



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
229-2700

**Minutes of the Public Hearing of the
REGIONAL TRANSIT BOARD
Regarding Proposed Fare Increases
for Regular Route Transit Service
September 20, 1993**

MEMBERS PRESENT: Morgan Grant, Gary Humphrey, Dennis Schulstad

OTHERS PRESENT: Todd Paulson, Tom Sather and Tom Johnson, Metropolitan Transit Commission; Gregory L. Andrews, Howard Blin, Suzanne Hanson, Mary Fitzgerald, RTB staff

CALL TO ORDER

The meeting was convened at 12:05 p.m. on September 20, 1993 in the Hennepin County Government Center.

Howard Blin introduced the representatives and the Metropolitan Transit Commission and Regional Transit Board. He then explained the proposals and the reasons they were developed.

The purpose of the hearing is to receive public comment on fare increases proposed for regular route transit service. Regular route services include service operated by the MTC, opt-out programs, the University of Minnesota Route 52 service, and programs such as Route 55 Western Suburbs service, the Roseville Circulator, and the BE Line.

Late last year the RTB approved fare increases which are scheduled to go into effect no later than January 1, 1994. This meeting is to receive comments on additional increases to express fares, the downtown zone, convenience fares, and senior, youth and limited mobility fares.

A member of the audience said the issue should be on the ballot in November.

Theresa Vanstrom spoke against the increase in seniors' off-peak fare because it represents a 100-percent increase. She would accept an increase to 35 cents. The reason for given (fumbling for a dime) is not a good excuse. In response to her question, Blin said the Nicollet Mall has not received funding for start-up. Vanstrom said money is tight and the proposal should be disregarded; it is inconvenient to shift buses. We should consider cost these days rather than mall promotion. If seniors have to pay on the bus, all children should have to as well. Originally this was done because people held their children but that is no longer true. As long as they occupy a seat they should pay.

Jeff Johnson spoke against the downtown zone fare increase. He lives near the medical center and works at Riverplace, so he has to take two buses. His cost would increase by 100-percent to \$2.00 per day, which is unfair. There are a lot of low-income people who live in downtown Minneapolis.

Jack Schoef said his office is in downtown Minneapolis. He complimented MTC on their scheduling and routing. MTC should maintain the 25 cent fare for the seniors because they owe it to them. This is the only way they can get around. During off-peak hours, with the exception of I-94 buses, buses are 50-percent empty.

Corbin Kidder, Chair of the Transportation Committee of the Minnesota Senior Federation, Metro Region, distributed his written statement, dated September 20, 1993 (Exhibit A).

Doug Davis, Advocacy Chair for the Metro Senior Federation, said the position that Kidder had articulated was fully considered by the federation. Without question, raising the price will reduce the number of people riding. Seniors need the bus to get around. This is public transportation, not a private enterprise to make a profit. The federation will work very hard to get funds from the Legislature, but clearly, we cannot take more from our riders. Many are single women, seniors, poor people, people who are emotionally disturbed--people we must want to serve. He asked the board not to increase the fares.

Steve Share said he is in a one-car household. When possible he bikes to work. He spoke against the increase because we should be trying to increase ridership. We should not measure costs at the farebox because other, hidden costs of cars and pollution should be factored in. The proposed increase will hurt the inner city poor most, the people who can least afford it. He quoted Nacho Diaz's statement that 21-percent of household in the inner city have no car. For the senior citizen an increase can cause people to skimp on other necessities. He expressed surprise that no African American is attending the meeting, which was not well publicized. A member of the audience noted that the time published on the meeting was incorrect. In response to a question on who will vote on the issue, Blin said the RTB will vote on October 4. A number of people asked if the chairs of RTB and MTC were present.

Responding to a question from a resident of New Hope, Schulstad said he opposes the fare increase, but the board has not discussed it yet. Morgan Grant said he was appointed to the board in April and today's proposal was in part decided by the previous board. He is against the social fare increase but the board is in a tight situation because the Legislature did not appropriate enough money and more funds are needed for operating revenue. He hopes people will contact the Legislature and ask for dedicated funding for transit.

Raymond Kroll, Manager of Transportation Operations of the Minneapolis Public Schools, distributed copies of his memorandum dated September 20, 1993. The school district's transportation budget does not include funds for the increase in student fares.

Enid Olson said ridership will increase if fares are kept low.

Charles Anderson, Covenant Retirement Communities, said most retirees dispose of their cars because the community has vehicles and the bus service has been very good. However, the proposed increase will cause some people to stop doing some things they are doing now. He hopes the board will reconsider. Kay Worwig said she has lived where public transportation was seen as a right along with public education and public health services. Public transportation was geared to serve the public. She finds here a lack of philosophy of public service. There has been a great deal of publicity about MTC salaries and they seem immoral in light of the hardship for seniors and youth. She would like to see some leadership in terms of public transportation.

Mike Poseki (ph.) from Richfield said he represents ten people who use transit. The rate increase will bring them to \$60 per month for a monthly pass. A parking ramp rate near his office is \$70. There is not much incentive for taking the bus. Most riders are considering using their cars. A person in the audience said he finds it incredible that it takes an hour to get to Cedar Riverside from his downtown office--he can walk that fast. The schedules do not work and he hopes MTC will take a look at them.

Kidder added that the information on these hearings was obscurely published in the St. Paul newspaper several weeks ago. That was the first warning this might happen. For many people, finding out in only one of the newspapers that a major hearing will take place at noon that day is not acceptable.

Schulstad asked if any effort was made to contact people who ride and if not, why not. Hanson responded that in addition to the legal hearing notices, all the media were contacted and notices placed on the opt-outs and the MTC buses. They may have been placed behind the driver. Worwig said she never saw it. In response to Grant's question, Hanson said it was not published in the MTC take-out. That is a monthly publication.

Humphrey said he is a very new member. Some of these fares were passed by the old board. Schulstad said it is confusing that some time ago the board approved some of the fare increases; however, everything is now back on the table and the board will reconsider everything. Blin said his understanding is the board will only look at the MTC proposed modifications. Schulstad said he specifically asked at a board meeting if the board would vote on every issue.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's public hearing at 12 noon on September 20, 1993.

Respectfully submitted,

Mary Fitzgerald
Board Secretary



REGIONAL TRANSIT BOARD

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

**Minutes of the Public Hearing of the
Regional Transit Board
Regarding Proposed Fare Increases
for Regular Route Transit Service
September 21, 1993
Held at Southdale Center, Edina**

Members Present: James Hovland, Sharon Feess, Michael Beard

Call to Order and Roll Call

The public hearing was convened by Board Member Hovland at 7:00 p.m. He explained that the purpose of the hearing is to receive public comment on fare increases proposed for regular route transit service. Regular route services include that operated by the MTC, opt-out programs, the University of Minnesota Route 52 service, along with programs such as Route 55 Western Suburbs service, the Roseville Circulator and the BE Line.

Late last year the RTB approved fare increases which are scheduled to go into effect no later than January 1, 1994. This meeting is to receive comments on additional increases to express fares, the downtown zone, convenience fares, and senior, youth and limited mobility fares. Howard Blin explained the fare increase proposal.

Scott Oakes asked if any future increases are planned for convenience fares. Blin responded that there are no increases planned at this time.

Lynn Keeler, a student at the University of Minnesota, stated that eliminating the zone fare would create an unequitable fare structure. The increases will also result in less ridership.

Jerry Hayes, representing the Senior Federation, read a statement from the Senior Federation in opposition to the 100 percent increase in the off-peak senior fare. He further stated that the projected 7 percent drop in senior ridership would include those who are most in need of transit service. Mr. Hayes suggested that if the senior fare must be raised, that it be increased to 30¢.

Laurie Knutson recommended that both zone and peak fares be eliminated. She also stated that to assist blind passengers, drivers need to call out stops, something many do not currently do.

Mark Barthal of Richfield stated that he rides Route 54 between the Mall of America and St. Paul. The new routing through the airport is very inefficient, only once in the past few weeks did anyone board Route 54 at the airport. He also stated that since Route 54 stops along West Seventh Street in St. Paul, that it not be considered an express route.

Tom Mahowald of Minneapolis questioned whether the RTB and MTC were aggressive enough in seeking additional state funding. If the agencies had been successful in obtaining more transit funding at the Legislature, this fare increase would not be necessary.



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**Minutes of the Public Hearing of the
REGIONAL TRANSIT BOARD
Regarding Proposed Fare Increases
for Regular Route Transit Service
September 22, 1993**

MEMBERS PRESENT: Ruby Hunt, Morgan Grant, Sharon Feess

OTHERS PRESENT: Todd Paulson and Tom Sather, Metropolitan Transit Commission (MTC); Howard Blin, Jane Fish, Mary Fitzgerald, RTB staff

CALL TO ORDER

The public hearing was called to order by Ramsey County Commissioner and RTB Board Member Ruby Hunt at 12 noon in Town Square, St. Paul. She introduced board and staff members and explained that the purpose of the hearing is to receive public comment on fare increases proposed for regular route transit service. Regular route services includes that operated by the MTC, opt-out programs, the University of Minnesota Route 52 service, along with programs such as Route 55 Western Suburbs service, the Roseville Circulator, and the BE Line.

Late last year the RTB approved fare increases which are scheduled to go into effect no later than January 1, 1994. This meeting is to receive comments on additional increases to express fares, the downtown zone, convenience fares, and senior, youth and limited mobility fares. Howard Blin explained the fare increase proposal.

The RTB and MTC must operate within the constraints of available funding. In the upcoming year we must have a balanced budget. While no one wants fare increases any more than tax increases, with the need for funds some choices must be made.

Philip M. McDonald said MTC is supposed to be working in the black, but he has always felt it is a community service. The increases reminded him of the cost of U.S. postage. The social and senior fares are recommended to be increased 100 percent. The express charge would increase 15 cents, approximately 20 percent. The seniors and youth are limited mobility people are bearing the brunt of the increase. His wife was killed by a bus in 1990.

Gene Corey said he is unhappy about this. The last increase (for seniors) was from 10 cents to 25 cents and now they want to double it. We are stealing from the poor and giving to the rich. He wonders if MTC voted for a pay increase. The public never saw an improvement when they got the last increase. He will definitely use the bus less if this increase goes through.

Rob Wood objected to the proposal to increase the express rate. He compared the speed of express service to regular service to show that the difference is not significant..

Paul Mandell, representing himself, said he is a member of the Capitol Area Planning Board. They are trying to encourage people to use transit and connect the Capitol to Downtown. In Portland service downtown is free. Riders will be lost under this proposal. They would like a system similar to Seattle with RTB subsidizing bus cards. Increasing fares will take us in the wrong direction.

Rick Biddle said there are three objectives for RTB: increase fares to reach a certain minimum level, increase ridership, and decrease rush hour traffic. Those things do not compatible. The peak charge is a penalty charge. If riders come to work during peak hours they are charged more, but RTB wants to relieve traffic congestion. Biddle suggested the base fare be \$1.25 but decreased for people who ride during rush hour. The fare would be higher for those who ride when the bus is at 25-percent of capacity. The peak charge does not achieve a penalty for driving.

Fran Connelly said it is too much to double the fare for seniors who ride only five blocks. She has to ride the bus several times a day for medical appointments and shopping.

Jim Nugge, 2197 Upper Afton, St. Paul, said his son attend Ramsey Junior High School and participates in school activities after 3:30 p.m. He has to pay the full fare and has no income. He recommended that his son receive the same break as everyone else. Why should he pay full fare to stand on the bus while the seat is occupied by someone who paid a quarter. He also cited the time savings for express service and questions the length and cost of a ride to Stillwater.

Suzanne Spitzer asked the board to consider the issue of raising downtown fares because of the impact on the state employees at the Capitol and at Lafayette Park. They cannot shop or run errands during noon hour because it is too far unless they use the bus. It would cost \$20 per month. A number of people have business to conduct at the offices of other government agencies. If the cost goes up they will seek to recover their costs from the state and waste taxpayers' money. Also, when the cost of fares and the cost of driving is nearly equal, taking the bus becomes less desirable.

Leeann Glenne, an MTC rider, said she has had a lot of arguments with MTC on security issues; this time it is on fare increases. She looked at the cost of parking downtown and was quoted a price of \$70 per month while her neighbor pays \$36

for the same space because her employer, the State of Minnesota, subsidizes parking. Glenne said everyone should be paying the same amount. The board should look at eliminating tax subsidies.

Julie McEnroe, a community organizer for Downtown St. Paul, said their Transportation Committee has addressed this. Their comments are that increasing the fare downtown and for express buses was because people who pay 25 cents are taking up express bus seats. She agreed with the earlier remarks on the State of Minnesota's policy of subsidizing parking. It discourages use of mass transit by state employees. She expressed concern that only one meeting was scheduled before 5 p.m. That is too later for senior citizens. She thanked RTB for arranging this meeting. With respect to the downtown zone, the downtown area needs to all the help it can get and she supports anything RTB can do at the Legislature to help. This proposal will cost ridership and she would hate to see more obstacles. There was nothing in any of the buses about the public hearings. That should have been done.

Nick Cocharella (ph.) commented that the state said Portland, Seattle and Las Vegas provide free rides for seniors. The cost should be lowered for six months and see how that arrangement would work.

Ron Duford, World Trade, said people should pay more.

Irene Plachmann, who lives downtown, said she does not want to feel trapped downtown because the fare would impact on her.

A woman who did not identify herself said people talk about keeping seniors active and happy, and then this is done.

Mark Hoyer, representing morning and evening commuters, said commuters are the people you want on the buses. He rides because it is affordable and convenient. Right now the issue is getting fairly close. RTB needs 20 new riders at 25 cents to make up for losing one commuter like him.

S. McNeill, 10 West High-rise, said he is often downtown and would be affected by the fare increase for seniors and persons with limited mobility who often have limited income. The amount of money available to these riders is limited and they would have to take fewer trips.

Mike Barrett said the convenience fares were increased on June 1, 1993. He rides the bus to school and to work and has no other transportation available so he will have to pay the higher fare. It is cheaper than investing in a car. He hope it will stay where it is now.

A man who did not identify himself asked why senior fares were doubled. Blin said the idea is to keep fares at 25-cent increments. That is the concept but the determination has not yet been made.

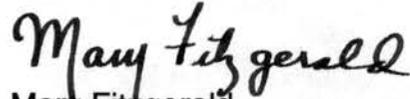
Member Hunt thanked everyone for attending and contributing positive input. She visited Portland and Seattle last week and believes free fares should be our goal in Minneapolis and St. Paul. The only way to achieve it is to get the message to the Legislature. The Metropolitan Council will be meeting within the next few weeks on a legislative program and they hope to be able to get additional support from the legislators. The board hopes people will contact lawmakers and let them know of the need.

Hunt introduced MTC Commissioner Todd Paulson and Chief Administrator Tom Sather who were present throughout the meeting and listened to the comments. The commission and board will take those comments into account. She again urged people to get in touch with their legislators.

There being no other business, the meeting was closed.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's public hearing on September 22, 1993.

Respectfully submitted,



Mary Fitzgerald
Secretary of the Board



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
229-2700

**Minutes of the Public Hearing of the
REGIONAL TRANSIT BOARD
Regarding Proposed Fare Increases
for Regular Route Transit Service
September 20, 1993**

MEMBERS PRESENT: Ruth Franklin; Vice Chair; Sharon Feess; Morgan Grant; Val Higgins; James Hovland; Gary Humphrey; Ruby Hunt; Harry Mares; Dennis Schulstad

CALL TO ORDER AND ROLL CALL

The public hearing was convened by Vice Chair Franklin at 5 p.m. She explained that the purpose of the hearing is to receive public comment on fare increases proposed for regular route transit service. Regular route services includes that operated by the MTC, opt-out programs, the University of Minnesota Route 52 service, and programs such as Route 55 Western Suburbs service, the Roseville Circulator, and the BE Line.

Late last year the RTB approved fare increases which are scheduled to go into effect no later than January 1, 1994. This meeting is to receive comments on additional increases to express fares, the downtown zone, convenience fares, and senior, youth and limited mobility fares. Howard Blin used slides to explain the fare increase proposal.

Ron Weinberger of West St. Paul, Dakota County, asked why this is being done. Blin said the fare increase is designed to raise revenue. The installation of the new fareboxes is coincidental. The cost of the new fareboxes is paid from capital, not operating, funds.

Richard Neumeister testified that he lives downtown and is able to take advantage of the downtown zone fare so he has concerns about the increase. The City of St. Paul is a government and banking center. There are many employees of the large government offices on the fringe of the downtown area who come downtown at noon for lunch and to do a little shopping, which adds to the city's vitality. The 50-cent fare may have an impact on that.

Lisa Lee, St. Paul resident, said she is aware that the RTB and MTC are trying to increase ridership so it is troubling that logically the farther you go the more you should pay, but the restructuring will penalize the shorter trips. It is a disincentive

to use the bus for those short trips. Those who travel longer distances will see their fares drop if they do not use express service. She is willing to pay the extra fare because she is getting more for her money. There is a proposal for a shuttle around downtown St. Paul costing 25 cents and a free shuttle in Minneapolis. RTB could trigger another fare increase because it would be developed at the expense of existing service. While it is good to improve conditions for riders, expensive transit hubs should be weighed against the drop in ridership projected at 15,000 riders per day.

Many riders did not know about the fare hearing because it did not get into the St. Paul edition of the Star Tribune today. In addition, the MTC's September newsletter did not mention any fare hearings, nor did the October issue. The riders did not know about the hearings.

RTB got an increase in funding from the Legislature for this year. She wondered if there is enough to make the increase unnecessary. She reminded members that the on-road service is the most important thing to riders.

Gary Lavelle, Maplewood, said he takes the bus regularly. His concern is the attitude that the fares must be increased because the riding public is not paying their fair share. They do pay through property taxes. The board should absorb the express charges and peak charges. There is no reason why youths should have cheaper fares. They have enough money when they go out to the malls.

Ray Neid said MTC should absorb cutting the 6 to 9 a.m. and 3:30 to 6:30 p.m. peak charges. The 50-cent increase is quite hard.

Phoebe McNeill, representing the Senior 10 West High Rise, said the seniors do not have cars and depend on the buses. Increasing fares for seniors and persons with limited mobility will not increase revenue because people will only be able to travel half as often. There is no reason why they should have to stay home because they cannot afford the trip. Regarding zone fares, she said people with jobs are subsidized on the backs of people with limited income.

Paul Rohde advised that the express bus riders are always penalized. People are being nicked and dined to death. The only people left on buses may be those who have no options. He urged members to be careful not to drive away those who view transit as one of their alternatives.

Lloyd E. Peterson, from the East Side of St. Paul, said only peak hour downtown zone fares should be raised. On Third Street about 500 people park and pay the downtown fare. More peripheral parking lots should be built because people will use them during the rush hour. Regarding the senior citizen fare, like many seniors, he does a lot of volunteer work which is usually done during midday and they take the bus. The board is going to increase their cost of doing the volunteer work and he questioned how many will continue. The bus system is a necessity. People will be driven away. The RTB schedules meetings outside St. Paul in the evening when there is no bus service. He wonders how many RTB

employees use the bus to find out what is going on. He does not favor a fare increase for young people who need to get to their jobs.

Marie Deml said her concern is senior fares and her comments support Lloyd Peterson's remarks about volunteers who rely on buses. She wondered what hospitals would do without them. Sometime ago the number of zones was cut from four to two. People in the suburbs have already gotten a concession. She suggested that the convenience fare be kept at 25 cents. Returning to seniors, she said they are on fixed incomes. Nothing else has gone up 100 percent. Hovland asked how the proposed senior fare increase would affect volunteers each week. Ms. Deml said she uses transit four times a week, not only for volunteer work. She also goes to church and eats downtown. Many seniors have said they could not come down as often if it is going to cost \$2 more each week. Hovland asked if that is a common figure. Deml said she knows two or three couples who go to the doctor quite often and have no other means of transportation. The cost will go up \$2 per day for them.

Jim Theurer, a policy analyst for Ramsey County, said it is clear we rely too much on automobiles and any fare increase will create greater reliance. People who have options will take their cars so we have to make transit financially attractive to them. We need to look at the true cost of private automobiles.

Shiela M. Miller, an MTC driver, said she opposes the fare increase for the same reasons as the other speakers. The increase creates a burden for people who cannot afford it while we give the greatest advantage to the suburbs. Those who are transit-dependent will be hurt the most by peak and zone charges.

Corbin Kidder added to his testimony given earlier in the day at the hearing in Hennepin County Government Center. His principal concern is the affect on the effort at the Capitol to work for dedicated operating funds. Increasing fares right before session will cause lawmakers to turn us away when we ask for more funding. Communication on these hearings was inadequate. They should have been mentioned in the MTC take-out flyers. That is a wonderful device and he praised MTC for installing in and continuing it. He asked about the efforts to secure dedicated funding. His own concern is he believes the increase to \$1.00 is necessary and justified, but it will not make up the shortfall. He recommended, as an individual, that the base fare be increased to \$1.00.

A man who did not identify himself said he uses the discount rate to pick up groceries. If the fares are increased to 50 cents he will be paying more than the service he is getting is worth. The fares were increased in 1991 for the mainstream population but they can use the monthly pass and avoid paying the higher fare. If he could get a similar arrangement it would be fair. This proposal is a 100-percent increase. He does not believe costs rose that much since the fare structure was imposed. He is grateful for the fare discount because it is helping him avoid buying a car and get ahead enough so he will not need this service. Basically when we give people with disabilities discounts it helps them think someday they can support themselves at a higher level. He does

appreciate the discount; however, this 100-percent increase is not justified since the MTC costs have not gone up 100 percent.

Melanie Benson, an MTC driver, said she shares the other speakers' concern about scheduling and publishing of notices of these public hearings. She would encourage the board to schedule them some other time when people are not going home. This fare increase could cause a seven-percent drop in ridership. She does not agree that people will go back to their cars and we should get away from that idea because many people do not have a car and they will have to make fewer trips. She would challenge the notion that young people have a lot of disposable income. The minority youth unemployment rate is 50 percent. The fare increase will cause bus drivers more problems. They are assaulted when they ask for the current fares and this will affect the tension already exists. Riders should be rewarded for using the system. Increasing the express charge will significantly impact the inner city, low-income people. She also made the point that a year ago Roger Gearhart and Mike Christenson changed the design of transfers so they can only ride to additional buses. Since then route were broken up so the change did not have the benefit of public hearings when the prices went up.

Hovland asked her about the increase in the peak period charges only and in the base fare. Beard said he disagrees with any increase. It will cause a loss of ridership. The peak hour increase would be "less unfair" than an all day increase.

Debbie Patrick said she cannot afford the \$1.35 monthly card because it costs \$64, which is outrageous. She now pay \$36 for the \$1.10 fare. When she first started riding she paid \$1.35. It is unfair and will impact her ability to keep her job.

Tom Horn of Minneapolis said he is very opposed to the fare increase. Youth and elderly people would be penalized with a 100-percent increase. It affects more people than the board can understand. It cannot be justified. He opposes the elimination of the zone charges. People know if they travel farther and they should pay more. Franklin said the reason for the elimination of zone charges is to simplify fare collection. Responding to Horn's question, Blin said system-wide farebox recovery is about 35 percent and express service is considerably less. The problem with zone charges is that they are charged for crossing imaginary lines rather than imposing a fee for traveling long distances.

Horn asked if there is research on the impact on seniors and youth. It is totally inappropriate to impact the express route system. Anyone riding between the two cities would have 35 cents added on. Blin said this fare increase would barely bring the system above 35 percent. Currently we are only reaching 32 percent.

The hour being late, Franklin asked members of the audience to ask questions of staff after the hearing. Horn said people are being paid to stay. The newspapers

did not advertise these meetings and RTB did a very bad job of informing people. Franklin thanked everyone for taking the time to express their views and reminded them there are two more public hearings; one at Southdale at 7 p.m. on September 21, and the other at Town Square at noon on September 22. Blin said those meetings were added to the schedule about ten days ago at the request of the senior groups and the opt-out communities .

Hunt asked when the board is scheduled to make a final decision. Andrews said the issue will go to the Policy Committee next Monday and on October 4 the board is tentatively scheduled to take final action. Beard asked why the notices say the public comments will be received until October 18. Andrews said staff will re-examine the schedule.

The meeting was closed at 6:15 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's public hearing at 5 p.m. on September 20, 1993.

Respectfully submitted,



Mary Fitzgerald
Board Secretary

I am _____, member of the Regional Transit Board. The purpose of today's hearing is to receive public comment on fare increases proposed for regular route transit service. Regular route service includes that operated by the MTC, opt-out programs, the University of Minnesota Route 52 service, as well as other programs such as Route 55 Western Suburbs service, the Roseville Circulator, and the BE Line.

In addition to today's hearing, we have held three other hearings this week to receive comments on the proposed increases.

Late last year the RTB approved fare increases which are scheduled to go into effect no later than January 1, 1994. Today we are here to hear comments on some additional increases to:

- express fares;
- the Downtown Zone;
- convenience fares; and
- senior, youth and limited mobility fares.

Howard Blin
Sharon Bees
Morgan Grant
adviser secy. Mary Fitz

Godd Paulson
Tom Lather

Howard Blin of the RTB staff will now describe these fares. We will then ask members of the audience to present comments.

PLEASE SIGN IN
IF YOU WISH TO SPEAK

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2. Jeffrey Johnson

3. Jack Shoof

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Express Bus Service

A bus route which includes a stretch of open highway having a minimum length of 5.5 miles and a maximum allowable speed of 55 mph or more.

PLEASE SIGN UP
IF YOU WISH TO SPEAK AT THE FARE HEARING

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9/22
noon
Town Square

1. ~~Rob Wood~~
2. ~~Paul Mandell~~
3. ~~Rick Biddle~~
4. ~~Gene Corey~~
5. ~~Fran Connelly~~
6. ~~Jim Weyge~~
7. ~~~~
8. ~~Susanne Spitzer~~
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**PLEASE SIGN UP
IF YOU WISH TO SPEAK AT THE FARE HEARING**

1. ~~Sean Glewa~~

2. Edmund & Jones

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**PLEASE SIGN UP
IF YOU WISH TO SPEAK AT THE FARE HEARING**

1. *Julie McEnroe - District 17*
2. ~~*Philip McEnroe - MS 7*~~

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SIGN IN IF YOU
WISH TO SPEAK

12^{noon}
9/20

Doug Davis Melw for Ted
Steve Share



REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
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On October 26, 1992, the Regional Transit Board, which sets fare levels for the metropolitan area, authorized a fare increase to go into effect on or before January 1, 1994. On August 9, 1993, the Metropolitan Transit Commission proposed modifications to the scheduled fare increase, and requested that it goes into effect November 1, 1993. The proposed changes are described below:

Fare Category	Previously Approved Change	MTC Proposed Modification	RTB Previously Approved Fares	MTC Proposed Fares
Base Fare	15¢ Increase		\$1.00	\$1.00
Peak Charge	No Change		25¢	25¢
Zone Charge	Eliminate		0¢	0¢
Express Charge	25¢ Increase Peak Only	25¢ Increase All Day	50¢ peak/ 25¢ off-peak	50¢
Convenience Fares	25¢ Discount (in effect 6/1/93)	20¢ Discount		
Social Fare Senior, Youth and Limited Mobility	No Change	25¢ Increase	25¢	50¢
Downtown Zone	25¢ Increase Peak Only	25¢ Increase All Day	50¢ peak/ 25¢ off-peak	50¢
Carpool Downtown Zone	No Charge Peak Only	25¢ Increase	0¢ peak/ 25¢ off peak	50¢

Proposed Regular Route Fare Structure

Fare Structure Combinations	Fare Current	Fare Proposed	Fare Change	Deep Discount	Ridership Current	Ridership Proposed	Ridership Change
Cash-Peak-Local-No Zone	\$1.10	\$1.25	\$0.15	0%	3,183,888	3,083,870	-100,018
Cash-Peak-Local-Zone	\$1.35	\$1.25	(\$0.10)	0%	366,245	366,245	0
Cash-Peak-Express-No Zone	\$1.35	\$1.75	\$0.40	0%	269,353	255,801	-13,552
Cash-Peak-Express-Zone	\$1.60	\$1.75	\$0.15	0%	659,651	647,941	-11,710
Cash-Off Peak-Local-No Zone	\$0.85	\$1.00	\$0.15	0%	4,733,535	4,364,688	-368,847
Cash-Off Peak-Local-Zone	\$1.10	\$1.00	(\$0.10)	0%	395,110	395,110	0
Cash-Off Peak-Express-No Zone	\$1.10	\$1.50	\$0.40	0%	96,603	84,093	-12,510
Cash-Off Peak-Express-Zone	\$1.35	\$1.50	\$0.15	0%	27,016	25,766	-1,250
Ticket-Peak-Local-No Zone	\$8.50	\$10.50	\$2.00	16%	5,743,582	5,402,243	-341,339
Ticket-Peak-Local-Zone	\$11.00	\$10.50	(\$0.50)	16%	1,198,182	1,198,182	0
Ticket-Peak-Express-No Zone	\$11.00	\$15.50	\$4.50	11%	661,420	612,631	-48,789
Ticket-Peak-Express-Zone	\$13.50	\$15.50	\$2.00	11%	2,803,938	2,707,277	-96,661
Ticket-Off Peak-Local-No Zone	\$6.00	\$8.00	\$2.00	20%	1,915,111	1,591,119	-323,992
Ticket-Off Peak-Local-Zone	\$8.50	\$8.00	(\$0.50)	20%	524,801	524,801	0
Ticket-Off Peak-Express-No Zone	\$8.50	\$13.00	\$4.50	13%	79,499	65,444	-14,055
Ticket-Off Peak-Express-Zone	\$11.00	\$13.00	\$2.00	13%	48,666	44,238	-4,428
Monthly Pass-Peak-Local-No Zone	\$36.00	\$44.00	\$8.00	16%	9,096,849	8,693,899	-402,950
Monthly Pass-Peak-Local-Zone	\$46.00	\$44.00	(\$2.00)	16%	656,114	651,407	-4,707
Monthly Pass-Peak-Express-No Zone	\$46.00	\$65.00	\$19.00	12%	987,183	921,213	-65,970
Monthly Pass-Peak-Express-Zone	\$56.00	\$65.00	\$9.00	12%	1,169,218	1,126,621	-42,597
Monthly Pass-Off Peak-Local-No Zone	\$25.00	\$34.00	\$9.00	19%	1,987,430	1,846,724	-140,706
Monthly Pass-Off Peak-Local-Zone	\$36.00	\$34.00	(\$2.00)	19%	925,576	916,158	-9,418
Monthly Pass-Off Peak-Express-No Zone	\$36.00	\$55.00	\$19.00	13%	123,849	113,624	-10,225
Monthly Pass-Off Peak-Express-Zone	\$46.00	\$55.00	\$9.00	13%	81,182	77,678	-3,504
Tokens	\$0.60	\$0.80	\$0.20	20%	847,000	831,459	-15,541
Social Fare - Peak	FULL	FULL		0%	0	0	0
Social Fare - Offpeak	\$0.25	\$0.50	\$0.25	0%	7,311,000	6,087,156	-1,223,844
Downtown Zone	\$0.25	\$0.50	\$0.25	0%	2,375,000	1,977,142	-397,858
Total					48,267,001	44,612,530	-3,654,471

QUESTION & ANSWER FACT SHEET

THE METROPOLITAN TRANSIT COMMISSION 1993-1994 Fare Structure

1. WHY IS THE PROPOSED INCREASE NECESSARY?

Presently, only about 30% of the revenue necessary to operate the MTC comes from fares. Without increasing fares, the only option is to reduce service. To operate under the currently allocated budget, the MTC would have to eliminate 2.2 million service miles (one service mile is equivalent to one bus traveling one mile). This reduction in service could take the form of fewer buses on existing routes, longer waits for passengers, or eliminating bus service entirely in some parts of the metro area - and no one wants that.

2. WHY CAN'T THE MTC GET MORE MONEY FROM SOURCES OTHER THAN PASSENGERS?

The MTC's traditional sources of funding are changing (see attached chart). The single largest source of transit funding (45%) is local property taxes, and the MTC is limited by legislative statute as to the amount of property taxes which can be used to subsidize operations. Because the legislature is committed to halting growth in local property taxes, the percentage allocated to transit has plateaued. Additionally, state operating funds have been limited and federal funds have also plateaued, leaving fares as the only revenue source to offset the loss of operating funds and meet the increasing costs of providing service.

3. WELL THEN, WHY CAN'T THE MTC OPERATE MORE EFFICIENTLY?

The MTC has made every effort to keep operating expenses at a minimal growth level while maintaining service levels. In 1993 alone, over 400,000 low-ridership miles have been reallocated. Annually, operating expenses increase by approximately 4%. This past year, the MTC had an independent national firm, John T. Doolittle & Associates, conduct a performance audit, which concluded that the MTC was operating with fewer staff and less revenue, than almost all other similarly sized transit systems across the country.

4. WHERE DOES TRANSIT FUNDING COME FROM?

Surprisingly, there are many misconceptions about how public transit is funded. The Metropolitan Transit Commission (MTC) is funded from a variety of sources that include both public funds and passenger revenue. Contrary to what many might think, passenger revenue, or the fares collected from riders, only make up about 30% of all revenue necessary to operate the MTC. The remainder of operating funds come from local property taxes: 45%, state government assistance: 10.5%, federal government assistance: 8.1%, contract revenue: 4.7%, and other self-generated sources: 1.4%.

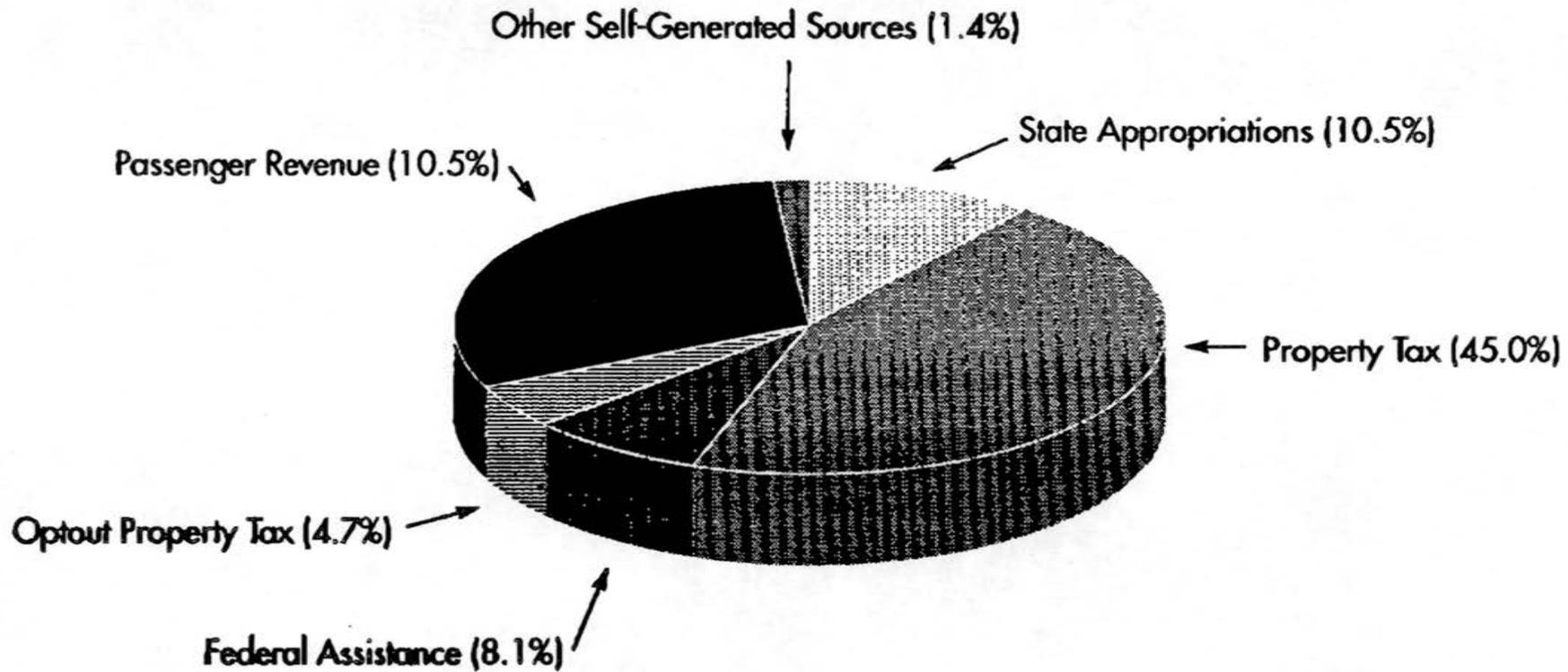
The result? The average bus fare only covers approximately one third of the cost it takes to provide that bus ride.

5. WHAT WILL THE ADDITIONAL REVENUES FROM THE FARE INCREASE BE USED FOR?

The revenues generated from the fare increase will be used to pay for operating costs and to maintain and improve the services provided by the MTC. The revenues will help to ensure that service is not decreased. For example, the funds will be used to ensure that increases in waiting times between buses, elimination of some routes, and other service cuts do not have to be made. All revenues generated from the fare increase will go directly back into the MTC to maintain current services and to improve long-overdue improvements such as air-conditioning on buses, additional transit information representatives and operators, additional safety and security staff, and other needs for our growing metro area.

HOW IS TRANSIT FUNDED?

1993



MTC FARE STRUCTURE HISTORY

Year	Student	Base Cash Fare
1970	Free	\$0.30
1975	\$0.10	\$0.30
1976	\$0.10	\$0.30
1977	\$0.10	\$0.30
1979	\$0.10	\$0.40
1980	\$0.20	\$0.50
1981	\$0.20	\$0.60
1982	\$0.25	\$0.60
1989	\$0.25	\$0.50
1991	\$0.25	\$0.85
1993	\$0.25	\$0.85
Proposed 1994	\$0.50	\$1.00

MTC FARE STRUCTURE HISTORY

Year	Seniors	Base Cash Fare
1970	Free	\$0.30
1975	Free	\$0.30
1976	Free	\$0.30
1977	Free	\$0.30
1979	Free/.10	\$0.40
1980	Free/.10	\$0.50
1981	\$0.10	\$0.60
1982	\$0.10	\$0.60
1989	\$0.10	\$0.50
1991	\$0.25	\$0.85
1993	\$0.25	\$0.85
Proposed 1994	\$0.50	\$1.00

MTC FARE STRUCTURE HISTORY

Year	Persons w/ Disabilities	Base Cash Fare
1970	N/A	\$0.30
1975	\$0.15	\$0.30
1976	\$0.15	\$0.30
1977	\$0.15	\$0.30
1979	\$0.15	\$0.40
1980	\$0.20	\$0.50
1981	\$0.20	\$0.60
1982	\$0.25	\$0.60
1989	\$0.25	\$0.50
1991	\$0.25	\$0.85
1993	\$0.25	\$0.85
Proposed 1994	\$0.50	\$1.00

MTC FARE STRUCTURE HISTORY

Year	Student	Seniors	Persons w/ Disabilities	Base Cash Fare
1970	Free	Free	N/A	\$0.30
1975	\$0.10	Free	\$0.15	\$0.30
1976	\$0.10	Free	\$0.15	\$0.30
1977	\$0.10	Free	\$0.15	\$0.30
1979	\$0.10	Free/.10	\$0.15	\$0.40
1980	\$0.20	Free/.10	\$0.20	\$0.50
1981	\$0.20	\$0.10	\$0.20	\$0.60
1982	\$0.25	\$0.10	\$0.25	\$0.60
1989	\$0.25	\$0.10	\$0.25	\$0.50
1991	\$0.25	\$0.25	\$0.25	\$0.85
1993	\$0.25	\$0.25	\$0.25	\$0.85
Proposed 1994	\$0.50	\$0.50	\$0.50	\$1.00

MTC FARE STRUCTURE HISTORY

Base Cash Fare

1970 thru 1978	\$0.30
1979	\$0.40
1980	\$0.50
1981 thru 1988	\$0.60
1989	\$0.50
1991 Thru 1993	\$0.85
Proposed 1994	\$1.00

Ruth - For the Fare Hearing

I am _____, member of the Regional Transit Board. The purpose of today's hearing is to receive public comment on fare increases proposed for regular route transit service. Regular route service includes that operated by the MTC, opt-out programs, the University of Minnesota Route 52 service, as well as other programs such as Route 55 Western Suburbs service, the Roseville Circulator, and the BE Line.

Additional hearings will be held:

- ~~tonight at 5 p.m. at Mears Park Centre in St. Paul;~~
- tomorrow at 7 p.m. at Southdale; and
- Wednesday at noon in Town Square Park, St. Paul.

Late last year the RTB approved fare increases which are scheduled to go into effect no later than January 1, 1994. Today we are here to receive comments on some additional increases to:

- express fares;
- the Downtown Zone;
- convenience fares; and
- senior, youth and limited mobility fares.

Howard Blin of the RTB staff will now describe these fares. We will then ask members of the audience to present comments.

9/20
5 PM

PLEASE SIGN UP

IF YOU WISH TO SPEAK AT THE FARE HEARING

Cosbin Keddler
- a Senior Federation rep

- ✓ 1. Ron Weinberger
- ✓ 2. R. Neumeister
- ✓ 3. Lisa L
- ✓ 4. Day Saville
- ✓ 5. Ray Reid
- ✓ 6. Phoebe McNeill
- ✓ 7. Paul Rohde
- ✓ 8. Lloyd Peterson
- ✓ 9. Marie Senn
- ✓ 10. Jim Theurer
- ✓ 11. Sheila M. Miller
- ✓ 12. Cosbin Keddler
- 13.
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