	\$14,000
Purchased Transport Services	\$381,000	\$0	\$0	\$381,000
Miscellaneous	\$1,225,000	\$0	\$10,000	\$1,235,000
Allocated Expenses	\$2,579,000	\$0	\$66,000	\$2,645,000
Interest Expenses	\$0	\$508,000	\$126,000	\$634,000
Leases and Rentals	\$216,000	\$0	\$0	\$216,000
<b>TOTAL OPERATING EXPENSES &amp; DISBURSE.</b>	<b>\$117,855,000</b>	<b>\$527,000</b>	<b>\$1,372,000</b>	<b>\$119,754,000</b>
<b>DEBT SERVICE PRINCIPAL DISBURSEMENTS</b>				
Repay Principal	\$0	\$1,700,000	\$0	\$1,700,000
<b>TOTAL DEBT SERVICE PRINCIPAL DISBURSE.</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$0</b>	<b>\$1,700,000</b>
<b>CAPITAL DISBURSEMENTS</b>				
Revenue Rolling Stock	\$0	\$0	\$15,333,000	\$15,333,000
Stations, Stops, and Terminals	\$0	\$0	\$5,525,000	\$5,525,000
Support Equipment and Facilities	\$0	\$0	\$3,944,000	\$3,944,000
Communication	\$0	\$0	\$491,000	\$491,000
Other Capital Program Disbursements	\$0	\$0	\$2,284,000	\$2,284,000
<b>TOTAL CAPITAL DISBURSEMENTS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,577,000</b>	<b>\$27,577,000</b>
<b>GRAND TOTAL 1991 EXPENSES &amp; DISBURSE./Memo Only</b>	<b>\$117,855,000</b>	<b>\$2,227,000</b>	<b>\$28,949,000</b>	<b>\$149,031,000</b>
<b>SUBSIDIES/OTHER ITEMS</b>				
Federal Grants	\$7,439,000	\$0	\$19,803,000	\$27,242,000
Local Capital Grants [Bond Issue Amount]	\$0	\$0	\$0	\$0
Other: Old NorthSide & Capital Reimburs.	\$0	\$0	\$328,000	\$328,000
Property Taxes Restricted for Debt Service	\$0	\$2,014,000	\$0	\$2,014,000
RTB Operating Assistance and Contracts	\$69,617,000	\$0	\$0	\$69,617,000
<b>TOTAL SUBSIDIES</b>	<b>\$77,056,000</b>	<b>\$2,014,000</b>	<b>\$20,131,000</b>	<b>\$99,201,000</b>
<b>ADDITION TO (USE OF) FUNDS</b>	<b>\$0</b>	<b>(\$45,000)</b>	<b>(\$7,764,000)</b>	<b>(\$7,809,000)</b>
<b>BEGINNING FUNDS</b>	<b>\$15,000,000</b>	<b>\$3,636,000</b>	<b>\$18,537,000</b>	<b>\$37,173,000</b>
<b>ENDING FUNDS</b>	<b>\$15,000,000</b>	<b>\$3,591,000</b>	<b>\$10,773,000</b>	<b>\$29,364,000</b>

25-Sep-90

METROPOLITAN TRANSIT COMMISSION  
SUMMARY OF OPERATING REVENUES, SUBSIDIES, & EXPENSES  
COMPARING CY1983 THRU 1991  
(ROUNDED TO NEAREST 000'S)

	Notes	1983 Audited Actual	1984 Audited Actual	1985 Audited Actual	1986 Audited Actual	1987 Audited Actual	1988 Audited Actual	1989 Audited Actual	1990 Amended Budget	1990 Est. Actual	1991 Proposed Budget
<b>REVENUE:</b>											
Operating & Other	Operating	\$38,935	\$38,093	\$34,964	\$33,442	\$33,748	\$34,240	\$34,091	\$35,248	\$33,514	\$40,074
Investment Income (Operating Portion)	Operating	\$868	\$1,971	\$1,848	\$917	\$1,219	\$865	\$801	\$1,545	\$850	\$725
<b>TOTAL REVENUES:</b>	Operating	\$39,803	\$40,064	\$36,812	\$34,359	\$34,967	\$35,105	\$34,892	\$36,793	\$34,364	\$40,799
<b>EXPENDITURES:</b>											
Labor	Operating	\$49,860	\$51,888	\$54,719	\$54,859	\$54,528	\$56,017	\$57,511	\$60,444	\$59,213	\$61,207
Fringe Benefits	Total Agency	\$23,051	\$23,716	\$22,296	\$25,399	\$25,594	\$27,241	\$28,009	\$31,151	\$30,222	\$32,200
Services	Operating	\$2,060	\$2,475	\$2,001	\$1,792	\$2,150	\$2,427	\$2,533	\$3,569	\$2,881	\$3,284
Materials and Supplies	Operating	\$13,161	\$13,177	\$12,211	\$10,083	\$10,193	\$9,727	\$11,128	\$11,133	\$11,234	\$14,568
Direct Charge Utilities	Operating			\$23	\$93	\$24	\$36	\$42	\$52	\$44	\$61
Casualty and Liability	Operating	\$1,085	\$2,319	\$3,140	\$3,442	\$3,510	\$440	\$2,077	\$2,002	\$2,902	\$2,262
Property Taxes & Assessments	Operating			\$20	\$21	\$35	\$33	\$35	\$29	\$29	\$14
Purchased Transportation	Operating	\$207	\$287	\$328	\$125	\$123	\$129	\$177	\$463	\$415	\$381
Miscellaneous	Operating	\$741	\$971	NA	\$1,342	\$1,387	\$1,399	\$1,539	\$1,936	\$1,633	\$1,225
Capital[ized] Fringes	Capital	NA	NA	NA	NA	(\$101)	(\$84)	(\$95)	(\$156)	(\$123)	(\$142)
Capital[ized] Indirect Costs	Capital	NA	NA	NA	NA	(\$83)	(\$39)	(\$54)	(\$66)	(\$52)	(\$66)
<b>Subtotal Capital Expense Transfers</b>	Capital	(\$140)	(\$396)	NA	(\$352)	(\$184)	(\$123)	(\$149)	(\$222)	(\$175)	(\$208)
Total Miscellaneous	Memorandum	\$601	\$575	\$890	\$990	\$1,203	\$1,276	\$1,390	\$1,714	\$1,458	\$1,017
Allocated Expenses	Total Agency	\$2,525	\$2,723	\$2,313	\$2,057	\$1,902	\$2,236	\$2,420	\$2,603	\$2,312	\$2,645
Interest Expense (Operating Only)	Operating	\$0	\$498	\$834	\$699	\$297	\$0	\$0	\$0	\$0	\$0
Leases and Rentals	Operating	\$428	\$455	\$257	\$179	\$147	\$205	\$218	\$256	\$294	\$216
<b>TOTAL OPERATING EXPENSE:</b>	Operating	\$92,978	\$98,113	\$99,032	\$99,739	\$99,706	\$99,767	\$105,540	\$113,416	\$111,004	\$117,855
<b>SUBSIDIES:</b>											
Federal Grants	Operating	\$9,088	\$9,371	\$8,346	\$8,466	\$7,492	\$7,505	\$7,434	\$7,400	\$7,410	\$7,439
RTB Assistance	Operating	\$46,655	\$49,784	\$49,426	\$53,208	\$56,783	\$57,621	\$63,214	\$69,223	\$69,230	\$69,617
<b>TOTAL SUBSIDIES:</b>	Operating	\$55,743	\$59,155	\$57,772	\$61,674	\$64,275	\$65,126	\$70,648	\$76,623	\$76,640	\$77,056
<b>WORKING CAPITAL (SEE PAGES A-12 TO A-13)</b>											
Beginning of Year		\$19,480	\$22,048	\$23,154	\$18,706	\$15,000	\$14,536	\$15,000	\$15,000	\$15,000	\$15,000
(Use of) Add to		\$2,568	\$1,106	(\$4,448)	(\$3,706)	(\$464)	\$464	\$0	\$0	\$0	\$0
<b>End of Year</b>		\$22,048	\$23,154	\$18,706	\$15,000	\$14,536	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000

**METROPOLITAN TRANSIT COMMISSION  
COMPARATIVE FRINGE BENEFIT ANALYSIS**

25-Sep-90

EXPENSE	1981 AUDITED ACTUAL	1982 AUDITED ACTUAL	1983 AUDITED ACTUAL	1984 AUDITED ACTUAL	1985 AUDITED ACTUAL	1986 AUDITED ACTUAL	1987 AUDITED ACTUAL	1988 AUDITED ACTUAL	1989 AUDITED ACTUAL	1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROPOSED BUDGET
FICA	3,280,166	3,712,325	3,780,410	4,105,580	4,375,890	4,825,231	4,485,970	4,839,875	4,991,719	5,261,781	5,234,000	5,440,000
PENSION (8)	4,948,445	4,968,721	2,760,811	2,823,324	2,434,001	2,647,815	2,444,851	2,502,557	2,793,298	3,148,598	2,997,000	3,038,000
DISABILITY ALLOWANCE (6)	0	0	0	0	0	7,201	4,548	292,025	(87,394)	40,000	36,000	40,000
HOSPITAL/MEDICAL INS. (7)	2,797,720	3,301,335	4,464,941	5,030,798	3,390,219	4,881,624	4,846,925	5,410,346	6,093,498	7,395,600	7,036,000	7,710,000
DENTAL INSURANCE	133,872	241,833	389,601	388,207	258,069	329,917	363,399	397,788	410,482	459,071	420,000	470,000
LIFE & LONG TERM DIS. INSURANCE (7)	228,685	254,220	263,750	244,291	166,794	197,458	141,214	166,241	227,358	262,695	260,000	267,000
UNEMPLOYMENT	71,500	135,013	118,760	49,487	33,706	58,278	50,416	33,229	34,500	60,000	60,000	60,000
WORKERS COMPENSATION	5,825,834	2,935,484	3,369,837	3,348,836	3,473,652	3,492,638	4,859,166	5,290,091	4,312,681	4,750,000	4,752,000	4,990,000
SICK LEAVE	947,192	1,053,205	1,160,660	1,235,517	1,204,651	1,115,977	1,146,273	1,132,494	1,219,616	1,355,442	1,418,000	1,456,000
HOLIDAY	1,647,448	1,999,352	2,060,121	2,068,491	2,225,240	2,461,684	2,462,045	2,528,077	2,604,048	2,697,451	2,757,000	2,785,000
VACATION	3,001,616	2,928,522	4,193,531	3,722,871	3,978,960	3,632,883	4,006,684	3,859,650	4,524,464	4,798,294	4,423,000	4,941,000
RETIREMENT SICK LEAVE	0	0	0	100,000	137,454	129,431	86,893	83,512	112,544	90,000	60,000	110,000
OTHER PAID LEAVE	62,783	92,093	113,787	168,973	192,302	184,965	214,504	234,004	246,013	294,443	317,000	342,000
MGMT & COST SAVING AWARDS (1)	0	0	0	0	0	30,800	38,500	53,300	46,050	63,000	15,000	63,000
UNIFORM & CLOTHING ALLOW.	262,925	341,035	298,455	342,952	411,284	297,940	366,909	347,419	338,167	401,730	369,000	406,000
TOOL ALLOWANCE (2)	0	0	0	0	0	0	44,640	44,040	116,280	43,000	43,000	44,000
COMPENSATORY TIME (3)	8,090	86,633	76,390	74,639	0	0	0	0	0	0	0	0
OTHER FRINGES (4) (5)	0	0	0	12,260	14,166	1,106,138	30,904	26,699	25,592	30,000	26,000	38,000
	23,216,276	22,049,771	23,051,054	23,716,226	22,296,388	25,399,980	25,593,841	27,241,347	28,008,916	31,151,105	30,223,000	32,200,000
<b>Percent of Operating Labor (9)</b>	<b>50.9%</b>	<b>44.8%</b>	<b>46.2%</b>	<b>45.7%</b>	<b>40.7%</b>	<b>46.3%</b>	<b>47.4%</b>	<b>48.6%</b>	<b>48.3%</b>	<b>51.7%</b>	<b>50.7%</b>	<b>52.2%</b>

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**NOTES:**

- (1) MGMT AWARDS BEGAN IN 1985 & WERE RECLASSIFIED TO FRINGE EFFECTIVE 1/1/86.
- (2) TOOL ALLOWANCE WAS RECLASSIFIED TO FRINGE EFFECTIVE 1/1/87.
- (3) COMPENSATORY TIME WAS RECLASSIFIED TO WORKING LABOR EFFECTIVE 1/1/85.
- (4) OTHER FRINGES CLASSIFICATION BEGAN 1/1/84. THEY WERE PREVIOUSLY INCLUDED IN "OTHER PAID LEAVE."
- (5) 1986 INCLUDED A RATIFICATION BONUS OF \$1.05 MILLION
- (6) IN 1988, DISABILITY ALLOWANCE SHIFTED FROM A CASH TO AN ACCRUAL BASIS. THE 1989 CREDIT REFLECTS A REDUCED ORIGINAL ESTIMATE OF 4 CLAIMANTS TO 1, INCREASING TO 2 IN 1990.
- (7) INCLUDES CASH BASIS PAYMENTS FOR RETIREES. THESE BENEFITS ARE FUNDED ON A "PAY-AS-YOU-GO" BASIS. ONLY ADVANCE FUNDED BENEFITS REQUIRE ACTUARIAL ACCRUAL DISCLOSURE AFTER 6/15/90.
- (8) MSRS PENSION RATE INCREASED FROM 3.9% TO 4.51% 7/1/89, AND DECREASED TO 4.29% ON 7/1/90. ALSO INCLUDES PENSION EXPENSE FOR LABOR UNION OFFICIALS.
- (9) MTC'S PERCENT OF OPERATING LABOR IS CALCULATED USING METHOD 1, SEE CHART----->

**METHODS OF CALCULATING FRINGE BENEFIT % MAKE A DIFFERENCE!**

EACH COLUMN HAS IDENTICAL COSTS, HOWEVER METHOD 2 DISCLOSES NON-PAID LEAVE FRINGES AS A % OF TOTAL WAGES GIVING A FRINGE % RATE OF 31.0%; METHOD 1 (USED BY THE MTC) SHOWS ALL FRINGES AS A % OF WORKING LABOR & SHOWS A 52.0% RATE.

EXAMPLE OF EMPLOYEE EARNING \$30,000/YEAR. (AND NOT WORKING OVERTIME)		METHOD 1 MTC	METHOD 2 OTHER
(A)	WORKING LABOR	\$25,862	NOT SHOWN
(B)	PAID LEAVE FRINGES (INCLUDES VACATIONS, HOLIDAYS, SICK PAY, & OTHER PAID LEAVES)	\$4,138	NOT SHOWN
(C)=(A)+(B)	TOTAL WAGES	\$30,000	\$30,000
(D)	NON-PAID LEAVE FRINGES (INCLUDES HOSPITALIZATION, FICA, PENSION, WORKERS COMPENSATION, ETC...)	\$9,310	\$9,310
(E)=(C)+(D)	TOTAL WAGE & FRINGE COST OF THE EMPLOYEE	\$39,310	\$39,310
(F)=(B)+(D)	ALL FRINGES	\$13,448	NOT SHOWN
(G)=(F)/(A)	[ALL] FRINGES AS A % OF WORKING LABOR	52.0%	
(H)=(D)/(C)	[NON-PAID LEAVE] FRINGES AS % OF TOTAL WAGES		31.0%

## METROPOLITAN TRANSIT COMMISSION

## INDIRECT COSTS

COMPARATIVE ANALYSIS: 1983--1989 ACTUAL; 1990 ADOPTED BUDGET &amp; ESTIMATED ACTUAL; 1991 PROPOSED BUDGET

	AUDITED ACTUAL 1983	AUDITED ACTUAL 1984	AUDITED ACTUAL 1985	AUDITED ACTUAL 1986	AUDITED ACTUAL 1987	AUDITED ACTUAL 1988	AUDITED ACTUAL 1989	AMENDED BUDGET 1990	ESTIMATED ACTUAL 1990	PROPOSED BUDGET 1991
<b>SERVICES</b>										
Staff Car Washing	2,016	2,042	2,946	2,626	3,783	4,004	4,577	4,400	4,000	5,138
Staff Car Tow/Repair	466	1,911	968	3,160	182	277	659	198	198	200
Contract Mntc	55,278	56,086	60,172	64,125	51,998	59,800	82,916	81,112	96,050	100,000
Mail Delivery	8,351	14,257	8,251	9,363	6,130	8,610	55	11,000	11,630	14,466
Offc Equip Repair	350	4,033	1,657	1,504	1,695	2,848	2,231	3,132	3,100	3,100
Security Services	0	0	54,151	55,557	57,329	88,284	105,182	103,200	48,100	41,000
Plant Care	0	0	3,032	4,239	4,183	4,784	4,354	5,500	5,217	7,500
<b>TOTAL SERVICES</b>	<b>\$66,461</b>	<b>\$78,329</b>	<b>\$131,177</b>	<b>\$140,574</b>	<b>\$125,300</b>	<b>\$168,607</b>	<b>\$199,974</b>	<b>\$208,542</b>	<b>\$168,295</b>	<b>\$171,404</b>
<b>MTRLS AND SUPPLIES</b>										
Staff Car Fuel/Lub.	36,753	26,911	24,018	18,218	11,721	15,704	21,829	16,090	16,090	16,000
Staff Car Tires	2,160	1,101	906	1,161	1,021	1,016	3,263	1,750	1,750	2,000
Staff Car Supplies	17,073	26,678	20,432	16,808	14,736	20,107	15,721	16,027	16,027	16,000
Office Supplies	98,783	108,708	91,866	73,707	75,615	92,879	125,285	102,000	126,000	133,500
Security Supplies	0	0	0	0	50,705	28,199	20,730	16,000	16,000	18,000
<b>TOTAL MTRLS/SUPPLIES</b>	<b>\$154,769</b>	<b>\$163,398</b>	<b>\$137,222</b>	<b>\$109,894</b>	<b>\$153,798</b>	<b>\$157,905</b>	<b>\$186,828</b>	<b>\$151,867</b>	<b>\$175,867</b>	<b>\$185,500</b>
<b>UTILITIES</b>										
Electricity	476,644	540,471	612,678	580,731	594,073	639,753	591,015	632,100	624,000	710,200
Natural Gas	884,256	1,018,025	900,662	738,124	511,991	629,702	632,868	685,600	556,000	747,300
Heating Oil	0	24,451	8,706	0	0	41,124	45,092	25,000	25,000	50,000
Water/Sewer	69,190	85,807	84,006	94,233	76,991	90,225	107,357	105,000	105,000	125,000
Trash Hauling	0	0	36,514	36,003	37,220	48,275	69,980	60,000	78,000	90,000
Telephone	304,490	355,578	229,034	182,364	216,147	249,546	221,030	341,000	276,000	290,000
<b>TOTAL UTILITIES</b>	<b>\$1,734,580</b>	<b>\$2,024,332</b>	<b>\$1,871,600</b>	<b>\$1,631,455</b>	<b>\$1,436,422</b>	<b>\$1,698,625</b>	<b>\$1,667,342</b>	<b>\$1,848,700</b>	<b>\$1,664,000</b>	<b>\$2,012,500</b>
<b>MISCELLANEOUS</b>										
Local Travel	18,406	13,434	0	0	0	0	0	0	0	0
Dues/Subscriptions	34,975	37,869	39,020	34,790	23,018	30,579	34,344	33,000	38,000	38,000
Postage	77,028	62,538	71,027	74,793	65,031	99,954	108,765	109,900	128,200	156,000
Non-Travel Reimburs	0	0	0	3,881	0	0	0	0	0	0
<b>TOTAL MISCELLANEOUS</b>	<b>\$130,409</b>	<b>\$113,841</b>	<b>\$110,047</b>	<b>\$113,464</b>	<b>\$88,049</b>	<b>\$130,533</b>	<b>\$143,109</b>	<b>\$142,900</b>	<b>\$166,200</b>	<b>\$194,000</b>
<b>LEASES AND RENTALS</b>										
Bldng/Prkng Leases	294,013	203,922	30,600	27,900	72,778	67,500	206,361	236,906	129,833	80,625
Offc Equip Leases	52,901	40,800	32,769	33,943	25,478	12,989	16,823	14,238	8,000	1,088
<b>TOTAL LEASES/RNTALS</b>	<b>\$346,914</b>	<b>\$244,722</b>	<b>\$63,369</b>	<b>\$61,843</b>	<b>\$98,256</b>	<b>\$80,489</b>	<b>\$223,184</b>	<b>\$251,144</b>	<b>\$137,833</b>	<b>\$81,713</b>
<b>INDIRECT COSTS</b>	<b>\$2,433,133</b>	<b>\$2,624,622</b>	<b>\$2,313,415</b>	<b>\$2,057,230</b>	<b>\$1,901,825</b>	<b>\$2,236,159</b>	<b>\$2,420,437</b>	<b>\$2,603,153</b>	<b>\$2,312,195</b>	<b>\$2,645,117</b>

## METROPOLITAN TRANSIT COMMISSION

### EXPLANATION OF [RETAINED EARNINGS AVAILABLE FOR] WORKING CAPITAL

(All figures come from the MTC's 8/31/90 balance sheet)

#### Basis of Accounting and Financial Viability

As a single function operating agency, the MTC's financial statements parallel those of private sector transportation companies. In accounting terminology, the MTC uses enterprise fund accounting on a full accrual basis. Unlike governmental fund accounting, there are no "Fund Balances". Instead, the MTC has Assets, Liabilities, and Equity/Retained Earnings. When evaluating the MTC's ability to sustain programs (and pay its bills), one also needs to understand (1) restrictions on and (2) availability of funds.

#### Restrictions on Funds

Three specific restrictions affect some of the MTC's resources:

- (1) Proceeds from bond sales are restricted for capital acquisitions (e.g. buying buses, facilities, and equipment).
- (2) Proceeds from the RTB's debt service property tax levy are restricted for repaying principal and interest on the capital improvement bonds referred to in (1).
- (3) Proceeds of some federal grants may only be used for capital acquisitions. (The Federal Government retains a prorated financial ownership position in anything bought with these funds which can be seen on the MTC's Balance Sheet as "Contributed Capital" under the EQUITY section.)

Subject to availability, other funds may be used for MTC operations.

#### Availability of Funds

Bankers, creditors and accountants created a calculation called "Working Capital" to measure a company's ability to pay its bills. Working Capital adds all current assets (those in-hand or likely to soon be collected or sold, including cash, receivables, and inventories) and then deducts current liabilities (obligations that must be quickly paid). The resulting number measures how much your likely financial resources exceed your upcoming bills.

#### Why is MTC's Working Capital at \$15 million?

In 1982, the independent auditing firm, Deloitte Haskins and Sells (now Deloitte and Touche), calculated the MTC's Working Capital requirements at \$15 million based on (1) the need for \$7 million in cash to pay one month's bills (the 1982 \$84 million budget divided by 12), (2) the uncertainties associated with certain volatile expenses (fuel expense due to possible rapid run-up in price and a worsening of our workers compensation expense), and (3) the uncertainty surrounding regional, state, and federal subsidies. In 1987, The RTB updated the 1982 study to include their resources reiterated the earlier results. Significantly, the basic reasons are as telling in 1990 and 1991 as they were in 1982. This year, our fuel expense has shot upwards by \$2.6 million. The prospects for improved state, federal, or RTB funding seem dim. And the MTC's operating budget is now 40% larger than in 1982, increasing one month's costs from \$7 0 million to \$9.8 million. An updated study would probably show that the MTC prudently requires \$18 million, not the \$15 million adequate in 1982.

**What Comprises the \$15 Million?**

The attached chart shows the MTC's major categories of current unrestricted assets and current unrestricted liabilities and the resulting difference of \$15 million as our Retained Earnings Available for Working Capital. The MTC does not have \$15 million in the bank. The MTC's cash and investments total only \$8.0 million which are needed to pay day-to-day bills and to cover payroll obligations. The MTC's bus parts and diesel fuel inventory totals another \$5.1 million. The remaining \$1.9 million represents \$27.0 million in funds that are owing to the MTC less \$25.1 in funds that will be paid by the MTC.

# METROPOLITAN TRANSIT COMMISSION

## EXPLANATION OF RETAINED EARNINGS AVAILABLE FOR WORKING CAPITAL

SOURCE: MTC BALANCE SHEET @8/31/90 (ALL FIGURES IN MILLIONS)	UNRESTRICTED AVAIL. FOR OPERATING	RESTRICTED FOR CAPITAL & DEBT SERVICE	TOTAL
<b>CURRENT ASSETS</b>			
CASH & SHORT TERM INVESTMENTS	\$8.0	\$0.0	\$8.0
FUNDS OWED TO THE MTC BY THE RTB	\$19.5	\$0.0	\$19.5
FUNDS OWED TO THE MTC BY THE FEDERAL GOVERNMENT	\$4.9	\$0.0	\$4.9
MATERIAL & SUPPLIES INVENTORY: BUS PARTS, FUEL	\$5.1	\$0.0	\$5.1
ALL OTHER CURRENT ASSETS	\$2.6	\$0.0	\$2.6
<b>TOTAL CURRENT ASSETS</b>	<b>\$40.1</b>	<b>\$0.0</b>	<b>\$40.1</b>
<b>CURRENT LIABILITIES</b>			
PAYROLL & PAYROLL TAX OBLIGATIONS	\$7.3	\$0.0	\$7.3
WORKERS COMP AND INJURY & DAMAGE OBLIGATIONS	\$14.7	\$0.0	\$14.7
ALL OTHER CURRENT LIABILITIES	\$3.1	\$2.6	\$5.7
<b>TOTAL CURRENT LIABILITIES</b>	<b>\$25.1</b>	<b>\$2.6</b>	<b>\$27.7</b>
<b>RETAINED EARNINGS AVAILABLE FOR WORKING CAPITAL</b>	<b>\$15.0</b>		

METROPOLITAN TRANSIT COMMISSION  
SUMMARY OF ESTIMATED CONSULTANT FEES

AS REQUIRED BY MINNESOTA STATUTE SECTION 473.1623 SUBDIVISION 4, SECTION (c) (3), THE FOLLOWING IS A LIST OF PROPOSED OR ANTICIPATED EXPENDITURES FOR CONSULTANTS, PROFESSIONAL AND TECHNICAL FEES, AND OTHER SIMILAR SERVICES. THE LIST INCLUDES APPLICABLE COSTS FROM MTC OPERATING EXPENSE CATEGORIES 503.03, 503.07 AND FROM CAPITAL DISBURSEMENT CATEGORIES 6X1.XX.

THIS SCHEDULE WAS NOT AVAILABLE AT TIME OF PRINTING

METROPOLITAN TRANSIT COMMISSION  
SUMMARY OF ESTIMATED CONSULTANT FEES  
1991 BUDGET

09-OCT-90

AS REQUIRED BY MINNESOTA STATUTE SECTION 473.1623 SUBDIVISION 4, SECTION (c) (3), FOLLOWING IS A LIST OF PROPOSED OR ANTICIPATED EXPENDITURES FOR CONSULTANTS, PROFESSIONAL AND TECHNICAL FEES AND OTHER SIMILAR SERVICES. THE LIST INCLUDES MGMT CO. FEES (EXP 503.01), AD CO. FEES (503.02), PROF. & TECH. FEES (503.03), SECURITY SERVICE FEES (503.07 & 503.46) AND ENGINEERING & DESIGN FEES (6X1.XX).

1991  
BUDGET

**COMPUTER HARDWARE/SOFTWARE DESIGN AND/OR PROGRAMMING**

DESIGN AUTOMATED EMPLOYEE WORK HISTORY PROGRAM (MTC PROJECT# 3981)	\$330,000
DESIGN DRIVER TIMEROLL SYSTEM (MTC PROJECT# 3085)	\$310,000
TECHNICAL ASSISTANCE FOR PAYROLL/PERSONNEL SYSTEM UPGRADES	\$85,000
PROGRAMMING FOR NEW & CURRENT METRO MOBILITY COMPUTER SYSTEMS (P5610)	\$100,500
DESIGN RADIO SYSTEM SOFTWARE ENHANCEMENTS (MTC PROJECT# 3080)	\$30,000
COMPUTER CONSULTANT FOR T.I.C.	\$25,000
PROF/TECHNICAL SERVICES FOR INFORMATION SERVICES	\$28,000
COMPUTER CONSULTANT - EEO/AFFIRMATIVE ACTION	\$4,000
COMPUTER INSTALLATION AND SUPPORT	\$2,500
PROFESSIONAL SUPPORT - COMPUTER LAN [LOCAL AREA NETWORK]	\$2,200
	<b>\$917,200</b>

**LEGAL FEES**

CLAIMS DEFENSE - CASUALTY AND LIABILITY	\$243,000
CLAIMS DEFENSE - WORKERS COMPENSATION	\$85,500
EMPLOYEE DISCRIMINATION/CIVIL RIGHTS/GRIEVANCES	\$84,360
GENERAL LEGAL	\$57,140
	<b>\$470,000</b>

**CONSULTING SERVICES FOR TRANSIT OPERATIONS**

INVESTIGATIVE, SECURITY AND POLICE SERVICES	\$208,851
LIGHT RAIL TRANSIT	\$74,800
CITYLINE - AUTOMATED PHONE INFORMATION	\$65,500
PROF/TECHNICAL SERVICES [COMMISSION]	\$50,000
MARKET RESEARCH/TRANSIT COORDINATION TRAINING-RIDESHARE	\$45,000
PROFESSIONAL SURVEYS FOR RESEARCH	\$15,000
ENGINEERING/INDUSTRIAL HYGENIST	\$9,000
BUS RADIO TECHNICAL SUPPORT FROM MNDOT	\$9,000
PHOTOGRAPHY SERVICES - TRANSIT GUIDES, ETC.	\$8,700
TECHNICAL TRAINING - EQUIPMENT MAINTENANCE (PRJ# 4401)	\$4,500
WATER, FUEL AND AIR QUALITY TESTING	\$3,831
PARTS TESTING	\$1,000
TECHNICAL ASSISTANCE - EQ. MAINTENANCE	\$900
ACCESSIBLE BUS TRANSIT SUPPORT	\$900
	<b>\$496,992</b>

**MANAGEMENT COMPANY SERVICE FEE**

MANAGEMENT COMPANY SERVICE FEE	\$381,387
	<b>\$381,387</b>

**ADVERTISING/MARKETING FEES**

REGULAR ROUTE SERVICE (PRJ# 4401)	\$229,500
RIDESHARE (MTC PROJECT# 5463)	\$57,400
MARKET SURVEYS (PRJ# 4401 - REGULAR TRANSIT)	\$30,000
RIDESHARE MARKETING (PROJECT# 2416)	\$10,000
	<b>\$326,900</b>

METROPOLITAN TRANSIT COMMISSION  
SUMMARY OF ESTIMATED CONSULTANT FEES  
1991 BUDGET

09-OCT-90

AS REQUIRED BY MINNESOTA STATUTE SECTION 473.1623 SUBDIVISION 4, SECTION (c) (3), FOLLOWING IS A LIST OF PROPOSED OR ANTICIPATED EXPENDITURES FOR CONSULTANTS, PROFESSIONAL AND TECHNICAL FEES AND OTHER SIMILAR SERVICES. THE LIST INCLUDES MGMT CO. FEES (EXP 503.01), AD CO. FEES (503.02), PROF. & TECH. FEES (503.03), SECURITY SERVICE FEES (503.07 & 503.46) AND ENGINEERING & DESIGN FEES (6X1.XX).

1991  
BUDGET

**HUMAN RESOURCE SERVICES**

DOT RECERTIFICATION	\$49,140
PRE-EMPLOYMENT CHECKING/PHYSICALS	\$47,041
DESIGN TRAINING PROGRAMS -ACCESSIBLE BUS, CUSTOMER SERVICE, ETC.	\$31,500
PAY EQUITY STUDY	\$30,000
DRUG TESTING - POST ACCIDENTS	\$24,450
MEDICAL SURVEILLANCE TESTING	\$23,430
PLACEMENT FEES	\$20,000
MEDICAL CARE EVALUATION	\$18,900
TRAINING	\$18,700
BENEFITS CONSULTANT	\$15,000
RETURN TO WORK EVALUATION	\$13,000
COMPENSATION PLAN UPDATE	\$4,200
	<b>\$295,361</b>

**FACILITY RELATED SERVICES**

DESIGN/ENGINEER MAINTENANCE FACILITIES (MTC PROJECT# 3143)	\$61,000
PROF/TECHNICALS SERVICES - SITE SURVEYS [PARK & RIDE, BUS TURNAROUNDS]	\$45,000
DESIGN/ENGINEER BUS TURNAROUNDS (MTC PROJECT# 3930)	\$32,700
DESIGN/ENGINEER BUS LAYOVER FACILITIES (MTC PROJECT# 3960)	\$30,900
DESIGN/ENGINEER LAYOVER FACILITY (MTC PROJECT# 3460)	\$28,500
DESIGN/ENGINEER PARK AND RIDE LOTS (MTC PROJECT# 3150)	\$20,900
DESIGN/ENGINEER PARK AND RIDE LOTS (MTC PROJECT# 3850)	\$20,000
DESIGN/ENGINEER PARK AND RIDE LOTS (MTC PROJECT# 3660)	\$12,000
DESIGN/ENGINEER PASSENGER WAITING SHELTERS (MTC PROJECT# 3690)	\$5,000
REMODEL MAIL ROOM	\$5,000
DESIGN/ENGINEER PARK AND RIDE LOTS (MTC PROJECT# 3450)	\$1,350
	<b>\$262,350</b>

**FINANCIAL SERVICES**

FEES PAID TO BANKS	\$60,100
AUDIT FEES	\$42,500
BANK LETTERS OF CREDIT	\$12,845
	<b>\$115,445</b>

**BUS INSPECTION SERVICE**

INSPECT MANUFACTURE OF BUSES (MTC PROJECT# 3811)	\$22,500
INSPECT MANUFACTURE OF BUSES (MTC PROJECT# 3010)	\$18,000
	<b>\$40,500</b>

**TOTAL CONSULTING/PROFESSIONAL/TECHICAL SERVICE FEES** **\$3,306,135**

METROPOLITAN TRANSIT COMMISSION  
 1991 WORK PROGRAM BUDGET: PROJECT EXPENDITURES BY YEAR

05-Oct-90

PROJECT #	1983 AUDITED ACTUAL	1984 AUDITED ACTUAL	1985 AUDITED ACTUAL	1986 AUDITED ACTUAL	1987 AUDITED ACTUAL	1988 AUDITED ACTUAL	1989 AUDITED ACTUAL	1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROJECTED BUDGET
PROGRAM: TRANSIT PLANNING										
1000'S - COMPREHENSIVE										
*****										
1015	UPWP ADMINISTRATION	\$10,531	\$4,419	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1019	CONTRACT ADMINISTRATION	\$34,809	\$48,381	\$64,969	\$58,472	\$0	\$0	\$0	\$0	\$0
1102	TRANSPORTATION PLANNING	\$58,856	\$53,656	\$16,913	\$33,908	\$22,843	\$25,650	\$19,035	\$21,640	\$0
1107	METRO COUNCIL SUPPORT	\$215,979	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1130	ELDERLY/HANDICAPP TRANSP PLAN & EVAL.	\$45,194	\$40,658	\$29,526	\$15,642	\$0	\$0	\$0	\$0	\$0
1133	COMMUNITY DEVELOPMENT	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1207	DEVELOPMENT PROGRAMS	\$12,972	\$15,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1212	1982 SUBREGIONAL TRANSIT PLANNING	\$12,786	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1220	PARATRANSIT PLANNING & EVALUATION	\$83,505	\$64,237	(\$900)	\$0	\$0	\$0	\$0	\$0	\$0
1301	CAPITAL PLANNING AND RESEARCH	\$7,459	\$9,696	\$3,682	\$0	\$0	\$0	\$0	\$0	\$0
1302	ALTERNATIVES ANALYSIS	\$16,154	\$14,658	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1312	1983 SUBREGIONAL TRANSIT PLANNING	\$31	\$55,554	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1501	TRANSIT SYSTEM PLANNING	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$0
-----										
SUB-TOTAL	1000'S	\$510,276	\$307,187	\$114,390	\$108,022	\$22,843	\$25,650	\$19,035	\$21,640	\$0

METROPOLITAN TRANSIT COMMISSION  
 1991 WORK PROGRAM BUDGET: PROJECT EXPENDITURES BY YEAR

05-Oct-90

PROJECT #	1983 AUDITED ACTUAL	1984 AUDITED ACTUAL	1985 AUDITED ACTUAL	1986 AUDITED ACTUAL	1987 AUDITED ACTUAL	1988 AUDITED ACTUAL	1989 AUDITED ACTUAL	1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROJECTED BUDGET
PROGRAM: TRANSIT PLANNING										
2000'S - PRODUCT										
*****										
2020	\$12,104	\$7,930	\$8,991	\$9,679	\$0	\$0	\$0	\$0	\$0	\$0
2105	\$191,518	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2107	\$7,621	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2208	\$9,170	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2301	\$994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2302	\$87	\$17,906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2303	\$1,968	\$3,058	\$41,171	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2304	\$17,658	\$2,188	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2305	\$11,618	\$12,613	\$10,358	\$12,746	\$0	\$0	\$0	\$0	\$0	\$0
2306	\$26,204	\$30,754	\$27,848	\$7,056	\$0	\$0	\$0	\$0	\$0	\$0
2307	\$0	\$13,947	\$4,084	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2308	\$93,542	\$83,164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2310	\$61,065	\$58,120	\$12,150	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2415	\$0	\$23,251	\$32,227	\$7,422	\$0	\$0	\$0	\$0	\$0	\$0
2416	\$0	\$0	\$12,410	\$81,957	\$64,192	\$2,403	\$9,903	\$27,098	\$0	\$10,000
2417	\$0	\$14,642	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2418	\$0	\$7,881	\$27,512	\$9,592	\$0	\$0	\$0	\$0	\$0	\$0
2419	\$0	\$0	\$11,423	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2420	\$0	\$0	\$0	\$37,137	\$0	\$0	\$0	\$0	\$0	\$0
2421	\$0	\$17,642	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2501	\$0	\$0	\$8,339	\$37,369	\$0	\$0	\$0	\$0	\$0	\$0
2503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUB-TOTAL: 2000'S	\$433,549	\$293,096	\$196,513	\$202,958	\$64,192	\$2,403	\$9,903	\$27,098	\$0	\$10,000
PROGRAM: TRANSIT IMPROVEMENTS										

METROPOLITAN TRANSIT COMMISSION  
 1991 WORK PROGRAM BUDGET: PROJECT EXPENDITURES BY YEAR

05-Oct-90

PROJECT #:	1983 AUDITED ACTUAL	1984 AUDITED ACTUAL	1985 AUDITED ACTUAL	1986 AUDITED ACTUAL	1987 AUDITED ACTUAL	1988 AUDITED ACTUAL	1989 AUDITED ACTUAL	1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROJECTED BUDGET
-----										
PROGRAM: TRANSIT IMPROVEMENTS										
3000'S - CAPITAL										
*****										
FLEET IMPROVEMENTS:										
-----										
3121 PURCHASE 14 PROJECT MOBILITY BUSES	\$2,055,713	\$37,339	\$0	(\$15,388)	\$0	\$0	\$0	\$0	\$0	\$0
3330 REHABILITATE 140 40-FOOT BUSES	\$3,272	\$463,478	\$102,879	\$7,206,786	\$3,566,559	(\$117)	\$63,976	\$0	\$0	\$0
3470 PURCHASE 11 PROJECT MOBILITY BUSES	\$0	\$0	\$7,886	\$1,334,909	\$0	\$0	\$0	\$0	\$0	\$0
3480 PURCHASE 134 40-FOOT BUSES	\$0	\$543,415	\$17,161,516	(\$206,247)	\$0	\$0	\$0	\$0	\$0	\$0
3570 PURCHASE 20 DEMONSTRATION BUSES	\$0	\$0	\$6,121	\$1,417,473	\$1,327,135	\$0	\$0	\$0	\$0	\$0
3580 VEHICLE LEASING PROGRAM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3590 PURCHASE 134 40-FOOT BUSES	\$0	\$0	\$0	\$14,322	\$8,775,818	\$447	\$0	\$0	\$0	\$0
3610 PURCHASE 107 40-FOOT BUSES	\$0	\$0	\$0	\$0	\$24,294	\$15,153,306	\$159	\$0	\$0	\$0
3710 PURCHASE 125 40-FOOT BUSES	\$0	\$0	\$0	\$0	\$6,789	\$12,523	\$19,732,281	\$2,251	\$0	\$0
3766 PURCHASE 62 ARTICULATED BUSES	\$6,794,107	\$9,924,394	\$1,680	\$505,132	\$0	\$0	\$0	\$0	\$0	\$0
3805 AM GENERAL BUS DISPOSITION	\$0	\$0	\$0	\$0	\$0	\$476,636	\$0	\$0	\$0	\$0
3810 PURCHASE 100 40-FOOT BUSES	\$0	\$0	\$0	\$0	\$0	\$3,254	\$10,263	\$16,142,618	\$16,109,580	\$1,806
3811 PURCHASE 25 ARTICULATED BUSES	\$0	\$0	\$0	\$0	\$0	\$672	\$3,907	\$8,079,145	\$4,415	\$7,671,725
3910 PURCHASE 108 40-FOOT BUSES	\$0	\$0	\$0	\$0	\$0	\$0	\$3,062	\$19,816,497	\$19,065,183	\$2,239
3010 PURCHASE 37 40-FOOT BUSES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,391	\$14,828	\$7,955,327
-----										
FLEET IMPROVEMENTS SUB-TOTAL	\$8,853,092	\$10,968,626	\$17,280,082	\$10,256,987	\$13,700,595	\$15,646,721	\$19,813,648	\$44,057,902	\$35,194,006	\$15,631,097

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METROPOLITAN TRANSIT COMMISSION  
 1991 WORK PROGRAM BUDGET: PROJECT EXPENDITURES BY YEAR

05-Oct-90

PROJECT #:	1983 AUDITED ACTUAL	1984 AUDITED ACTUAL	1985 AUDITED ACTUAL	1986 AUDITED ACTUAL	1987 AUDITED ACTUAL	1988 AUDITED ACTUAL	1989 AUDITED ACTUAL	1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROJECTED BUDGET	
PROGRAM: TRANSIT IMPROVEMENTS											
3000'S - CAPITAL											
*****											
MTC FACILITY IMPROVEMENTS:											
3141	HEYWOOD OFFICE AND GARAGE	\$10,462,667	\$5,607,776	\$934,839	\$71,523	(\$17,951)	\$0	\$0	\$0	\$0	
3343	1983 MAJOR MAINTENANCE - FACILITIES	\$84,745	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3361	BUS TURNAROUNDS	\$0	\$10,245	\$127,802	\$25,306	\$0	\$0	\$0	\$0	\$0	
3443	1984 MAJOR MAINTENANCE - FACILITIES	\$0	\$250,642	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3460	ST PAUL LOWERTOWN CBD BUS LAYOVER	\$0	\$0	\$0	\$0	\$1,154	\$3,000	\$0	\$222,934	\$1,022,500	
3540	NICOLLET GARAGE FACILITY	\$0	\$0	\$0	\$0	\$460,130	\$3,287,804	\$7,787,540	\$7,996,146	\$2,553	
3543	1985 MAJOR MAINTENANCE FACILITIES	\$0	\$0	\$150,565	\$0	\$0	\$0	\$0	\$0	\$0	
3545	MIDDAY BUS STORAGE FACILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3550	FTH - CENTRAL MONEY COUNTING ROOM	\$0	\$0	\$303	\$179,060	\$167,421	\$9,963	\$10,195	\$0	\$0	
3560	1985 BUS TURNAROUNDS	\$0	\$0	\$0	\$0	\$1,739	\$27,534	\$38,245	\$0	\$0	
3643	1986 MAJOR MAINTENANCE FACILITIES	\$0	\$0	\$0	\$170,522	\$0	\$0	\$0	\$0	\$0	
3680	I.D.S. BOOTH RELOCATION	\$0	\$0	\$0	\$80,212	\$7,318	\$0	\$0	\$0	\$0	
3705	MINNEAPOLIS LAYOVER FACILITY	\$3,663	\$23,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3707	SNELLING GARAGE RENOVATION	\$308,150	\$63,678	\$0	\$0	(\$15,669)	\$0	\$0	\$0	\$0	
3730	1987 BUS TURNAROUNDS	\$0	\$0	\$0	\$0	\$0	\$18,269	\$43,431	\$14,489	\$6,643	
3743	1987 MAJOR MAINTENANCE FACILITIES	\$0	\$0	\$0	\$0	\$183,533	\$0	\$0	\$0	\$0	
3764	BUS TURNAROUNDS	\$9,408	\$49,013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3830	1988 BUS TURNAROUNDS	\$0	\$0	\$0	\$0	\$0	\$2,963	\$39,710	\$45,763	\$5,336	
3843	1988 MAJOR MAINTENANCE FACILITIES	\$0	\$0	\$0	\$0	\$0	\$233,154	(\$38)	\$0	\$0	
3870	SNELLING GARAGE PARKING	\$0	\$0	\$0	\$0	\$0	\$0	\$235,000	\$0	\$695,310	
3930	1989 BUS TURNAROUNDS	\$0	\$0	\$0	\$0	\$0	\$42,861	\$240,077	\$72,741	\$247,051	
3943	1989 MAJOR MAINTENANCE FACILITIES	\$0	\$0	\$0	\$0	\$0	\$271,689	\$0	\$0	\$0	
3960	ST. PAUL WEST END LAYOVER	\$0	\$0	\$0	\$0	\$0	\$9,916	\$38,424	\$14,671	\$35,973	
3043	1990 MAJOR IMPROVEMENTS OF FACILITIES	\$0	\$0	\$0	\$0	\$0	\$0	\$772,517	\$772,517	\$0	
3143	1991 MAJOR IMPROVEMENTS OF FACILITIES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$705,551	
MTC FACILITY IMPROVEMENTS SUB-TOTAL		\$10,868,633	\$6,004,619	\$1,213,509	\$526,623	\$327,545	\$755,013	\$3,743,813	\$9,356,744	\$8,868,054	\$2,708,938

METROPOLITAN TRANSIT COMMISSION  
 1991 WORK PROGRAM BUDGET: PROJECT EXPENDITURES BY YEAR

05-Oct-90

PROJECT #:	1983 AUDITED ACTUAL	1984 AUDITED ACTUAL	1985 AUDITED ACTUAL	1986 AUDITED ACTUAL	1987 AUDITED ACTUAL	1988 AUDITED ACTUAL	1989 AUDITED ACTUAL	1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROJECTED BUDGET
PROGRAM: TRANSIT IMPROVEMENTS										
3000'S - CAPITAL										
*****										
PUBLIC FACILITY IMPROVEMENTS:										
3161	UNIVERSITY AREA TRANSITWAY	\$3,440	\$2,578	\$155	\$0	\$0	\$0	\$0	\$0	\$0
3263	HENNEPIN AVENUE TRANSITWAY	\$1,947	\$3,855	\$172	\$0	\$0	\$0	\$0	\$0	\$0
3450	1984 PARK/ RIDE FACILITIES	\$0	\$0	\$617	\$6,781	\$31,231	\$242,488	\$24,285	\$465,268	\$40,108
3530	I-394 TRANSIT FACILITIES	\$0	\$0	\$286	\$699	\$0	\$0	\$0	\$0	\$0
3660	WAYZATA PARK-RIDE LOT IMPROVEMENTS	\$0	\$0	\$0	\$546	\$1,187	\$356	\$1,421	\$66,923	\$75,165
3690	SHELTER PROJECT	\$0	\$0	\$0	\$0	\$74	\$0	\$8,205	\$215,875	\$12,286
3752	PARK/RIDE FACILITIES	\$0	\$1,444	\$31,191	\$439,785	\$57,458	\$190,169	\$3,990	\$0	\$0
3850	1988 PARK/RIDE LOTS	\$0	\$0	\$0	\$0	\$0	\$788	\$3,262	\$328,601	\$9,023
3950	CHAMPLIN PARK/RIDE LOT	\$0	\$0	\$0	\$0	\$0	\$21,730	\$98,700	\$318,294	\$0
3060	NICOLLET MALL - SOUTH TERMINAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,408,000	\$4,593,600
3150	CHAMPLIN PARK/RIDE LOT #2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,221
PUBLIC FACILITY IMPROVEMENTS SUB-TOTAL		\$5,387	\$7,877	\$32,421	\$447,811	\$89,950	\$433,801	\$62,893	\$1,175,367	\$1,862,876
										\$5,794,750

METROPOLITAN TRANSIT COMMISSION  
 1991 WORK PROGRAM BUDGET: PROJECT EXPENDITURES BY YEAR

05-Oct-90

PROJECT #	1983 AUDITED ACTUAL	1984 AUDITED ACTUAL	1985 AUDITED ACTUAL	1986 AUDITED ACTUAL	1987 AUDITED ACTUAL	1988 AUDITED ACTUAL	1989 AUDITED ACTUAL	1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROJECTED BUDGET	
PROGRAM: TRANSIT IMPROVEMENTS											
3000'S - CAPITAL											
*****											
COMPUTERIZATION:											
3320	1983-1987 COMPUTER RELATED ACQ.	\$343	\$204,361	\$1,144,571	\$253,681	\$258,593	\$297,510	\$22,311	\$551,689	\$30,580	\$0
3321	VEHICLE CONSUMABLES SYSTEM	\$4,594	\$3,974	\$26	\$26,362	\$6,067	\$0	\$0	\$0	\$0	\$0
3322	RADIO SYSTEM UPGRADE	\$0	\$1,369	\$5,851	\$472,860	\$137,601	\$90,104	\$6,879	\$0	\$13,556	\$0
3575	PAYROLL/PERSONNEL SYSTEM	\$0	\$0	\$0	\$73,408	\$69,091	\$339,659	\$75,871	\$0	\$0	\$0
3761	MANAGEMENT INFORMATION SYSTEMS	\$139,275	\$304,856	\$180,855	\$114,413	\$13,477	\$35,296	\$41,950	\$0	\$23,338	\$0
3880	1988 COMPUTER RELATED ACQUISITIONS	\$0	\$0	\$0	\$0	\$0	\$28,754	\$0	\$0	\$0	\$0
3881	RUCUS MINISCHEDULER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,678
3882	T.I.C. UPGRADE	\$0	\$0	\$0	\$0	\$0	\$27,255	\$29,881	\$181,722	\$208,289	\$0
3980	1989 COMPUTER RELATED ACQUISITIONS	\$0	\$0	\$0	\$0	\$0	\$0	\$309,964	\$52,483	\$52,483	\$0
3981	AUTOMATED EMPLOYEE WORK HISTORY SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$453,751	\$62,720	\$467,381
3080	1990 COMPUTER RELATED ACQUISITIONS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$833,788	\$178,788	\$655,000
3081	CUSTOMER CALL SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,663	\$206,864	\$94,593
3083	RIDESHARE SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$161,800	\$4,080	\$157,720
3085	DRIVER TIMEROLL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$378,299	\$2,720	\$386,235
3086	VEHICLE MANAGEMENT SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290,304	\$17,759	\$323,204
3180	1991 COMPUTER RELATED ACQUISITIONS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$829,251
COMPUTERIZATION SUB-TOTAL		\$144,212	\$514,560	\$1,331,303	\$940,724	\$484,829	\$818,578	\$486,856	\$3,204,499	\$801,177	\$3,168,062

METROPOLITAN TRANSIT COMMISSION  
1991 WORK PROGRAM BUDGET: PROJECT EXPENDITURES BY YEAR

05-Oct-90

PROJECT #:	1983 AUDITED ACTUAL	1984 AUDITED ACTUAL	1985 AUDITED ACTUAL	1986 AUDITED ACTUAL	1987 AUDITED ACTUAL	1988 AUDITED ACTUAL	1989 AUDITED ACTUAL	1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROJECTED BUDGET
PROGRAM: TRANSIT IMPROVEMENTS										
3000'S - CAPITAL										
*****										
OTHER CAPITAL IMPROVEMENTS:										
3223 1982-1983 CAPITAL EQUIPMENT	\$75,614	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3301 GRANT APPLICATIONS & ADMIN.	\$73,111	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3304 CAPITAL PROJECTS AUDITING	\$21,776	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3323 1983-1984 CAPITAL EQUIPMENT	\$255,431	\$157,822	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3401 GRANT APPLICATIONS & ADMIN.	\$0	\$128,192	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3404 CAPITAL PROJECTS AUDITING	\$0	\$12,036	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3423 1984-1985 CAPITAL EQUIPMENT	\$0	\$822,820	\$423,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3501 GRANT APPLICATIONS & ADMINISTRATION	\$0	\$0	\$154,129	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3504 CAPITAL PROJECTS AUDITING	\$0	\$0	\$20,390	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3523 1985-1986 CAPITAL EQUIPMENT	\$0	\$0	\$212,904	\$290,133	\$48,637	\$0	\$0	\$0	\$0	\$0
3601 CAPITAL GRANT APPLICATIONS & ADMIN.	\$0	\$0	\$0	\$48,510	\$0	\$0	\$0	\$0	\$0	\$0
3623 1986-1987 CAPITAL EQUIPMENT	\$0	\$0	\$0	\$112,535	\$491,640	\$138,822	\$420,802	\$0	\$0	\$0
3670 METRO MOBILITY EQUIPMENT	\$0	\$0	\$0	\$24,742	\$105,117	\$72,107	\$0	\$0	\$0	\$0
3701 CAPITAL GRANT APPLICATIONS & ADMIN.	\$0	\$0	\$0	\$0	\$72,739	\$0	\$0	\$0	\$0	\$0
3723 1987-1988 CAPITAL EQUIPMENT	\$0	\$0	\$0	\$0	\$210,674	\$465,076	\$698,249	\$314,728	\$10,000	\$314,728
3823 1988-1989 CAPITAL EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$296,140	\$152,110	\$132,230	\$86,434	\$0
3923 1989-1990 CAPITAL EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$490,744	\$277,932	\$551,588	\$85,000
3023 1990-1991 CAPITAL EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$836,154	\$462,354	\$402,502
3123 1991-1992 CAPITAL EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$559,070
3125 TELEPHONE IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158,415
OTHER CAPITAL IMPROVEMENTS SUB-TOTAL	\$425,932	\$1,120,870	\$811,223	\$475,920	\$928,807	\$972,145	\$1,761,905	\$1,561,044	\$1,110,376	\$1,519,715
SUB-TOTAL: 3000'S - SUB-TOTAL CAPITAL	\$20,297,256	\$18,616,552	\$20,668,538	\$12,648,065	\$15,531,726	\$18,626,258	\$25,869,115	\$59,355,556	\$47,836,489	\$28,822,562
[WITHOUT PRJ#7935 CAPITAL FUND INTEREST]:										

METROPOLITAN TRANSIT COMMISSION  
1991 WORK PROGRAM BUDGET: PROJECT EXPENDITURES BY YEAR

05-Oct-90

PROJECT #	1983 AUDITED ACTUAL	1984 AUDITED ACTUAL	1985 AUDITED ACTUAL	1986 AUDITED ACTUAL	1987 AUDITED ACTUAL	1988 AUDITED ACTUAL	1989 AUDITED ACTUAL	1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROJECTED BUDGET
PROGRAM: TRANSIT SERVICES										
4000'S - TRANSIT BUS SERVICES										
*****										
4010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$587,000	\$537,414	\$903,156
4020	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$474,959	\$612,466	\$855,614
4030	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,610,242
4060	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000	\$333,189	\$730,268
4401	\$87,319,407	\$91,668,055	\$92,733,798	\$94,274,016	\$95,965,463	\$96,374,756	\$101,530,783	\$107,416,222	\$104,826,733	\$108,300,647
4621	\$0	\$0	\$0	\$18,686	\$220,672	\$306,683	\$372,228	\$459,820	\$605,985	\$782,304
4622	\$0	\$0	\$0	\$29,519	\$311,765	\$144,969	\$0	\$0	\$0	\$0
4710	\$0	\$0	\$0	\$0	\$95,000	\$102,043	\$109,180	\$114,500	\$114,000	\$0
4720	\$0	\$0	\$0	\$0	\$334,290	\$444,180	\$506,787	\$628,490	\$491,897	\$561,843
4950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$118,699	\$115,754
SUB-TOTAL: 4000'S	\$87,319,407	\$91,668,055	\$92,733,798	\$94,322,221	\$96,927,190	\$97,372,631	\$102,518,978	\$110,170,991	\$107,640,383	\$114,859,828
PROGRAM: TRANSIT BUS SERVICES										
5000'S - SPECIAL SERVICES										
*****										
5204	\$134,764	\$217,756	\$249,618	\$2,856	\$0	\$0	\$0	\$0	\$0	\$0
5451	\$2,406,834	\$2,800,580	\$2,787,917	\$2,123,940	\$0	\$0	\$0	\$0	\$0	\$0
5458	\$72,349	\$63,722	\$79,958	\$77,018	\$39,839	\$0	\$0	\$0	\$0	\$0
5463	\$243,149	\$406,092	\$412,549	\$585,958	\$612,585	\$577,458	\$633,605	\$694,826	\$763,940	\$802,695
5464	\$80,214	\$81,008	\$94,297	\$91,984	\$0	\$0	\$0	\$0	\$0	\$0
5470	\$1,103,323	\$977,322	\$1,001,465	\$770,576	\$0	\$0	\$0	\$0	\$0	\$0
5510	\$0	\$0	\$59,050	\$49,543	\$0	\$0	\$0	\$0	\$0	\$0
5610	\$0	\$0	\$0	\$198,839	\$499,397	\$633,655	\$835,516	\$995,807	\$980,130	\$1,056,878
5620	\$0	\$0	\$0	\$21,372	\$16,690	\$3,254	\$0	\$0	\$0	\$0
5623	\$0	\$0	\$0	\$5,814	\$35,642	\$0	\$0	\$0	\$0	\$0
5710	\$0	\$0	\$0	\$0	\$29,730	\$25,477	\$23,322	\$28,437	\$12,360	\$31,764
SUB-TOTAL: 5000'S	\$4,040,633	\$4,546,480	\$4,684,854	\$3,927,900	\$1,233,883	\$1,239,844	\$1,492,443	\$1,719,070	\$1,756,430	\$1,891,337

METROPOLITAN TRANSIT COMMISSION  
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PROGRAM: GENERAL MANAGEMENT										
6000'S - GENERAL ADMINISTRATION										
*****										
6004	UPWP AUDITING	\$18,077	\$13,674	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6105	TRANSIT DEVELOPMENT ADMINISTRATION	\$48,456	\$59,248	\$30,725	\$0	\$0	\$0	\$0	\$0	\$0
6107	HUMAN RESOURCE DEVELOPMENT	\$43,074	\$59,367	\$48,058	\$57,743	\$13,103	\$11,112	\$24,333	\$0	\$0
6206	PROF. MANAGERIAL, TECH. TRAINING	\$31,943	\$12,702	\$565	\$0	\$0	\$0	\$0	\$0	\$0
6901	GENERAL AGENCY ADMINISTRATION	\$114,892	\$221,451	\$147,822	\$292,493	\$561,650	\$601,339	\$833,491	\$841,003	\$1,047,443
6905	POLICY MANAGEMENT	\$237,558	\$284,944	\$103,137	\$90,235	\$70,352	\$78,606	\$86,573	\$163,836	\$126,502
6907	MGMT SERVICES AND OFFICE ADMIN.	\$53,726	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6908	SPECIAL SERVICES ADMINISTRATION	\$18,904	\$23,320	\$16,355	\$0	\$0	\$0	\$0	\$0	\$0
6909	INTERNAL AUDITING SERVICES	\$106,241	\$125,034	\$118,696	\$0	\$0	\$0	\$0	\$0	\$0
6998	CARRYOVER PROJECTS-CAPITAL	\$23,588	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6999	CARRYOVER PROJECTS-OPERATING	\$1,486	\$0	\$0	(\$6)	(\$1)	\$41	\$0	\$0	\$0
6010	PROFESSIONAL/TECHNICAL TRAINING GRANT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,708
-----										
SUB-TOTAL:	6000'S	\$697,945	\$799,740	\$465,358	\$440,465	\$645,104	\$691,098	\$944,397	\$1,004,839	\$1,173,945
PROGRAM: GENERAL MANAGEMENT										
7000'S -LONG & SHORT TERM DEBT SERV.										
*****										
7933	LONG-TERM INTEREST & EXP/DEBT SERV	\$1,287,154	\$1,191,286	\$1,584,216	\$1,823,994	\$1,762,810	\$1,417,743	\$787,828	\$621,650	\$621,650
7934	SHORT-TERM INTEREST & EXP	\$0	\$497,799	\$837,239	\$737,995	\$302,500	\$0	\$0	\$0	\$0
7935	CAPITAL FUND INTEREST	\$0	\$0	\$0	\$0	\$0	\$0	\$437,318	\$0	\$352,000
-----										
SUB-TOTAL:	7000'S	\$1,287,154	\$1,689,085	\$2,421,455	\$2,561,989	\$2,065,310	\$1,417,743	\$1,225,146	\$621,650	\$973,650

METROPOLITAN TRANSIT COMMISSION  
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PROGRAM: SERVICE VENTURES										
8000'S-NON-TRANSIT SRVC REVENUE PROJS										
*****										
8010	\$0	\$0	\$0	\$0	\$29,066	\$4,761	\$0	\$0	\$0	\$0
8020	\$0	\$0	\$0	\$0	\$438,002	\$421,774	\$551,697	\$515,100	\$433,537	\$0
SUB-TOTAL	\$0	\$0	\$0	\$0	\$467,068	\$426,535	\$551,697	\$515,100	\$433,537	\$0
PROGRAM: GENERAL MANAGEMENT										
9000'S - INDIRECT COSTS & SERVICES										
*****										
9000	(\$7,082,155)	(\$8,047,354)	(\$7,270,306)	(\$7,737,123)	(\$8,114,754)	(\$8,476,002)	(\$8,117,914)	(\$10,049,741)	(\$8,914,090)	(\$9,470,116)
9970	\$215,549	\$349,055	\$293,116	\$307,061	\$338,098	\$187,433	\$126,310	\$240,869	\$150,939	\$191,445
9971	\$488,266	\$645,342	\$786,860	\$758,353	\$918,441	\$1,184,169	\$1,101,987	\$1,280,919	\$1,274,165	\$1,311,612
9972	\$0	\$0	\$0	\$133,852	\$175,834	\$132,347	\$135,622	\$157,348	\$153,693	\$162,817
9973	\$3,399,699	\$3,820,891	\$3,425,033	\$3,590,374	\$3,746,358	\$3,943,269	\$3,768,616	\$4,838,234	\$4,255,905	\$4,567,963
9976	\$1,278,292	\$1,208,741	\$1,198,496	\$1,390,149	\$1,548,766	\$1,566,357	\$1,472,244	\$1,812,024	\$1,542,972	\$1,508,964
9977	\$1,360,342	\$1,619,626	\$1,232,206	\$1,213,498	\$1,198,192	\$1,235,014	\$1,298,836	\$1,720,347	\$1,536,416	\$1,727,315
9978	\$340,007	\$334,092	\$157,515	\$132,184	\$0	\$0	\$0	\$0	\$0	\$0
9979	\$0	\$70,007	\$177,101	\$211,673	\$232,200	\$236,272	\$214,299	\$0	\$0	\$0
SUB-TOTAL	\$0	\$400	\$21	\$0	\$43,135	\$8,859	\$0	\$0	\$0	\$0

METROPOLITAN TRANSIT COMMISSION  
1991 WORK PROGRAM BUDGET: PROJECT EXPENDITURES BY YEAR

05-Oct-90

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PROGRAM: BUDGET SUMMARY										
*****										
OPERATING:	OPERATING PROGRAMS:									
1000'S :	\$510,276	\$307,187	\$114,390	\$108,022	\$22,843	\$25,650	\$19,035	\$0	\$0	\$0
2000'S :	\$433,549	\$293,096	\$196,513	\$202,958	\$64,192	\$2,403	\$9,903	\$0	\$0	\$10,000
4000'S :	\$87,319,407	\$91,668,055	\$92,733,798	\$94,322,221	\$96,927,190	\$97,372,631	\$102,518,978	\$110,170,991	\$107,640,383	\$114,859,828
5000'S :	\$4,040,633	\$4,546,480	\$4,684,854	\$3,927,900	\$1,233,883	\$1,239,844	\$1,492,443	\$1,719,070	\$1,756,430	\$1,891,337
6000'S :	\$674,357	\$799,740	\$465,358	\$440,465	\$645,104	\$691,098	\$944,397	\$1,004,839	\$1,173,945	\$1,094,115
8000'S :	\$0	\$0	\$0	\$0	\$467,068	\$426,535	\$551,697	\$515,100	\$433,537	\$0
9000'S :	\$0	\$400	\$21	\$0	\$43,135	\$8,859	\$0	\$0	\$0	\$0
-----										
	\$92,978,222	\$97,614,958	\$98,194,934	\$99,001,566	\$99,403,415	\$99,767,020	\$105,536,453	\$113,410,000	\$111,004,295	\$117,855,280
7934	\$0	\$497,799	\$837,239	\$737,995	\$302,500	\$0	\$0	\$0	\$0	\$0
-----										
	\$92,978,222	\$98,112,757	\$99,032,173	\$99,739,561	\$99,705,915	\$99,767,020	\$105,536,453	\$113,410,000	\$111,004,295	\$117,855,280
-----										
CAPITAL:	TRANSIT IMPROVEMENT CAPITAL PROGRAMS:									
3000'S :	\$8,853,092	\$10,968,626	\$17,280,082	\$10,256,987	\$13,700,595	\$15,646,721	\$19,813,648	\$44,057,902	\$35,194,006	\$15,631,097
3000'S :	\$10,868,633	\$6,004,619	\$1,213,509	\$526,623	\$327,545	\$755,013	\$3,743,813	\$9,356,744	\$8,868,054	\$2,708,938
3000'S :	\$5,387	\$7,877	\$32,421	\$447,811	\$89,950	\$433,801	\$62,893	\$1,175,367	\$1,862,876	\$5,794,750
3000'S :	\$144,212	\$514,560	\$1,331,303	\$940,724	\$484,829	\$818,578	\$486,856	\$3,204,499	\$801,177	\$3,168,062
3000'S :	\$449,520	\$1,120,870	\$811,223	\$475,920	\$928,807	\$972,145	\$1,761,905	\$1,561,044	\$1,110,376	\$1,519,715
7935	\$0	\$0	\$0	\$0	\$0	\$0	\$437,318	\$0	\$352,000	\$126,000
-----										
	\$20,320,844	\$18,616,552	\$20,668,538	\$12,648,065	\$15,531,726	\$18,626,258	\$26,306,433	\$59,355,556	\$48,188,489	\$28,948,562
-----										
DEBT SERVICE:										
7933	\$1,287,154	\$1,191,286	\$1,584,216	\$1,823,994	\$1,762,810	\$1,417,743	\$787,828	\$621,650	\$621,650	\$526,321
	\$2,550,000	\$1,700,000	\$1,700,000	\$2,550,000	\$7,829,000	\$2,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0
-----										
	\$3,837,154	\$2,891,286	\$3,284,216	\$4,373,994	\$9,591,810	\$4,117,743	\$2,487,828	\$4,321,650	\$4,321,650	\$2,226,321
-----										
TOTAL AGENCY/MEMO ONLY	\$117,136,220	\$119,620,595	\$122,984,927	\$116,761,620	\$124,829,451	\$122,511,021	\$134,330,714	\$177,087,206	\$163,514,434	\$149,030,163

METROPOLITAN TRANSIT COMMISSION  
PROGRAM BUDGET SUMMARY

As required by State law and as presented in previous budgets, this section of the budget includes the program budgets proposed for 1991. The programs are categorized in the following subprograms:

OPERATING

Fixed Route: (see Fixed Route Section)

- 4010 Plymouth Metrolink
- 4020 Golden Valley/New Hope/Crystal
- 4030 Minnesota Valley Transit
- 4060 Maple Grove Transit
- 4401 Regular Route Transit
- 4621 Southwest Metro (Express) Transit

Other Bus:

- 4710 Valley Transit Circulator
- 4720 Metro Airport Commission Shuttle
- 5710 Metrodome Shuttle

Light Rail:

- 4950 Light Rail Operational Planning

Special Transit:

- 5463 Minnesota Rideshare
- 2416 Rideshare Marketing
- 5610 Metro Mobility Administrative Center

Overhead/Administration:

- 6010 1990 Professional/Technical Training Grant
- 6107 Human Resource Development
- 6901 General Agency Administration
- 6905 Policy Management
- 9970 Office Services
- 9971 Human Resources
- 9972 Internal Audit
- 9973 Finance
- 9976 Risk Management
- 9977 Information Services

FINANCING

Debt Service: (to be supplied at later date)

- 7933 Long Term Debt Service

Operating:

- 7934 Short Term Debt & Investment Income

Capital: (to be supplied at later date)

- 7935 Capital Fund Interest

For purposes of overall control of expenditure and revenue budgets, management will continue to use project budgets as the final control and will keep costs within project limits.

578/crf

METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Valley Transit Circulator	PROJECT NO.	4710
PROGRAM	Other Bus	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	S. Kaukola	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input type="checkbox"/>
		ENDING PROJECT	<input checked="" type="checkbox"/>

PROJECT DESCRIPTION:	X	PROJECT RESULTS:
Technical and financial assistance to Valley Transit, including operating subsidies.	X	Contracting becomes responsibility of Regional Transit Board.
	X	
	X	
	X	
	X	
	X	
	X	

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 0	PASSENGER REVENUES			\$ 0
502 FRINGE BENEFITS--ALLOC.	0	CONTRACTUAL REVENUE			0
503 SERVICES	0	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	0	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	0	STATE			
510 ALLOCATED EXPENSES	0				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS		RTB TRANSIT ASSISTANCE			\$ 0
TOTAL OPERATING EXPENSES	\$ 0	TOTAL			\$ 0
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:  
 Previously Project #5464 (Valley Transit - through 12/31/86).

PROJECT EXPENSE SUMMARY	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 95,000	\$ 102,043	\$ 109,180		
EXPENSES - ACTUAL EST.				\$ 114,500	
EXPENSES - BUDGET	\$ 99,300	\$ 103,300	\$ 103,300	\$ 114,500	\$ N/A

PROPOSED  ADOPTED  AMENDED

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WORK PROGRAM BUDGET  
CALENDAR YEAR 1991

SUBSIDIARY #

PROJECT TITLE Metro Airport Commission Shuttle PROJECT NO. 4720  
PROGRAM Other Bus NEW PROJECT   
PROJECT MANAGER G. Abel/H. Imm RENEWING PROJECT   
CONTINUING PROJECT   
ENDING PROJECT

PROJECT DESCRIPTION: Operate airport shuttle bus service. X PROJECT RESULTS: Provide efficient service to the satisfaction of the Metropolitan Airport Commission.  
X  
X  
X  
X  
X  
X  
X

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 295,256	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	154,620	CONTRACTUAL REVENUE			\$ 579,600
503 SERVICES	116	FEDERAL	!Appr-!	!Pend-!	!Prop-!
504 MATERIALS & SUPPLIES	60,350	(Fund-Section-Grant)	!oved !	!ing !	!osed !
505 DIRECT CHARGE UTILITIES	0		!	!	!
506 CASUALTY & LIABILITY	9,759		!	!	!
507 PROPERTY TAXES/ASSESS.	0		!	!	!
508 PURCHASED TRANS. SERV.	0		!	!	!
509 MISCELLANEOUS EXPENSES	1,632	STATE			
510 ALLOCATED EXPENSES	39,758				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	352	RTB TRANSIT ASSISTANCE			( 17,757)
TOTAL OPERATING EXPENSES	\$ 561,843	TOTAL			\$ 561,843
514 REPAYMENT OF PRINCIPAL	0				

REMARKS:

- o Service started April 3, 1987.
- o Billing is monthly and based on actual driver payroll costs and other costs allocated on a per mile basis.

PROJECT EXPENSE SUMMARY

	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 334,290	\$ 444,180	\$ 506,787		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ 0	\$ 438,383	\$ 567,919	\$ 628,490	\$ 561,843

PROPOSED  ADOPTED  AMENDED

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE Metrodome Shuttle PROJECT NO. 5710  
 PROGRAM Other Bus NEW PROJECT   
 PROJECT MANAGER T. Vida/H. Imm RENEWING PROJECT   
 CONTINUING PROJECT   
 ENDING PROJECT

PROJECT DESCRIPTION: X PROJECT RESULTS:  
 X  
 Special shuttle service provided X Continuing service.  
 for major events at the Metrodome. X  
 X  
 X  
 X  
 X  
 X  
 X

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 23,738	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	5,790	CONTRACTUAL REVENUE			32,762
503 SERVICES	0	FEDERAL	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	1,915	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	321		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	0	STATE			
510 ALLOCATED EXPENSES	0				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			( 998)
TOTAL OPERATING EXPENSES	\$ 31,764	TOTAL			\$ 31,764
514 REPAYMENT OF PRINCIPAL	\$				

REMARKS:

PROJECT EXPENSE SUMMARY

	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 29,730	\$ 25,477	\$ 23,322		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ 0	\$ 0	\$ 27,188	\$ 28,437	\$ 31,764

PROPOSED  ADOPTED  AMENDED

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Light Rail Operational Planning	PROJECT NO.	4950
PROGRAM	Light Rail	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	J. Diers	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

PROJECT DESCRIPTION:	X	PROJECT RESULTS:
Light rail implementation and operations planning performed in cooperation with regional rail authorities and Regional Transit Board.	X X X X X X X X	Continue LRT operations planning.

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 24,827	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	13,001	CONTRACTUAL REVENUE			
503 SERVICES	74,800	FEDERAL	!Appr-!	!Pend-!	!Prop-!
504 MATERIALS & SUPPLIES	0	(Fund-Section-Grant)	!oved!	!ing!	!osed!
505 DIRECT CHARGE UTILITIES	0		!	!	!
506 CASUALTY & LIABILITY	0		!	!	!
507 PROPERTY TAXES/ASSESS.	0		!	!	!
508 PURCHASED TRANS. SERV.	0		!	!	!
509 MISCELLANEOUS EXPENSES	0	STATE			
510 ALLOCATED EXPENSES	3,126				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			115,754
TOTAL OPERATING EXPENSES	\$ 115,754	TOTAL			\$ 115,754
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

PROJECT EXPENSE SUMMARY

	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ -0-	\$ -0-	\$ -0-		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ -0-	\$ -0-	\$ -0-	\$ 200,000	\$ 115,754

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE Minnesota Rideshare PROJECT NO. 5463

PROGRAM Special Transit NEW PROJECT

PROJECT MANAGER M. Diers RENEWING PROJECT

CONTINUING PROJECT

ENDING PROJECT

PROJECT DESCRIPTION: X PROJECT RESULTS:

To provide shared-ride marketing X

services in the Twin Cities. To X Project will support Minnesota Rideshare

provide matching and personal X operations which include generating at least

assistance to individuals and com- X 10,500 new computer files, maintaining data

panies within the service area. X base for matching and marketing of 12,000+,

The primary focus of the marketing X establishing commuter transportation programs

will be in the I-394 corridor. X at employment sites in Twin Cities Metro area.

X

X

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 200,113	PASSENGER REVENUES			\$ _____
502 FRINGE BENEFITS--ALLOC.	104,791	CONTRACTUAL REVENUE			_____
503 SERVICES	111,400	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	5,000	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	200,740	STATE			
510 ALLOCATED EXPENSES	180,651				
511 INTEREST EXPENSES	0	OTHER	Revenue-Parking Garage Fees		30,000
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			772,695
TOTAL OPERATING EXPENSES	\$ 802,695	TOTAL			\$ 802,695
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

PROJECT EXPENSE SUMMARY

	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 612,585	\$ 577,458	\$ 633,605		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ 601,737	\$ 628,807	\$ 685,966	\$ 694,826	\$ 802,695

PROPOSED  ADOPTED  AMENDED

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Rideshare Marketing	PROJECT NO.	2416
PROGRAM	Special Transit	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	Marcia Diers	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>
PROJECT DESCRIPTION:	X	PROJECT RESULTS:	
To implement the strategies and	X	Support I-394 marketing plan with remainder	
incentives developed in the Rideshare	X	of funds.	
Market Potential Study to encourage	X		
additional ridesharing in the I-394	X		
corridor.	X		
	X		
	X		
	X		

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 0	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	0	CONTRACTUAL REVENUE			
503 SERVICES	10,000	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	0	(Fund-Section-Grant)!	oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0	4i	! X ! ! ! !		8,000
506 CASUALTY & LIABILITY	0		! ! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! ! !		
509 MISCELLANEOUS EXPENSES	0	STATE			
510 ALLOCATED EXPENSES	0				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			2,000
TOTAL OPERATING EXPENSES	\$ 10,000	TOTAL			\$ 10,000
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

PROJECT EXPENSE SUMMARY	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 64,192	\$ 2,403	\$ 9,903		
EXPENSES - ACTUAL EST.				\$ 0	
EXPENSES - BUDGET	\$ 81,290	\$ 24,343	\$ 27,098	\$ 0	\$ 10,000

PROPOSED  ADOPTED  AMENDED

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Metro Mobility Administrative Center	PROJECT NO.	5610
PROGRAM	Special Transit	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	C. Gran	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

PROJECT DESCRIPTION:	To coordinate and monitor the delivery of transit services to handicapped persons in the seven county metropolitan area through a modified user-side subsidy system that employs providers contracted by the Regional Transit Board.	X	PROJECT RESULTS:
		X	1. Monitor carrier service performance.
		X	2. Enforce carrier contracts.
		X	3. Process 2 million trip vouchers for payment.
		X	4. Register 13,000 riders in 1991.
		X	5. Certify 3,600 riders in 1991.
		X	6. Conduct 1,200 vehicle inspections.
		X	7. Process 840 standing orders.
		X	8. Prepare and mail Metro memo bi-monthly.
		X	9. Revise Policy and Procedure Manual.

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 391,950	PASSENGER REVENUES			\$ -0-
502 FRINGE BENEFITS--ALLOC.	205,249	CONTRACTUAL REVENUE			
503 SERVICES	206,870	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	69,390	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	38,100		! ! ! !		-0-
506 CASUALTY & LIABILITY	0		! ! ! !		-0-
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		-0-
508 PURCHASED TRANS. SERV.	0		! ! ! !		-0-
509 MISCELLANEOUS EXPENSES	58,824	STATE			-0-
510 ALLOCATED EXPENSES	86,495				-0-
511 INTEREST EXPENSES	0	OTHER (NON-TRANSPORTATION REVENUE)			171,360
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			885,518
TOTAL OPERATING EXPENSES	\$ 1,056,878	TOTAL			\$ 1,056,878
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

- o Operations began 10/86 when Metro Mobility was changed to a user-side subsidy program with the MTC operating the administrative center under contract to the RTB.
- o Non-transportation revenue - includes (1) provider charges for computer expenses/miscellaneous, (2) annual Recertification fees & (3) charges for standing ride orders-new orders or changes to existing orders.

PROJECT EXPENSE SUMMARY

	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 499,397	\$ 633,655	\$ 835,516		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ 545,500	\$ 668,241	\$ 831,327	\$ 995,807	\$ 1,056,878

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE Professional/Technical Training Grant PROJECT NO. 6010  
 PROGRAM Overhead/Administration NEW PROJECT   
 PROJECT MANAGER J. Gorski RENEWING PROJECT   
 CONTINUING PROJECT   
 ENDING PROJECT

PROJECT DESCRIPTION: X PROJECT RESULTS:  
 X  
 This is a two-year project to provide X  
 training courses to management, X Approximately 50% of the training courses will  
 professional and technical employees. X be completed. 17 courses will be provided to  
 Courses will be available in the areas X approximately 335 employees.  
 of: Transit Management, General X  
 Management, Computer Skills, Financial X  
 Management and Human Resources Skills. X  
 X

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 0	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	0	CONTRACTUAL REVENUE			
503 SERVICES	31,500	FEDERAL	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	6,000	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0	Section 10	! ! X !		31,354
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	25,208	STATE			
510 ALLOCATED EXPENSES	0				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			31,354
TOTAL OPERATING EXPENSES	\$ 62,708	TOTAL			\$ 62,708
514 REPAYMENT OF PRINCIPAL	\$ -0-				

REMARKS:

PROJECT EXPENSE SUMMARY

	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ -0-	\$ -0-	\$ -0-		
EXPENSES - ACTUAL EST.				\$ -0-	
EXPENSES - BUDGET	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ 62,708

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	General Agency Administration	PROJECT NO.	6901
PROGRAM	Overhead/Administration	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	J. Capell	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

PROJECT DESCRIPTION:	X	PROJECT RESULTS:
Provide overall management of agency. Includes interaction with RTB, Mn/DOT, Met Council and state Legislature. Also provides information and organizational support to MTC Commission, staff and general public.	X	Provide effective management, communication, and coordination within and outside of agency.
	X	
	X	
	X	
	X	
	X	
	X	

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 249,660	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	130,737	CONTRACTUAL REVENUE			
503 SERVICES	422,560	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	1,300	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	20,113	STATE			
510 ALLOCATED EXPENSES	54,958				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			879,328
TOTAL OPERATING EXPENSES	\$ 879,328	TOTAL			\$ 879,328
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:  
 Effective 1/1/87, all management company fees, except those for Director of Vehicle Maintenance, have been charged to this project. In 1989, EEO and the minority intern program was shifted from Proj. 9971 into this project.

PROJECT EXPENSE SUMMARY	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 561,650	\$ 601,339	\$ 833,491		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ 674,859	\$ 643,514	\$ 820,053	\$ 841,003	\$ 879,328

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Policy Management	PROJECT NO.	6905
PROGRAM	Overhead/Administration	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	Chair of the MTC	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>
PROJECT DESCRIPTION:	X	PROJECT RESULTS:	
Development of policy and direction of transit programs and services.	X	Policy and direction of transit programs and services.	
	X		
	X		
	X		
	X		
	X		
	X		

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 21,659	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	11,342	CONTRACTUAL REVENUE			
503 SERVICES	50,000	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	0	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	54,225	STATE			
510 ALLOCATED EXPENSES	14,853				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			\$ 152,079
TOTAL OPERATING EXPENSES	\$ 152,079	TOTAL			\$ 152,079
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

PROJECT EXPENSE SUMMARY	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 70,352	\$ 78,606	\$ 86,573		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ 151,145	\$ 77,425	\$ 88,608	\$ 163,836	\$ 152,079

PROPOSED  ADOPTED  AMENDED

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE Indirect Cost Allocation Project PROJECT NO. 9000  
 PROGRAM Indirect Services NEW PROJECT   
 PROJECT MANAGER B. McGaughey RENEWING PROJECT   
 CONTINUING PROJECT   
 ENDING PROJECT

PROJECT DESCRIPTION: X PROJECT RESULTS:  
 X  
 X Offsets overhead service projects' expenses.  
 X  
 X  
 X  
 X  
 X  
 X

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 0	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	0	CONTRACTUAL REVENUE			
503 SERVICES	0	FEDERAL	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	0	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	0	STATE			
510 ALLOCATED EXPENSES	( 9,470,116)	OTHER			
511 INTEREST EXPENSES	0	RTB TRANSIT ASSISTANCE			
512 LEASES & RENTALS	0				
TOTAL OPERATING EXPENSES	\$( 9,470,116)	TOTAL			\$ N/A
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

PROJECT EXPENSE SUMMARY

	1987	1988	1989	1990	1991
EXPENSES - ACTUAL					
EXPENSES - ACTUAL EST.	\$(8,114,754)	\$(8,476,002)	\$(22,079,022)		
EXPENSES - BUDGET	\$(8,401,547)	\$(8,993,581)	\$( 9,764,676)	\$(8,262,823)	\$(9,470,116)

PROPOSED  ADOPTED  AMENDED

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Office Services	PROJECT NO.	9970
PROGRAM	Overhead/Administration	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	K. Keeling	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>
PROJECT DESCRIPTION:	Enhance MTC em- ployee productivity by providing: word processing/duplicating/mail/courier services, office supplies/equipment.	X X X X X	PROJECT RESULTS: o Office support services for greater employee productivity.

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 92,269	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	48,318	CONTRACTUAL REVENUE			
503 SERVICES	7,500	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	0	(Fund-Section-Grant)!	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	3,775	STATE			
510 ALLOCATED EXPENSES	39,583				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			
TOTAL OPERATING EXPENSES	\$ 191,445	TOTAL			\$ N/A
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

- o In 1988, this project was reduced to include only the Office Services Department of the Information Services Division (previously part of the discontinued Management Services Division).
- o Contracting & Records Management shifted to Finance Division and Project (#9973).
- o Facilities activities shifted to Engineering & Facilities Division (Project #4401).

PROJECT EXPENSE SUMMARY	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 338,098	\$ 187,433	\$ 126,310		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ 382,212	\$ 422,780	\$ 219,746	\$ 240,869	\$ 191,445

PROPOSED  ADOPTED  AMENDED

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Human Resources	PROJECT NO.	9971
PROGRAM	Overhead/Administration	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	J. Johanson	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

PROJECT DESCRIPTION:  
 This project supports varied Human Resource activities which include staffing and compensation, training and development, and health benefits and policies.

PROJECT RESULTS:  
 Qualified employees will be thoroughly screened and hired.  
 Training will be provided to new bus drivers and refresher training will be given to current drivers.  
 Benefits will be administered as provided for in health provider contracts and the labor contracts.  
 HRIS will be maintained. The many administrative responsibilities in Human Resources will be carried out.

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 501,229	PASSENGER REVENUES			\$ _____
502 FRINGE BENEFITS--ALLOC.	262,474	CONTRACTUAL REVENUE			_____
503 SERVICES	266,861	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	29,060	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	53,295	STATE			_____
510 ALLOCATED EXPENSES	196,493				_____
511 INTEREST EXPENSES	0	OTHER			_____
512 LEASES & RENTALS	2,200	RTB TRANSIT ASSISTANCE			_____
TOTAL OPERATING EXPENSES	\$1,311,612	TOTAL			\$ N/A
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

EEO & Minority Intern Program shifted to Project 6901, effective 1/1/89.

PROJECT EXPENSE SUMMARY

	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 918,441	\$1,184,169	\$1,101,987		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ 813,478	\$1,177,814	\$1,191,806	\$1,180,854	\$ 1,311,612

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Internal Audit	PROJECT NO.	9972
PROGRAM	Overhead/Administration	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	J. Zacher	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

PROJECT DESCRIPTION:	X	PROJECT RESULTS:
To provide internal auditing services	X	Perform internal audits of MTC contracts and
for the commissioners and employees	X	operations. Make recommendations for improve-
of the MTC.	X	ments in operations and internal controls.
	X	
	X	
	X	
	X	

<u>EXPENDITURES</u>		<u>SOURCE OF FUNDS</u>			
501 WORKING LABOR	\$ 93,366	PASSENGER REVENUES			\$
502 FRINGE BENEFITS--ALLOC.	48,892	CONTRACTUAL REVENUE			
503 SERVICES	0	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	0	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	1,701	STATE			
510 ALLOCATED EXPENSES	18,858				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			
TOTAL OPERATING EXPENSES	\$ 162,817	TOTAL			\$ N/A
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:  
 Pre-1986, part of direct projects: Project 6909 and Yearly Capital Auditing Project (e.g., 3504).

PROJECT EXPENSE SUMMARY	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$ 175,834	\$ 132,347	\$ 135,622		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ 126,700	\$ 139,860	\$ 144,464	\$ 157,348	\$ 162,817

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Risk Management	PROJECT NO.	9976
PROGRAM	Overhead/Administration	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	E. Williams	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

PROJECT DESCRIPTION:	X	PROJECT RESULTS:
Process all public liability and	X	Effective control of Risk costs. Disposition,
Workers' Compensation claims made	X	maintenance and reporting of claims and
against the MTC. Work with Insurance	X	safety-related data.
Broker to establish appropriate	X	
insurance coverages. Develop,	X	
implement and monitor agency safety	X	
programs.	X	
	X	

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 565,869	PASSENGER REVENUES			\$ _____
502 FRINGE BENEFITS--ALLOC.	296,323	CONTRACTUAL REVENUE			_____
503 SERVICES	352,890	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	360	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	20,386		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	36,243	STATE			
510 ALLOCATED EXPENSES	236,893				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			
TOTAL OPERATING EXPENSES	\$ 1,508,964	TOTAL			\$ N/A
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

PROJECT EXPENSE SUMMARY	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$1,548,766	\$1,566,357	\$1,472,245		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$1,507,109	\$1,492,214	\$1,650,916	\$1,812,024	\$ 1,508,964

PROPOSED  ADOPTED  AMENDED

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METROPOLITAN TRANSIT COMMISSION  
 WORK PROGRAM BUDGET  
 CALENDAR YEAR 1991

SCHEDULE A

PROJECT TITLE	Information Services	PROJECT NO.	9977
PROGRAM	Overhead/Administration	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	T. Hayes	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

PROJECT DESCRIPTION:	X	PROJECT RESULTS:
To coordinate and assist user departments in their information gathering and reporting procedures and to provide mainframe and micro data processing services.	X	Ongoing processing of all mainframe computer applications.
	X	
	X	
	X	
	X	
	X	

<u>EXPENDITURES</u>		<u>SOURCE OF FUNDS</u>			
501 WORKING LABOR	\$ 504,123	PASSENGER REVENUES			\$ _____
502 FRINGE BENEFITS--ALLOC.	263,989	CONTRACTUAL REVENUE			_____
503 SERVICES	649,818	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	62,400	(Fund-Section-Grant)	!oved !ing !osed !		
505 DIRECT CHARGE UTILITIES	0		! ! ! !		
506 CASUALTY & LIABILITY	0		! ! ! !		
507 PROPERTY TAXES/ASSESS.	0		! ! ! !		
508 PURCHASED TRANS. SERV.	0		! ! ! !		
509 MISCELLANEOUS EXPENSES	31,636	STATE			
510 ALLOCATED EXPENSES	208,049				
511 INTEREST EXPENSES	0	OTHER			
512 LEASES & RENTALS	7,300	RTB TRANSIT ASSISTANCE			
TOTAL OPERATING EXPENSES	\$ 1,727,315	TOTAL			\$ <u>N/A</u>
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:  
 Fluctuates with amount of resources devoted to capital computerization projects.

PROJECT EXPENSE SUMMARY	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$1,198,192	\$1,235,014	\$1,298,836		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$1,499,550	\$1,501,006	\$1,807,663	\$1,720,347	\$ 1,727,315

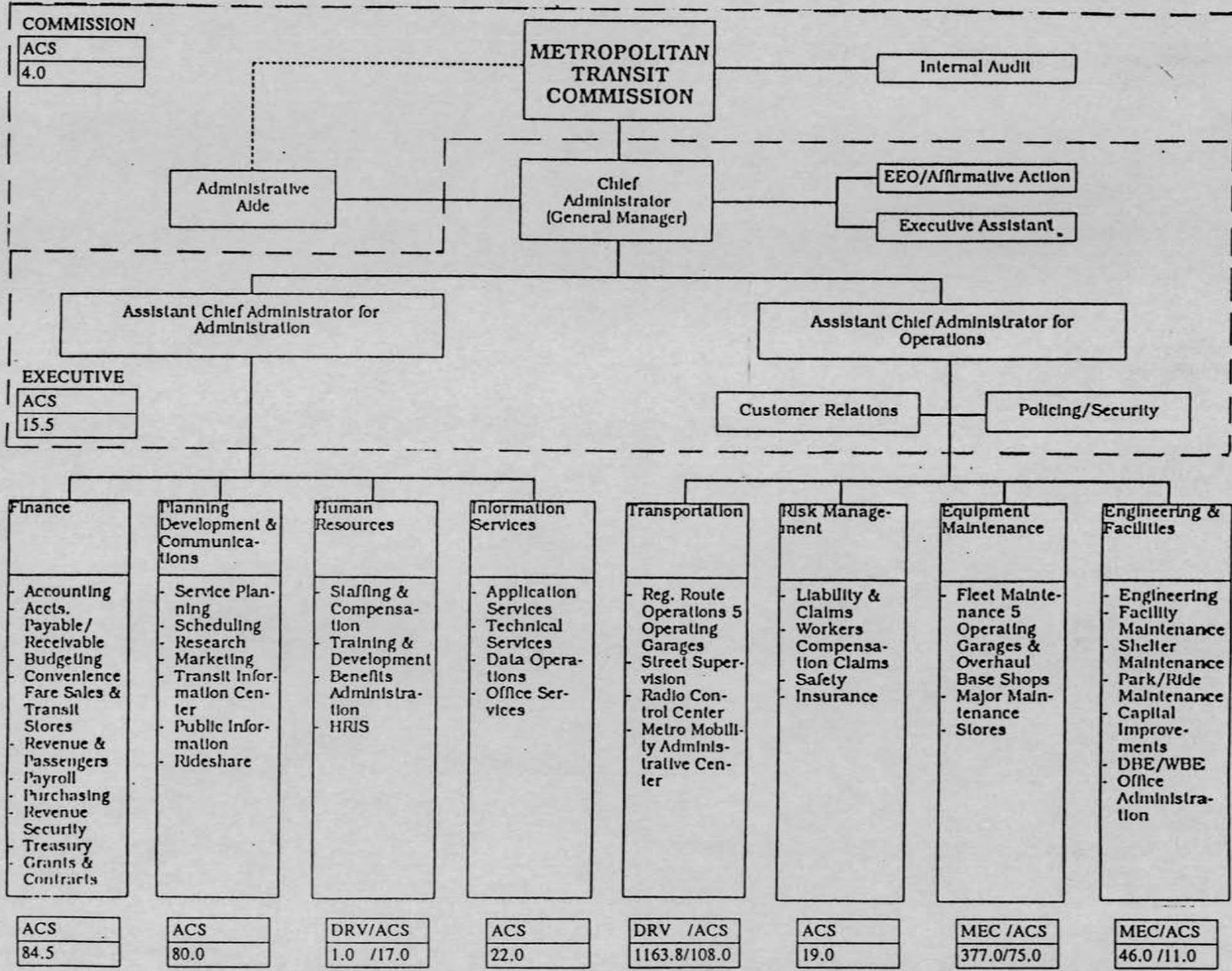
PROPOSED  ADOPTED  AMENDED   
 DATE September 21, 1990 PAGE B-31

# MTC ORGANIZATIONAL STRUCTURE & PROPOSED FULL-TIME PERSONNEL

**KEY TO FULL TIME PERSONNEL COUNT**

- DRV/ACS - DRIVERS / (ADMIN, CLERICAL, SECURITY)
- MEC/ACS - MECHANICS / (ADMIN, CLERICAL, SECURITY)
- ACS - (ADMIN, CLERICAL, SECURITY)

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DETAIL OF DIVISIONAL EXPENSES & DISBURSEMENTS, W/OPERATING, CAPITAL & DEBT SERV  
MTC 1991 PROPOSED BUDGET  
24-SEP-90

DIVISION----	COMMISSION	EXECUTIVE	COMM/PLANNING/DEVELOP	FINANCE	HUMAN RESOURCES	INFORMATION SERVICES	TRANSPORTATION	EQUIPMENT MAINTENANCE	ENGINEERING AND FACIL.	RISK MGMT	INDIRECT SERVICES	TOTAL MTC	OPERATING BUDGET	CAPITAL BUDGET	DEBT SERV. BUDGET
DRIVER LABOR EXP	\$0	\$0	\$0	\$0	\$32,316	\$0	\$35,792,424	\$0	\$0	\$0	\$0	\$35,824,740	\$35,824,740	\$0	\$0
LIGHT DUTY DRIVER LABOR EXP	\$0	\$0	\$0	\$0	\$0	\$0	\$338,220	\$0	\$0	\$0	\$0	\$338,220	\$338,220	\$0	\$0
STUDENT DRIVER LABOR EXP	\$0	\$0	\$0	\$0	\$0	\$0	\$236,364	\$0	\$0	\$0	\$0	\$236,364	\$236,364	\$0	\$0
501.01 SUBTOTAL DRIVER LABOR EXP	\$0	\$0	\$0	\$0	\$32,316	\$0	\$36,367,008	\$0	\$0	\$0	\$0	\$36,399,324	\$36,399,324	\$0	\$0
MECHANICS REGULAR LABOR EXP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,307,820	\$1,197,983	\$0	\$0	\$11,505,803	\$11,500,683	\$5,120	\$0
MECHANICS OVERTIME LABOR EXP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$463,854	\$53,915	\$0	\$0	\$517,769	\$517,769	\$0	\$0
501.02 SUBTOTAL MECHANICS LABOR EXP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,771,674	\$1,251,898	\$0	\$0	\$12,023,572	\$12,018,452	\$5,120	\$0
ADMINISTRATIVE REG LABOR EXP	\$115,025	\$840,590	\$928,556	\$803,252	\$370,892	\$538,058	\$2,272,105	\$1,492,558	\$317,000	\$565,869	\$0	\$8,243,905	\$7,982,873	\$261,032	\$0
ADMINISTRATIVE OT LABOR EXP	\$0	\$7,707	\$28,218	\$9,474	\$4,172	\$9,421	\$0	\$0	\$2,733	\$0	\$0	\$61,725	\$61,725	\$0	\$0
501.03 SUBTOTAL ADMIN. LABOR EXP	\$115,025	\$848,297	\$956,774	\$812,726	\$375,064	\$547,479	\$2,272,105	\$1,492,558	\$319,733	\$565,869	\$0	\$8,305,630	\$8,044,598	\$261,032	\$0
CLERICAL REGULAR LABOR EXP	\$0	\$87,191	\$853,140	\$1,237,035	\$92,920	\$106,059	\$1,226,696	\$804,022	\$23,118	\$0	\$0	\$4,430,181	\$4,412,935	\$17,246	\$0
CLERICAL OVERTIME LABOR EXP	\$0	\$11,734	\$46,257	\$75,479	\$3,771	\$4,392	\$162,350	\$27,530	\$0	\$0	\$0	\$331,513	\$331,513	\$0	\$0
501.04 SUBTOTAL CLERICAL LABOR EXP	\$0	\$98,925	\$899,397	\$1,312,514	\$96,691	\$110,451	\$1,389,046	\$831,552	\$23,118	\$0	\$0	\$4,761,694	\$4,744,448	\$17,246	\$0
TOTAL WORKING LABOR EXPENSE	\$115,025	\$947,222	\$1,856,171	\$2,125,240	\$504,071	\$657,930	\$40,028,159	\$13,095,784	\$1,594,749	\$565,869	\$0	\$61,490,220	\$61,206,822	\$283,398	\$0
502.99 FRINGE BENEFITS ALLOCATED IN	\$60,234	\$496,023	\$972,002	\$1,112,904	\$263,962	\$344,533	\$20,961,166	\$6,857,746	\$835,107	\$296,323	\$0	\$32,200,000	\$32,058,301	\$141,699	\$0
503.01 MANAGEMENT CO. SERV FEE	\$0	\$273,560	\$0	\$0	\$0	\$0	\$0	\$107,827	\$0	\$0	\$0	\$381,387	\$381,387	\$0	\$0
503.02 ADVERTISING CO. SERV FEE	\$0	\$0	\$296,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$296,900	\$296,900	\$0	\$0
503.03 PROF & TECH SERV FEES	\$50,000	\$221,600	\$189,200	\$145,845	\$295,361	\$850,500	\$41,400	\$14,400	\$95,180	\$337,500	\$0	\$2,240,986	\$1,478,036	\$744,850	\$18,100
503.04 TEMPORARY HELP SERV FEES	\$0	\$2,446	\$9,440	\$1,000	\$2,000	\$6,000	\$12,870	\$2,700	\$0	\$15,390	\$0	\$51,846	\$51,846	\$0	\$0
503.05 CONTRACT MAINT. SERV FEES	\$0	\$6,300	\$5,700	\$19,150	\$1,000	\$536,018	\$67,410	\$33,899	\$134,045	\$0	\$0	\$803,522	\$803,522	\$0	\$0
503.07 SECURITY SERV FEES	\$0	\$109,098	\$0	\$58,763	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,861	\$167,861	\$0	\$0
503.99 OTHER SERVICE FEES	\$0	\$5,500	\$29,700	\$10,950	\$0	\$3,800	\$36,000	\$4,482	\$14,500	\$0	\$0	\$104,932	\$104,932	\$0	\$0
TOTAL SERVICES	\$50,000	\$618,504	\$530,940	\$235,708	\$298,361	\$1,396,318	\$157,680	\$163,308	\$243,726	\$352,890	\$0	\$4,047,434	\$3,284,484	\$744,850	\$18,100
504.01 FUEL & LUBRICANTS	\$0	\$22,146	\$0	\$0	\$0	\$0	\$0	\$7,413,351	\$26,000	\$0	\$0	\$7,461,497	\$7,461,497	\$0	\$0
504.02 TIRES AND TUBES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$790,286	\$1,200	\$0	\$0	\$791,486	\$791,486	\$0	\$0
504.03 BUS PARTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,230,552	\$0	\$0	\$0	\$4,230,552	\$4,230,552	\$0	\$0
504.10 DIRECT CHARGE D.P. SUPPLIES	\$0	\$0	\$0	\$0	\$0	\$42,000	\$0	\$0	\$0	\$0	\$0	\$42,000	\$42,000	\$0	\$0
504.99 OTHER MATERIALS & SUPPLIES	\$0	\$15,625	\$372,600	\$120,450	\$35,060	\$20,400	\$241,569	\$888,796	\$347,227	\$360	\$0	\$2,042,087	\$2,042,087	\$0	\$0
TOTAL MATERIALS AND SUPPLIES	\$0	\$37,771	\$372,600	\$120,450	\$35,060	\$62,400	\$241,569	\$13,322,985	\$374,427	\$360	\$0	\$14,567,622	\$14,567,622	\$0	\$0
505.02 DIRECT CHARGE UTILITIES	\$0	\$0	\$0	\$0	\$0	\$0	\$38,100	\$0	\$22,800	\$0	\$0	\$60,900	\$60,900	\$0	\$0
506.01 PREMIUMS:PHYSICAL DAMAGE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,000	\$0	\$127,000	\$127,000	\$0	\$0
506.02 RECOVERY:PHYSICAL DAMAGE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$185,000)	\$0	(\$185,000)	(\$185,000)	\$0	\$0
506.03 PREM'S:PROP LOSS/PHYS DMG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
506.04 PAYOUT:UMINSRD PROP L./P.D.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
506.05 PROVIS:UMINSRD PROP L./P.D.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300,000	\$0	\$2,300,000	\$2,300,000	\$0	\$0
506.08 PREMIUMS:OTHER INSURANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,386	\$0	\$20,386	\$20,386	\$0	\$0
TOTAL CASUALTY & LIABILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,262,386	\$0	\$2,262,386	\$2,262,386	\$0	\$0

DETAIL OF DIVISIONAL EXPENSES & DISBURSEMENTS, W/OPERATING, CAPITAL & DEBT SERV  
MTC 1991 PROPOSED BUDGET  
24-SEP-90

DIVISION----	COMMISS- SION	EXECU- TIVE	COMM/ PLANNING/ DEVELOP	FINANCE	HUMAN RESOURCES	INFORMATION SERVICES	TRANS- PORTATION	EQUIPMENT MAINTENANCE	ENGINEER- ING AND FACIL.	RISK MGMT	INDIRECT SERVICES	TOTAL MTC	OPERATING BUDGET	CAPITAL BUDGET	DEBT SERV. BUDGET
507.03 PROPERTY TAXES & ASSESSMENTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,979	\$0	\$0	\$13,979	\$13,979	\$0	\$0
508.01 PURCHASED TRANSPORT SERVICES	\$0	\$0	\$0	\$0	\$0	\$0	\$380,946	\$0	\$0	\$0	\$0	\$380,946	\$380,946	\$0	\$0
509.02 NON-LOCAL TRAVEL/MEETINGS	\$23,205	\$13,867	\$8,100	\$7,920	\$12,420	\$19,625	\$1,215	\$0	\$8,550	\$5,670	\$0	\$100,572	\$92,022	\$8,550	\$0
509.08 ADVERTISING/PROMO./MEDIA	\$0	\$1,000	\$603,000	\$0	\$0	\$0	\$16,200	\$0	\$0	\$0	\$0	\$620,200	\$620,200	\$0	\$0
509.20 LOCAL TRAVEL: COMMISSION	\$2,500	\$75	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,075	\$4,075	\$0	\$0
509.21 MILEAGE/PRKING REIMBURSEMENT	\$70	\$1,025	\$7,050	\$2,330	\$750	\$100	\$5,985	\$3,609	\$2,192	\$4,230	\$0	\$27,341	\$27,112	\$230	\$0
509.23 COMMISSION PER DIEMS	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$24,000	\$0	\$0
509.26 DIRECT CHARGE POSTAGE/DELIVERY	\$2,100	\$6,650	\$11,000	\$0	\$0	\$0	\$27,000	\$0	\$240	\$0	\$0	\$46,990	\$46,990	\$0	\$0
509.27 LOCAL MEETING EXPENSES	\$3,021	\$4,503	\$11,519	\$6,510	\$26,488	\$11,766	\$4,995	\$1,998	\$3,304	\$11,448	\$0	\$85,552	\$85,552	\$0	\$0
509.99 OTHER MISC. EXPENSES	\$1,030	\$34,070	\$20,920	\$36,800	\$38,845	\$3,920	\$116,695	\$21,849	\$36,954	\$14,895	\$0	\$325,978	\$324,673	\$1,305	\$0
TOTAL MISC	\$55,926	\$61,190	\$663,089	\$53,560	\$78,503	\$35,411	\$172,090	\$27,456	\$51,240	\$36,243	\$0	\$1,234,709	\$1,224,624	\$10,085	\$0
INDIRECT COSTS	\$19,227	\$53,089	\$174,015	\$173,036	\$47,082	\$89,795	\$948,960	\$1,023,462	\$76,906	\$39,545	\$0	\$2,645,117	\$2,620,981	\$24,136	\$0
INDIRECT SERV PROJ	\$14,484	\$119,273	\$233,732	\$267,608	\$63,472	\$82,846	\$5,040,314	\$1,649,012	\$200,806	\$71,254	\$0	\$7,742,801	\$7,700,765	\$42,036	\$0
INDIRECT INFO SERV	\$0	\$35	\$338,812	\$515,206	\$86,297	\$90,131	\$229,717	\$326,064	\$14,959	\$126,094	\$0	\$1,727,315	\$1,727,315	\$0	\$0
510.00 SUBTOTAL INDIRECT EXP ALLOC IN	\$33,711	\$172,397	\$746,559	\$955,850	\$196,851	\$262,772	\$6,218,991	\$2,998,538	\$292,671	\$236,893	\$0	\$12,115,233	\$12,049,061	\$66,172	\$0
INDIRECT EXPENSES ALLOC OUT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$9,470,116)	(\$9,470,116)	(\$9,470,116)	\$0	\$0
TOTAL ALLOCATED EXPENSES	\$33,711	\$172,397	\$746,559	\$955,850	\$196,851	\$262,772	\$6,218,991	\$2,998,538	\$292,671	\$236,893	(\$9,470,116)	\$2,645,117	\$2,578,945	\$66,172	\$0
511.01 LONG TERM INTEREST EXPENSES	\$0	\$0	\$0	\$634,221	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$634,221	\$0	\$126,000	\$508,221
511.02 SHORT TERM INTEREST EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL INTEREST EXPENSES	\$0	\$0	\$0	\$634,221	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$634,221	\$0	\$126,000	\$508,221
512.01 TRANSIT ROUTES:LAND/FACIL LEASE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
512.02 PASSENGER STATION/SHELTER LEASE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,221	\$0	\$0	\$13,221	\$13,221	\$0	\$0
512.03 PASSENGER PARKING FACIL LEASES	\$0	\$0	\$11,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$11,000	\$0	\$0
512.04 REVENUE VEHICLE LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500	\$0	\$0	\$0	\$7,500	\$7,500	\$0	\$0
512.05 SERVICE VEHICLES LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	\$1,000	\$0	\$0
512.06 OPERATING STATIONS LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$12,750	\$20,000	\$0	\$0	\$0	\$32,750	\$32,750	\$0	\$0
512.09 REV VEN MOVEMENT CONTROL LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
512.10 DATA PROC FACIL/SOFTWARE LEASES	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$0	\$0	\$0	\$0	\$7,300	\$7,300	\$0	\$0
512.11 REVENUE COLLEC/PROC LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
512.12 OTHER GENERAL ADMIN. LEASES	\$0	\$0	\$400	\$59,000	\$2,200	\$0	\$0	\$9,900	\$22,000	\$0	\$0	\$93,500	\$93,500	\$0	\$0
TOTAL LEASES AND RENTALS	\$0	\$0	\$11,400	\$59,000	\$2,200	\$7,300	\$12,750	\$88,400	\$35,221	\$0	\$0	\$216,271	\$216,271	\$0	\$0
TOTAL OPERATING EXPENSES	\$314,896	\$2,333,107	\$5,152,761	\$5,296,933	\$1,379,008	\$2,766,664	\$68,211,451	\$36,554,217	\$3,463,920	\$3,750,964	(\$9,470,116)	\$119,753,805	\$117,855,280	\$1,372,204	\$526,321
514.01 REPAYMENT OF PRINCIPAL	\$0	\$0	\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000	\$0	\$0	\$1,700,000

## 1991 REVENUES

This section presents schedules detailing MTC's sources of revenues and subsidies. It also compares MTC's 1991 operating, capital, and debt service revenues and subsidies with those of 1990. Key assumptions are:

### OPERATING:

- o A 10¢ fare increase on April 1 bringing the current base fare of 50¢ to 60¢; senior fare and downtown zone fare to be increased from 10¢ to 25¢.
- o Federal Section 9 operating assistance estimated at \$7.4 million.
- o Auxilliary operating revenue is derived from advertising revenue and from contractual revenue paid by the City of Minneapolis for transit supervision at new downtown parking garages.
- o Special contract fares include revenues from transit contracts with Southwest Metro Transit Commission, the Metropolitan Airports Commission, Minnesota Valley Transit Authority; the Cities of Minneapolis, Plymouth, and Maple Grove; and with the RTB for service in the Cities of Golden Valley, New Hope and Crystal.
- o Non-transportation revenue includes Metro Mobility Administrative Center project income and Rideshare Fees associated with services provided for the new downtown parking garages.
- o Investment income will be derived from the cash management of about \$8.5 million of operating funds per our cash flow agreement with the RTB.
- o RTB Transit Assistance is proposed at about \$69.6 million.

9/24/90  
sk/297

METROPOLITAN TRANSIT COMMISSION  
 SOURCES AND USES OF FUNDS  
 1990 AND 1991  
 (Rounded to Nearest 000's)

06-Oct-90

	1990 Amended Budget	1990 Estimated Actual	1991 Proposed Budget
<b>OPERATING FUND:</b>			
-----			
Sources of Funds:			
Working Capital - Beginning of Year	\$15,000,000	\$15,000,000	\$15,000,000
Operating & Self-Generated Revenues	\$36,120,000	\$33,514,000	\$40,074,000
Investment Income	\$650,000	\$850,000	\$725,000
Federal Grants	\$7,410,000	\$7,410,000	\$7,439,000
RTB Transit Assistance & Contracts	\$69,230,000	\$69,230,000	\$69,617,000
	-----	-----	-----
Total Sources of Funds	\$128,410,000	\$126,004,000	\$132,855,000
	-----	-----	-----
Total Uses of Funds: Operating Expenses	\$113,410,000	\$111,004,000	\$117,855,000
	-----	-----	-----
Working Capital-End of Year	\$15,000,000	\$15,000,000	\$15,000,000
	=====	=====	=====
<b>FUNDS RESTRICTED FOR CAPITAL ACQUISITIONS:</b>			
-----			
Sources of Funds:			
Working Capital - Beginning of Year	\$11,557,000	\$14,276,000	\$18,537,000
Federal Grants	\$24,693,000	\$21,985,000	\$19,803,000
Reclassification of Excess Debt Service Funds	\$2,000,000	\$2,000,000	\$0
Interest Income	\$586,000	\$2,009,000	\$1,054,000
Proceeds from Sale of Old Northside Garage	\$250,000	\$0	\$250,000
Local Capital Grants [Bond Issue Amount]	\$26,000,000	\$25,945,000	\$0
Other Local Capital Reimbursements	\$0	\$510,000	\$78,000
	-----	-----	-----
Total Sources of Funds	\$65,086,000	\$66,725,000	\$39,722,000
	-----	-----	-----
Uses: Capital Program Acquisitions	\$59,356,000	\$47,836,000	\$28,823,000
Federal Arbitrage Interest Expense	\$0	\$352,000	\$126,000
	-----	-----	-----
Total Uses of Funds	\$59,356,000	\$48,188,000	\$28,949,000
	-----	-----	-----
Working Capital-End of Year	\$5,730,000	\$18,537,000	\$10,773,000
	=====	=====	=====
<b>FUNDS RESTRICTED FOR DEBT SERVICE:</b>			
-----			
Sources of Funds:			
Retained Earnings - Beginning of the Year	\$5,096,000	\$5,365,000	\$3,636,000
Property Tax Collections/Via RTB (Net)**	\$2,310,000	\$2,357,000	\$2,014,000
Investment Income	\$220,000	\$236,000	\$168,000
	-----	-----	-----
Total Source of Funds	\$7,626,000	\$7,958,000	\$5,818,000
	-----	-----	-----
Uses: Expenses & Repayment of Principal**	\$2,322,000	\$2,322,000	\$2,227,000
Reclassification of Excess Debt Service Funds	\$2,000,000	\$2,000,000	\$0
	-----	-----	-----
Total Uses of Funds	\$4,322,000	\$4,322,000	\$2,227,000
	-----	-----	-----
Retained Earnings - End of the Year	\$3,304,000	\$3,636,000	\$3,591,000
	=====	=====	=====

\*\*TIMING NOTE: THE OCT. 1990 LEVY IS COLLECTED DURING 1991 AND IS USED TO REPAY PRINCIPAL IN FEB. 1992.

SOURCES OF OPERATING FUNDS IN THE MTC 1991 BUDGET  
25-Sep-90

REVENUE SOURCE	PROJECT #---> 2416 1-394 RIDESHARE MRKNG	4010 PLYMOUTH METROLINK	4020 GLDW VAL/ NEW HOPE/ CRYSTAL	4030 MINNESOTA VALLEY TRANSIT	4060 MAPLE GROVE TRANSIT	4401 REGULAR TRANSIT SERVICE	4621 S.V.M.T.C EXPRESS TRANSIT	4720 METRO AIRPORT SHUTTLE	4950 LIGHT RAIL PLANNING	5463 MINNESOTA RIDESHARE	5610 METRO ADM CNTR	5710 METRO SHUTTLE	6010 1990 TRAINING GRANT	6901 GENERAL AGENCY ADMIN.	6905 POLICY MGMT	7934 SHORT TERM INVTMNTS	TOTAL OPERATING
PASSENGER REVENUES	0	201,418	214,006	774,199	163,652	31,557,542	239,183	0	0	0	0	0	0	0	0	0	33,150,000
SUBTOTAL PASSENGER REVENUES	0	201,418	214,006	774,199	163,652	31,557,542	239,183	0	0	0	0	0	0	0	0	0	33,150,000
CONTRACT REVENUE	0	698,582	802,394	2,425,801	606,748	21,000	584,017	579,600	0	0	0	32,762	0	0	0	0	5,750,000
SUBTOTAL SPECIAL FARES	0	698,582	802,394	2,425,801	606,748	21,000	584,017	579,600	0	0	0	32,762	0	0	0	0	5,750,000
ADVERTISING REVENUES	0	0	0	0	0	763,700	0	0	0	0	0	0	0	0	0	0	763,700
OTHER AUXILIARY REVENUES	0	0	0	0	0	108,000	0	0	0	0	0	0	0	0	0	0	108,000
SUBTOTAL AUXILIARY REVENUES	0	0	0	0	0	871,700	0	0	0	0	0	0	0	0	0	0	871,700
TOTAL OPERATING REVENUES	0	900,000	1,016,400	3,200,000	770,400	32,450,242	823,200	579,600	0	0	0	32,762	0	0	0	0	39,772,000
INVESTMENT INCOME	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	725,000	725,000
SUBTOTAL INVESTMENT INCOME	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	725,000	725,000
SECTION 9 (FEDERAL FISCAL YEAR 1992)	0	0	0	0	0	7,400,000	0	0	0	0	0	0	0	0	0	0	7,400,000
OTHER FEDERAL	8,000	0	0	0	0	0	0	0	0	0	0	0	31,354	0	0	0	39,354
SUBTOTAL FEDERAL OPERATING ASSISTANCE	8,000	0	0	0	0	7,400,000	0	0	0	0	0	0	31,354	0	0	0	7,439,354
REGIONAL TRANSIT BOARD ASST - GENERAL	0	3,156	0	0	0	65,850,405	0	0	115,754	0	0	0	31,354	879,328	152,079	0	67,032,342
RTB ASST - SOCIAL FARE DIFFERENTIAL	0	0	0	0	0	2,500,000	0	0	0	0	0	0	0	0	0	0	2,500,000
RTB CONTRACTS	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,660,000
REDUCTION IN RTB ASSIST FROM SURPLUS	0	0	(160,786)	(589,758)	(40,132)	0	(40,896)	(17,757)	0	772,695	885,518	(998)	0	0	0	(725,000)	(1,575,300)
SUBTOTAL RTB ASSISTANCE	2,000	3,156	(160,786)	(589,758)	(40,132)	68,350,405	(40,896)	(17,757)	115,754	772,695	885,518	(998)	31,354	879,328	152,079	(725,000)	69,616,000
NON-TRANSPORTATION REVENUES	0	0	0	0	0	100,000	0	0	0	30,000	171,360	0	0	0	0	0	301,360
SUBTOTAL OTHER REVENUE	0	0	0	0	0	100,000	0	0	0	30,000	171,360	0	0	0	0	0	301,360
TOTAL NON-OPERATING REVENUE	10,000	3,156	(160,786)	(589,758)	(40,132)	75,850,405	(40,896)	(17,757)	115,754	802,695	1,056,878	(998)	62,708	879,328	152,079	0	78,082,000
GRAND TOTAL OPERATING SOURCES:	10,000	903,156	855,614	2,610,242	730,268	108,300,647	782,304	561,843	115,754	802,695	1,056,878	31,764	62,708	879,328	152,079	0	117,855,000

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## FARE RECOVERY RATIO ANALYSIS

25-Sep-90

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PROPOSED CHANGES

The 1991 Budget is based on an April 1--10 cent increase to the current 50 cent base fare. Senior fares and the downtown zone fare are also proposed to increase from 10 cents to 25 cents.

A. TOTAL OPERATING BUDGET:	\$117,855,000
B. LESS NON-REGULAR ROUTE EXPENSES:	
(INCLUDES OTHER BUS SPECIAL TRANSIT AND LIGHT RAIL PROJECTS)	\$2,463,000
C. TOTAL REGULAR ROUTE EXPENSES (A - B)	\$115,392,000
D. TOTAL FARE REVENUE FROM PASSENGERS ONLY	\$33,150,000
E. LESS FARE REVENUE ON NON-REGULAR ROUTE SERVICE	\$0
F. PLUS SPECIAL CONTRACTUAL FARES (NOT FUNDED BY THE RTB AND ON RELATED PROJECTS ONLY)	\$21,000
G. PLUS SOCIAL FARE DIFFERENTIAL (THE CALCULATED DIFFERENCE BETWEEN FULL FARES AND REDUCED FARES FOR SOCIAL FARE RIDERS)	\$2,500,000
H. TOTAL REGULAR ROUTE ALLOWED "REVENUE" (D - E + F + G)	\$35,671,000
I. FARE RECOVERY CALCULATION ( H / C )	30.91%

## METROPOLITAN TRANSIT COMMISSION

### GETTING THE TOTAL PICTURE OF THE METROPOLITAN AREA'S FINANCING OF CAPITAL ACQUISITIONS & RELATED DEBT SERVICE

#### HOW ARE LOCAL CAPITAL FUNDS OBTAINED? BORROWING...

The Twin Cities Metropolitan Area raises local capital funds for transit by selling bonds (borrowing money) in the national money markets. The authority for all new borrowing (bond sales) must first be granted by the Minnesota Legislature. Prior to 1986, the Metropolitan Transit Commission sold its own bonds. Since then, refinancing (if any) and new bonds are sold by the Metropolitan Council on behalf of the Regional Transit Board for the benefit of the Metropolitan Transit Commission and/or the Regional Transit Board. At the time of the sale, the funds are conveyed by the Metropolitan Council to the Metropolitan Transit Commission. Only the Metropolitan Council is then responsible for repaying the new and refinanced bonds.

#### HOW ARE LOCAL CAPITAL FUNDS REPAYED? TAXES...

The (principal and interest obligations of the) bonds are repaid from a property tax levy restricted for just this purpose. We label this revenue source "The Debt Service Property Tax" and track all of MTC's capital repayment activities on [old] MTC bonds in a separate Debt Service Budget. The Debt Service Property Tax is levied by the Regional Transit Board to provide funds to repay both [old] MTC Transit bonds and for [new and refinanced] Metropolitan Council Transit bonds.

#### GETTING THE TOTAL PICTURE:

Prior to 1986, the MTC's financial statements and its budget comprehensively reflected the picture of all bonds (loans) owed and property taxes needed to repay all these bonds in the Metropolitan area. As of today, only about 20% of the total debt service burden is visible in the MTC's debt service requirements. At the end of 1990, the metropolitan area will owe more than 55 million in transit bonds. The total "Debt Service Property Tax Levy" to be collected in 1991 will amount to about \$10,000,000, of which about \$2,000,000 is reflected in the MTC budget. If no new bonds are issued, the "Debt Service Property Tax Levy" will continue at the \$10,000,000 level and will gradually taper off as bonds are repaid. On the assumption that federal Section 9 [formula] capital funds remain constant, the MTC's 1991 Proposed Budget does not propose any new bonding authority for the period through 6/30/93, the end of the next state biennium. The MTC would again need bond funds in the subsequent biennium (SFY1993-1995). We forecast that the MTC will require a \$6 million bond issue on July 1, 1993 and additional funds (to be determined in 1994). Various uncertainties about federal funding as well as the MTC's future fleet size and purchases may modify these forecasts.

# METROPOLITAN TRANSIT COMMISSION

## PROPOSED BONDING SCHEDULE THROUGH 1993

06-Oct-90

	1990 Estimated Actual	1991 Proposed Budget	1992 Forecast	1993 Forecast
<b>FUNDS RESTRICTED FOR CAPITAL ACQUISITIONS:</b>				
<b>Sources of Funds:</b>				
Working Capital - Beginning of Year	\$14,276,000	\$18,537,000	\$10,773,000	\$9,158,000
Federal Grants	\$21,985,000	\$19,803,000	\$4,500,000	\$9,000,000
Reclassification of Excess Debt Service Funds	\$2,000,000	\$0	\$0	\$0
Interest Income	\$2,009,000	\$1,054,000	\$747,000	\$624,000
Proceeds from Sale of Old Northside Garage	\$0	\$250,000	\$0	\$0
Local Capital Grants [Bond Issue Amount]	\$25,945,000	\$0	\$0	\$6,000,000
Other Local Capital Reimbursements	\$510,000	\$78,000	\$78,000	\$78,000
<b>Total Sources of Funds</b>	<b>\$66,725,000</b>	<b>\$39,722,000</b>	<b>\$16,098,000</b>	<b>\$24,860,000</b>
<b>Uses:</b>				
Capital Acquisitions	\$47,836,000	\$28,823,000	\$6,850,000	\$17,300,000
Federal Arbitrage Interest Expense	\$352,000	\$126,000	\$90,000	\$75,000
<b>Total Use of Funds</b>	<b>\$48,188,000</b>	<b>\$28,949,000</b>	<b>\$6,940,000</b>	<b>\$17,375,000</b>
<b>Working Capital-End of Year</b>	<b>\$18,537,000</b>	<b>\$10,773,000</b>	<b>\$9,158,000</b>	<b>\$7,485,000</b>

## METROPOLITAN TRANSIT COMMISSION: 1991 BUDGETED PERSONNEL LEVELS:

This section includes a summary of 1991 divisional personnel requests. Separate schedules present full-time and part-time personnel. We divide our workforce into 5 categories: Driver, Mechanic, Administrative, Administrative/Security, and Clerical. The MTC's drivers, mechanics, and clerical employees are represented by ATU Local 1005. Our labor contract restricts the number of part-time drivers that we may hire and contains no provision for other part-time positions.

### FULL-TIME:

The 1991 budget proposes 2,022.8 positions, a net decrease of 60.2 full-time positions over the [year-end] 1990 budget of 2,083.0. The main issues that are affecting full-time employment are:

- Changes in the 1991 service plan include
  - Reduced rush hour service compared to the height of 1990
  - Expanding rush hour capacity to cover selected overloads
  - Eliminating certain high subsidy routes
  - Expanding service on I-394, I-35W, and in the SW Corridor
  - Phasing in 25 new articulated buses, keeping capacity up
- Needing to maintain vehicles with lifts
- Being staffed for 5 facilities again (Nicollet reopened 10/90).
- Increasing on-street transit supervision
- Economizing by cutting out certain non-essential support personnel

### Drivers:

The MTC reduced rush hour service in early through mid-1990. Even with expansions proposed in the 1991 budget, the MTC will be operating fewer rush hour buses at the height of 1991 than it would have at the height of the 1990 (had the service plan in our budget been fully implemented). The resulting loss of peak vehicles translates into fewer drivers than the maximum point of the 1990 budget. Therefore, the 1991 budget would be reduced by 50.2 drivers to 1,163.8 from the 1990 budgeted high point of 1214.0.

### Mechanics:

In Equipment Maintenance Division, there will be 1 less mechanical position in the 1991 budget than the 1990 budget. The workforce is budgeted to remain nearly the same while additional work will be scheduled to improve post-inspection follow-up and to maintain the lifts on all our new buses. The Engineering and Facilities Division workforce will remain constant.

Administrative:

On 1/1/91, the MTC's administrative budget decreases by 6 and increases by 2 (for a net reduction of 4). The Planning, Development and Communications Division would eliminate the Manager of Communications. The Finance Division would eliminate one Senior Buyer. The Equipment Maintenance Division would eliminate its Assistant Director and one foreman. The Risk Management Division would eliminate the Manager of Safety. In each of these cases, the work previously performed by these jobs would be absorbed by other administrative employees either above or below the positions eliminated. The Transportation Division would transfer one Metro Mobility position originally budgeted as administrative into clerical and would add 2 transit supervisors to improve street supervision.

Administrative/Security:

No changes are proposed from the current budgeted staffing level of nine.

Clerical:

On 1/1/91, the MTC's clerical budget decreases by 6 and increases by 1 (for a net reduction of 5). The Finance Division would eliminate 4 positions (2 vault pullers, 1 payroll timekeeper, and 1 revenue accounting clerk). The Information Services Division would eliminate 2 word processing positions. The only position being added is in Transportation Division where one Metro Mobility position is being transferred from administrative to clerical.

PART-TIME:

The main change in the hours budgeted for part-time employees from 1990 to 1991 is the proposed increase in security coverage by our police officers.

Drivers:

Our labor contract restricts the MTC to part-time drivers at specified percentages of the number of full-time drivers. The 1991 budget proposes full contractual utilization of the number of allowed weekday (174 positions = 15%) and weekend (58 positions = 5%) part-time drivers.

Administrative:

Hours budgeted for interns and part-time administrative employees are basically constant from 1990 to 1991, dropping from 13,540 to 12,220.

Administrative/Security:

Police coverage of transit operations is expanded in 1991 over 1990 by increasing hours 35.9% from 22,328 to 30,342.

METROPOLITAN TRANSIT COMMISSION  
SUMMARY OF FULL TIME POSITIONS (MTC AND ATE EMPLOYEES) BY DIVISION AND BY LABOR TYPE  
1991 PROPOSED BUDGET

25-Sep-90

DIV.#'S	DIVISION NAME	LABOR TYPE	1990 AMENDED BUDGET (DEC. 1990)	1991 PROPOSED BUDGET	CHANGES 1991 VS. 1990	
					1991/1990	TRANSFERS
1100'S	COMMISSION	ADMIN.	3.00	4.00	1.00	1.00
1200'S	EXECUTIVE	ADMIN	10.00	9.00	-1.00	-1.00
		ADMIN-SECURITY	2.50	2.50	0.00	0.00
		CLERICAL	4.00	4.00	0.00	0.00
		SUB-TOTAL	16.50	15.50	-1.00	-1.00
2100'S 2300'S	COMMUNICATIONS, PLANNING AND DEVELOPMENT	ADMIN	36.00	35.00	-1.00	0.00
		CLERICAL	45.00	45.00	0.00	0.00
		SUB-TOTAL	81.00	80.00	-1.00	0.00
2400'S	FINANCE	ADMIN	21.00	20.00	-1.00	0.00
		ADMIN-SECURITY	6.50	6.50	0.00	0.00
		CLERICAL	62.00	58.00	-4.00	0.00
		SUB-TOTAL	89.50	84.50	-5.00	0.00
2500'S	HUMAN RESOURCES	DRIVER	1.00	1.00	0.00	0.00
		ADMIN	13.00	13.00	0.00	0.00
		CLERICAL	4.00	4.00	0.00	0.00
		SUB-TOTAL	18.00	18.00	0.00	0.00
2600'S	INFORMATION SERVICES	ADMIN	17.00	17.00	0.00	0.00
		CLERICAL	7.00	5.00	-2.00	0.00
		SUB-TOTAL	24.00	22.00	-2.00	0.00
3100'S	TRANSPORTATION	DRIVER	1,213.00	1,162.80	-50.20	0.00
		ADMIN	68.00	69.00	1.00	-1.00
		CLERICAL	38.00	39.00	1.00	1.00
		SUB-TOTAL	1,319.00	1,270.80	-48.20	0.00
3300'S	EQUIPMENT MAINTENANCE	MECHANIC	378.00	377.00	-1.00	0.00
		ADMIN	46.00	44.00	-2.00	0.00
		CLERICAL	31.00	31.00	0.00	0.00
		SUB-TOTAL	455.00	452.00	-3.00	0.00
3400'S	ENGINEERING & FACILITIES	MECHANIC	46.00	46.00	0.00	0.00
		ADMIN	10.00	10.00	0.00	0.00
		CLERICAL	1.00	1.00	0.00	0.00
		SUB-TOTAL	57.00	57.00	0.00	0.00
3500'S	RISK MANAGEMENT	ADMIN	20.00	19.00	-1.00	0.00
	TOTAL MTC	DRIVER	1,214.00	1,163.80	-50.20	0.00
		MECHANIC	424.00	423.00	-1.00	0.00
		ADMIN	244.00	240.00	-4.00	(1.00)
		ADMIN-SECURITY	9.00	9.00	0.00	0.00
		CLERICAL	192.00	187.00	-5.00	1.00
	GRAND TOTAL	ALL	2,083.00	2,022.80	-60.20	0.00

# METROPOLITAN TRANSIT COMMISSION

REVISED 26-Sep-90

## SUMMARY OF PART TIME PERSONNEL BY DIVISION

1991 PROPOSED BUDGET: NUMBER OF POSITIONS AND ANNUAL AVERAGE HOURS PER POSITION

DIV#	DIVISION NAME	LABOR TYPE	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
			(A) X (B)			(D) X (E)			(G) X (H)		
			1990 AMENDED BUDGET			1990 ESTIMATED ACTUAL			1991 PROPOSED BUDGET		
	NUMBER OF POSITIONS	AVERAGE ANNUAL EQUIV. HOURS PER POSITION	TOTAL HOURS	NUMBER OF POSITIONS	AVERAGE ANNUAL EQUIV. HOURS PER POSITION	TOTAL HOURS	NUMBER OF POSITIONS	AVERAGE ANNUAL EQUIV. HOURS PER POSITION	TOTAL HOURS		
1100'S	COMMISSION		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1200'S	EXECUTIVE	ADMIN-SECURITY	100.0	223.3	22,328.0	90.0	272.2	24,500.0	135.0	224.8	30,342.0
		ADMIN	2.0	980.0	1,960.0	2.0	1,560.0	3,120.0	2.0	1,560.0	3,120.0
		ADMIN-SUMMER INTERNS	15.0	488.0	7,320.0	4.0	400.0	1,600.0	17.0	400.0	6,800.0
2100'S	PLANNING,	ADMIN	1.0	500.0	500.0	1.0	900.0	900.0	1.0	900.0	900.0
2300'S	DEVELOPMENT, & COMMUNICATIONS										
2400'S	FINANCE	ADMIN	2.0	1,200.0	2,400.0	1.0	1,200.0	1,200.0	1.0	1,400.0	1,400.0
2500'S	HUMAN RESOURCES	ADMIN	1.0	320.0	320.0	1.0	320.0	320.0	0.0	0.0	0.0
2600'S	INFORMATION SERVICES		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3100'S	TRANSPORTATION	DRIVERS- WEEKDAY ONLY	181.0	1,013.0	183,353.0	159.0	1,040.0	165,347.0	174.0	1,040.0	180,960.0
		DRIVERS- WEEKEND ONLY	61.0	865.3	52,783.3	53.0	884.0	46,848.3	58.0	884.0	51,272.0
3300'S	EQUIPMENT MAINTENANCE		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3400'S	ENGINEERING & FACILITIES	ADMIN	1.0	1,040.0	1,040.0	1.0	375.0	375.0	0.0	0.0	0.0
3500'S	RISK MANAGEMENT		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	TOTAL MTC: [PART TIME]	DRIVERS- WEEKDAY ONLY	181.0	1,013.0	183,353.0	159.0	1,040.0	165,347.0	174.0	1,040.0	180,960.0
		DRIVERS- WEEKEND ONLY	61.0	865.3	52,783.3	53.0	884.0	46,848.3	58.0	884.0	51,272.0
		ADMIN	7.0	888.6	6,220.0	6.0	985.8	5,915.0	4.0	1,355.0	5,420.0
		ADMIN-SUMMER INTERNS	15.0	488.0	7,320.0	4.0	400.0	1,600.0	17.0	400.0	6,800.0
		ADMIN-SECURITY	100.0	223.3	22,328.0	90.0	272.2	24,500.0	135.0	224.8	30,342.0
	GRAND TOTAL	ALL	364.0	747.3	272,004.3	312.0	782.8	244,210.3	388.0	708.2	274,794.0

# METROPOLITAN TRANSIT COMMISSION

REVISED 27-Sep-90

## FIXED ROUTE SUMMARY

000'S OMITTED, PASSENGERS ARE UNLINKED

			1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROPOSED BUDGET		
FINANCIAL	REVENUE	PASSENGER FARES	PLYMOUTH	\$90	\$130	\$201	
			GOLDEN VAL/NEW HOPE/CRYSTAL	\$239	\$173	\$214	
			MINNESOTA VALLEY (1990=REG ROUTE)	\$0	\$0	\$774	
			MAPLE GROVE	\$61	\$88	\$164	
			REGULAR ROUTE (1990 INCL. MVTA)	\$31,543	\$29,240	\$31,558	
			SOUTHWEST MTC	\$185	\$229	\$239	
		SUBTOTAL PASSENGER FARES			\$32,118	\$29,860	\$33,150
		CONTRACT FARES ON FIXED ROUTE ONLY	PLYMOUTH	\$497	\$497	\$699	
			GOLDEN VAL/NEW HOPE/CRYSTAL	\$236	\$377	\$802	
			MINNESOTA VALLEY (1990=REG ROUTE)	\$0	\$0	\$2,426	
	MAPLE GROVE		\$229	\$229	\$607		
	REGULAR ROUTE (1990 INCL. MVTA)		\$75	\$70	\$21		
	SOUTHWEST MTC		\$642	\$530	\$584		
	SUBTOTAL CONTRACT FARES			\$1,679	\$1,703	\$5,139	
	ALL OTHER REVENUES	AUXILIARY REVENUE		\$794	\$795	\$871	
		OTHER REVENUE		\$75	\$260	\$100	
		SUBTOTAL ALL OTHER REVENUES			\$869	\$1,055	\$971
	TOTAL						
	TOTAL REVENUES			\$34,666	\$32,618	\$39,260	
	EXPENSES	MTC EXPENSE	PLYMOUTH	\$348	\$537	\$570	
GOLDEN VAL/NEW HOPE/CRYSTAL			\$475	\$612	\$856		
MINNESOTA VALLEY (1990=REG ROUTE)			\$0	\$0	\$2,610		
MAPLE GROVE			\$268	\$333	\$682		
REGULAR ROUTE (1990 INCL. MVTA)			\$107,335	\$104,827	\$108,301		
SOUTHWEST MTC			\$460	\$606	\$782		
SUBTOTAL MTC EXPENSE			\$108,886	\$106,915	\$113,801		
PURCHASED TRANSIT		PLYMOUTH	\$239	\$239	\$333		
		MAPLE GROVE	\$22	\$22	\$48		
		REGULAR ROUTE	\$88	\$54	\$0		
	SUBTOTAL PURCHASED TRANSIT			\$349	\$315	\$381	
TOTAL							
TOTAL EXPENSES			\$109,235	\$107,230	\$114,182		
SUBSIDIES	TOTAL						
	SUBSIDY REQUIRED		\$74,569	\$74,612	\$74,922		
	BREAKDOWN	FEDERAL OPERATING ASSISTANCE	\$7,400	\$7,400	\$7,400		
RTB ASSISTANCE (FIXED ROUTE ONLY)		\$67,169	\$67,212	\$67,522			

# METROPOLITAN TRANSIT COMMISSION

REVISED 27-Sep-90

## FIXED ROUTE SUMMARY

000'S OMITTED, PASSENGERS ARE UNLINKED

		1990 AMENDED BUDGET	1990 ESTIMATED ACTUAL	1991 PROPOSED BUDGET	
SERVICE	PASSENGERS	PLYMOUTH	90	105	103
		GOLDEN VAL/NEW HOPE/CRYSTAL	239	206	202
		MINNESOTA VALLEY (1990=REG ROUTE)	0	0	766
		MAPLE GROVE	61	70	69
		REGULAR ROUTE (1990 INCL. MVTA)	70,360	67,633	65,082
		SOUTHWEST MTC	156	181	178
		TOTAL PASSENGERS	70,906	68,195	66,400
	MAX PEAK BUSES (1991 AVERAGE) (1990 YR END ) (EXCLUDES VANS)	PLYMOUTH	10.0	10.0	10.0
		GOLDEN VAL/NEW HOPE/CRYSTAL	11.0	11.0	8.0
		MINNESOTA VALLEY (1990=REG ROUTE)	0.0	0.0	38.0
		MAPLE GROVE	9.0	13.0	13.0
		REGULAR ROUTE (1990 INCL. MVTA)	834.0	727.0	745.1
		SOUTHWEST MTC	7.0	8.0	12.3
		TOTAL MAX PEAK BUSES (AVERAGE)	871.0	769.0	826.4
	MILES (EXCLUDES VANS)	PLYMOUTH	106	108	160
GOLDEN VAL/NEW HOPE/CRYSTAL		184	212	276	
MINNESOTA VALLEY (1990=REG ROUTE)		0	0	830	
MAPLE GROVE		100	113	248	
REGULAR ROUTE (1990 INCL. MVTA)		28,460	27,513	26,121	
SOUTHWEST MTC		254	288	330	
	TOTAL MILES	29,104	28,234	27,965	
ANALYTICAL	PRODUCTIVITY	PASSENGERS/MILE	2.436	2.415	2.374
	REVENUE-FARES	AVERAGE FARE/PASSENGER	\$0.453	\$0.438	\$0.499
		AVERAGE FARE/MILE	\$1.104	\$1.058	\$1.185
	REVENUE-ALL OTHER	AVERAGE OTHER REV/PASSENGER	\$0.024	\$0.025	\$0.077
		AVERAGE OTHER REV/MILE	\$0.058	\$0.060	\$0.184
	TOTAL REVENUE	TOTAL REVENUE/PASSENGER	\$0.477	\$0.463	\$0.577
		TOTAL REVENUE/MILE	\$1.161	\$1.118	\$1.369
	EXPENSES	AVERAGE COST/PASSENGER	\$1.541	\$1.572	\$1.720
		AVERAGE COST/MILE	\$3.753	\$3.798	\$4.083
	SUBSIDY	AVERAGE SUBSIDY/PASSENGER	\$1.064	\$1.110	\$1.143
		AVERAGE SUBSIDY/MILE	\$2.592	\$2.680	\$2.714

## 1991 PROPOSED FIXED ROUTE TRANSIT SERVICE

Fixed route transit service has been, and continues to be, the MTC's primary activity with the service plans as the major component of MTC's operating budget.

Although the service MTC provides has not changed radically in the last ten years, the ownership and management of parts of that service have changed. Up until 1987, with the exception of the University of Minnesota, the MTC managed and operated all of its own service, with one large budget component, regular route service. The picture for 1991 is more complex. The MTC, because it is an excellent operator, still operates 99% of all regular route service in the region, but the ownership and management is more diverse. Portions of MTC's operation serve the opt-out transit authorities including Southwest Metro, Maple Grove, Plymouth and Minnesota Valley. Another service component, under contract to the RTB, serves Golden Valley, New Hope and Crystal. The proposed budget identifies each of these components uniquely within the overall service plan.

The goal that directs MTC's service planning effort is to provide the level of service that best meets the needs of our riders in the most cost-effective way. The primary effort is one in which the current route structure is managed and modified in order to fit the changing needs of riders and increase ridership.

The 1991 budget proposes that the base route structure operated in 1990 is continued at a level of 727 peak buses and 25,633,000 miles of service. The 1991 base service plan reflects the October of 1990 level of service minus the high subsidy routes continuing into 1991. The October level of service is used as the base since it takes into account reductions made midyear 1990 and reductions appropriate to the reopening of Nicollet Garage.

The ridership trend in recent years has been a slight shift to the peak, and MTC's service plan reflects an appropriate move of service from the midday to the peak hours. That shift is expected to continue into 1991, and the 1991 budget proposes 10 additional peak buses to be implemented over the year with 139,000 additional miles. This service is being proposed to handle overloads created by new ridership during rush hours. MTC's Service Planning & Scheduling Standards and Guidelines define an overload vehicle as one that has standees that exceed 140% of the seated capacity or with standees for 20 minutes or more. The first step in dealing with overload situations is to replace a 40 foot bus with an articulated bus, which increases seating capacity from 40-45 to 67. It is estimated that 1991 will require 10 additional peak buses after artics have been used to the maximum extent possible.

MTC, with the RTB and MnDOT, have been implementing the various phases of I-394 over the last two years, and that implementation will continue through 1992. One thousand parking spaces are available in the 7th Street Garage as of September, 1990. The facility currently has an MTC transit supervisor located in the 7th Street Garage and also budgeted for all of 1991 with funding for that position from the City of Minneapolis. The 1991 transit service improvements for I-394 include the completion of the remainder of 7th Street Garage and improving bus service in the corridor with the addition of 10 peak buses. The current schedule is for this portion of the service improvements to be implemented April of 1991 with additional service added in 1992.

MTC and the RTB are working with the City of Minneapolis to identify transit alternatives that will help reduce congestion on I-35, south of downtown. The proposal in the 1991 service plan is to increase the level of I-35 express bus service in the peak, to offer all day express service on I-35 and to increase the ability of suburban residents to access downtown by providing crosstown service in Bloomington and Richfield. That crosstown service is proposed to connect with the 35 express service at a park and ride (location to be determined) as a timed transfer. The RTB and MTC staff are working to finalize this proposal for implementation in April.

Service Planning's five year work plan identifies a geographic portion of MTC's service area to be analyzed and updated each year. In 1990, the "southwest segment", the area south and west of downtown Minneapolis, was studied. Many minor changes, including schedule improvements are made as part of the analysis. Service Planning is also recommending the addition of three peak hour buses in order to better serve the riders in this area. The service would be implemented at year end 1990 and is proposed for all of 1991.

The services described to this point are the basis of MTC's 1991 proposed service plan for fixed route and would provide 26,121,000 miles of service with 753 peak hour buses.

	1991 Proposed Budget	
	Miles	Peak Buses
Regular Route Service		
Overloads	139,000	10
I-394	180,000	10
I-35W	130,000	3
Southwest Corridor	39,000	3
Remainder of 4401	25,633,000	727
Total	<u>26,121,000</u>	<u>753</u>

The following chart provides an historical background as to the size of MTC operated fixed route services, excluding all contracts such as the U of M Routes 13 and 52, opt-out contracts, and the RTB's Golden Valley New Hope service.

MTC HISTORICAL SERVICE DATA

Year	Maximum Peak Vehicles	(Thousands) Miles Operated	(Thousands) Passengers	Actual Passengers Per Mile
1977	887	29,570	85,570	2.89
1978	817	28,460	88,300	3.10
1979	853	29,441	93,419	3.17
1980	866	30,333	92,376	3.05
1981	868	30,648	90,048	2.94
1982	850	28,827	81,395	2.82
1983	830	27,387	75,338	2.75
1984	825	27,568	74,205	2.69
1985	813	28,347	73,489	2.59
1986	812	28,616	72,870	2.55
1987	832	27,836	69,990	2.51
1988	824	27,383	69,858	2.55
1989	831	28,275	69,766	2.47
1990 (Est/Act)	788	27,801	67,805	2.43
1990 (Budget)	829	28,714	70,516	2.45
1991 (Proposed)	753	26,151	65,098	2.49

\* This entire chart does not include vehicles, miles, or passengers provided under contract.

The passengers per mile for 1990 is 2.43 and 1991 increases to 2.49. The actual passenger/mile ratio has dropped every year since 1979, with the exception of 1988. This indicator reflects the move of our passenger base to the peak hour commuter. The length of the commute trip is increasing as we provide service to the suburban commuter, while the overall passenger base has decreased over the years. In 1991 a small increase is proposed as a result of the reduction in service.

MTC's 1991 proposed operating budget also includes the following services provided under contract to the RTB and opt-out communities.

<u>Authority</u>	<u>Miles</u>	<u>Max. Peak Buses</u>
o Minnesota Valley Transit Authority	830,000	38
o Southwest Metro Transit Commission	330,000	13
o Plymouth	160,000	10
o Maple Grove	248,000	13
o Golden Valley/New Hope	276,000	8

The portion of MTC operated fixed route service provided under contract in 1991 is larger than it has ever been. MTC will be operating under contract 1,844,000 miles with 82 peak buses in coordination with its own base service plan.

In total the 1991 service plan proposes:

	<u>Miles</u>	<u>Peak Buses</u>
o MTC Fixed Route	26,121,000	753
o MTC Contract	1,844,000	82
TOTAL	27,965,000	835

The final segment of fixed route service in the 1991 proposed budget is the high subsidy service. The service in this segment of the budget corresponds to the specific routes for which MTC public hearings were conducted in July and August of this year. The miles and peak buses that are operated on these routes are segregated in order to identify that additional funding is required if the service is continued into 1991. That funding amounts to \$741,000, the marginal cost of the identified high subsidy routes. The RTB, in their draft 1991-1995 Implementation and Financial Plan is proposing new performance standards for regular route service. The new standards should be applied to MTC routes before a final decision is made regarding service termination.

In summary, the MTC proposes to operate 27,965,000 miles of service in 1991 with 835 peak hour buses, and seeks additional funding for high subsidy service. The total plan is for 28,527,000 miles and 848 peak buses.

**METROPOLITAN TRANSIT COMMISSION**  
**1991 CAPITAL PROGRAM SUMMARY OF AUTHORIZATIONS, EXPENDITURES AND INCOME BY PROJECT**  
**PROJECTS ACTIVE IN 1991 SORTED BY PROJECT CATEGORY**

10/05/90

PROJ #	PROJECT NAME	PROJ STATUS	AUTHORIZATIONS			EXPENDITURES							AUTH. LESS TOTAL PROJ. EXPENDITURES
			CURRENT AUTHORIZ.	PRPSD CHGS INCR(DEC)	TOTAL PROJECT	PROJ-TO-DATE THRU 1989	EST. ACT 1990	PROPOSED 1991	PROJECTED 1992	PROJECTED '93/FUTURE	(PROJECT INCOME)	PROJECT TOTAL	
<b>FLEET IMPROVEMENTS</b>													
110	Purchase 100 Forty-Foot Buses	AM	\$16,157,902	(\$32,999)	\$16,124,903	\$13,517	\$16,109,580	\$1,806	\$0	\$0	\$0	\$16,124,903	\$0
111	Purchase 25 Articulated Buses	AM	\$8,089,223	(\$406,850)	\$7,682,373	\$4,580	\$4,415	\$7,671,725	\$1,653	\$0	\$0	\$7,682,373	\$0
110	Purchase 108 Forty-Foot Buses	AM	\$19,862,199	(\$791,714)	\$19,070,485	\$3,063	\$19,065,183	\$2,239	\$0	\$0	\$0	\$19,070,485	\$0
110	Purchase 37 Forty-Foot Buses	PA	\$7,970,155	\$0	\$7,970,155	\$0	\$14,828	\$7,955,327	\$0	\$0	\$0	\$7,970,155	\$0
<b>SUBTOTAL FLEET IMPROVEMENTS</b>			<b>\$52,079,479</b>	<b>(\$1,231,563)</b>	<b>\$50,847,916</b>	<b>\$21,160</b>	<b>\$35,194,006</b>	<b>\$15,631,097</b>	<b>\$1,653</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,847,916</b>	<b>\$0</b>
<b>TC FACILITIES IMPROVEMENTS</b>													
160	St. Paul Lowertown CBD Layover Facility	AM	\$804,880	\$221,774	\$1,026,654	\$4,154	\$0	\$1,022,500	\$0	\$0	\$0	\$1,026,654	\$0
140	Nicolet Garage	PA	\$11,746,635	\$0	\$11,746,635	\$3,747,936	\$7,996,146	\$2,553	\$0	\$0	\$0	\$11,746,635	\$0
170	Snelling Parking	PA	\$708,280	\$0	\$708,280	\$0	\$0	\$695,310	\$12,970	\$0	\$0	\$708,280	\$0
130	1989 Bus Turnarounds	PA	\$748,002	\$0	\$748,002	\$42,861	\$72,741	\$247,051	\$363,354	\$21,995	\$0	\$748,002	\$0
160	St. Paul West End CBD Layover	PA	\$1,164,607	\$0	\$1,164,607	\$9,915	\$14,671	\$35,973	\$1,096,576	\$7,472	\$0	\$1,164,607	\$0
143	1991 Major Improvements to Facilities	NEW	\$0	\$705,551	\$705,551	\$0	\$0	\$705,551	\$0	\$0	\$0	\$705,551	\$0
<b>SUBTOTAL MTC FACILITIES IMPROVEMENTS</b>			<b>\$15,172,404</b>	<b>\$927,325</b>	<b>\$16,099,729</b>	<b>\$3,804,866</b>	<b>\$8,083,558</b>	<b>\$2,708,938</b>	<b>\$1,472,900</b>	<b>\$29,467</b>	<b>\$0</b>	<b>\$16,099,729</b>	<b>\$0</b>
<b>PUBLIC FACILITIES IMPROVEMENTS</b>													
150	1984 Park/Ride Facilities	PA	\$836,800	\$0	\$836,800	\$305,403	\$40,108	\$462,067	\$29,022	\$0	\$0	\$836,800	\$0
160	Wayzata Park/Ride Lot	AM	\$89,787	\$304,375	\$394,162	\$3,510	\$75,185	\$269,414	\$46,073	\$0	\$0	\$394,162	\$0
190	Passenger Shelters	PA	\$1,096,522	\$0	\$1,096,522	\$8,279	\$12,286	\$11,600	\$307,411	\$756,946	\$0	\$1,096,522	\$0
150	1988 Park/Ride Lots	PA	\$615,683	\$0	\$615,683	\$4,051	\$9,023	\$329,848	\$256,380	\$16,381	\$0	\$615,683	\$0
160	Nicolet Mall South Terminal	NEW	\$0	\$6,125,000	\$6,125,000	\$0	\$1,408,000	\$4,593,600	\$123,400	\$0	\$0	\$6,125,000	\$0
50	Champlin P/R Lot #2	NEW	\$0	\$377,016	\$377,016	\$0	\$0	\$128,221	\$248,795	\$0	\$0	\$377,016	\$0
<b>SUBTOTAL PUBLIC FACILITIES IMPROVEMENTS</b>			<b>\$2,638,592</b>	<b>\$6,806,391</b>	<b>\$9,444,983</b>	<b>\$321,243</b>	<b>\$1,544,582</b>	<b>\$5,794,750</b>	<b>\$1,011,081</b>	<b>\$773,327</b>	<b>\$0</b>	<b>\$9,444,983</b>	<b>\$0</b>
<b>COMPUTERIZATION</b>													
81	RUCUS Minischeduler	PA	\$263,277	\$0	\$263,277	\$0	\$0	\$254,678	\$8,599	\$0	\$0	\$263,277	\$0
81	Employee Work History System	AM	\$485,631	\$64,470	\$550,101	\$0	\$62,720	\$467,381	\$0	\$0	\$0	\$550,101	\$0
80	1990 Computer Related Acquisitions	PA	\$833,788	\$0	\$833,788	\$0	\$178,788	\$655,000	\$0	\$0	\$0	\$833,788	\$0
81	Customer Call System	AM	\$300,663	\$794	\$301,457	\$0	\$206,864	\$94,593	\$0	\$0	\$0	\$301,457	\$0
83	Rideshare System	PA	\$161,800	\$0	\$161,800	\$0	\$4,080	\$157,720	\$0	\$0	\$0	\$161,800	\$0
85	Driver Timeroll	AM	\$378,299	\$10,656	\$388,955	\$0	\$2,720	\$386,235	\$0	\$0	\$0	\$388,955	\$0
86	Vehicle Management System	AM	\$290,304	\$50,659	\$340,963	\$0	\$17,759	\$323,204	\$0	\$0	\$0	\$340,963	\$0
80	1991 Computer Related Acquisitions	NEW	\$0	\$829,251	\$829,251	\$0	\$0	\$829,251	\$0	\$0	\$0	\$829,251	\$0
<b>SUBTOTAL COMPUTERIZATION IMPROVEMENTS</b>			<b>\$2,693,762</b>	<b>\$955,830</b>	<b>\$3,649,592</b>	<b>\$0</b>	<b>\$472,931</b>	<b>\$3,168,662</b>	<b>\$8,599</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,649,592</b>	<b>\$0</b>
<b>OTHER CAPITAL IMPROVEMENTS</b>													
23	1987-1988 Capital Equipment	AM	\$1,731,092	(\$32,366)	\$1,698,726	\$1,373,998	\$10,000	\$314,728	\$0	\$0	\$0	\$1,698,726	\$0
23	1989-1990 Capital Equipment	AM	\$1,217,334	(\$90,000)	\$1,127,334	\$490,746	\$551,588	\$85,000	\$0	\$0	\$0	\$1,127,334	\$0
23	1990-1991 Capital Equipment	AM	\$1,106,574	(\$241,718)	\$864,856	\$0	\$462,354	\$402,502	\$0	\$0	\$0	\$864,856	\$0
23	1991-1992 Capital Equipment	NEW	\$0	\$902,530	\$902,530	\$0	\$0	\$559,070	\$343,460	\$0	\$0	\$902,530	\$0
25	Telephone Improvements	NEW	\$0	\$158,415	\$158,415	\$0	\$0	\$158,415	\$0	\$0	\$0	\$158,415	\$0
<b>SUBTOTAL OTHER CAPITAL IMPROVEMENTS</b>			<b>\$4,055,000</b>	<b>\$696,861</b>	<b>\$4,751,861</b>	<b>\$1,864,744</b>	<b>\$1,023,942</b>	<b>\$1,519,715</b>	<b>\$343,460</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,751,861</b>	<b>\$0</b>
<b>TOTAL ACTIVE CAPITAL PROJECTS</b>			<b>\$76,639,237</b>	<b>\$8,154,844</b>	<b>\$84,794,081</b>	<b>\$6,012,013</b>	<b>\$46,319,019</b>	<b>\$28,822,562</b>	<b>\$2,837,693</b>	<b>\$802,794</b>	<b>\$0</b>	<b>\$84,794,081</b>	<b>\$0</b>

PROJECT STATUS CODE:  
 : AMENDMENT PROPOSED FOR 1991  
 : PROJECT AUTHORIZED PRIOR TO 1991  
 W: PROJECT NEWLY PROPOSED IN 1991

**METROPOLITAN TRANSIT COMMISSION**  
**1991 CAPITAL PROGRAM SUMMARY OF AUTHORIZATIONS, EXPENDITURES AND INCOME BY PROJECT**  
**PROJECTS ENDING IN 1991 SORTED BY PROJECT CATEGORY**

10/05/90

PROJ #	PROJECT NAME	PROJ STATUS	AUTHORIZATIONS			EXPENDITURES							AUTH. LESS TOTAL PROJ. EXPENDITURES
			CURRENT AUTHORIZ.	PRPSD CHGS INCR(DEC)	TOTAL PROJECT	PROJ-TO-DATE THRU 1989	EST. ACT 1990	PROPOSED 1991	PROJECTED 1992	PROJECTED '93/FUTURE	(PROJECT INCOME)	PROJECT TOTAL	
<b>FLEET IMPROVEMENTS</b>													
710	Purchase 125 Forty-Foot Buses	AM	\$20,152,227	(\$414,680)	\$19,737,547	\$19,737,547	\$0	\$0	\$0	\$0	\$0	\$19,737,547	\$0
<b>SUBTOTAL FLEET IMPROVEMENTS</b>			\$20,152,227	(\$414,680)	\$19,737,547	\$19,737,547	\$0	\$0	\$0	\$0	\$0	\$19,737,547	\$0
<b>MTC FACILITIES IMPROVEMENTS</b>													
730	1987 Bus Turnarounds	AM	\$85,850	(\$17,508)	\$68,342	\$81,699	\$6,643	\$0	\$0	\$0	\$0	\$68,342	\$0
830	1988 Bus Turnarounds	AM	\$83,720	(\$35,710)	\$48,010	\$42,674	\$5,336	\$0	\$0	\$0	\$0	\$48,010	(\$0)
043	1990 Major Improvements to Facilities	PA	\$772,517	\$0	\$772,517	\$0	\$772,517	\$0	\$0	\$0	\$0	\$772,517	\$0
<b>SUBTOTAL MTC FACILITIES IMPROVEMENTS</b>			\$942,087	(\$53,218)	\$888,869	\$104,373	\$784,496	\$0	\$0	\$0	\$0	\$888,869	(\$0)
<b>PUBLIC FACILITIES IMPROVEMENTS</b>													
950	Champlin Park/Ride Lot	AM	\$357,750	(\$17,727)	\$340,023	\$21,729	\$318,294	\$0	\$0	\$0	\$0	\$340,023	\$0
<b>SUBTOTAL PUBLIC FACILITIES IMPROVEMENTS</b>			\$357,750	(\$17,727)	\$340,023	\$21,729	\$318,294	\$0	\$0	\$0	\$0	\$340,023	\$0
<b>COMPUTERIZATION</b>													
320	1983-87 Computer Related Acquisitions	AM	\$2,767,376	(\$555,515)	\$2,211,861	\$2,181,281	\$30,580	\$0	\$0	\$0	\$0	\$2,211,861	\$0
322	Radio System Upgrade	AM	\$728,496	(\$275)	\$728,221	\$714,665	\$13,556	\$0	\$0	\$0	\$0	\$728,221	\$0
761	Management Information Systems	AM	\$1,691,812	(\$9,446)	\$1,682,366	\$1,659,028	\$23,338	\$0	\$0	\$0	\$0	\$1,682,366	\$0
880	1988 Computer Acquisitions	AM	\$83,754	(\$55,000)	\$28,754	\$28,754	\$0	\$0	\$0	\$0	\$0	\$28,754	\$0
882	TIC Upgrade	AM	\$261,645	\$3,779	\$265,424	\$57,135	\$208,289	\$0	\$0	\$0	\$0	\$265,424	\$0
980	1989 Computer Related Acquisitions	AM	\$378,609	(\$16,162)	\$362,447	\$309,964	\$52,483	\$0	\$0	\$0	\$0	\$362,447	\$0
<b>SUBTOTAL COMPUTERIZATION IMPROVEMENTS</b>			\$5,911,692	(\$632,619)	\$5,279,073	\$4,950,827	\$328,246	\$0	\$0	\$0	\$0	\$5,279,073	\$0
<b>OTHER CAPITAL IMPROVEMENTS</b>													
823	1986-1987 Capital Equipment	AM	\$1,212,825	(\$49,027)	\$1,163,798	\$1,163,798	\$0	\$0	\$0	\$0	\$0	\$1,163,798	\$0
823	1988-1989 Capital Equipment	AM	\$799,550	(\$284,866)	\$534,684	\$448,250	\$86,434	\$0	\$0	\$0	\$0	\$534,684	\$0
<b>SUBTOTAL OTHER CAPITAL IMPROVEMENTS</b>			\$2,012,375	(\$313,893)	\$1,698,482	\$1,612,048	\$86,434	\$0	\$0	\$0	\$0	\$1,698,482	\$0
<b>TOTAL ENDING CAPITAL PROJECTS</b>			\$29,376,131	(\$1,432,137)	\$27,943,994	\$26,426,524	\$1,517,470	\$0	\$0	\$0	\$0	\$27,943,994	(\$0)
<b>GRAND TOTAL CAPITAL PROJECTS (page 1&amp;2)</b>			\$106,015,368	\$6,722,707	\$112,738,075	\$32,438,537	\$47,836,489	\$28,822,562	\$2,837,693	\$802,794	\$0	\$112,738,075	(\$0)

\*PROJECT STATUS CODE:  
AM: AMENDMENT PROPOSED FOR 1991  
PA: PROJECT AUTHORIZED PRIOR TO 1991  
NEW: PROJECT NEWLY PROPOSED IN 1991

METROPOLITAN TRANSIT COMMISSION  
1991 CAPITAL PROGRAM FUNDING STATUS  
PROJECTS ACTIVE IN 1991 SORTED BY CATEGORY

05-Oct-90

PROJ #	PROJECT NAME	PROJECT STATUS*	---APPROVED FUNDING---		---PENDING FUNDING---		---PROPOSED FUNDING---		---TOTAL PROJECT FUNDING---		GRAND TOTAL BY PROJECT
			FEDERAL	LOCAL	FEDERAL	LOCAL	FEDERAL	LOCAL	FEDERAL	LOCAL	
<b>FLEET IMPROVEMENTS</b>											
3010	Purchase 37 Forty-Foot Buses	PA	\$6,007,190	\$1,962,965	\$0	\$0	\$0	\$0	\$6,007,190	\$1,962,965	\$7,970,155
3810	Purchase 100 Forty-Foot Buses	AM	8,246,109	7,911,793	0	0	0	0	8,246,109	7,911,793	16,157,902
3811	Purchase 25 Articulated Buses	AM	3,535,011	4,147,362	0	0	0	0	3,535,011	4,147,362	7,682,373
3910	Purchase 108 Forty-Foot Buses	AM	6,277,476	12,793,009	0	0	0	0	6,277,476	12,793,009	19,070,485
	<b>SUBTOTAL</b>		<b>\$24,065,786</b>	<b>\$26,815,129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,065,786</b>	<b>\$26,815,129</b>	<b>\$50,880,915</b>
<b>MTC FACILITIES IMPROVEMENTS</b>											
3143	1991 Major Improvements to Facilities	NEW	\$0	\$0	\$0	\$0	\$0	\$705,551	\$0	\$705,551	\$705,551
3460	St. Paul Lowertown CBD Layover Facility	AM	423,320	435,042	0	0	0	168,292	423,320	603,334	1,026,654
3540	Nicollet Garage	PA	8,552,512	3,194,123	0	0	0	0	8,552,512	3,194,123	11,746,635
3870	Snelling Parking	PA	0	708,280	0	0	0	0	0	708,280	708,280
3930	1989 Bus Turnarounds	PA	0	748,002	0	0	0	0	0	748,002	748,002
3960	St. Paul West End CBD Layover	PA	0	1,164,607	0	0	0	0	0	1,164,607	1,164,607
	<b>SUBTOTAL</b>		<b>\$8,975,832</b>	<b>\$6,250,054</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$873,843</b>	<b>\$8,975,832</b>	<b>\$7,123,897</b>	<b>\$16,099,729</b>
<b>PUBLIC FACILITIES IMPROVEMENTS</b>											
3060	Nicollet Mall South Terminal	NEW	\$6,125,000	\$0	\$0	\$0	\$0	\$0	\$6,125,000	\$0	\$6,125,000
3150	Champlin P/R Lot #2	NEW	0	0	0	0	0	377,016	0	377,016	377,016
3450	1984 Park/Ride Facilities	PA	358,560	478,040	0	0	0	0	358,560	478,040	836,600
3660	Wayzata Park/Ride Lot	AM	0	90,106	0	0	0	304,056	0	394,162	394,162
3690	Passenger Shelters	PA	1,153,965	288,491	0	0	0	0	1,153,965	288,491	1,442,456
3850	1988 Park/Ride Lots	PA	0	615,683	0	0	0	0	0	615,683	615,683
	<b>SUBTOTAL</b>		<b>\$7,637,525</b>	<b>\$1,472,320</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$681,072</b>	<b>\$7,637,525</b>	<b>\$2,153,392</b>	<b>\$9,790,917</b>
<b>COMPUTERIZATION</b>											
3080	1990 Computer Related Acquisitions	PA	\$0	\$833,788	\$0	\$0	\$0	\$0	\$0	\$833,788	\$833,788
3081	Customer Call System	AM	0	300,663	0	0	0	794	0	301,457	301,457
3083	Rideshare System	PA	62,453	99,347	0	0	0	0	62,453	99,347	161,800
3085	Driver Timeroll	AM	0	378,299	0	0	0	10,656	0	388,955	388,955
3086	Vehicle Management System	AM	0	290,304	0	0	0	50,659	0	340,963	340,963
3180	1991 Computer Related Acquisitions	NEW	0	0	0	0	0	829,251	0	829,251	829,251
3881	RUCUS Minischeduler	PA	0	263,277	0	0	0	0	0	263,277	263,277
3981	Employee Work History System	AM	284,358	181,273	0	0	0	64,470	284,358	245,743	530,101
	<b>SUBTOTAL</b>		<b>\$346,811</b>	<b>\$2,346,951</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$955,830</b>	<b>\$346,811</b>	<b>\$3,302,781</b>	<b>\$3,649,592</b>
<b>OTHER CAPITAL IMPROVEMENTS</b>											
3023	1990-1991 Capital Equipment	AM	\$0	\$864,856	\$0	\$0	\$0	\$0	\$0	\$864,856	\$864,856
3123	1991-1992 Capital Equipment	NEW	64,164	16,041	0	0	0	822,325	64,164	838,366	902,530
3125	Telephone Improvements	NEW	0	158,415	0	0	0	0	0	158,415	158,415
3723	1987-1988 Capital Equipment	AM	1,038,180	660,546	0	0	0	0	1,038,180	660,546	1,698,726
3923	1989-1990 Capital Equipment	AM	91,358	1,035,976	0	0	0	0	91,358	1,035,976	1,127,334
	<b>SUBTOTAL</b>		<b>\$1,193,702</b>	<b>\$2,735,834</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$822,325</b>	<b>\$1,193,702</b>	<b>\$3,558,159</b>	<b>\$4,751,861</b>
<b>FEDERAL SECTION 9 FUNDS AVAILABLE FOR PROGRAMMING</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,600,000</b>	<b>\$1,650,000</b>	<b>6,600,000</b>	<b>1,650,000</b>	<b>8,250,000</b>
<b>*PROJECT STATUS CODE: TOTAL</b>			<b>\$42,219,656</b>	<b>\$39,620,288</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,600,000</b>	<b>\$4,983,070</b>	<b>\$48,819,656</b>	<b>\$44,603,358</b>	<b>\$93,423,014</b>
<b>TOTAL APPROVED</b>			<b>\$81,839,944</b>		<b>TOTAL PENDING</b>	<b>\$0</b>	<b>TOTAL PROPOSED</b>	<b>\$11,583,070</b>	<b>GRAND TOTAL</b>	<b>\$93,423,014</b>	