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REGIONAL TRANSIT BOARD

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

MEETING OF THE COMMITTEE OF THE WHOLE

Monday, December 3, 1990
Mears Park Centre Chambers
The 4 p.m. Board Meeting Will Be
Recessed and Committee of the Whole Convened

NOTE: PLEASE BRING THE NOVEMBER 19 MEETING PACKET.

AGENDA

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

Elwyn Tinklenberg
Chair

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

EXCERPTS



M E T R O P O L I T A N T R A N S I T C O M M I S S I O N
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**

	1989 Actual		1990 Amended Budget		1991 Proposed Budget	
	Miles	Peak Buses	Miles	Peak Buses	Miles	Peak Buses
Regular Route Service						
Overloads			289,000	19	139,000	10
I-394					180,000	10
I-35W	N/A	N/A			130,000	3
Southwest Corridor					39,000	3
MVTA			830,000	38		
Remainder of 4401	27,626,800	833	26,780,000	759	25,633,000	727
Total	27,626,800	833	27,899,000	816	26,121,000	753
Contract Service						
MVTA					830,000	38
SMTC	232,200	8	254,000	8	330,000	13
Plymouth			106,000	10	160,000	10
Maple Grove			100,000	13	248,000	13
GV/NH			184,000	11	276,000	8
Total	232,200	8	644,000	42	1,844,000	82
High Subsidy Service			562,000	13		
Total Fixed Route Service	27,859,000	841	29,105,000	871	27,965,000	835
Total Passengers		69,391,300		70,906,000		67,675,400
Passengers Per Mile		2.49		2.43		2.37
Expenses						
Wages - Union Increase May 1		3.25%		3.50%		3.75%
Fuel		61.75¢		61.50¢		91.50¢
Inflation						
Commodities		+4%		+5%		+5%
Services		+4%		+10%		+10%
Revenues						
Passenger Fares		\$30,749,000		\$32,118,000		\$33,150,000
Fare Increase		simplified				10¢ 4/1/91
Federal Assistance		\$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)
REVENUES				
<u>OPERATING REVENUES</u>				
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
TOTAL OPERATING REVENUES	\$39,773,000	\$0	\$0	\$39,773,000
<u>NON-OPERATING REVENUES</u>				
Interest Income	\$725,000	\$168,000	\$1,054,000	\$1,947,000
Other Revenue	\$301,000	\$0	\$0	\$301,000
TOTAL NON-OPERATING REVENUES	\$1,026,000	\$168,000	\$1,054,000	\$2,248,000
GRAND TOTAL REVENUES	\$40,799,000	\$168,000	\$1,054,000	\$42,021,000
EXPENSES & DISBURSEMENTS				
<u>OPERATING EXPENSES & DISBURSE.</u>				
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
TOTAL OPERATING EXPENSES & DISBURSE.	\$117,855,000	\$527,000	\$1,372,000	\$119,754,000
<u>DEBT SERVICE PRINCIPAL DISBURSEMENTS</u>				
Repay Principal	\$0	\$1,700,000	\$0	\$1,700,000
TOTAL DEBT SERVICE PRINCIPAL DISBURSE.	\$0	\$1,700,000	\$0	\$1,700,000
<u>CAPITAL DISBURSEMENTS</u>				
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
TOTAL CAPITAL DISBURSEMENTS	\$0	\$0	\$27,577,000	\$27,577,000
GRAND TOTAL 1991 EXPENSES & DISBURSE./Memo Only	\$117,855,000	\$2,227,000	\$28,949,000	\$149,031,000
<u>SUBSIDIES/OTHER ITEMS</u>				
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 Reimburse.	\$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
TOTAL SUBSIDIES	\$77,056,000	\$2,014,000	\$20,131,000	\$99,201,000
ADDITION TO (USE OF) FUNDS	\$0	(\$45,000)	(\$7,764,000)	(\$7,809,000)
BEGINNING FUNDS	\$15,000,000	\$3,636,000	\$18,537,000	\$37,173,000
ENDING FUNDS	\$15,000,000	\$3,591,000	\$10,773,000	\$29,364,000

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
REVENUE:											
Operating & Other Investment Income (Operating Portion)	Operating Operating	\$38,935 \$868	\$38,093 \$1,971	\$34,964 \$1,848	\$33,442 \$917	\$33,748 \$1,219	\$34,240 \$865	\$34,091 \$801	\$35,248 \$1,545	\$33,514 \$850	\$40,074 \$725
TOTAL REVENUES:	Operating	\$39,803	\$40,064	\$36,812	\$34,359	\$34,967	\$35,105	\$34,892	\$36,793	\$34,364	\$40,799
EXPENDITURES:											
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)
Subtotal Capital Expense Transfers	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
TOTAL OPERATING EXPENSE:	Operating	\$92,978	\$98,113	\$99,032	\$99,739	\$99,706	\$99,767	\$105,540	\$113,416	\$111,004	\$117,855
SUBSIDIES:											
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
TOTAL SUBSIDIES:	Operating	\$55,743	\$59,155	\$57,772	\$61,674	\$64,275	\$65,126	\$70,648	\$76,623	\$76,640	\$77,056
WORKING CAPITAL (SEE PAGES A-12 TO A-13)											
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
End of Year		\$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
Percent of Operating Labor (9)	50.9%	44.8%	46.2%	45.7%	40.7%	46.3%	47.4%	48.6%	48.3%	51.7%	50.7%	52.2%

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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 & 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
SERVICES										
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/Rpair	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
TOTAL SERVICES	\$66,461	\$78,329	\$131,177	\$140,574	\$125,300	\$168,607	\$199,974	\$208,542	\$168,295	\$171,404
MTRLS AND SUPPLIES										
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
TOTAL MTRLS/SUPPLIES	\$154,769	\$163,398	\$137,222	\$109,894	\$153,798	\$157,905	\$186,828	\$151,867	\$175,867	\$185,500
UTILITIES										
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
TOTAL UTILITIES	\$1,734,580	\$2,024,332	\$1,871,600	\$1,631,455	\$1,436,422	\$1,698,625	\$1,667,342	\$1,848,700	\$1,664,000	\$2,012,500
MISCELLANEOUS										
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
TOTAL MISCELLANEOUS	\$130,409	\$113,841	\$110,047	\$113,464	\$88,049	\$130,533	\$143,109	\$142,900	\$166,200	\$194,000
LEASES AND RENTALS										
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
TOTAL LEASES/RNTALS	\$346,914	\$244,722	\$63,369	\$61,843	\$98,256	\$80,489	\$223,184	\$251,144	\$137,833	\$81,713
INDIRECT COSTS	\$2,433,133	\$2,624,622	\$2,313,415	\$2,057,230	\$1,901,825	\$2,236,159	\$2,420,437	\$2,603,153	\$2,312,195	\$2,645,117

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
CURRENT ASSETS			
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
TOTAL CURRENT ASSETS	\$40.1	\$0.0	\$40.1
CURRENT LIABILITIES			
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
TOTAL CURRENT LIABILITIES	\$25.1	\$2.6	\$27.7
RETAINED EARNINGS AVAILABLE FOR WORKING CAPITAL	\$15.0		

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
	\$917,200

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
	\$470,000

CONSULTING SERVICES FOR TRANSIT OPERATIONS

INVESTIGATIVE, SECURITY AND POLICE SERVICES	\$208,861
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 HYGIENIST	\$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
	\$496,992

MANAGEMENT COMPANY SERVICE FEE

MANAGEMENT COMPANY SERVICE FEE	\$381,387
	\$381,387

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
	\$326,900

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
	\$295,361

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
	\$262,350

FINANCIAL SERVICES

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

BUS INSPECTION SERVICE

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

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	\$10,531	\$4,419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1019	\$34,809	\$48,381	\$64,969	\$58,472	\$0	\$0	\$0	\$0	\$0	\$0
1102	\$58,856	\$53,656	\$16,913	\$33,908	\$22,843	\$25,650	\$19,035	\$21,640	\$0	\$0
1107	\$215,979	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1130	\$45,194	\$40,658	\$29,526	\$15,642	\$0	\$0	\$0	\$0	\$0	\$0
1133	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1207	\$12,972	\$15,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1212	\$12,786	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1220	\$83,505	\$64,237	(\$900)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1301	\$7,459	\$9,696	\$3,682	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1302	\$16,154	\$14,658	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1312	\$31	\$55,554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1501	\$0	\$0	\$200	\$0	\$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	\$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	\$2,055,713	\$37,339	\$0	(\$15,388)	\$0	\$0	\$0	\$0	\$0	\$0	
3330	\$3,272	\$463,478	\$102,879	\$7,206,786	\$3,566,559	(\$117)	\$63,976	\$0	\$0	\$0	
3470	\$0	\$0	\$7,886	\$1,334,909	\$0	\$0	\$0	\$0	\$0	\$0	
3480	\$0	\$543,415	\$17,161,516	(\$206,247)	\$0	\$0	\$0	\$0	\$0	\$0	
3570	\$0	\$0	\$6,121	\$1,417,473	\$1,327,135	\$0	\$0	\$0	\$0	\$0	
3580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3590	\$0	\$0	\$0	\$14,322	\$8,775,818	\$447	\$0	\$0	\$0	\$0	
3610	\$0	\$0	\$0	\$0	\$24,294	\$15,153,306	\$159	\$0	\$0	\$0	
3710	\$0	\$0	\$0	\$0	\$6,789	\$12,523	\$19,732,281	\$2,251	\$0	\$0	
3766	\$6,794,107	\$9,924,394	\$1,680	\$505,132	\$0	\$0	\$0	\$0	\$0	\$0	
3805	\$0	\$0	\$0	\$0	\$0	\$476,636	\$0	\$0	\$0	\$0	
3810	\$0	\$0	\$0	\$0	\$0	\$3,254	\$10,263	\$16,142,618	\$16,109,580	\$1,806	
3811	\$0	\$0	\$0	\$0	\$0	\$672	\$3,907	\$8,079,145	\$4,415	\$7,671,725	
3910	\$0	\$0	\$0	\$0	\$0	\$0	\$3,062	\$19,816,497	\$19,065,183	\$2,239	
3010	\$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	KEYWOOD 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	\$0	\$42,861	\$240,077	\$72,741	
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

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	PLYMOUTH METROLINK CONTRACT SERVICE	\$0	\$0	\$0	\$0	\$0	\$0	\$587,000	\$537,414	\$903,156
4020	WEST SUBURBAN CONTRACT SERVICE	\$0	\$0	\$0	\$0	\$0	\$0	\$474,959	\$612,466	\$855,614
4030	MINNESOTA VALLEY CONTRACT SERVICE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,610,242
4060	MAPLE GROVE CONTRACT SERVICE	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000	\$333,189	\$730,268
4401	REGULAR TRANSIT SERVICE	\$87,319,407	\$91,668,055	\$92,733,798	\$94,274,016	\$95,945,463	\$96,374,756	\$101,530,783	\$107,416,222	\$108,300,647
4621	SW METRO EXPRESS CONTRACT SERVICE	\$0	\$0	\$0	\$18,686	\$220,672	\$306,683	\$372,228	\$459,820	\$782,304
4622	SW METRO SHUTTLE/CIRCULATOR/IN-COMMUTE	\$0	\$0	\$0	\$29,519	\$311,765	\$144,969	\$0	\$0	\$0
4710	VALLEY TRANSIT SERVICE [EFF. 1/1/87]	\$0	\$0	\$0	\$0	\$95,000	\$102,043	\$109,180	\$114,500	\$0
4720	M.A.C. SHUTTLE SERVICE	\$0	\$0	\$0	\$0	\$334,290	\$444,180	\$506,787	\$628,490	\$561,843
4950	LIGHT RAIL TRANSIT STUDY	\$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	\$114,859,828
PROGRAM: TRANSIT BUS SERVICES										
5000'S - SPECIAL SERVICES										

5204	EXURBAN SERVICES	\$134,764	\$217,756	\$249,618	\$2,856	\$0	\$0	\$0	\$0	\$0
5451	PROJECT MOBILITY	\$2,406,834	\$2,800,580	\$2,787,917	\$2,123,940	\$0	\$0	\$0	\$0	\$0
5458	CHARTER AND SIGHTSEEING	\$72,349	\$63,722	\$79,958	\$77,018	\$39,839	\$0	\$0	\$0	\$0
5463	MINNESOTA RIDESHARE	\$243,149	\$406,092	\$412,549	\$585,958	\$612,585	\$577,458	\$633,605	\$694,826	\$802,695
5464	VALLEY TRANSIT SERVICE [THRU 12/31/86]	\$80,214	\$81,008	\$94,297	\$91,984	\$0	\$0	\$0	\$0	\$0
5470	METRO MOBILITY TRANSPORTATION CENTER	\$1,103,323	\$977,322	\$1,001,465	\$770,576	\$0	\$0	\$0	\$0	\$0
5510	COMMUNITY CIRCULATOR/RIDESHARE	\$0	\$0	\$59,050	\$49,543	\$0	\$0	\$0	\$0	\$0
5610	METRO MOBILITY ADMINISTRATIVE CENTER	\$0	\$0	\$0	\$198,839	\$499,397	\$633,655	\$835,516	\$995,807	\$1,056,878
5620	SPECIAL PROGRAMS START-UP COSTS	\$0	\$0	\$0	\$21,372	\$16,690	\$3,254	\$0	\$0	\$0
5623	S.W.A.T. DIAL-A-RIDE SERVICE	\$0	\$0	\$0	\$5,814	\$35,642	\$0	\$0	\$0	\$0
5710	METRODOME SHUTTLE	\$0	\$0	\$0	\$0	\$29,730	\$25,477	\$23,322	\$28,437	\$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	\$1,891,337

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: 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	\$437,318	\$0	\$352,000	\$126,000

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
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: SERVICE VENTURES										
8000'S-NON-TRANSIT SRVC REVENUE PROJ'S										

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: 8000'S	\$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: 9000'S	\$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

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: 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

	\$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	
	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	!Apr-!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

DATE September 21, 1990

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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	<input type="checkbox"/>
PROJECT MANAGER	T. Vida/H. Imm	RENEWING PROJECT	<input checked="" type="checkbox"/>
		CONTINUING PROJECT	<input type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

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

DATE September 21, 1990 PAGE B-11

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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	Continue LRT operations planning.
	X	
	X	
	X	
	X	
	X	
	X	

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

PROPOSED ADOPTED AMENDED

DATE September 21, 1990

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

DATE September 21, 1990 PAGE B-17

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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

DATE September 21, 1990 PAGE B-18

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-! (Fund-Section-Grant)!oved !ing !osed !
504 MATERIALS & SUPPLIES	69,390		! ! ! !
505 DIRECT CHARGE UTILITIES	38,100		! ! ! !
506 CASUALTY & LIABILITY	0		! ! ! !
507 PROPERTY TAXES/ASSESS.	0		! ! ! !
508 PURCHASED TRANS. SERV.	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

PROPOSED ADOPTED AMENDED

DATE September 21, 1990 PAGE B-19

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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	<input type="checkbox"/>
PROJECT MANAGER	J. Gorski	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

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

<u>EXPENDITURES</u>		<u>SOURCE OF FUNDS</u>			
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

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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	<input type="checkbox"/>
PROJECT MANAGER	B. McGaughey	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

PROJECT DESCRIPTION:	X	PROJECT RESULTS:
	X	
This project collects the costs of the indirect services projects (9970-9977) and allocates the costs to direct projects (1,000's through 6,000's).	X	Offsets overhead service projects' expenses.
	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				
512 LEASES & RENTALS	0	RTB TRANSIT ASSISTANCE			
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	\$ (8,114,754)	\$ (8,476,002)	\$ (22,079,022)		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$ (8,401,547)	\$ (8,993,581)	\$ (9,764,676)	\$ (8,262,823)	\$ (9,470,116)

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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

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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		
for the commissioners and employees	X	Perform internal audits of MTC contracts and	
of the MTC.	X	operations. Make recommendations for improve-	
	X	ments in operations and internal controls.	
	X		
	X		
	X		
	X		

EXPENDITURES		SOURCE OF FUNDS			
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	Finance	PROJECT NO.	9973
PROGRAM	Overhead/Administration	NEW PROJECT	<input type="checkbox"/>
PROJECT MANAGER	R. Thompson	RENEWING PROJECT	<input type="checkbox"/>
		CONTINUING PROJECT	<input checked="" type="checkbox"/>
		ENDING PROJECT	<input type="checkbox"/>

PROJECT DESCRIPTION:	X	PROJECT RESULTS:
To process all financial transactions	X	- Prepare monthly statements of financial
of the agency including Accounting and	X	position and operations.
Budgeting, Treasury, Payroll,	X	- Prepare passenger statistics.
Purchasing, Grants, Contracts,	X	- Handle General Accounting transactions.
Real Estate and Records Management.	X	- Collect and account for passenger fares.
	X	- Sales of Convenience Fares by Transit Stores,
	X	payroll deduction, and outlets.
	X	- Prepare payrolls.
	X	- Prepare annual and biennial budgets.
	X	- Invest funds.
	X	- Prepare and process all purchase orders.
	X	- Grant Applications and closeouts.
	X	- Prepare and monitor all contracts.
	X	- Handle all real estate transactions.

EXPENDITURES		SOURCE OF FUNDS			
501 WORKING LABOR	\$ 2,103,838	PASSENGER REVENUES			\$ _____
502 FRINGE BENEFITS--ALLOC.	1,101,697	CONTRACTUAL REVENUE			_____
503 SERVICES	176,263	FEDERAL GRANTS	!Appr-!Pend-!Prop-!		
504 MATERIALS & SUPPLIES	120,450	(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	53,560	STATE			_____
510 ALLOCATED EXPENSES	953,155	OTHER			_____
511 INTEREST EXPENSES	0				_____
512 LEASES & RENTALS	59,000	RTB TRANSIT ASSISTANCE			_____
TOTAL OPERATING EXPENSES	\$ 4,567,963	TOTAL			\$ <u>N/A</u>
514 REPAYMENT OF PRINCIPAL	\$ 0				

REMARKS:

- o Transit Stores shifted into this project from project 4401 eff. 1/1/88.
- o Contracts, Real Estate and Records Management shifted into this project from Project 9970 effective 2/1/88.

PROJECT EXPENSE SUMMARY

	1987	1988	1989	1990	1991
EXPENSES - ACTUAL	\$3,703,223	\$3,943,269	\$3,768,616		
EXPENSES - ACTUAL EST.				\$	
EXPENSES - BUDGET	\$3,833,505	\$4,007,751	\$4,499,726	\$4,838,234	\$ 4,567,963

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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
 PROJECT MANAGER E. Williams RENEWING PROJECT
 CONTINUING PROJECT
 ENDING PROJECT

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

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

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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	OTHER			_____
511 INTEREST EXPENSES	0				_____
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

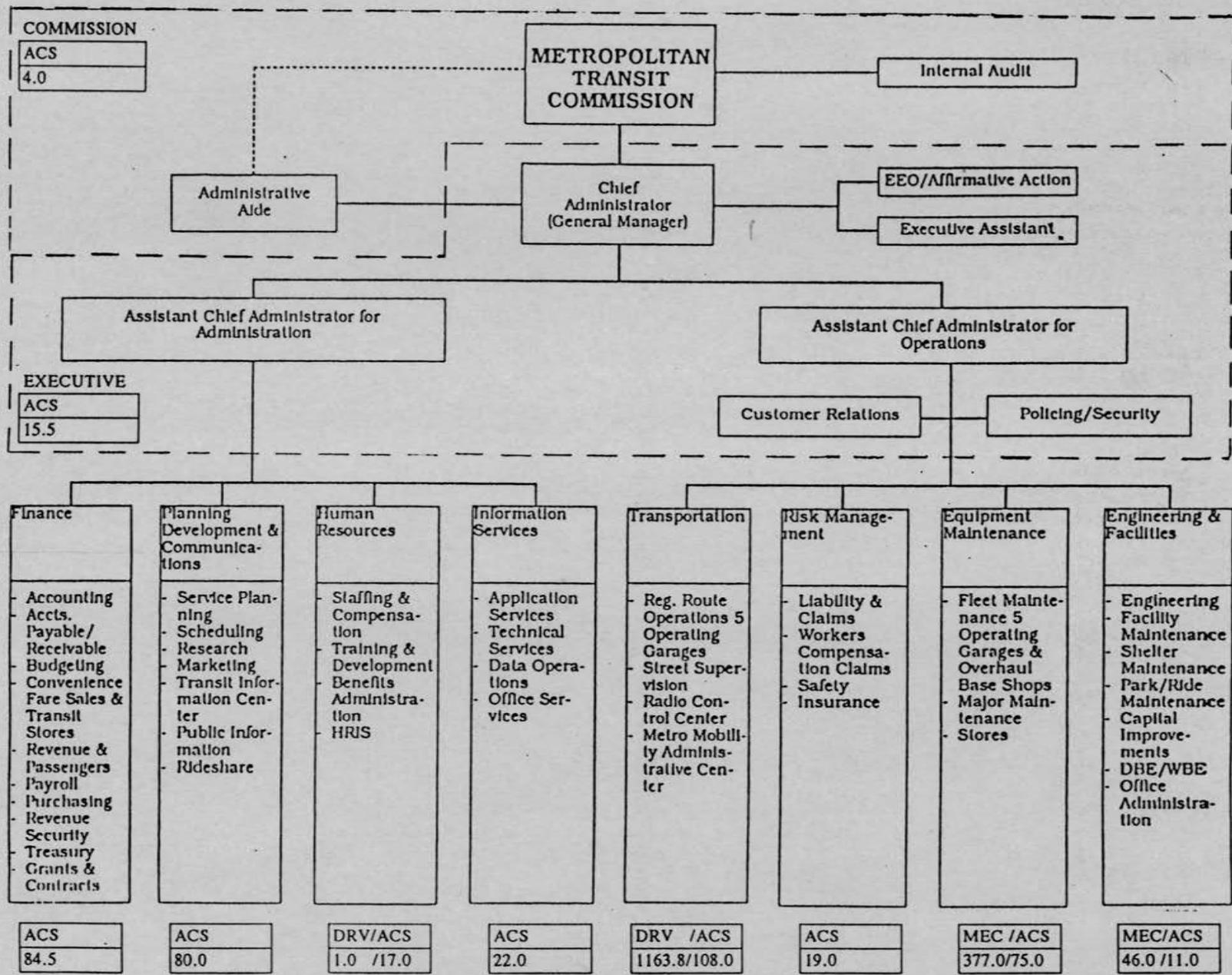
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MTC ORGANIZATIONAL STRUCTURE & PROPOSED FULL-TIME PERSONNEL

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	\$127,000	\$0	\$0	\$127,000	\$127,000	\$0	\$0
506.02 RECOVERY:PHYSICAL DAMAGE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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:UNINSRD PROP L./P.D.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
506.05 PROVIS:UNINSRD PROP L./P.D.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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 BUDGET	SERV. BUDGET										
507.03	PROPERTY TAXES & ASSESSMENTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,979	\$0	\$0	\$13,979	\$13,979	\$0	\$0	\$0										
508.01	PURCHASED TRANSPORT SERVICES	\$0	\$0	\$0	\$0	\$0	\$380,946	\$0	\$0	\$0	\$0	\$380,946	\$380,946	\$0	\$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	\$100,572	\$92,022	\$8,550	\$0	\$0										
509.08	ADVERTISING/PROMO./MEDIA	\$0	\$1,000	\$603,000	\$0	\$0	\$0	\$16,200	\$0	\$0	\$0	\$620,200	\$620,200	\$0	\$0	\$0										
509.20	LOCAL TRAVEL: COMMISSION	\$2,500	\$75	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,075	\$4,075	\$0	\$0	\$0										
509.21	MILEAGE/PRKING REIMBURSEMENT	\$70	\$1,025	\$7,050	\$2,330	\$750	\$100	\$5,985	\$3,609	\$2,192	\$4,230	\$27,341	\$27,112	\$230	\$0	\$0										
509.23	COMMISSION PER DIEMS	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$24,000	\$0	\$0	\$0										
509.26	DIRECT CHARGE POSTAGE/DELIVERY	\$2,100	\$6,650	\$11,000	\$0	\$0	\$0	\$27,000	\$0	\$240	\$0	\$46,990	\$46,990	\$0	\$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	\$85,552	\$85,552	\$0	\$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	\$325,978	\$324,673	\$1,305	\$0	\$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	ALLOC IN	\$19,227	\$53,089	\$174,015	\$173,036	\$47,082	\$89,795	\$948,960	\$1,023,462	\$76,906	\$39,545	\$2,645,117	\$2,620,981	\$24,136	\$0										
	INDIRECT SERV PROJ	ALLOC IN	\$14,484	\$119,273	\$233,732	\$267,608	\$63,472	\$82,846	\$5,040,314	\$1,649,012	\$200,806	\$71,254	\$7,742,801	\$7,700,765	\$42,036	\$0										
	INDIRECT INFO SERV	ALLOC IN	\$0	\$35	\$338,812	\$515,206	\$86,297	\$90,131	\$229,717	\$326,064	\$14,959	\$126,094	\$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	\$12,115,233	\$12,049,061	\$66,172	\$0											
	INDIRECT EXPENSES	ALLOC OUT	\$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	\$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											
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											
512.02	PASSENGER STATION/SHELTER LEASE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,221	\$0	\$13,221	\$13,221	\$0	\$0											
512.03	PASSENGER PARKING FACIL LEASES	\$0	\$0	\$11,000	\$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	\$0	\$7,500	\$0	\$7,500	\$7,500	\$0	\$0											
512.05	SERVICE VEHICLES LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$1,000	\$0	\$0											
512.06	OPERATING STATIONS LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,750	\$20,000	\$0	\$32,750	\$32,750	\$0	\$0											
512.09	REV VEN MOVEMENT CONTROL LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000	\$0	\$0											
512.10	DATA PROC FACIL/SOFTWARE LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$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											
512.12	OTHER GENERAL ADMIN. LEASES	\$0	\$0	\$400	\$59,000	\$2,200	\$0	\$0	\$9,900	\$22,000	\$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	\$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
OPERATING FUND:			

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
=====			
FUNDS RESTRICTED FOR CAPITAL ACQUISITIONS:			

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
=====			
FUNDS RESTRICTED FOR DEBT SERVICE:			

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

PROJECT #-->	2416 1-394 RIDESHARE MRKTNG	4010 PLYMOUTH METROLINK	4020 GLDN VAL/ NEW HOPE/ CRYSTAL	4030 MINNESOTA VALLEY TRANSIT	4060 MAPLE GROVE TRANSIT	4401 REGULAR TRANSIT SERVICE	4621 S.W.M.T.C EXPRESS TRANSIT	4720 METRO AIRPORT SHUTTLE	4950 LIGHT RAIL PLANNING	5463 MINNESOTA RIDESHARE	5610 METRO ADM CNTR	5710 METRO/DOME 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 AUXILLIARY 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	2,000
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	78,082,600
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	117,855,200

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FARE RECOVERY RATIO ANALYSIS

25-Sep-90

 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

FUNDS RESTICTED FOR CAPITAL ACQUISISTIONS:	1990 Estimated Actual	1991 Proposed Budget	1992 Forecast	1993 Forecast
Sources of Funds:				
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
Total Sources of Funds	\$66,725,000	\$39,722,000	\$16,098,000	\$24,860,000
Uses:				
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
Total Use of Funds	\$48,188,000	\$28,949,000	\$6,940,000	\$17,375,000
Working Capital-End of Year	\$18,537,000	\$10,773,000	\$9,158,000	\$7,485,000

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	26,121,000	753

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/DECR	TOTAL PROJECT	PROJ-TO-DATE THRU 1989	EST. ACT 1990	PROPOSED 1991	PROJECTED 1992	PROJECTED '93/FUTURE	(PROJECT INCOME)		PROJECT TOTAL
FLEET IMPROVEMENTS													
110	Purchase 100 Forty-Foot Buses	AM	\$16,157,902	(\$32,999)	\$16,124,903	\$13,517	\$16,109,580	\$1,808	\$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
SUBTOTAL FLEET IMPROVEMENTS			\$52,079,479	(\$1,231,563)	\$50,847,916	\$21,160	\$35,194,006	\$16,631,097	\$1,653	\$0	\$0	\$50,847,916	\$0
TC FACILITIES IMPROVEMENTS													
60	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
40	Nicollet Garage	PA	\$11,748,635	\$0	\$11,748,635	\$3,747,936	\$7,998,146	\$2,553	\$0	\$0	\$0	\$11,748,635	\$0
70	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
60	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
43	1991 Major Improvements to Facilities	NEW	\$0	\$705,551	\$705,551	\$0	\$0	\$705,551	\$0	\$0	\$0	\$705,551	\$0
SUBTOTAL MTC FACILITIES IMPROVEMENTS			\$16,172,404	\$927,325	\$16,099,729	\$3,804,866	\$8,083,558	\$2,708,938	\$1,472,900	\$29,467	\$0	\$16,099,729	\$0
PUBLIC FACILITIES IMPROVEMENTS													
150	1984 Park/Ride Facilities	PA	\$836,600	\$0	\$836,600	\$305,403	\$40,108	\$462,067	\$29,022	\$0	\$0	\$836,600	\$0
60	Wayzata Park/Ride Lot	AM	\$89,787	\$304,375	\$394,162	\$3,510	\$75,165	\$269,414	\$48,073	\$0	\$0	\$394,162	\$0
90	Passenger Shelters	PA	\$1,096,522	\$0	\$1,096,522	\$8,279	\$12,288	\$11,600	\$307,411	\$756,948	\$0	\$1,096,522	\$0
150	1988 Park/Ride Lots	PA	\$615,683	\$0	\$615,683	\$4,051	\$9,023	\$329,848	\$256,380	\$18,381	\$0	\$615,683	\$0
60	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
SUBTOTAL PUBLIC FACILITIES IMPROVEMENTS			\$2,638,592	\$6,806,391	\$9,444,983	\$321,243	\$1,544,582	\$5,794,750	\$1,011,081	\$773,327	\$0	\$9,444,983	\$0
COMPUTERIZATION													
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
SUBTOTAL COMPUTERIZATION IMPROVEMENTS			\$2,693,762	\$955,830	\$3,649,592	\$0	\$472,931	\$3,168,062	\$8,599	\$0	\$0	\$3,649,592	\$0
OTHER CAPITAL IMPROVEMENTS													
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	\$482,354	\$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
SUBTOTAL OTHER CAPITAL IMPROVEMENTS			\$4,055,000	\$698,861	\$4,753,861	\$1,864,744	\$1,023,942	\$1,519,715	\$343,460	\$0	\$0	\$4,753,861	\$0
TOTAL ACTIVE CAPITAL PROJECTS			\$76,639,237	\$8,154,844	\$84,794,081	\$6,012,013	\$46,319,019	\$28,822,562	\$2,837,693	\$802,794	\$0	\$84,794,081	\$0

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(DECR)	TOTAL PROJECT	PROJ-TO-DATE THRU 1989	EST. ACT 1990	PROPOSED 1991	PROJECTED 1992	PROJECTED '93/FUTURE	(PROJECT INCOME)		PROJECT TOTAL
FLEET IMPROVEMENTS													
1710	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
SUBTOTAL FLEET IMPROVEMENTS			\$20,152,227	(\$414,680)	\$19,737,547	\$19,737,547	\$0	\$0	\$0	\$0	\$0	\$19,737,547	\$0
MTC FACILITIES IMPROVEMENTS													
1730	1987 Bus Turnarounds	AM	\$85,850	(\$17,508)	\$68,342	\$61,699	\$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
SUBTOTAL MTC FACILITIES IMPROVEMENTS			\$942,087	(\$53,218)	\$888,869	\$104,373	\$784,496	\$0	\$0	\$0	\$0	\$888,869	(\$0)
PUBLIC FACILITIES IMPROVEMENTS													
950	Champlin Park/Ride Lot	AM	\$357,750	(\$17,727)	\$340,023	\$21,729	\$318,294	\$0	\$0	\$0	\$0	\$340,023	\$0
SUBTOTAL PUBLIC FACILITIES IMPROVEMENTS			\$357,750	(\$17,727)	\$340,023	\$21,729	\$318,294	\$0	\$0	\$0	\$0	\$340,023	\$0
COMPUTERIZATION													
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	\$1,091,812	(\$9,446)	\$1,082,366	\$1,059,028	\$23,338	\$0	\$0	\$0	\$0	\$1,082,366	\$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	\$378,809	(\$16,162)	\$362,447	\$309,964	\$52,483	\$0	\$0	\$0	\$0	\$362,447	\$0
SUBTOTAL COMPUTERIZATION IMPROVEMENTS			\$5,911,692	(\$632,619)	\$5,279,073	\$4,950,827	\$328,246	\$0	\$0	\$0	\$0	\$5,279,073	\$0
OTHER CAPITAL IMPROVEMENTS													
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	(\$264,866)	\$534,684	\$448,250	\$86,434	\$0	\$0	\$0	\$0	\$534,684	\$0
SUBTOTAL OTHER CAPITAL IMPROVEMENTS			\$2,012,375	(\$313,893)	\$1,698,482	\$1,612,048	\$86,434	\$0	\$0	\$0	\$0	\$1,698,482	\$0
TOTAL ENDING CAPITAL PROJECTS			\$29,376,131	(\$1,432,137)	\$27,943,994	\$26,426,524	\$1,517,470	\$0	\$0	\$0	\$0	\$27,943,994	(\$0)
GRAND TOTAL CAPITAL PROJECTS (page 1&2)			\$106,015,368	\$6,722,707	\$112,738,075	\$32,438,537	\$47,836,489	\$28,822,562	\$2,837,693	\$902,794	\$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	
FLEET IMPROVEMENTS											
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
	SUBTOTAL		\$24,065,786	\$26,815,129	\$0	\$0	\$0	\$0	\$24,065,786	\$26,815,129	\$50,880,915
MTC FACILITIES IMPROVEMENTS											
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
	SUBTOTAL		\$8,975,832	\$6,250,054	\$0	\$0	\$0	\$873,843	\$8,975,832	\$7,123,897	\$16,099,729
PUBLIC FACILITIES IMPROVEMENTS											
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
	SUBTOTAL		\$7,637,525	\$1,472,320	\$0	\$0	\$0	\$681,072	\$7,637,525	\$2,153,392	\$9,790,917
COMPUTERIZATION											
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
	SUBTOTAL		\$346,811	\$2,346,951	\$0	\$0	\$0	\$955,830	\$346,811	\$3,302,781	\$3,649,592
OTHER CAPITAL IMPROVEMENTS											
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
	SUBTOTAL		\$1,193,702	\$2,735,834	\$0	\$0	\$0	\$822,325	\$1,193,702	\$3,558,159	\$4,751,861
FEDERAL SECTION 9 FUNDS AVAILABLE FOR PROGRAMMING			\$0	\$0	\$0	\$0	\$6,600,000	\$1,650,000	6,600,000	1,650,000	8,250,000
*PROJECT STATUS CODE: TOTAL			\$42,219,656	\$39,620,288	\$0	\$0	\$6,600,000	\$4,983,070	\$48,819,656	\$44,603,358	\$93,423,014
TOTAL APPROVED			\$81,839,944		TOTAL PENDING	\$0	TOTAL PROPOSED	\$11,583,070	GRAND TOTAL	\$93,423,014	

handout 12/3

REGIONAL TRANSIT BOARD

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

DATE: December 3, 1990
TO: Chair and Members, Committee of the Whole
FROM: Dale Ulrich, Comptroller
SUBJECT: 1991 RTB Budget Adoption

Background:

The 1991 budget was adopted on July 19, 1990 for purposes of a public hearing. It was subsequently reviewed at several Committee of the Whole meetings. During the committee reviews certain budget line items were noted for eventual modification. The revised 1991 RTB budget reflects the suggestions of the board and other changes requested by staff. Expenditure and revenue changes are summarized on the attached page.

State revenues as listed on the 1991 budget reflect the agency's state biennial appropriation request by fund. To offset the projected shortfall in the Metro Mobility fund, the RTB has allocated \$1,085,877 of levied property tax revenue for Metro Mobility in 1991. The certified property tax levy of \$62,418,103 is at the maximum limit under state law and reflects a reduction of Homestead and Agricultural Credit Aids (HACA) of \$450,000 in 1991.

RTB fund balance is anticipated to decrease by \$4.7M during 1991.

These modifications are now presented to be incorporated officially into the RTB budget.

Recommendation:

That the Regional Transit Board adopt the Regional Transit Board 1991 Work Program and Budget to recognize:

- a) Operating Expenses of \$93,929,829 and capital expenses of \$837,500.
- b) Revenues of \$90,093,922
- c) Beginning fund balance of \$5,742,319 (carryover 1990 estimated ending fund balance).

RTB 1991 Budget Amendment Summary

Expenditures:		Proposed		Revised
July 19 Budget		Changes		Budget
Program Desc	Amount			
91-01 Policy Mgmt	336,924	83,983	1)	420,907
91-02 Executive Director	157,160	0		157,160
91-03 Planning & Program Admin	194,353	0		194,353
91-04 Transportation Planning	154,874	0		154,874
91-10 Elderly & Disabled	113,224	5,000	2)	118,224
91-11 Rideshare Planning	83,701	0		83,701
91-13 Transit System Planning	371,880	0		371,880
91-14 Transit Prog	89,337,535	-19,609	3)	89,317,926
91-15 Administration	524,514	0		524,514
91-16 Finance	290,769	0		290,769
91-17 Personnel	60,022	0		60,022
91-19 Public Information	374,920	0		374,920
91-20 Capital	837,500	0		837,500
91-23 Light Rail	343,083	0		343,083
91-26 New Services	4,056,204	-2,598,629	4)	1,457,575
91-27 Community Relations	59,921	0		59,921
Total	97,296,584	-2,529,255		94,767,329

Revenues:

Sources	Amount			
Beginning Fund Balance	6,168,319	-426,000	5)	5,742,319
Property Taxes	62,928,452	-510,349	6)	62,418,103
Allowance for Uncollectibles	0	-624,181	7)	-624,181
State Appropriation	24,252,000	-1,151,000	8)	23,101,000
Federal grants	729,000	-300,000	9)	429,000
Bond Issues	812,500	0		812,500
Interest/Misc	775,000	0		775,000
Agency Reimbursement	3,182,500	0		3,182,500
Total	98,847,771	-3,011,530		95,836,241

Summary:

	July 19 Budget		
Beginning Balance	6,168,319	-426,000	5,742,319
Revenues	92,679,452	-2,585,530	90,093,922
Expenditures	97,296,584	-2,529,255	94,767,329
Ending Balance	1,551,187	-482,275	1,068,912

- 1) one temporary position to permanent status ; Add \$60,000 lobbying expenses (40K fed/20K state)
- 2) Adds \$5,000 for special mailings
- 3) Transit Provider Expense adjusted to current negotiated amounts
- 4) 1,650,000 contingent new revenues removed; OTher provider expense adjusted to negotiated amounts.
- 5) Adjust to revised 1990 budgeted ending fund balance
- 6) Adjustment to actual levy ; includes legislative cuts
- 7) 1% of property tax levy is adj due to anticipated cancellations and abatements.
- 8) 1,650,000 contingent new revenues removed ; 499,000 adj to agency transfer
- 9) Proposed entrepreneurial grant removed from budget.

12/3/90 Revised

1991
REGIONAL TRANSIT BOARD
SOURCES AND USES OF FUNDS
EXPENSE CATEGORY

Sources of Funds	TOTAL GENERAL FUND	TOTAL SPECIAL REVENUE FUNDS	TOTAL ALL FUNDS
1/1/1991			
*Beginning Fund Balance	861,386	4,880,933	5,742,319
Revenues			
Property Taxes	0	62,418,103	62,418,103
Allowance for Uncoll. Taxes		-624,181	-624,181
1990 State Appropriation	1,350,000	21,751,000	23,101,000
Federal Grants			
Section 8	300,000	0	300,000
Competitive Services	25,000	0	25,000
Entrepreneurial Grant	0	0	0
Federal Aid Urban	0	104,000	104,000
Bond Issues	812,500	0	812,500
Interest/Misc.	150,000	625,000	775,000
1991 Agency Reimbursement	0	3,182,500	3,182,500
Total Sources of Funds	3,498,886	92,337,355	95,836,241
Expenditures			
Salaries & Benefits	1,399,322	387,534	1,786,856
Transit Provider Expense	0	90,136,173	90,136,173
Per Diems	50,000	0	50,000
Travel	131,000	9,500	140,500
Professional/Technical	546,000	490,000	1,036,000
MC Chargebacks	244,000	0	244,000
Occupancy	226,200	0	226,200
Materials & Supplies	29,000	0	29,000
Printing & Publishing	116,500	15,000	131,500
Leases & Rentals	25,000	0	25,000
Casualty & Liability Ins.	72,000	0	72,000
Other exp.	52,600	0	52,600
Indirect Cost transfer	-271,641	271,641	0
Capital	837,500	0	837,500
TOTAL EXPENDITURES	3,457,481	91,309,848	94,767,329
12/31/91 Ending Fund Balance	41,405	1,027,507	1,068,912

Does not include debt service levy

REGIONAL TRANSIT BOARD
SOURCES AND USES OF FUNDS
1991 BUDGET BY WORK PROGRAM

Sources of Funds	TOTAL GENERAL FUND	REGULAR ROUTE	METRO MOBILITY	OPT OUT	RURAL SMALL URBAN	LRT	NEW SER/TEST	TOTAL SPECIAL FUNDS	TOTAL ALL FUNDS
1/1/91									
Beginning Fund Balance	861,386	1,720,448	0	0	382,413	571,554	2,206,518	4,880,933	5,742,319
1991 Revenues									
Property Taxes		55,794,145	1,085,877	5,179,604	358,477			62,418,103	62,418,103
Allowance for Uncollectibles		-557,941	-10,859	-51,796	-3,585			-624,181	-624,181
State Appropriation	1,350,000	8,357,600	11,568,000	931,400	894,000	0		21,751,000	23,101,000
Federal									
Section 8	300,000							0	300,000
Competitive Services	25,000							0	25,000
Entrepreneurial Grant								0	0
FAU grant	0	104,000						104,000	104,000
Bond Issues	812,500							0	812,500
Interest/Misc.	150,000	400,000	0	150,000	20,000	15,000	40,000	625,000	775,000
1991 Agency Reimbursement			3,182,500					3,182,500	3,182,500
Total Sources of Funds	3,498,886	65,818,252	15,825,518	6,209,208	1,651,305	586,554	2,246,518	92,337,355	95,836,241
1991 Expenditures									
91-01 Policy	420,907							0	420,907
91-02 Executive Director	157,160							0	157,160
91-03 P & P Administration	194,353							0	194,353
91-04 Transportation Planning	154,874							0	154,874
91-10 Elderly/Disabled	118,224							0	118,224
91-11 Rideshare Planning	83,701							0	83,701
91-13 Transit System Planning	371,880							0	371,880
91-14 Transit Programs Admin.	80,377	65,783,021	15,825,518	6,108,484	1,520,526			89,237,549	89,317,926
91-15 Administration	524,514							0	524,514
91-16 Finance	290,769							0	290,769
91-17 Personnel	60,022							0	60,022
91-19 Public Information	374,920							0	374,920
91-20 Capital	837,500							0	837,500
91-23 Light Rail Transit	0					343,083		343,083	343,083
91-26 New Services/Grants	0						1,457,575	1,457,575	1,457,575
91-27 Community Relations	59,921							0	59,921
Indirect Cost allocation	-271,641	35,230		14,459	21,040	122,883	78,029	271,641	0
TOTAL EXPENDITURES	3,457,481	65,818,251	15,825,518	6,122,943	1,541,566	465,966	1,535,604	91,309,848	94,767,329
12/31/91 Ending Fund Balance	41,405	0	0	86,265	109,739	120,588	710,914	1,027,507	1,068,912

**REGIONAL TRANSIT BOARD
1991 BUDGET
WORK PROGRAMS**

Sources of Funds	1988 Actual	1989 Actual	1990 Budget	1991 Budget
1/1/1991				
Beginning Fund Balance	8,202,946	13,293,574	13,610,935	5,742,319
Revenues				
Property Taxes	50,545,880	54,768,981	59,087,748	62,418,103
Allowance for Uncoll. Taxes				-624,181
State Appropriation	26,634,000	26,016,944	24,615,000	23,101,000
Federal Grants	786,183	659,437	647,650	429,000
Bond Issues	0	0	1,600,000	812,500
Interest/Misc.	1,192,596	1,580,486	1,327,119	775,000
1991 Agency Reimbursement	0	0	795,625	3,182,500
Total Sources of Funds	87,361,605	96,319,421	101,684,077	95,836,241
Expenditures				
91-01 Policy Management	244,166	272,192	349,878	420,907
91-02 Executive Director	185,099	163,401	235,325	157,160
91-03 P & P Administration	384,672	183,388	119,500	194,353
91-04 Transportation Planning	131,237	138,860	159,979	154,874
91-10 Elderly & Disabled	139,883	82,447	112,001	118,224
91-11 Rideshare Planning	76,371	15,085	114,433	83,701
91-12 I-394	9,546	7,299	0	0
91-13 Transit System Planning	164,143	286,088	376,728	371,880
91-14 Transit Programs	71,091,405	79,444,252	89,331,592	89,317,926
91-15 Administration	442,945	416,071	460,347	524,514
91-16 Finance	183,969	172,207	270,425	290,769
91-17 Personnel	53,902	94,307	69,271	60,022
91-19 Public Information	106,375	142,387	348,563	374,920
91-20 Capital	270,031	109,925	1,700,000	837,500
91-22 Competitive Transit	32,486	84,636	0	0
91-23 Light Rail Transit	384,793	436,167	797,784	343,083
91-26 New Services	167,009	524,650	1,260,218	1,457,575
90-27 Community Grants	0	135,124	172,769	0
91-27 Community Relations	0	0	0	59,921
91-28 Regional Coordination	0	0	62,944	0
TOTAL EXPENDITURES	74,068,031	82,708,486	95,941,757	94,767,329
12/31/91 Ending Fund Balance	13,293,574	13,610,935	5,742,319	1,068,912

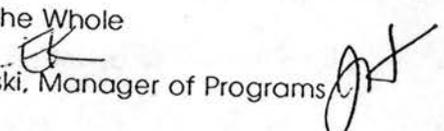
Work programs summary does not include debt service levy.

**REGIONAL TRANSIT BOARD
1991 BUDGET
TRANSIT ASSISTANCE**

	1988 ACTUAL	1989 ACTUAL	1990 BUDGET	1991 BUDGET
Regular Route				
MTC	55,859,834	61,538,263	67,225,914	62,231,217
Other	1,499,289	1,827,689	2,479,851	2,214,982
Total	57,359,123	63,365,952	69,705,765	64,446,199
Rural Systems	815,131	994,971	1,070,671	1,114,132
Small Urban Systems	262,033	325,083	365,568	328,385
Opt-Out	1,455,532	1,461,945	2,740,974	6,014,240
Metro Mobility Providers	9,575,659	11,490,685	12,943,624	15,000,000
MMAC	514,555	699,547	834,647	825,518
Total	10,090,213	12,190,232	13,778,271	15,825,518
Rideshare	581,632	633,606	669,826	614,928
Jobseekers	378,578	361,677	500,000	500,000
New Services/Test Marketing	40,422	506,878	1,085,000	1,292,771
TOTALS	70,982,664	79,840,344	89,916,075	90,136,173

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
Expenses				
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%
Revenues				
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%
Funding				
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)							1991 (Proposed)
<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</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.

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 12/3/90

BOARD OR COMMITTEE: Comm of Whole

Member Name **Present** **Vote** **Vote** **Vote** **Vote**

Mike Ehrlichmann

Doris Caranicas

John Finley

Ruth Franklin

Ed Kranz

Sandra Hilary

Terry O'Toole

Jeff Spartz

Norbert Theis

Elwyn Tinklenberg

Richard Wedell

Visitors

Staff



**1991 TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM
FOR THE TWIN CITIES
METROPOLITAN AREA**



METROPOLITAN COUNCIL

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

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1991

**TRANSPORTATION UNIFIED PLANNING WORK PROGRAM
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I. OVERVIEW OF THE ON-GOING 3-C PLANNING PROCESS BY THE METROPOLITAN COUNCIL (MPO)

The 1991 Unified Planning Work Program (UPWP) is being prepared in cooperation with the Minnesota Department of Transportation (the state highway agency), the Regional Transit Board (the public transit coordinator) and with the participation and review of the Transportation Advisory Board (representing the local elected officials). The agreed upon process is outlined in the current Prospectus (Dec. 1986).

II. PARTICIPANTS IN THE METROPOLITAN PLANNING PROCESS

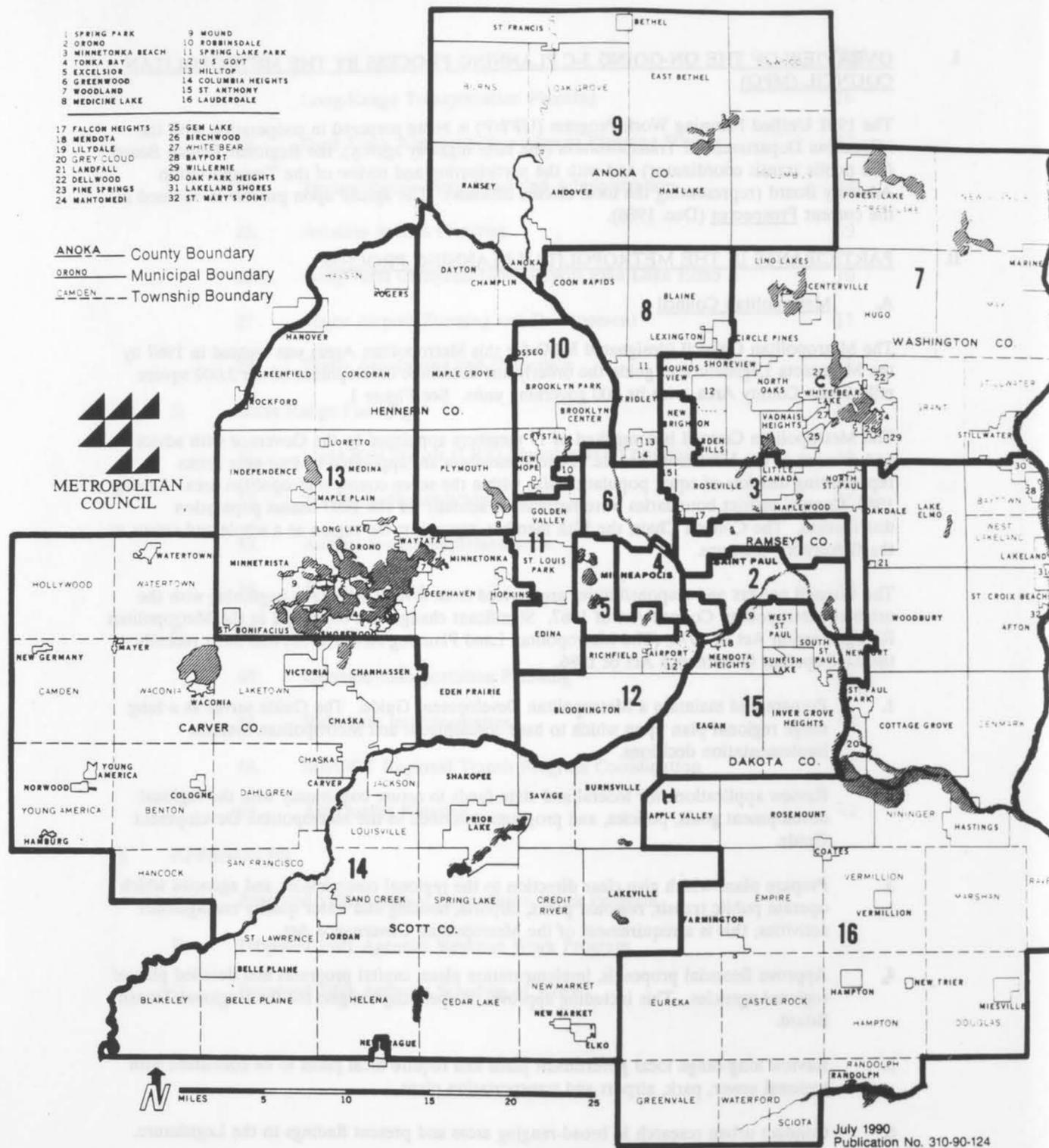
A. Metropolitan Council

The Metropolitan Council (designated MPO for this Metropolitan Area) was created in 1967 by the Minnesota Legislature to guide the orderly and economic development of the 3,000 square mile Seven County Area, with its 300 governing units. See Figure 1.

The Metropolitan Council is comprised of 17 members appointed by the Governor with advice and consent of the Minnesota Senate. Sixteen members are appointed to four-year terms representing districts of equal population size within the seven county metropolitan area. During 1983, Council district boundaries were redrawn to account for the 1980 census population distribution. The Council Chair, the 17th member, represents the region as a whole and serves at the Governor's pleasure.

The Council powers and responsibilities are derived from several state laws beginning with the original Metropolitan Council Act of 1967. Significant changes are embodied in the Metropolitan Reorganization Act of 1974, (The Metropolitan Land Planning Act of 1976) and most recently, the Metropolitan Governance Act of 1986.

1. Prepare and maintain a Metropolitan Development Guide. The Guide serves as a long range regional plan upon which to base development and Metropolitan Systems implementation decisions.
2. Review applications for federal and state funds to assure consistency with the regional development goals, policies, and programs described in the Metropolitan Development Guide.
3. Prepare plans which give clear direction to the regional commissions and agencies which operate public transit, regional parks, airports, housing and water quality management activities; this is a requirement of the Metropolitan Governance Act.
4. Approve financial proposals, implementation plans, capital programs and detailed plan of regional agencies. This including approval of operating budgets for the Regional Transit Board.
5. Review long-range local government plans and require local plans to be consistent with regional sewer, park, airport and transportation plans.
6. Conduct urban research in broad-ranging areas and present findings to the Legislature.
7. Provide technical assistance to other governmental units.
8. Provide information to the public on matters pertaining to the Region and its development.
9. Prepare a Metropolitan Transit Policy Plan giving direction in the planning and operating of transit services.



METROPOLITAN COUNCIL OF THE TWIN CITIES AREA

The Council members and their districts are as follows: Chair — Steve Keefe

- | | | | |
|--|--|---------------------------------------|---|
| 1 — Liz Anderson,
St. Paul | 5 — David F. Fisher,
Minneapolis | 9 — Ken Kunzman,
Ham Lake | 13 — Dirk deVries,
Minnetonka |
| 2 — Mike McLaughlin,
St. Paul | 6 — Alfred Babington-Johnson,
Minneapolis | 10 — John Evans,
New Hope | 14 — Marcy J. Waritz,
Chaska |
| 3 — James W. (Jim) Senden,
New Brighton | 7 — Mary Hauser,
Birchwood | 11 — Dottie Rietow,
St. Louis Park | 15 — Mary K. Martin,
West St. Paul |
| 4 — John Pacheco, Jr.,
Minneapolis | 8 — Donald E. Stein,
Coon Rapids | 12 — Gertrude Ulrich,
Richfield | 16 — Patrick J. (Pat) Scully,
Hastings |

Figure 1
2

10. Prepare a Metropolitan Highway System Plan giving direction in the planning and operating of interstate freeways and major arterials.
11. Prepare an Aviation Development Guide/Policy Plan to chart the direction for regional aviation planning and development to the year 2020.

In addition, the Legislature has given the Metropolitan Council responsibility for administering a regional park financing program, a local planning assistance program, a Metropolitan Housing and Redevelopment Authority, and determining the need for some health care facilities.

The Council has 10 citizen's advisory committees to assist in developing plans and reviewing grant applications for specialized planning areas such as aging, arts, developmental disabilities, health, water management, minority issues, transportation, aviation, and housing. More than 220 people volunteer their skill on these committees. The Council planning staff and policy organizational structure are indicated in Figures 2 and 3.

B. Transportation Advisory Board

The Transportation Advisory Board (TAB) was established by the Council in September 1974, in accord with the Metropolitan Reorganization Act (Minnesota Statute 473.146). The Board provides a forum for participation of local elected officials, state and regional officials and private citizens in regional transportation policy making. The Board consists of 30 members: 10 municipal elected officials, seven elected county officials, nine (including the Chair) private citizens, and four representatives of state or regional agencies. Municipal officials are nominated by an organization called the Association of Metropolitan Municipalities. County officials (one from each county) are nominated by the respective county board. Each is then appointed by the Metropolitan Council. Eight private citizen members are selected to represent Metropolitan Council districts. The Council appoints these eight and the Chair. The Chair is to be free of affiliation with major transportation operating agencies and is appointed for a two-year term. The four agency officials, representing the Regional Transit Board, the Minnesota Department of Transportation, the Metropolitan Airports Commission, and the Minnesota Pollution Control Agency, are designated by their agencies, but may not be staff members. The Board advises the Metropolitan Council in preparing the long-range transportation plan, provides coordination and direction to the agencies responsible for implementing the plan, and compiles the regional FAU program and TIP.

C. Regional Transit Board

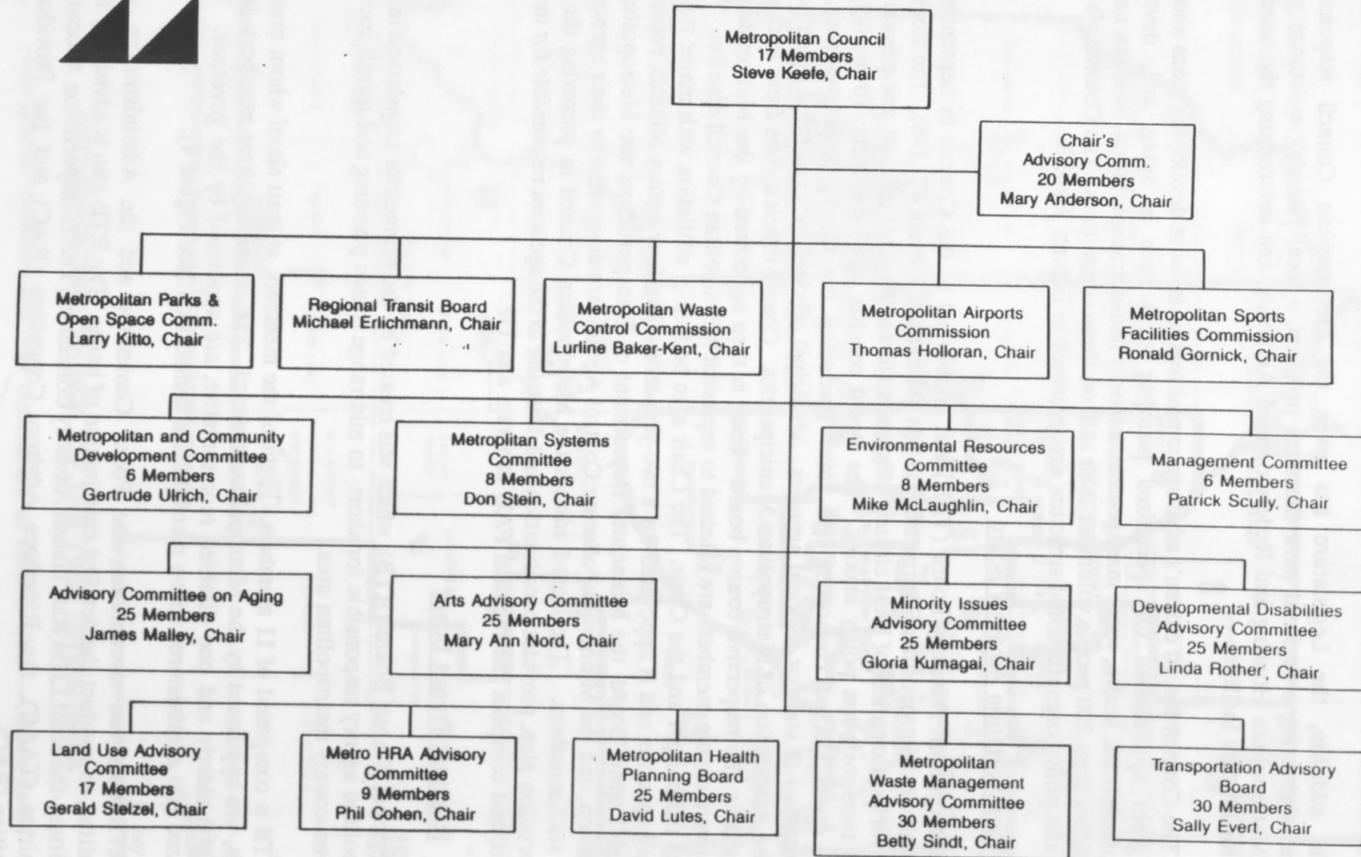
The Regional Transit Board (RTB), which was created by the Minnesota Legislature in 1984, is the metropolitan agency responsible for short- to mid-range transit planning and transit coordination in the seven-county metropolitan area.

The RTB is composed of 11 members. Eight of the members, at least six of whom must be elected officials, are appointed by the Metropolitan Council. The remaining three members—including the chair, one elderly and one disabled representative, are appointed by the governor. The RTB is organized and administered like a metropolitan commission (see Figure 4).

The RTB uses two committees, the Policy Committee and the Administration and Finance Committee, to conduct the detailed examination of issues. The RTB also is advised by four advisory committees—the Joint Light Rail Transit Advisory Committee, The Transportation Accessible Advisory Committee (TAAC), the Rideshare Advisory Committee (RAC) and the Providers' Advisory Committee (PAC).



Metropolitan Council Policymaking Structure

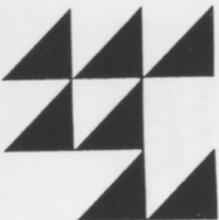


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Figure 2



Metropolitan Council Staff Structure

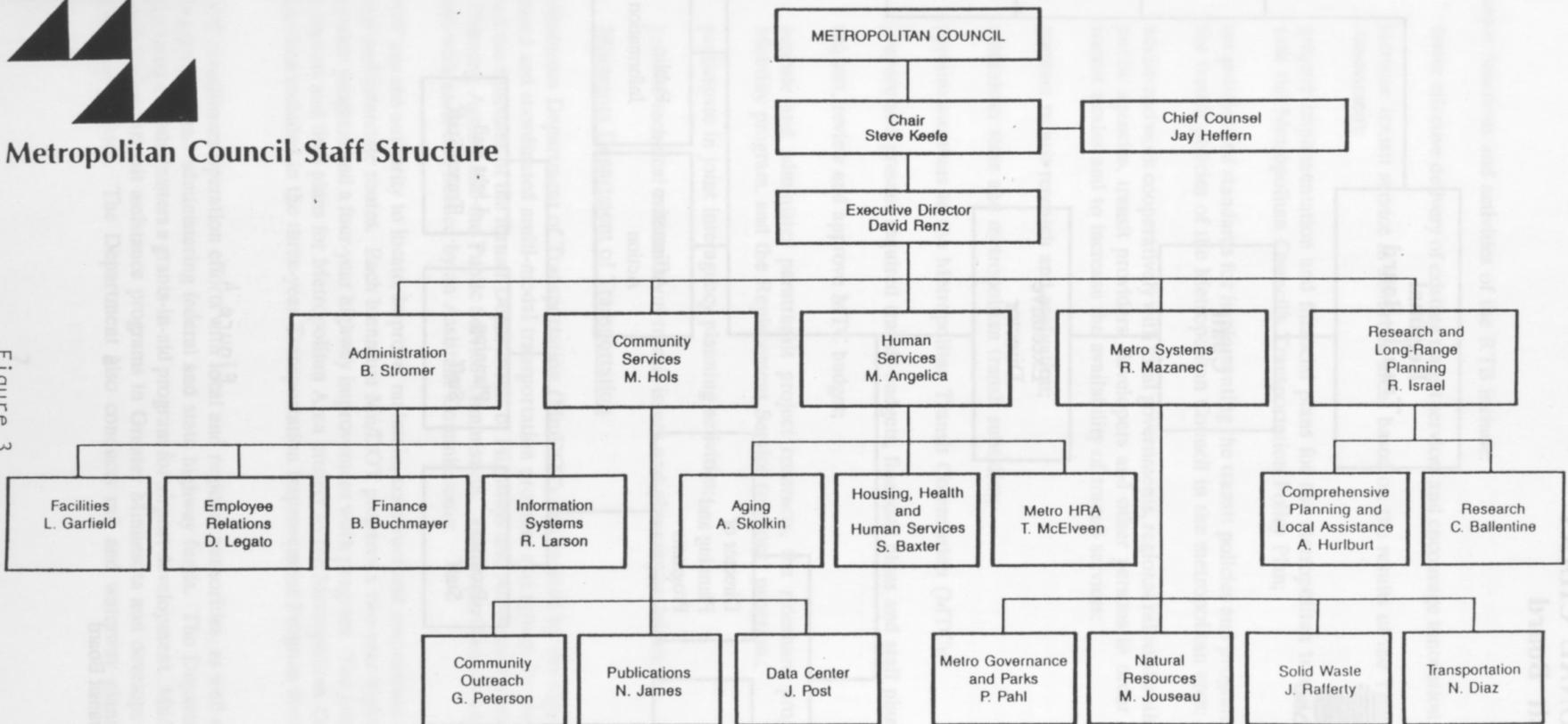


Figure 3

ORGANIZATIONAL CHART
Regional Transit Board

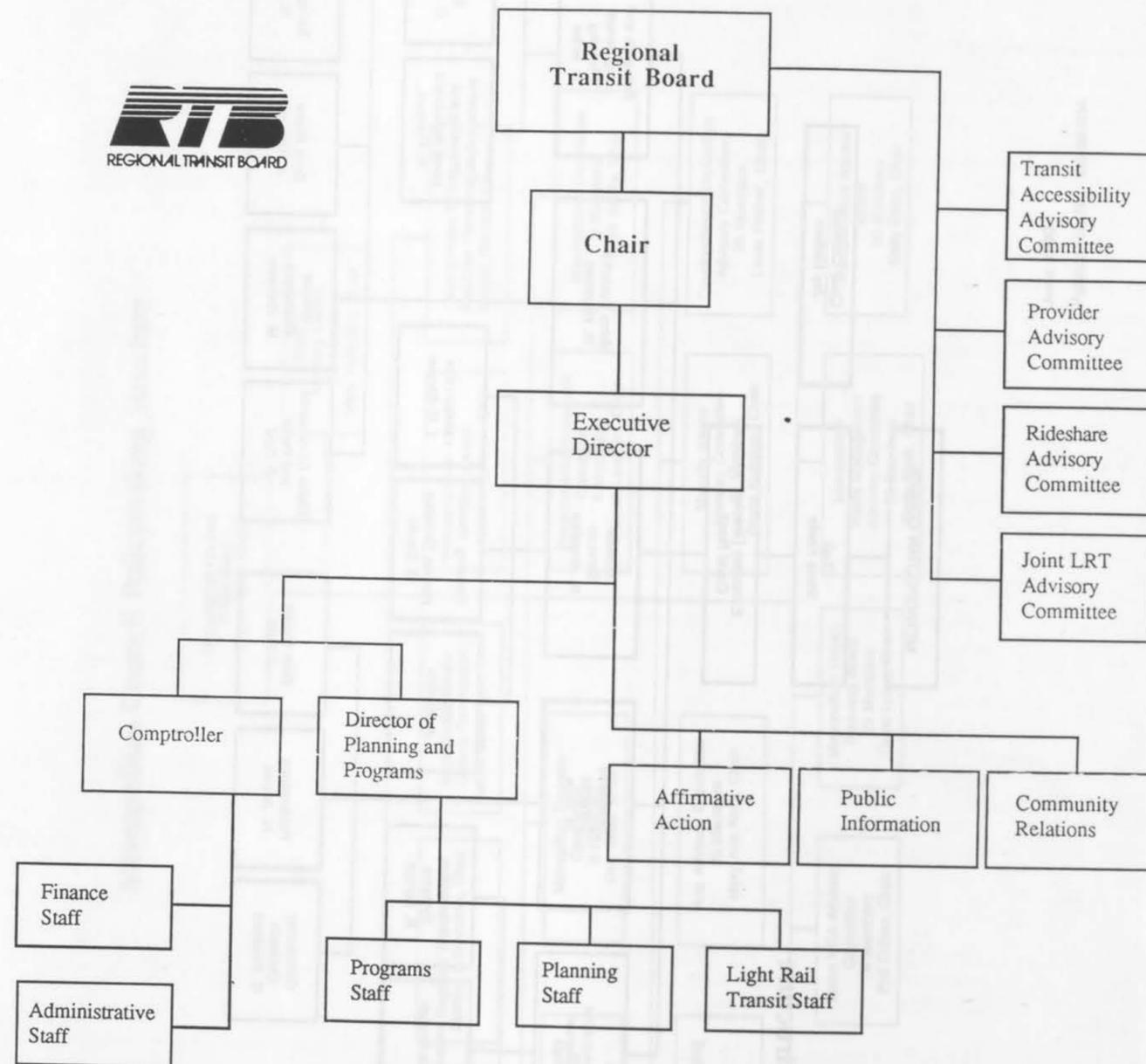


Figure 4

Source: Regional Transit Board

The major functions and activities of the RTB include:

- foster effective delivery of existing transit services and encourage innovation in transit service;
- increase transit service in suburban areas based on the results of the Transit Service Needs Assessment;
- prepare implementation and financial plans for the metropolitan transit system consistent with the Metropolitan Council's Transportation Policy Plan;
- set policies and standards for implementing the transit policies and programs of the state and the transit policies of the Metropolitan Council in the metropolitan area;
- advise and work cooperatively with local governments, regional railroad authorities, and other public agencies, transit providers, developers and other persons in order to coordinate all transit modes and to increase the availability of transit services;
- conduct transit research and evaluation;
- administer state and metropolitan transit subsidies;
- appoint members to the Metropolitan Transit Commission (MTC);
- prepare and present required transit budgets, financial plans and staff plans;
- request, review and approve MTC budget;
- execute and administer paratransit project contracts, the rideshare program, the Metro Mobility program, and the Replacement Service (opt-out) program.;
- participate in joint interagency planning activities;
- provide technical assistance on transit issues and planning activities.

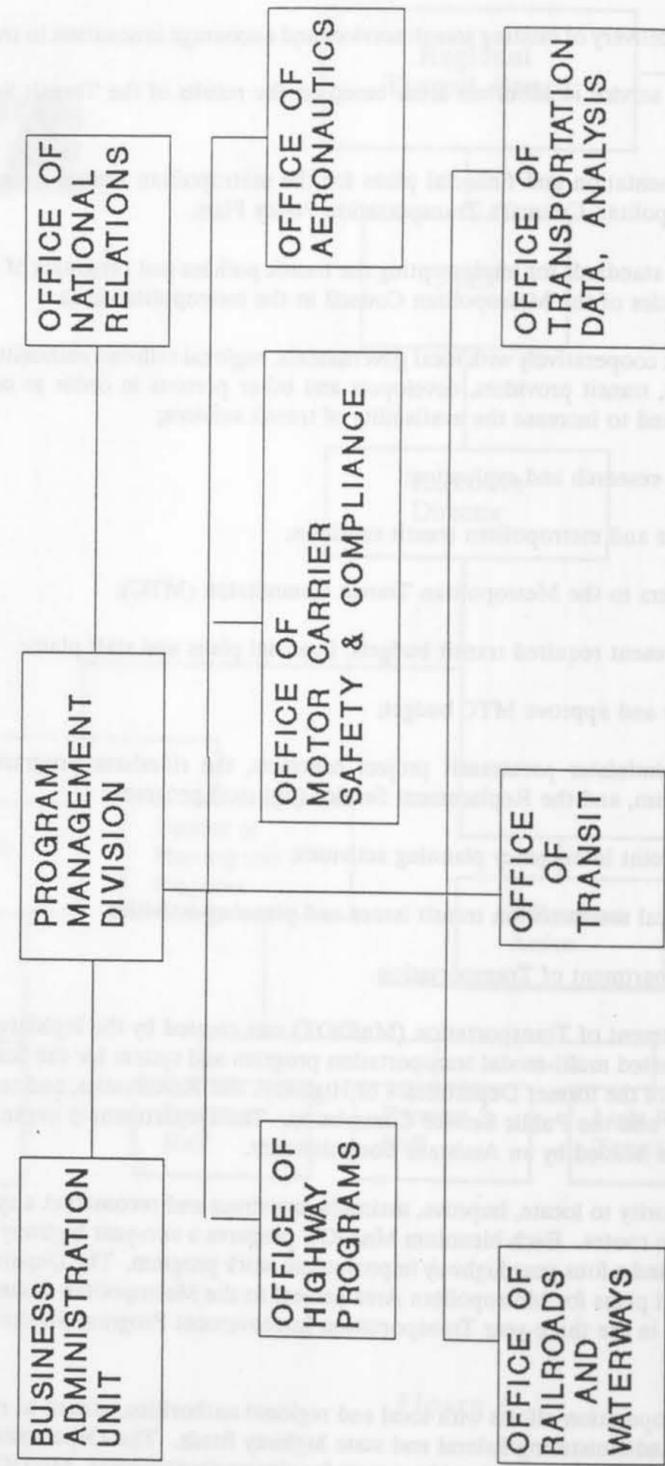
D. Minnesota Department of Transportation

The Minnesota Department of Transportation (Mn/DOT) was created by the legislature to provide a balanced and coordinated multi-modal transportation program and system for the State. Mn/DOT assumed the functions of the former Departments of Highways and Aeronautics, and segments of the State Planning Agency and the Public Service Commission. The Department is organized into four divisions with each one headed by an Assistant Commissioner.

Mn/DOT has the authority to locate, improve, maintain, construct and reconstruct a system of trunk highways and interstate routes. Each biennium Mn/DOT prepares a two-year highway improvement construction program and a four-year highway improvement work program. The Department submits design layouts and final plans for Metropolitan Area project to the Metropolitan Council for review; they are then included in the three-year Transportation Improvement Program for the Metropolitan Area.

Mn/DOT coordinates operation efforts with local and regional authorities, as well as reviewing their planning projects and administering federal and state highway funds. The Department coordinates airport zoning and administers a grants-in-aid program for airport development. Mn/DOT administers State and Federal transit assistance programs in Greater Minnesota and develops statewide transit programs and policies. The Department also conducts rail and waterway planning, coordinates

**ORGANIZATION CHART
MN/DOT TRANSPORTATION PROGRAM MANAGEMENT DIVISION**



Source: Metropolitan Council

Figure 5

statewide bikeway planning activities, and regulates for-hire motor carriers and enforces compliance with Federal and State motor carrier regulations. An organizational chart outlining Mn/DOT's Program Management Division is shown on Figure 5.

E. Metropolitan Airports Commission

The Metropolitan Airports Commission (MAC) initially established in 1943, is an independent, special purpose agency with broad powers to acquire, develop and operate airports within an area roughly equivalent to the seven county metropolitan area.

The Commission owns and operates seven metropolitan public use airports, including Minneapolis-St. Paul International Airport, and is empowered to raise revenues for the financing of airport development and operations. The Commission prepares master plans for each facility and exercises its authority in controlling hazards to airport/aircraft operations.

Since MAC is not a "metropolitan commission" as defined by Section 473.121, Subdivision 7, its plans are subject to Metropolitan Council review under 473.165 which applies to "independent commissions, boards and agencies." As provided in that section, all MAC long-range plans must be consistent with Metropolitan Council Plans and Policies. In addition, certain airport development projects in the Metropolitan Area which requires capital funding in excess of \$5 million at Minneapolis-St. Paul and \$2 million at other airports must be reviewed and approved by the Metropolitan Council (section 473.621).

Figure 6 is a staff organization chart of MAC.

F. 3-C Committee Structure

Transportation agency staff from the agencies, counties and municipalities are involved in the policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board. Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 7 for a flow-chart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process. For more detailed information about the roles and responsibilities of agencies and local units of government in the transportation planning process, refer to the Prospectus for the Twin Cities Metropolitan Area Transportation Planning Process, Dec. 1986.

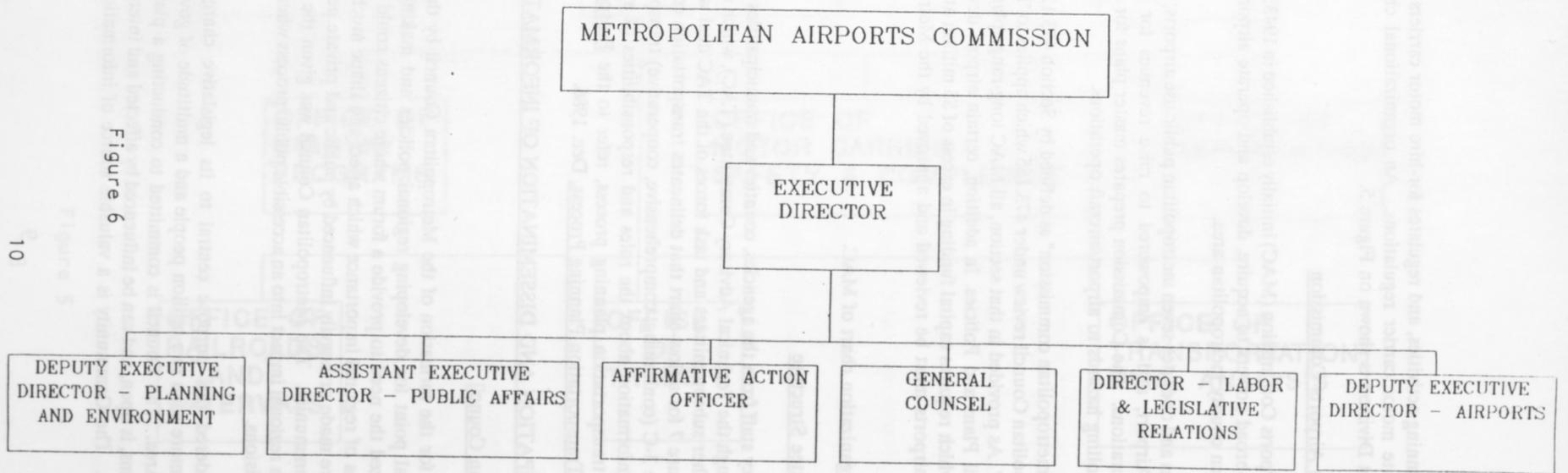
III. CITIZEN PARTICIPATION AND DISSEMINATION OF INFORMATION

A. Metropolitan Council

A primary purpose for the formation of the Metropolitan Council by the State Legislature was to create a visible focal point for developing regional policies and making regional decisions. The Legislature recognized the need to provide a forum where citizens could participate in many public and private decisions of regional importance which affect and shape much of the citizen's life. Most of these decisions are made or heavily influenced by public and private persons and agencies outside the citizen's own community. The Metropolitan Council was given the responsibility for bringing plans and issues with regional impact into an accessible public process where people and organizations could influence decisions.

The Council considered this purpose central to its legislative charge and recognizes that its constituency is the more than two million people and a multitude of governmental organizations of the Metropolitan Area. The Council is committed to conducting a planning and decision-making process which informs, is open, and can be influenced by affected and interested individuals and public and private groups. The Community is a valuable source of information and experience, and the

Figure 6

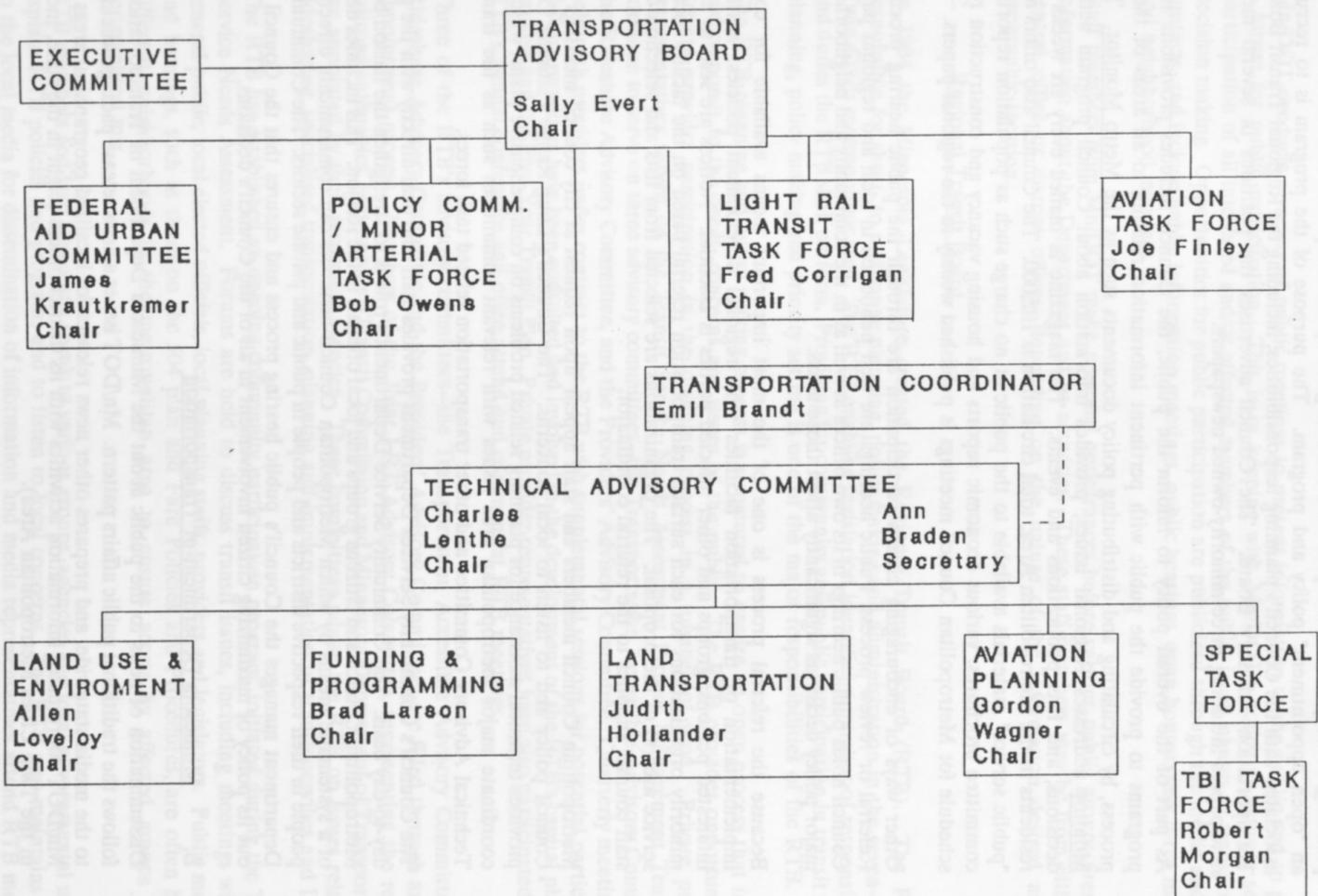


Source: Metropolitan Council

TRANSPORTATION ADVISORY BOARD-TECHNICAL ADVISORY COMMITTEE STRUCTURE

Source: Metropolitan Council

Figure 7



validity of the Council's work is largely determined by the degree to which it involves the total community in its planning process and decisions. In an effort to involve the general public in the planning, development and implementation of regional plans and policies, the Council has established an "open appointment" policy and program. The purpose of the program is to recruit citizens associated with the Council's planning responsibilities, including the Regional Transit Board and the Transportation Advisory Board. The Council advertises the positions in several metropolitan newspapers including three minority-owned newspapers.

As part of the overall policy to inform the public, the Council includes provisions in its work programs to provide the public with pertinent information relating to all areas of the planning process, by circulating and distributing policy documents such as the Metro Monitor. The Metro Monitor addresses Regional issues, provides information about Council program activities and decisions, and lists publications and events. The magazine is mailed every six weeks to 22,000 residents in the Metropolitan Area, total circulation is 102,000. The Council also offers a variety of "public service" materials available to the public at no charge such as population reports, advisory committee brochures, various economic reports and housing vacancy and construction reports. A schedule for Metropolitan Council meetings is published weekly in the regional papers.

Other ways of encouraging citizen participation are through the public hearing process, or the Referral or review process. Public hearings are well publicized in local and regional papers. The Council holds public hearings in its own offices as well as in the community and neighborhoods when major policy decisions significantly affect those areas.

Because the referral process is one of the most important means available for coordinating implementation of transportation facilities with regional development policies, notification of interested persons, groups and other affected parties is essential. Notices are sent to appropriate minority organizations for each surface transportation referral based on the facility location(s) or service area(s) of the proposal. The organizations are selected from lists and selection criteria the staff counsel supplies to the referral coordinator.

Metropolitan Council members and staff appear upon request at city council meetings to explain Council policy and to listen to local concerns. The Council's Long-Range Planning Department provides technical assistance for planning related problems on comprehensive plans, which serves to coordinate major metropolitan area issues with relevant committees such as the transportation Technical Advisory Committee and other transportation related task forces.

The Council's Community Services Department provides staff who deal directly with the public on a day-to-day basis. The Community Service Department's role is to strengthen the liaison between the Metropolitan Council and citizens groups and local officials in the Region. This includes development of a systematic means by which Metropolitan Council members can communicate directly with the people in their respective districts and people in public and private sectors. The Community Services Department manages the Council's public hearing process and ensures that the Council is carrying out its policy of maximizing citizen involvement in all of the Council's decisions.

B. Minnesota Department of Transportation

Dissemination of news to the public about the Minnesota Department of Transportation activities follows the traditional public affairs pattern. Mn/DOT issues a news release package weekly primarily to the media statewide, and prepares other news releases for localized geographical areas as needed. Mn/DOT coordinates information activities with its district offices (eight in the state, including one in the Twin Cities Metropolitan Area).

Staff from Mn/DOT prepare and disseminate a variety of special brochures and publications and issue radio and television announcements to assist in communicating special subject information to the public.

Mn/DOT conducts a variety of public meetings to present information to the public and to provide a forum for public participation. This is in keeping with Mn/DOT's policy to actively seek the participation of all interested and/or affected members of the public in all phases of transportation decision making. Opportunities for public participation are publicized through the media and direct contacts, and include public information meetings, public hearings, open houses, task force meetings and neighborhood meetings.

Staff members from Mn/DOT make personal appearances before various public groups presenting information about the Department and its activities. These staff members may be from either the central office or district offices, depending on the nature of the information desired and the geographic location.

C. Regional Transit Board

In 1984 the Minnesota Legislature created the Regional Transit Board (RTB). The RTB is responsible for short- to mid-range planning, policy making and administration in the seven-county Twin Cities metropolitan area. The RTB enabling legislation identifies a number of responsibilities and duties the RTB shall perform. Providing for community and public participation in transit service planning, policy making and priority setting is one of the major responsibilities of the RTB.

The RTB planning and policy making process is structured to ensure an open process that informs and responds to the needs, concerns and issues of the public. The RTB provides opportunity for private provider participation in the planning process in a number of ways. Private provider representatives served on the Transit Service Needs Assessment Project Management Team and continue to serve on three advisory committees--the Transportation Accessible Advisory Committee, the Rideshare Advisory Committee, and the Providers' Advisory Committee. Quarterly meetings are held with providers under contract to the RTB with supplemental sessions for potential participants. Private providers have been consulted and involved in the development of the RTB's capital planning process and the Five-Year Transit Plan. Private provider representatives have also participated in the RTB's annual conference and often attend and comment at RTB meetings.

Three of the RTB's advisory committees--the Transportation Accessible Advisory Committee, the Rideshare Advisory Committee and the Providers' Advisory Committee--are filled through an open appointment process. Members of the Joint LRT Advisory Committee, representing the regional railroad authorities, Metropolitan Transit Commission and Minnesota Department of Transportation, are appointed by their respective agencies. These committees advise the RTB on issues related to ridesharing, specialized transportation, planning and implementation of transit services and LRT.

The RTB has established an ongoing community participation program, initiated during the Transit Service Needs Assessment. Forums are held to discuss transit issues, including meetings with the general public, local elected officials, local planning staffs, providers and legislators. Public meetings and hearings, such as those on the 504 plan and Fare Policies and Procedures, are often held in different neighborhoods in the metropolitan area to ensure access by affected groups and a geographical mix.

RTB members and staff frequently speak to various groups, agencies and local governmental units to explain RTB policies and programs and to listen to local concerns. The RTB also maintains access to the local media for dissemination of information and media representatives attend RTB meetings on a regular basis.

IV. INTRODUCTION TO THE 1990 UNIFIED PLANNING WORK PROGRAM

A. Introduction

The enclosed Unified Planning Work Program (UPWP) is a description and documentation of proposed transportation and transportation-related planning activities in the Metropolitan Area for 1991.

The 1991 UPWP is composed of projects with an overall budget of \$4.9 million. The participants in the 1991 UPWP include five agencies; the Metropolitan Council, the Regional Transit Board, Minnesota Department of Transportation, Minnesota Pollution Control Agency, and the Metropolitan Airports Commission.

The UPWP projects have been reviewed for consistency with the Transportation Policy Plan and the Aviation Systems Plan Guide Chapters of the Metropolitan Council's Metropolitan Development Guide.

B. Organization of the 1991 UPWP

A uniform classification of work activities has been developed for all of the programs within the UPWP. The individual work activities or projects of each agency are divided by function into five major categories.

The five categories are:

- Planning Program Support & Administration
- General Development & Comprehensive Planning
- Long-Range Transportation Planning
- Short-Range Transportation Planning
- Special Projects

To facilitate comparisons, we have retained the 1990 activity numbers insofar as possible. However, some renumbering has been done to add new activities. The following table indicates the correspondence between old and new activities.

TABLE COMPARISON 1991 TO 1990 WORK ACTIVITIES

1991 UPWP ACTIVITY NUMBER	TITLE	1990 UPWP ACTIVITY NUMBER
01	Transportation Planning Process	01
09	Highway System Implementation	New
10	Highway Corridor Studies	10
11	Urban Travel	11
12	1990 Travel Behavior Inventory	12
Out	Off-Airport Noise Monitoring Program	14
Out	Part 150 Implementation Program	15
22	Dual-Track Approach - New Airport Planning Studies	New
Out	Dual-Track Approach - New International Airport Conceptual Design Study	22A
Out	Dual-Track Approach - New International Airport Forecast Assumptions Study	22B
Out	Dual-Track Approach - New International Airport Planning Parameters Study	22C
23	Transportation Financing/Fund Administration	23
25	Aviation System Planning	25
Out	Long-Term Comprehensive Airport Plan - St. Paul Downtown	26B
26C	Long-Term Comprehensive Airport Plan - Lake Elmo	26C
Out	Long-Term Comprehensive Airport Plan - Minneapolis/St. Paul International Airport	26D
27	Major Airport Planning and Development (old Airport Adequacy Study)	27
29	Traffic Monitoring and Evaluation	29
31	Light Rail Transit (LRT) Planning and Coordination	31
32	Transit Implementation	32
33	Airport System Implementation (includes Reliever Airport)	33
36	Airport Zoning	36
40	Disabled Transportation Planning	40
42	Rideshare Implementation	New
44	Mn/DOT Regional Transit Program Coordination	44
49	Air Quality Planning	49

C. Proposed 1991 Multi-Agency Work Activities and Lead Agency

The work activities requiring multi-agency funding involvement are listed below. The "lead-agency", the agency with the major responsibility for managing a specific project, is identified. Other agencies may participate in the activities but not in the funding.

01. Transportation Planning Process: Participants include the Council, RTB, MPCA and Mn/DOT. The Council is the lead agency.
11. Urban Travel: Participants include the Council and Mn/DOT. The Council is the lead agency.
12. 1990 TBI: Participants include the Council, Mn/DOT, MPCA and RTB. Lead agency varies with survey and product.
22. Dual-Track Approach - New Airport Planning Studies: Participants include MAC and the MPCA. The MAC is the lead agency.
25. Aviation System Planning: Participants include the Council and the MPCA. The Council is the lead agency.
27. Major Airport Planning and Development: Participants include the Council and the MPCA. The Council is the lead agency.
31. Light Rail Transit Planning and Coordination: Participants include the Council and RTB. The Council lead agency role varies with the activity and product.
32. Transit Implementation: Participants include the Council and RTB. The Council's lead agency role varies with activity and product.
33. Airport System Implementation: Participants include the Council and the MPCA. The Council is the lead agency.
36. Airport Zoning: Participants include MAC and the MPCA. MAC is the lead agency.
49. Air Quality Planning: Participants include the Council and the MPCA. The Council is the lead agency.

D. Explanation of Fund Allocation, Indirect Costs and Local Contributions

1. Allocation of Federal Funds:

Allocation of federal funds to each work activity in this UPWP has been made on the basis of benefits that would be received by each federal agency. The Regional Transit Board and MTC, which do transit planning, receive funds only from UMTA, while Mn/DOT, which receives HPR funds from FHWA, does primarily highway planning. The Metropolitan Council does highway, transit and aviation planning and receives funds from FAA, UMTA and FHWA (PL fund). Therefore, Council activities in this program utilize funds from federal agencies in proportion to the amount of funds received and the benefits according to each federal agency.

2. Statement of Metropolitan Council and RTB Regarding Audits as required by OMB Circulatory A-128. U.S. DOT requires that the following statements be included in the UPWP.

"Arrangements have been made for the required financial and compliance audit and the audit will be made within the prescribed audit reporting cycle. Failure to furnish an acceptable audit as determined by the cognizant federal audit agency may be a basis for denial and/or refunding of federal funds." (FHPM Vol. 1, Chap. 9, Sec. 1, Subsec. 1, #6)

3. Metropolitan Council and RTB Indirect Costs:

Indirect costs budgeted in the 1991 Unified Planning Work Program for Metropolitan Council activities were developed in accordance with the Council's Cost Allocation Plan. The Cost Allocation Plan is in accordance with the provision of OMB Circular A-87, "Cost Principles Applicable to Grants and Contracts with State and Local Government." The Metropolitan Council Cost Allocation Plan and Indirect Cost Proposal for calendar year 1984 has been audited by the U.S. Department of Transportation, Office of Inspector General (OIG). This plan is updated annually and sent to the Federal Highway Administration.

4. UPWP budgets do not include the dollar contributions made by counties, cities and other agencies who regularly participate in the 3-C process through the TAB, TAC and RTB advisory committees. The Agency Program Budget "local costs" refer to contributions of regional and state agencies in matching federal UPWP grants when shown with the activity descriptions in the following sections. Staff, elected officials and citizen members of the TAB, TAC and RTB committees number more than 150 persons, most of whom meet monthly in regular committee working sessions. Such representatives put in additional hours dealing with written material prepared for their review and response. It is impossible to accurately calculate the tens of thousands of dollars value thus contributed to state and federal project planning for the region. The participation of such persons has been freely given by their respective employers as their contribution to local-regional cooperation. Because these local contributions of time and consultation help to advance federal and state funded highway and transit projects, it is appropriate to acknowledge this further contribution to the 3-C process for the region.

Agency Account No. 500100 - Metropolitan Council, 88-04 - Regional Transit Board

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To provide the planning and administrative support needed for the coordinated, cooperative and continuing (3-C) planning process of RTB, Mn/DOT, the Council and others pursuant to state and federal statutes and regulations.

APPROACH: During 1991 staff from the Metropolitan Council, the Regional Transit Board (RTB), Metropolitan Transit Commission (MTC), Minnesota Pollution Control Agency (MPCA), the Minnesota Department of Transportation (Mn/DOT), and the Metropolitan Airports Commission (MAC), will participate in interagency coordination to administer, develop and maintain the 3-C process. Interagency coordination takes several forms. One major means of coordination is the regular meetings of the Technical Advisory Committee (TAC) and the various subcommittees which are assigned products such as the FAU program. On a less formal basis, agency staffs are in daily contact on issues, proposed actions by their own agencies, and on upcoming agendas. Key facilitators for such coordination are the chairs of TAC subcommittees who carry out both formal and informal coordination. Details as to roles and responsibilities are further spelled out in the Prospectus, which will be updated during 1991. As staff to the Transportation Advisory Board (TAB), the transportation coordinator carries out work performed on the 3-C process as part of this activity. The coordinator advises the TAB chair on the Board's agenda and follows through on Board decisions, preparing background materials, and monitoring the transportation planning process. Council, RTB and Mn/DOT staff will monitor and evaluate the transportation work program and produce quarterly progress reports.

During 1991, the Regional Transit Board (RTB) staff will participate in interagency coordination activities to administer, develop and maintain the required 3-C process. Activities to be conducted under this category are the completion of the transit elements of the Transportation Improvement Program (TIP), participation in the activities of the Council's Transportation Advisory Board (TAB) and Technical Advisory Committee (TAC) and their subcommittees, conducting the monthly Provider's Advisory Committee (PAC) meetings, completion of the 1992 Unified Planning Work Program and 1991 Quarterly Reports, and completion of project reviews, referrals and comprehensive plan amendment reviews.

The Metropolitan Council will provide secretarial assistance and develop memos for the following committees of the 3-C process: TAB, TAC, Land Development and Environment Committee, Aviation Committee, Land Transportation Committee, Funding and Programming Committee, subcommittees and other special technical advisory committees and task forces. Staff will provide necessary assistance to the transportation coordinator and will prepare the FAU program, the TIP program, the UPWP and referral reports. During 1991 the Metropolitan Council and Mn/DOT will prepare state and federally mandated reports such as the FAU program, the 1992-94 TIP and amendments, referrals and quarterly progress reports.

RELATIONSHIP TO PREVIOUS WORK: Ongoing: In 1990 the following were prepared: 1991-93 TIP, referral reports using the Minnesota Intergovernmental Review process, TIP amendments, and the 1991 UPWP. These activities represent the RTB, Mn/DOT and Council's continued role in the 3-C process. *Council is lead agency.

PRODUCTS

Quarterly Progress Reports
Close-out outstanding grants
Preliminary draft of the 1992 Council Transportation Work Program
Complete the transit elements of the 1991-92 TIP
Final draft of the 1992 Council Transportation Work Program
1992 Unified Planning Work Program
1992-94 TIP including an Annual Element and Certification of Planning Process
TAC and TAB Progress Reports
Internal Financial Statements
Review and approval of plans and programs
FAU Boundary and System Revisions
Amendments to the 1991-93 TIP
Bi-monthly Providers' Advisory Committee Meeting (agendas, staffing and minutes)
Complete referrals, project reviews and comprehensive plan amendments
Prospectus Update
Annual Update of Title VI and DBE and WBE goals

COMPLETION DATES

March, April, July, October 1991
April 1991
June 1991
August 1991
September 1991
October 1991
December 1991
Monthly
Monthly
Continuous
As requested
As needed
Ongoing
Ongoing
December 1991
July 1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	132		156	17	6
TOTAL ESTIMATED EXPENDITURES:	248,866		193,200	183,054	2,100
CONSULTANT	--		--	--	--
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	111,193		164,200	--	--
UMTA Sect. 8 Carryover	--		--	--	--
New	44,348		--	16,049	--
OTHER:	--		--	--	--
STATE:	--		29,000	--	2,100
LOCAL: (Amount put under Agency Column)	93,325		--	167,055	--
TOTAL	248,866		193,200	183,054	2,100

ACTIVITY TITLE OF BUDGETARY SUPPORT ORGANIZATION

Date: June 1988

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Agency Budget No. 120000

GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

DESCRIPTION: To develop and conduct research and studies for the State of Michigan Department of Transportation. This includes the development of the Michigan Department of Transportation's Strategic Plan and the development of the Michigan Department of Transportation's Comprehensive Planning Program. This includes the development of the Michigan Department of Transportation's Comprehensive Planning Program and the development of the Michigan Department of Transportation's Comprehensive Planning Program.

RELATIONSHIP TO PREVIOUS BUDGET: This is a continuation of the Michigan Department of Transportation's Comprehensive Planning Program.

ACTIVITY	CONSTRUCTION DATE
General Development and Comprehensive Planning	As needed
Research and Studies	As needed
State Transportation Agency	As needed

B.
GENERAL DEVELOPMENT
AND
COMPREHENSIVE PLANNING

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:					
TOTAL ESTIMATED EXPENDITURES:					
CONSULTANT					
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)					
UMTA Sect. 8 Carryover					
New					
OTHER:					
STATE:					
LOCAL: (Amount put under Agency Column)					
TOTAL					

ACTIVITY TITLE: 09 HIGHWAY SYSTEM IMPLEMENTATION

Date: June 1990

UPWP91

Agency Account No. 5500900 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To develop and review plans and programs and conduct studies for the Metropolitan Highway System Plan.

APPROACH: These activities have been separated from those included under the 1990 work program activity entitled, "Highway Corridor Studies."

During 1991 staff will develop and propose amendments to the Transportation Policy Plan to incorporate the findings of the Major River Crossings Study, the Minor Arterial Study and the High Occupancy Vehicle (HOV) Facilities Study. In addition, overall regional priorities will be reexamined. Staff will continue to review local comprehensive plan amendments for their impact on the metropolitan highway system. Plan amendments will continue to be submitted through 1991 in response to system statements mailed to communities in 1989. Staff will continue to evaluate requests for additional interchanges as submitted.

The Council will continue to monitor goods movements and energy related activities during 1991.

RELATIONSHIP TO PREVIOUS WORK: This is a part of the ongoing effort to implement the plans and policies of the 1988 Transportation Policy Plan.

PRODUCTS

COMPLETION DATES

Review Comprehensive Plan Amendments	As needed
Review Highway Interchange Additions	As needed
Review EAs and EISs	As needed
Amend Transportation Policy Plan	December 1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	75				
TOTAL ESTIMATED EXPENDITURES:	141,401				
CONSULTANT	--				
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	63,178				
UMTA Sect. 8 Carryover	--				
New	25,240				
OTHER:					
STATE:	--				
LOCAL: (Amount put under Agency Column)	52,983				
TOTAL	141,401				

Agency Account No. 5501000 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To participate in major corridor studies to ensure implementation of the regional transportation and development policies of the Council.

APPROACH: 1991 work will continue prior activities. Staff will participate on corridor study management teams, advisory committees and task forces. Staff will provide data to municipalities and agencies upon request to support ongoing planning and environmental impact studies.

During 1991 staff will continue working with Mn/DOT on environmental impact studies for I-494 (airport to Minnetonka), I-35W (Minneapolis to Burnsville) and TH 212. Staff will participate in a new EIS for TH 610. Staff will also continue to participate in a Suburban Mobility/TDM project on I-494 and on I-394 activities.

RELATIONSHIP TO PREVIOUS WORK: This is a part of the ongoing effort to implement regional plans at the corridor level. In 1990, staff supported local planning, EIS projects, network refinements, and several sub-area studies. Work in 1991 will focus on ongoing corridor projects mentioned in APPROACH.

*Council is lead agency

PRODUCTS

Staff input to Mn/DOT on Uncompleted Segments of Metro Highway System
 Final EIS - TH 212/Record of Decision
 Draft EIS - I-35W
 Final EIS - I-35W
 Draft EIS - I-494

COMPLETION DATES

Continuous
 January 1991
 April 1991
 First Quarter 1992
 June 1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	66				
TOTAL ESTIMATED EXPENDITURES:	149,434				
CONSULTANT	25,000				
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	66,767				
UMTA Sect. 8 Carryover	--				
New	26,674				
OTHER:					
STATE:	--				
LOCAL: (Amount put under Agency Column)	55,993				
TOTAL	149,434				

Agency Account No. 5501100 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To maintain travel forecast capabilities to support the orderly development and operation of transportation facilities in the Metropolitan Area. To maintain socio-economic, travel and traffic count data, and to monitor, revise and update travel forecasting procedures necessary to define and evaluate the interrelationships between land development and transportation improvements in the region.

APPROACH: The Metropolitan Council and Mn/DOT will continue joint efforts in developing travel forecasts and forecasting tools. The Council and Mn/DOT will jointly test a new 1990 network and develop and test a new 2010 highway network.

The Council will also provide technical assistance and satisfy data requests from other agencies, local units of government and consultants. (See Activity 31 for work on light rail transit forecasting.)

RELATIONSHIP TO PREVIOUS WORK: Mn/DOT developed a new 1990 highway network and TAZ system. The Council will assist Mn/DOT in evaluating and testing the new highway network.

PRODUCTS

1990 Highway Network
 2010 Highway Network
 Year End Report
 Satisfy Data Requests
 Analyze Traffic Impacts of Development Proposals

COMPLETION DATES

March 1991
 December 1991
 December 1991
 As Needed
 As Needed

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	62		301		
TOTAL ESTIMATED EXPENDITURES:	141,892		451,216		
CONSULTANT	25,000		950,000		
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	63,397		383,533		
UMTA Sect. 8 Carryover	--		--		
New	25,328		--		
OTHER:					
STATE:	--		67,683		
LOCAL: (Amount put under Agency Column)	53,167		--		
TOTAL	141,892		451,216		

ACTIVITY TITLE: 12 1990 TRAVEL BEHAVIOR INVENTORY

Date: June 1990 UPWP91

Agency Account No. 5501200 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To analyze and summarize a comprehensive survey of travel behavior in the seven county area conducted during 1990 and to update and revise all major travel forecasting input and systems such as employment and demographic inventories, travel inventory zones and transportation networks. This work coordinates travel behavior data and 1990 census population and economic data. It forms the factual basis for a major update and recalibration of the Twin Cities travel forecast models during 1991 and 1992.

APPROACH: Mn/DOT, RTB and the Metropolitan Council jointly fund and manage these activities and provide some of the required technical support. A consultant team provides much of the expertise and supplementary manpower.

RELATIONSHIP TO PREVIOUS WORK: Planning for the 1990 TBI started in 1988 with the adoption of an action plan for the 1990 TBI. During 1989 a detailed work plan was prepared and pretests of all major surveys were carried out. In 1990, the travel surveys were completed. This activity for 1991 builds upon the planning carried out as part of activity 1200 in 1990.

PRODUCTS

Home Interview Analysis and Reports
 Establishment Survey Analysis and Reports
 Employment Survey
 1990 TAZs and Network
 Model Calibration
 Attain Census Data and TIGRE file
 Special Generator Travel Survey Data

COMPLETION DATES

July 1991
 July 1991
 July 1991
 March 1991
 July 1991 - December 1992
 May 1991
 March 1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	62				1.2
TOTAL ESTIMATED EXPENDITURES:	116,892				1,200
CONSULTANT	**				--
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	52,227				--
UMTA Sect. 8 Carryover	--				--
New	20,865				--
OTHER:					
STATE:	--				1,200
LOCAL: (Amount put under Agency Column)	43,799				--
TOTAL	116,892				1,200

**NOTE: 1990 TBI consultant budget (\$1,600,000) was included in the 1990 UPWP. Alot will be used in 1990 but as of July 1990, we are unable to estimate carryover to 1991. The 1990 TBI is almost entirely paid for with state funds, and does not significantly affect federal funding of the UPWP. All contracts for the 1990 TBI were executed in 1990 and will remain in force through 1992.

C.
 LONG-RANGE
 TRANSPORTATION
 PLANNING

Agency Account No.

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To assist and participate with the Metropolitan Council and others in the Dual Track Airport Planning Process as established by the 1989 legislature.

APPROACH: The Dual Track Planning Process will focus primarily on search area selection under the direction of the Metropolitan Council. MAC involvement will relate to providing input on search area suitability, air traffic implications, and airport development options as well as continued refinement of forecasting methods and approaches.

RELATIONSHIP TO PREVIOUS WORK: Integral part of Dual Track Approach for aviation planning within the Metropolitan Area.

PRODUCTS

COMPLETION DATES

Special Reports

December 31, 1991

	Agency Program Budget				
	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	*				12
TOTAL ESTIMATED EXPENDITURES:		200,000			15,000
CONSULTANT		200,000			--
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)					
UMTA Sect. 8 Carryover					
New					
OTHER:		200,000			--
STATE:		--			15,000
LOCAL: (Amount put under Agency Column)		--			--
TOTAL		200,000			15,000

*See Activity 27

Agency Account No. 5602300 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To carry out two activities which all contribute to financing and funding transportation implementation. This project will 1) research and develop policy on long-term financing of highways and transit, and 2) administer the right-of-way acquisition loan fund (RALF) for advance purchase of metropolitan highway rights-of-way.

APPROACH: Although this activity covers two separate projects, they share, in common, an emphasis on the financial planning for implementation of regional highways and transit. Therefore, they have been grouped as one activity. The long-term financing would study and develop recommendations, using MC, Mn/DOT and RTB staff working with TAC/TAB task forces (or task force), for financing of regional highways and transit. It is expected to include minor arterial funding needs. This work, done in coordination with the activities of the Transportation Study Board, will be focused during the 1991 legislative session. The Metropolitan Council will continue to administer the RALF and disbursing loan funds as required.

RELATIONSHIP TO PREVIOUS WORK: This continues a 1989 activity that initiated work on financing in response to the TPP adopted in 1988. In 1990 the Council received and acted on seven RALF applications.

PRODUCTS

Review of RALF Applications
Annual RALF Fund Status Report
Revised RALF Guidelines
Recommendation on Long-term Financing

COMPLETION DATES

As Needed
September 1991
September 1991
January/March 1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	57				
TOTAL ESTIMATED EXPENDITURES:	107,464				
CONSULTANT	--				
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	48,015				
UMTA Sect. 8 Carryover	--				
New	19,182				
OTHER:					
STATE:	--				
LOCAL: (Amount put under Agency Column)	40,267				
TOTAL	107,464				

Agency Account No. 5592500 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To monitor long range regional aviation system policy, to maintain a continuous aviation system planning program and monitor and update the Aviation Chapter of the Metropolitan Development Guide to insure plan consistency with current and anticipated technical, economic and political conditions.

APPROACH: This task will be a continuation of planning which produces periodic updates and revision of the aviation plan. Primary emphasis will be directed at monitoring and detailing aviation system elements and their future role in the system. Staff will maintain the extensive data base relating to airport system characteristics, users, activity statistics, adjacent land use and socio-economic data that affect aviation planning in the Metropolitan Area.

RELATIONSHIP TO PREVIOUS WORK: This work is a continuance of legislatively directed responsibility for the Council to develop and update a regional aviation systems plan. A revision of the Aviation Policy Plan occurred in 1989 to reflect the MSP Adequacy Study dual-track planning strategy, and also incorporate a public heliports element. Additional restructuring of the Guide document will begin in 1990, with amendments in 1991 and 1993. A grant request to FAA will be prepared for the Major Airport Phase II planning activities to be accomplished in 1991.

PRODUCTS

Coordination Activities
Grants/Progress Reports
Memorandum/Working Papers
Guide Revisions (restructuring)

COMPLETION DATES

Ongoing
Ongoing
Ongoing
June 1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	18				7
TOTAL ESTIMATED EXPENDITURES:	33,936				12,000
CONSULTANT	--				--
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	--				--
UMTA Sect. 8 Carryover	--				--
New	--				--
OTHER:					
STATE:	--				12,000
LOCAL: (Amount put under Agency Column)	33,936				--
TOTAL	33,936				12,000

ACTIVITY TITLE: 26C LONG TERM COMPREHENSIVE AIRPORT PLAN (MASTER PLAN UPDATE) LAKE ELMO AIRPORT
 Date: June 1990 UPWP91

Agency Account No.

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To update the Long-Term Comprehensive Plan (Master Plan) for Lake Elmo Airport.

APPROACH: Based on preliminary review of the airport's current master plan, projections of the airport's demand and facility needs will be updated. The update will reaffirm the type, scope and feasibility of the long term development and will recommend actions to implement a compatible airport/community plan.

RELATIONSHIP TO PREVIOUS WORK: The long-term comprehensive plans are basically a compendium of plans developed for a particular airport to meet a variety of needs including airport layout and master plans, airport obstruction maps, height and adjacent land use zoning. The comprehensive airport plans would be consistent with the Metropolitan Development Guide.

PRODUCTS

Long-Term Comprehensive Airport Plan

COMPLETION DATES

1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:					
TOTAL ESTIMATED EXPENDITURES:		45,000			
CONSULTANT		45,000			
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)		--			
UMTA Sect. 8 Carryover		--			
New		--			
OTHER:					
STATE:		--			
LOCAL: (Amount put under Agency Column)		45,000			
TOTAL		45,000			

ACTIVITY TITLE: 27 MAJOR AIRPORT PLANNING AND DEVELOPMENT Date: June 1990 UPWP91

Agency Account No. 5592700 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To continue the planning activities as required under the 1989 Metropolitan Airport Planning Act. This includes the preparation of an annual contingency plan and search area planning and development in cooperation with the MAC and affected governmental units.

APPROACH: To prepare an overall environmental review process with the MAC for the major airport dual-track planning strategy. Develop a study design, secure FAA funds and select consultants for preparing the 1990 Contingency Plan and conduct Phase II elements of the search area study as listed below. A joint MC/MAC committee will periodically review the major airport planning effort, including funding, study designs and reports. Ad-Hoc advisory groups and expert panels will be established to assist with contingency planning and the search area study.

RELATIONSHIP TO PREVIOUS WORK: In 1987-88 the Metropolitan Council undertook an evaluation concerning the long-term (prospective 30 years) adequacy of MSP International Airport. A task force was established and their recommendations made in October 1988. The Council report to the Legislature was approved in December 1988 and the Legislature enacted the 1989 Metropolitan Airport Planning Act. A Council and MAC Interagency Agreement and major airport planning scope-of-work for guiding work activities over the next six years was also completed in 1989. Input and coordination from other studies of MSP and major airport legislative planning requirements for the MAC also occurred.

PRODUCTS

Annual Aviation Planning Assessment Report
 General availability of search area lands

COMPLETION DATES

February 1991
 January 1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	110	*			13
TOTAL ESTIMATED EXPENDITURES:	252,389				11,000
CONSULTANT	45,000				--
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	--				--
UMTA Sect. 8 Carryover	--				--
New	--				--
OTHER: FAA	45,000				
STATE:	--				11,000
LOCAL: (Amount put under Agency Column)	207,389				--
TOTAL	252,389				11,000

*See Activity 22

ACTIVITY TITLE: 31 LRT PLANNING AND COORDINATION*

Date: June 1990

UPWP91

Agency Account No. 5603100 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To conduct Light Rail Transit (LRT) planning and coordination activities in the Twin Cities Metropolitan Area in cooperation with the Regional Transit Board, Metropolitan Council, regional railroad authorities, Metropolitan Transit Commission, communities, and others. For Mn/DOT's input, see Activity #44.

APPROACH: The RTB, Metropolitan Council, Metropolitan Transit Commission and regional railroad authorities will continue to follow legislative guidelines to coordinate different LRT planning activities. These generally include Council coordination with metropolitan systems and regional land development and human services concerns, RTB development of updates to regional plans, MTC participation in feeder bus planning, LRT design and implementation by regional railroad authorities and preservation of railroad ROW. The Metropolitan Council will prepare light rail transit ridership forecasts and forecast updates for corridors in the EIS process (see also Activity #11, Urban Travel Analysis).

RELATIONSHIP TO PREVIOUS WORK: Preliminary engineering will begin for Group A corridors. Metropolitan Council review of plan and plan updates from the RTB and regional railroad authorities will be conducted during 1991.

*RTB is lead agency.

PRODUCTS

- Provide technical assistance to regional railroad authorities
- Metropolitan Council review of RTB plan updates
- Metropolitan Council review of regional railroad authority EIS's and preliminary design plans
- Completion of LRT Regional Coordination Plan
- Review of preliminary engineering for Regional Rail Authority Corridors
- Bimonthly Joint Light Rail Transit Advisory Committee meetings (agendas, staffing and minutes)
- Bimonthly meetings of the Staff Committee to the Joint LRT Advisory Committee
- LRT Corridor Ridership Forecast

COMPLETION DATES

- Ongoing
- An Needed
- As Needed
- January 1991
- June 1991
- Ongoing
- Ongoing
- As needed

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	48			178	1
TOTAL ESTIMATED EXPENDITURES:	90,497			590,920	1,000
CONSULTANT	--			150,000	--
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	--			--	--
UMTA Sect. 8 Carryover	--			--	--
New	16,154			--	--
OTHER:					
STATE:	--				1,000
LOCAL: (Amount put under Agency Column)	74,343			590,920	--
TOTAL	90,497			590,920	1,000

Agency Account No. 5603200 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To conduct the short- and mid-range transit planning, and implementation activities of the Council, and Regional Transit Board (RTB). To plan and coordinate the implementation of transit improvements and participate in regional transportation projects to ensure that transit alternatives are adequately addressed and considered.

To develop short range implementation plans to carry out regional transportation policy and ensure, through a comprehensive and coordinated review process, that proposed development plans or implementation programs are consistent with the Transportation Policy Plan of the Metropolitan Development Guide revised for the Council in 1988 and the RTB's Five Year Transit Plan.

APPROACH: Activities in this category focus on the short- to mid-range transit planning and implementation associated with regular route and paratransit and travel demand management (TDM) projects. These include participation in and conducting specific studies, coordinating the implementation of completed studies and participating in joint agency and community projects, review of the 1991-1995 RTB Five-Year Transit Plan; monitoring of performance measures and fare policy; ensure coordination and review between the activities of the Regional Transit Board, Metropolitan Council, Metropolitan Transit Commission and private operators. Provide technical assistance to communities on development and implementation of comprehensive plan amendments; LRT/land use coordination and service for travel demand management, and transportation management organization (TMO) development as requested and participate in other transit related activities as appropriate.

RELATIONSHIP TO PREVIOUS WORK: This element represents a continuation of transit planning and implementation conducted by the Metropolitan Council, Regional Transit Board, and Metropolitan Transit Commission. This activity is a continuation of implementation activity of past years. This follows up on the revised Transportation Policy Plan, RTB Implementation Plan and recommendations, the I-494 Corridor Study and Travel Demand Management Demonstration and other ongoing projects. *Council is lead agency.

PRODUCTS

	<u>COMPLETION DATES</u>
Participate in I-494 EIS	Ongoing
Participate in the TBI process	Ongoing
Participate in the I-35W EIS process	Ongoing
Provide technical assistance to communities, providers on transit and TDM as well as TMO organization	Continuous
Monitor performance measures and fare policy	Ongoing
Plan and implement transit elements in the I-494 corridor	April 1991
Transit planning activities and studies	Continuous
Implementation assistance and activities	Continuous
Development of I-394 timed-transfer transit service plan	Ongoing
I-494 suburban initiatives demonstration, including improved local crosstown service tied to opening of Mall of America	Ongoing
Establish and maintain coordination links with agencies responsible for emergency plans	Ongoing
Participate in the I-94 REMAP process	Ongoing
Project Review and Referral Memoranda	Continuous
Identify new program needs and financial backing required	Continuous
Update the Four Factor Cost Model	July 1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	57			308	
TOTAL ESTIMATED EXPENDITURES:	107,464			696,393	
CONSULTANT	--			90,000	
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	--			--	
UMTA Sect. 8 Carryover	--			--	
New	19,182			188,575	
OTHER:					
STATE:	--			--	
LOCAL: (Amount put under Agency Column)	88,282			507,818	
TOTAL	107,464			696,393	

Agency Account No. 5593300 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To ensure, through a comprehensive and coordinated review process, that proposed development plans or implementation programs are consistent with the Metropolitan Development Guide, particularly the Aviation Chapter. To provide a forum for the coordination of policy and plan implementation strategies affecting metropolitan aviation. To maintain the long-term viability of the aviation system by ensuring compatible land use planning and development.

APPROACH: Council staff will review proposed airport actions in relation to the Metropolitan Development Guide Aviation Chapter; inform the public of proposed actions, and coordinate review processes through the TAB/TAC committee structure. Work includes participation in meetings and work sessions with representatives of other planning and operating agencies including, but not limited to, Federal Aviation Administration (FAA), Metropolitan Airports Commission (MAC), Minnesota Department of Transportation (Mn/DOT), Minnesota Pollution Control Agency (MPCA) and local governmental units. To continue to implement noise impact policies, the adopted Aircraft Noise/Land Use Compatibility Guidelines will be used to review EISs and to evaluate proposed amendments to local comprehensive plans.

RELATIONSHIP TO PREVIOUS WORK: This activity is a continuation of previous years work, including the Aircraft Noise/Land Use Compatibility studies which resulted in the development of noise contours, land use compatibility guidelines and model zoning ordinance and completed an acoustic building handbook (Builder's Guide). During 1990 and 1991 several airport development plans, including a Long-Term Comprehensive Plan for MSP will be completed by MAC. The EIS for the extension of runway 4/22 at MSP is underway in 1990 and is expected to be completed in 1991. All those plans will be submitted to the Metropolitan Council for review. During 1990, the Council is expected to complete a Regional Reliever Airport Study establishing a program of implementation strategies.

PRODUCTS

	<u>COMPLETION DATES</u>
Project review and referral memoranda	Continuous
Review MAC Capital Improvement Program 1990-91	April 1991
Committee meetings	Periodic
Progress Reports	Periodic
Review of Local Plan Amendments	As Needed

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	30				7
TOTAL ESTIMATED EXPENDITURES:	56,561				9,000
CONSULTANT	--				--
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	--				--
UMTA Sect. 8 Carryover	--				--
New	--				--
OTHER:					
STATE:	--				9,000
LOCAL: (Amount put under Agency Column)	56,561				--
TOTAL	56,561				9,000

Agency Account No.

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To complete implementation of the Airport Zoning Act at MAC owned airports.

APPROACH: Airport safety zoning ordinances will be developed and implemented at Anoka County-Blaine Airport and Lake Elmo Airport. These ordinances will identify both height and land use limitations in the environs of each airport.

RELATIONSHIP TO PREVIOUS WORK: Continuation of prior work.

PRODUCTS

COMPLETION DATES

Zoning Ordinance

1991

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:					1
TOTAL ESTIMATED EXPENDITURES:		30,000			3,000
CONSULTANT		30,000			
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)					
UMTA Sect. 8 Carryover					
New					
OTHER:					
STATE:		30,000			3,000
LOCAL: (Amount put under Agency Column)		--			--
TOTAL		30,000			3,000

Agency Account No. 875-90-12

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To develop plans for the development and maintenance of elderly and disabled transportation services for persons in the Minneapolis-St. Paul area. The plan will identify needs, resources, and service delivery mechanisms. The plan will be used to guide the development of the service delivery system.

APPROACH: A variety of activities leading to implementation of the plan will be conducted under this contract. These activities will include the following: conducting a needs assessment; developing a service delivery system; conducting a cost-benefit analysis; and conducting a public information campaign. The plan will be developed in consultation with the Transportation Planning Committee, which is the governing body for the Metropolitan Council's transportation planning and coordination activities.

RELATIONSHIP TO PREVIOUS WORK: This work represents a continuation of prior work performed by the UTA.

PRODUCTS

COMPLETION DATES

	COMPLETION DATE
Transportation Accessibility Advisory Committee (TAAC) meetings, agenda, policy and strategy	Ongoing
Community public development	Ongoing
Transportation planning process	Ongoing
TAAC meeting agenda, minutes and reports	Ongoing
Executive reports	Ongoing
Monthly workshops	Ongoing
Public comment for the service system	Ongoing
Service delivery system	Ongoing
Agency system of transportation	Ongoing

E.

SPECIAL PROJECTS

UMTA defines "Special Projects" as projects dealing with planning for: elderly and handicapped; air quality; energy conservation and contingency; disadvantaged business and women business enterprises; or private sector participation.

The following projects are grouped under this category to make the UPWP more effective in applying for UMTA grants.

TOTAL STAFF WEEKS:	1
TOTAL ESTIMATED EXPENDITURES:	3,000
CONSULTANT	3,000
SOURCES OF FUNDS:	
FEDERAL:	
FHWA: (PL, HPR)	
UMTA Sect. 8 Carryover	
New	
OTHER:	
STATE:	
LOCAL: (Amount put under Agency Column)	
TOTAL	3,000

Agency Account No. RTB 90-10

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To formulate plans for the development and coordination of elderly and disabled transportation services for persons in the metropolitan area. To conduct public policy research and identify service improvement opportunities. To ensure public participation in the transit planning process.

APPROACH: A variety of activities focusing on transportation services for the elderly and disabled will be conducted under this element. These will include, but not be limited to, the following: monitoring and refinements in the Metro Mobility system; projecting disabled transportation demand; staffing support and coordination of the Transportation Accessibility Advisory Committee; review of the metropolitan area 16(b)(2) applications; developing an accessibility policy; and conducting market analysis for new service options.

RELATIONSHIP TO PREVIOUS WORK: This work represents a continuation of past work performed by the RTB.

PRODUCTS

COMPLETION DATES

Transportation Accessible Advisory Committee (TAAC) meetings (agendas, staffing and minutes)	Ongoing
Accessibility policy development	Ongoing
Disabled transportation demand projections	Ongoing
16(b)(2) funding application review and analysis	Ongoing
Legislative reports	Ongoing
Sensitivity workshops	Ongoing
Market analysis for new service options	Ongoing
Metro Mobility policy improvements	Ongoing
Inventory update of specialized transportation resources	Ongoing

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:				104	
TOTAL ESTIMATED EXPENDITURES:				229,626	
CONSULTANT				15,000	
SOURCES OF FUNDS:					
FEDERAL:				--	
FHWA: (PL, HPR)				--	
UMTA Sect. 8 Carryover				66,946	
New					
OTHER:				--	
STATE:				162,680	
LOCAL: (Amount put under Agency Column)					
TOTAL				229,626	

Agency Account No.

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To plan and implement regional rideshare and travel demand management strategies, including providing technical assistance to communities, businesses and developers.

APPROACH: Activities in this category focus on the planning and implementation associated with rideshare and travel demand management projects. These include participation in and conducting specific studies, participation in the RTB's Rideshare Advisory Committee, expanding Minnesota Rideshare's matching database.

RELATIONSHIP TO PREVIOUS WORK: This element represents a continuation of planning and implementation conducted by the RTB, Minnesota Rideshare, and the Metropolitan Council for the purpose of mitigating congestion throughout the metropolitan area's transportation system. This activity, though under a new activity title, is a continuation of previous years.

*RTB is lead agency.

PRODUCTS

Inventory and identify potential local rideshare service providers
 Bimonthly Rideshare Advisory Committee meetings (agendas, staffing, minutes)
 Participate in the implementation of TDM strategies at the University of Minnesota
 Participate in the implementation of TDM strategies on the 494 corridor
 Participate in TMO development

COMPLETION DATES

Ongoing
 Ongoing
 Ongoing
 Ongoing
 Ongoing

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:				41	
TOTAL ESTIMATED EXPENDITURES:				131,897	
CONSULTANT					
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)				--	
UMTA Sect. 8 Carryover				--	
New				28,430	
OTHER:					
STATE:				--	
LOCAL: (Amount put under Agency Column)				103,467	
TOTAL				131,897	

Agency Account No.

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To participate in the coordination and monitoring of the Minnesota Rideshare Program, as well as integrated highway and transit projects, light rail transit, and other issues germane to Mn/DOT's highway and transit interests in the metropolitan area.

APPROACH: Mn/DOT allocates state funds for light rail transit development and serves a member of the Regional Transit Board's Joint Light Rail Transit Advisory Committee. Mn/DOT provides support, technical assistance, and reviews and comments on various planning documents and studies. Mn/DOT staff works with affected metropolitan agencies to mitigate the impacts of highway construction on the motoring public. Mn/DOT serves as a ex officio member of the Regional Transit Board's Rideshare Advisory Committee.

RELATIONSHIP TO PREVIOUS WORK: This work activity is a continuation of the planning efforts devoted to improve the coordination of integrated transit and highway projects in the metropolitan area.

PRODUCTS

Advisory Committee Meetings
 Staff Assistance

COMPLETION DATES

Ongoing
 Ongoing

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:			5		
TOTAL ESTIMATED EXPENDITURES:			4,015		
CONSULTANT			--		
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)			3,413		
UMTA Sect. 8 Carryover			--		
New			--		
OTHER:					
STATE:			602		
LOCAL: (Amount put under Agency Column)			--		
TOTAL			4,015		

Agency Account No. 5604900 - Metropolitan Council

PURPOSE, APPROACH, AND RELATIONSHIP TO PREVIOUS WORK

PURPOSE: To implement short range plans to carry out regional transportation related air quality reports required under state and federal statutes and regulations.

APPROACH: During 1991 the Metropolitan Council staff will assist the MPCA staff and monitor the implementation of a vehicle inspection/maintenance program (VIM). An annual air quality report will be prepared from data collected through monitoring by MPCA of carbon monoxide, to determine the status of strategies for air quality improvement as well as annual progress towards attainment of federal air quality standards and consistency, along with consistency and conformity with the State Implementation Plan (S.I.P.). The Council will continue to monitor carbon monoxide (CO) and other related air quality issues in the Metropolitan Area through review of environmental assessments and MPCA indirect source permit applications for large development projects with the potential for generating high volumes of traffic.

RELATIONSHIP TO PREVIOUS WORK: During 1987 EPA raised the issue of CO violations throughout the region that resulted in the enactment of area-wide strategies. One of the strategies was the VIM program enacted in 1988 by the legislature and actively supported by the Metropolitan Council and MPCA. Rules for the program were adopted by MPCA in 1989. In 1990 the program was initiated with the selection of a contractor by MPCA and participation of the Council

PRODUCTS

Annual Air Quality Progress Report (MC)
Determination of Consistency and Conformity with SIP

COMPLETION DATES

September 1990
December 1990

Agency Program Budget

	MC	MAC	MNDOT	RTB	MPCA
TOTAL STAFF WEEKS:	9				550
TOTAL ESTIMATED EXPENDITURES:	16,968				550,000
CONSULTANT					
SOURCES OF FUNDS:					
FEDERAL:					
FHWA: (PL, HPR)	7,581				--
UMTA Sect. 8 Carryover	--				--
New	3,027				--
OTHER:					
STATE:	--				550,000
LOCAL: (Amount put under Agency Column)	6,360				
TOTAL	16,968				550,000

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APPENDIX A

Activity No.	Title	1991 UPWP EXPENDITURES					TOTAL
		MC	RTB	Mn/DOT	MPCA	MAC	
1	Transportation Planning Process	248,866	183,054	193,200	2,100		627,220
9	Metro Highway System	141,401					141,401
10	Highway Corridors Studies	149,433					149,433
11	Urban Travel	141,892		451,216			593,108
12	Travel Behavior Inventory	116,892			1,200		118,092
22	Dual-Track Approach-New Airport Plg.				15,000	200,000	215,000
23	Transp. Financing/Fund Admin.	107,464					107,464
25	Aviation System Planning	33,936			12,000		45,936
26C	Long-Term Comprehensive Airport Plans					45,000	45,000
27	Major Airport Planning & Development	252,389			11,000		263,389
29	Traffic Monitoring and Evaluation			102,800			102,800
31	LRT Planning & Coordination	90,497	590,920		1,000		682,417
32	Transit Implementation	107,464	696,393				803,857
33	Airport System Implementation	56,561			9,000		65,561
36	Airport Zoning				3,000	30,000	33,000
40	Disabled Transportation Planning		229,626				229,626
42	Rideshare Implementation		131,897				131,897
44	Mn/DOT Regional Transit Prog. Coord.			4,015			4,015
49	Air Quality Planning	16,968			550,000		566,968
TOTAL		1,463,763	1,831,890	751,231	604,300	275,000	4,926,184

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10	Bay Corridor Studies						
	Final EIS - EIS Board of Decision	MC					
	Draft EIS - EIS	MC					
	Draft EIS - EIS	MC					
11	Urban Travel						
	1988 Highway Network	MC					
	1988 Highway Network	MC					
	1988 Urban Network	MC					
12	Travel Behavior Inventory						
	1988 EIS and Report	MC					
	Special Assessment Travel Survey Data	MC					
	Agency Census Data and Travel Plan	MC					
	Household Interview Method and Report	MC					
	Employment Survey Method and Report	MC					
	Employment Survey	MC					
	Household Interview	MC					
22	Dual Track Approach - New Airport Planning Studies						
	Special Reports	MAC					
23	Transp. Financing/Fund Admin.						
	Recommendations on Long-Term Financing	MC					
	Annual SAMP Final Status Report	MC					
	Detailed SAMP Guidelines	MC					
25	Aviation System Planning						
	Guide Resources (preliminary)	MC					
26C	Long-Term Comp. Airport Plan - Lake Eden						
	Long-Term Comp. Airport Plan	MAC					

MAJOR
PRODUCT LISTING FOR 1991

Activity No.	Title and Products	Agency	Completion Date
01	Transportation Planning Process		
-	1992-94 T.I.P.	MC,Mn/DOT,RTB	December
-	FAU Boundary & Systems Revisions	MC,Mn/DOT,RTB	Ongoing
-	1992 Unified Plg. Work Prog.	MC,Mn/DOT,RTB	October
-	Amendments to 1991-93 TIP	MC,Mn/DOT,RTB	Ongoing
-	Quarterly Progress Reports	MC	March, April, July, Oct.
-	Prospectus Update	MC	December
-	Preliminary Draft of 1991 Council Transp. Work Prog.	MC	June
-	Final Draft of 1991 Council Transp. Work Program	MC	Sept.
-	Close-out of Outstanding Grants	MC	April
-	Annual Update of Title VI & DBE and WBE Goals	MC	July
-	Providers' Advisory Committee Meetings	RTB	Ongoing
09	Highway System Implementation		
-	Amend Transportation Policy Plan	MC	December
10	Hwy. Corridor Studies		
-	Final EIS - TH 212/Record of Decision	MC	January
-	Draft EIS - I-35W	MC	April
-	Draft EIS - I-494	MC	June
11	Urban Travel		
-	1990 Highway Network	MC	March
-	2010 Highway Network	MC	December
-	Year End Report	MC	December
12	Travel Behavior Inventory		
-	1990 TAZs and Network	MC	March
-	Special Generator Travel Survey Data	MC	March
-	Attain Census Data and TIGRE File	MC	May
-	Home Interview Analysis and Reports	MC	July
-	Establishment Survey Analysis and Reports	MC	July
-	Employment Survey	MC	July
-	Model Calibration	MC	July-Dec. 1992
22	Dual Track Approach - New Airport Planning Studies		
-	Special Reports	MAC	December
23	Transp. Financing/Fund Admin.		
-	Recommendations on Long-term Financing	MC	Jan./March
-	Annual RALF Fund Status Report	MC	Sept.
-	Revised RALF Guidelines	MC	Sept.
25	Aviation System Planning		
-	Guide Revisions (restructuring)	MC	June
26C	Long-Term Comp. Airport Plan - Lake Elmo		
-	Long-Term Comp. Airport Plan	MAC	1991

1991 UPWP REVENUES APPENDIX B

Activity No.	Title	FHWA PL	FHWA HPR	UMTA NEW	FEDERAL OTHER	STATE	LOCAL	TOTAL
1	Transportation Planning Process	111,193	164,200	60,397		31,100	260,330	627,220
9	Metro Highway System	63,178		25,240			52,983	141,401
10	Highway Corridors Studies	66,767		26,674			55,993	149,434
11	Urban Travel	63,397	383,533	25,328		67,683	53,167	593,108
12	Travel Behavior Inventory	52,227		20,865		1,200	43,799	118,091
22	Dual-Track Approach-New Airport Plg.				200,000	15,000		215,000
23	Transp. Financing/Fund Admin.	48,015		19,182			40,267	107,464
25	Aviation system Planning					12,000	33,936	45,936
26C	Long-Term Comprehensive Airport Plans						45,000	45,000
27	Major Airport Planning & Development				45,000	11,000	207,389	263,389
29	Traffic Monitoring and Evaluation		87,400			15,400		102,800
31	LRT Planning & Coordination			16,154		1,000	665,263	682,417
32	Transit Implementation			207,757			596,100	803,857
33	Airport System Implementation					9,000	56,561	65,561
36	Airport Zoning					33,000		33,000
40	Disabled Transportation Planning			66,946			162,680	229,626
42	Rideshare Implementation			28,430			103,467	131,897
44	Mn/DOT Regional Transit Prog. Coord.		3,413			602		4,015
49	Air Quality Planning	7,581		3,027		550,000	6,360	566,968
TOTAL		412,358	638,546	500,000	245,000	746,985	2,383,295	4,926,184

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TOTAL STATE REVENUE
TOTAL FEDERAL REVENUE
CONSULTANT
SOURCES OF FUNDS
FEDERAL (PL, HPR)
UMTA (New & Existing)
OTHER
STATE
LOCAL (Admin. per Mn/DOT Agency Contract)
TOTAL

Activity No.	Title and Products	Agency	Completion Date
27	Major Airport Planning & Development		
-	General Availability of Search Area	MC	January
-	Annual Aviation Plg. Assessment Report	MC	February
29	Traffic Monitoring and Evaluation		
-	Seven-county Metro Area (MSAS) Traffic Volume Maps	Mn/DOT	July
-	Seven-county Metro Area flow map	Mn/DOT	September
31	LRT Coordination		
-	Completion of LRT Regional Coord. Plan	RTB	January
-	Completion of Prelim. Eng. for Henn. Co.	RTB	June
32	Transit Implementation		
-	Plan and Implement transit elements in the I-494 Corridor	RTB	April
-	Update the Four Factor Cost Model	RTB	July
33	Airport System Implementation		
-	Review MAC's CIP	MC	April
36	Airport Zoning		
-	Zoning Ordinance	MAC	1991
40	Disabled Transportation Planning		
-	16(b)(2) Funding Applications	RTB	Ongoing
-	Market Analysis for New Service Options	RTB	Ongoing
-	Inventory Update of Specialized Transportation Resources	RTB	Ongoing
42	Rideshare Implementation		
-	Inventory & identify potential local rideshare service providers	RTB	Ongoing
44	Mn/DOT Regional Transit Program Coordination		
-	Advisory Committee Meetings	Mn/DOT	Ongoing
49	Air Quality Planning		
-	Annual Air Quality Progress Report	MC	Sept.
-	Determination of Consistency and Conformity with SIP	MC	Dec.

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