



Minnesota Regional Transit
Board: Records.

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January 5, 1994

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 2/7

Member Name Present Vote Vote Vote Vote Vote Vote Vote Vote

ISSUE

Michael Beard

✓

Sharon Feess

Ruth Franklin

✓

Morgan Grant

✓

Val M. Higgins

✓

James Hovland

✓

Gary Humphrey

✓

Ruby Hunt

✓

Harry Mares

✓

Chair

✓

Visitors

Staff

E.E.

mff



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

DATE: January 28, 1994
TO: Members of the Regional Transit Board
FROM: Sally Evert, Chair *SE*
SUBJECT: Appointment of Chair and Vice Chair of Transportation
Accessibility Advisory Committee

The position of Chair of the Transportation Accessibility Advisory Committee has been vacant since Morgan Grant was appointed to the board. Dianna Krogstad has, by all accounts, served very capably as acting chair during that period. Roger Blohm has been a valuable member of the committee for some time.

RECOMMENDATION:

That the Regional Transit Board make the following appointments to the Regional Transit Board's Transportation Accessibility Advisory Committee:

Dianna Krogstad, Chair
Roger Blohm, Vice Chair

The appointments are effective immediately.

mff



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

Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
Monday, February 7, 1994
4:00 p.m.

AMENDED AGENDA

1. **CALL TO ORDER AND ROLL CALL**
2. **APPROVAL OF THE AGENDA**
3. **APPROVAL OF MINUTES**
 - A. Legislative Committee Meeting, January 3, 1994
 - B. Regional Transit Board Meeting, January 3, 1994
 - C. Legislative Committee Meeting, January 10, 1994
 - D. Committee of the Whole Meeting, January 10, 1994
 - E. Committee of the Whole, January 19, 1994
4. **CHAIR'S REPORT**
 - A. Appointment of Chair and Vice Chair of Transportation Accessibility Advisory Committee
5. **MEMBERS' REPORTS**
6. **EXECUTIVE DIRECTOR'S REPORT**
 - A. Chair's Benefits
 - B. Metro Mobility Update
7. **COMMITTEE OF THE WHOLE REPORT
(Val Higgins, Chair)**
 - A. ~~Metropolitan Transit Commission 1994 Budget Approval~~
 - B. Central Corridor Alternatives Analysis/Draft Environmental Impact Statement

Regional Transit Board Agenda
February 7, 1994
Page Two

- C. Minnesota Valley Transit Authority Capital Funding Request
- D. Public Hearings for Americans with Disabilities (ADA) Eligibility Certification

8. OTHER BUSINESS

- A. National Basketball Association Special Event Service
- B. Approval of Southwest Metro Transit Commission's \$3 Million Capital Bonding Request
- C. Approval of Updated 1994 ADA Paratransit Plan
- D. Metropolitan Transit Commission 1994 Budget Approval

9. PUBLIC COMMENT

E. 1994 legislative Package

Sally Evert
Chair

mff
February 7, 1994

2.7.94

1

Regional Transit Board - Mrs. Everett, Chair

7) Committee of the Whole Report

VB. Central Consider AA/SEES

Regarding Minneapolis CBS tunnel option -
Mr. Grant and Mrs. Franklin support.

Staff recommendation does not preclude
a downtown tunneling option.

RTB concerned about busway investment
vis-a-vis light-rail investment.

? Mrs. Bend favors us go on LPT

Suggestion to refer ~~to~~ this to Cmttee
of the Whole for deliberation to
set-up a working group to analyze this.
This is moved + approved for tabling.



8. Other Business

A. NBA Special Event Service

MTC asking for a waiver from RTB charter service.

Three Issues/Questions:

- 1) What happened?
- 2) What do we do now?
- 3) How do we deal w/ this for future big people movements?

Mr. Higgins moves approval of granting a waiver to operate this service but not to exceed 50 MTC vehicles any given day. This motion fails for lack of a second.

Motion to approve staff recommendation is approved.

B. Southwest Metro Transit Commission
\$3M Capital Bonding Request

Recommend approval not to exceed \$3.0M w/ attached four conditions.





**Minutes of the
REGIONAL TRANSIT BOARD
February 7, 1994**

MEMBERS PRESENT: Sally Evert, Chair; Michael Beard, Ruth Franklin; Morgan Grant; Val Higgins; James Hovland; Gary Humphrey; Ruby Hunt; Harry Mares

MEMBERS EXCUSED: Sharon Feess

OTHERS PRESENT: Arnie Entzel, Amalgamated Transit Union Local 1005; Eddie Maddox; Paul Ridgeway; George Bentley, Opt-Out Communities; Gregory L. Andrews, Judy Hollander, Howard Blin, Mark Fuhrmann, Robert LaShomb, Barb Quade, Dale Ulrich, Mary Fitzgerald, RTB staff

CALL TO ORDER

The chair called the hearing to order at 4:07 p.m. and roll was taken. The chair welcomed Dede Wolfson, the Metropolitan Council's newly appointed liaison to the Regional Transit Board.

APPROVAL OF THE AGENDA

The chair asked that the order of the agenda items under "Other Business" be revised and that the following new items be added:

- National Basketball Association Special Event Service
- Approval of the RTB 1994 Legislative Package
- Approval of Updated 1994 Americans with Disabilities (ADA) Paratransit Plan

With those amendments, Franklin moved and Hovland seconded that the agenda be approved. The motion carried unanimously.

APPROVAL OF MINUTES

Hunt noted that she attended the January 3 Legislative Committee meeting. With that correction, Grant moved and Hovland seconded:

That the Regional Transit Board approve the following minutes:

Legislative Committee Meeting, January 3, 1994
Regional Transit Board Meeting, January 3, 1994

Legislative Committee Meeting, January 10, 1994
Committee of the Whole Meeting, January 10, 1994
Committee of the Whole Meeting, January 19 1994

The motion was unanimously approved.

CHAIR'S REPORT

Appointment of Chair and Vice Chair of Transportation Accessibility Advisory Committee

The chair noted her January 28 memorandum. Higgins moved and Grant seconded:

That the Regional Transit Board make the following appointments to the Regional Transit Board's Transportation Accessibility Advisory Committee:

Dianna Krogstad, Chair
Roger Blohm, Vice Chair

The appointments are effective immediately.

The motion was unanimously approved. Evert asked members to complete and return the evaluation form on the executive director. In response to Hunt's request, the chair directed the secretary to send a copy of the position description to all members.

MEMBERS' REPORTS

Hunt said she had been unable to attend the last meeting of the Legislative Committee because the seven metro counties met with the Association of Metropolitan Municipalities to discuss metropolitan governance. Senator Carol Flynn attended the meeting. The group agreed that, while they have some differences, they have much in common and want to work together on legislation. The counties have engaged John Boland to follow the metropolitan legislation that might be introduced.

In reference to the NBA All-Star Game, Higgins said he has been quite involved in working with various agencies to get the transportation problems resolved. The chair said the issue is quite new.

EXECUTIVE DIRECTOR'S REPORTS

Chair's Benefits

The chair removed herself from the discussion, but noted that there has been a change in the chair's status from full- to part-time so an adjustment is necessary. The recommendation was not tailored specifically for her.

Andrews reviewed his memorandum, dated February 1, 1994, and said the chair is an employee of the RTB and is entitled to the same benefits as other employees. In this case, he recommends that the board approve benefits for the chair that exceed the Personnel Code. The chair's expense allowance is used for miscellaneous costs incurred within the agency. According to statute, the chair's benefits may not exceed those of the chair of the Metropolitan Council.

Mares said he has reservations on whether there is precedent to giving full-time benefits at this layer of government. Andrews said the only similar position is the part-time chair of the Metropolitan Waste Control Commission, but he does not know what the level of benefits is. Mares said the board might be making new policy and he would like to know what the precedent has been. Franklin said it might be more appropriate to place the matter on the agenda of the Administration and Finance Committee and provide the members with more information before the next meeting. Mares moved and Hunt seconded:

That the Regional Transit Board refer the issue of the chair's benefits to the Administration and Finance Committee.

The motion was unanimously approved. Evert asked if there are any questions the staff should prepare for. Hunt said staff should check with other agencies and keep in mind that at this level there has been a lot of scrutiny. Evert said staff should also show the cost differences in the various alternatives.

Metro Mobility Update

Andrews reported on the meeting in federal district court with the plaintiffs in the class action suit to discuss reaching a settlement agreement on items for injunctive relief to get the system up and running. On Friday, February 11, there will be a day in court with the judge magistrate where he hopes to reach a final agreement with the plaintiffs and defendants. Staff is working with ATE and the providers to identify what needs to be done.

Franklin noted that the budget approval should be moved to the "Other Business" portion of the agenda.

COMMITTEE OF THE WHOLE REPORT

Higgins reviewed the actions taken at the committee's January 24, 1994 meeting.

Comments on Central Corridor Alternatives Analysis/Draft Environmental Impact Statement

Blin said the board is asked to restate its earlier position. Hunt said Blin has prepared a balanced report which confirms and concurs with the process up to this point. She moved to support the staff comments. Hovland said he wanted to see the comments in writing. The matter was left open until staff made copies of the report for the board.

Minnesota Valley Transit Authority Capital Funding Request

Hovland moved and Humphrey seconded:

That the Regional Transit Board authorize the executive director to enter into a capital funding agreement with the Minnesota Valley Transit Authority for an amount not to exceed \$918,417 for the projects described in the staff report dated January 19, 1994.

The motion was unanimously approved.

Public Hearings for Americans with Disabilities (ADA) Eligibility Certification

Hovland moved and Grant seconded:

That the Regional Transit Board direct staff to schedule three public hearings on the Americans with Disabilities Act Eligibility Certification.

The motion was unanimously approved.

Comments on Central Corridor Alternatives Analysis/Draft Environmental Impact Statement

Returning to this item, Blin distributed a sheet showing the "Findings and Conclusions" and the recommendation. The comment period will close on February 18. Higgins said this flies in the face of the numerous letters received from the people living in downtown Minneapolis who object to surface alignment of light rail. There was a mistake in the address on his letters that appeared in all of the letters, indicating that they were orchestrated by one source. That may not be pertinent because these people have a sincere concern about light rail at ground level. One group of letters was from Central Lutheran Church and another from residents of high rises. Grant said he has a great deal of concern about surface alignment through downtown Minneapolis as well. If the region is going to spend the money the system should be built right. He will not support the recommendation as written. Franklin said she also favors a tunnel and will not support the staff recommendation at this time. She had hoped that light rail and tunnels would be discussed at a board workshop. Hunt pointed out that the last bulleted item in the staff handout does not close the door on a tunnel. Ramsey and Hennepin County recently completed public hearings and proponents of the tunnel attended in great numbers. It is not a dead issue and the recommendation illustrates that. The agencies that have been studying this over the past several years were told by the Legislature that funding for the tunnel is out of the question, which is why the recommendation of the Joint Powers Board was changed. She urged the board to support this recommendation on the basis that it does not rule out a tunnel. Being new to this issue, Hovland said it would be helpful if Hunt would explain why a central corridor line would be beneficial to the area at the projected cost. Hunt said only a few people have been through the entire laborious process. The study was laid

out by the Legislature. LaShomb has suggested that the board have someone from the light rail group make a presentation on their legislative package.

Hovland asked if there is a need for immediate action on the recommendation; he does not feel prepared. He asked if there is data supporting the second finding regarding enhanced service quality and its ability to focus development in the region's core areas.

Evert said the problem is timing. Higgins said the region has been dealing with this for 20 years and the project has never progressed. Humphrey said that over 20 years the dynamics of transit have changed dramatically. He questions what focus light rail will put on development in the core area. The minor increase in ridership would be achieved at dramatic increases in cost. Grant said there are many people who still have reservations about whether light rail should be built and there are other proposals, such as high speed bus, that have merit. If LRT is built, it should be done with citizen involvement. Beard said he has watched this issue for 20 years and reiterated Grant's point that if it was a good deal it would have been done before now. There has been a lot of foot dragging, and if the issue is put to the voters it might very well fail. Instead, it has been given to yet another study group. He does not need any more presentations on light rail.

Mares said this governor's administration has a strong interest in development of the core cities. He proposed spending half this amount for an improved bus way, which offers flexibility and the ability to respond quickly to the marketplace. He is interested in other options for this board.

Wolfson said the Metropolitan Council did not discuss the tunnel option. She is unclear why Minneapolis' tunnel is the only one being discussed; whatever holds true for Minneapolis would also hold true for St. Paul. Hunt said the option for a tunnel was discussed and some preliminary engineering was done. It was deemed not feasible and the surface congestion in St. Paul would not pose a problem. That was part of an on-going discussion with various agencies about whether it would be absolutely necessary to have a tunnel in Minneapolis. This only came up in the last couple of months. If you visit a city with surface light rail downtown, it is not at all detrimental. The Twin Cities is the last of the major metropolitan areas in the country that does not have a light rail system. She suggested that if board members do not want to uphold the actions of the past boards, it would be appropriate to hear more about it before casting their votes.

The chair said a special meeting can be arranged. Higgins moved and Hovland seconded:

That the Regional Transit Board take action to approve the proposed comments on the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement until after the board has received a briefing on the issues.

Mares said the information distributed earlier should be sent out again and he would like to see the information from the Minnesota Department of Transportation. The motion was unanimously approved.

OTHER BUSINESS

National Basketball Association (NBA) Special Event Service

Rosvold reviewed the February 4 staff report. Higgins said the NBA contacted only four carriers. If not for RTB staff, those would have been the only contacts made. This is an extremely difficult issue for private operators who resent competition with public agencies that have huge subsidies. They were upset about the handling of the service for the Super Bowl. Ridgeway explained that the NBA received bad information from the convention bureau and was under the impression they had a complete list of carriers. The private operators are responding and there are 61 vehicles scheduled to for the weekend of February 11. The transportation director of the NBA explained that in the past the NBA contracted with an outside firm to arrange transportation but this year decided to bring the function in-house. He was hired last month and there was not enough time to make appropriate arrangements. The situation will be rectified next year.

Entzel asked why RTB is concerned about bus operators from outside the metro area performing this choice service when the Twin Cities has the capacity to provide it. He questioned the big push to get someone from so far away who does not care what happens here. Higgins said it is the law. MTC was left with a deficit after the Super Bowl and the taxpayers had to absorb the loss. Over the past ten days he has been talking to all the parties. Planning was not started until a few weeks ago and the problems have to be resolved without embarrassing the region. At this point there is no time to meet all the legal requirements on the operators.

There are plans to expand the convention center and the question is how future special events will be handled. Higgins said he has the Transportation Regulation Board, the Minnesota Department of Transportation, the Regional Transit Board and the charter operators working together to develop a plan for future events. He moved that the board grant the requested waiver for the three days with a cap authorizing no more than 50 units from the MTC and with a clear understanding that only when the private sector vehicles are exhausted will MTC start to furnish equipment. Franklin seconded the motion, but asked if there is a problem with setting a number. Evert said there is; Franklin withdrew the second.

Hovland moved the following, saying he did so reluctantly because the charter operators had not been notified of the opportunity to provide service; however, no one wants to be embarrassed and give our community a bad name. Humphrey seconded the motion:

Due to the demand for charter buses for the National Basketball Association (NBA) All-Star weekend, which exceeds the capacity of private charter operators, the Regional Transit Board (RTB) grants the Metropolitan Transit Commission (MTC) a waiver to the RTB special events policy to provide temporary charter service in Minneapolis during the NBA All-Star weekend on February 11-13, 1994, based on the following conditions:

1. All private Minnesota permit carriers having available equipment that meets the vehicle requirements and standards specified by the NBA be deployed first.
2. The MTC is granted a waiver to the federal charter bus rules by the Federal Transit Administration (FTA).
3. That the MTC shall satisfy the conditions of the State of Minnesota's Transportation Regulation Board.
4. That the MTC, in accordance with existing RTB special events policy, recoup 100-percent of the operating costs associated with the temporary charter service operated during the NBA All-Star weekend.

The motion was unanimously approved. Higgins said no motion is needed regarding future action and he would be glad to put it together. Hunt said staff should be asked to consider this for future discussion with the convention bureau. Evert said it is a matter of getting everything together. Mares said Entzel made a good point. He also respects the private sector, but our experience with Metro Mobility indicates that familiarity with the area must be considered.

Approval of the Updated 1994 Americans With Disabilities Paratransit Plan

Quade reviewed the February 7 staff report. The chair said the issues raised by the Transportation Accessibility Advisory Committee and at the public hearing were about data and they have been covered. Hunt moved and Hovland seconded:

That the Regional Transit Board approve the 1994 Paratransit Plan for immediate submission to the Federal Transit Administration.

The motion was unanimously approved.

Capital Funding Request from Southwest Metro Transit Commission

Blin reviewed the February 7 staff memorandum distributed before the meeting. The issue did not go through the Administration and Finance Committee because Southwest Metro was misinformed about the board's meeting schedule. He suggested changes to the staff recommendation.

Bentley discussed the staff recommendations. Regarding Item 3, SMTC does not yet have a final determination on the storage facility. He asked for clarification of Item 4. He assumed it does not include any request for necessary work on the vehicles such as engine reconstruction. Blin said it means if the bus has a 12-year life they SMTC cannot approach the board in the eighth year for replacement.

Beard asked Andrews about the \$6.5 million in capital funding. When does that authority expire so it can be replaced. Andrews said the level of funding never

expires. It is in state law and we have it until we decide to use it all. The board, in its 1995 legislative program, will review this to determine how much money we really need. The Legislature directed us to come back in the 1995 session and show results and they expect us to request additional bonding authorization. Responding to Beard's question, Andrews said there are potentially many uses for the \$3.5 million left. Beard moved and Mares seconded:

That the Regional Transit Board authorize the executive director to negotiate and enter into a capital funding contract in an amount not to exceed \$3 million in capital funding to the Southwest Metro Transit Commission for the purchase of 22 buses. Before the funds will be released, Southwest Metro must meet the following conditions:

1. Provide to the RTB a cost/benefit analysis for the vehicle purchase.
2. Provide the RTB with analysis on the need for the additional seating capacity.
3. Provide the RTB with a detailed plan and cost estimate for storage and maintenance of the vehicles. This plan must be approved by the RTB executive director prior to release of funds.
4. Apart from loss or destruction of these vehicles, Southwest Metro may not reapply for funds to replace them until the end of their useful life of six years for small buses and 12 years for the large buses.

The motion was unanimously approved.

1994 METROPOLITAN TRANSIT COMMISSION BUDGET

Franklin reported recommendations approved by the Committee of the Whole on February 4, 1994. She moved and Mares seconded:

That the Regional Transit:

1. Approve the Metropolitan Transit Commission's 1994 operating subsidy of \$66,400,000 to be apportioned as follows:
 - a. \$65,224,463 to operate regular route service in conformance with existing RTB policies;
 - b. \$650,000 to fund the Minnesota Rideshare service operated by the Metropolitan Transit Commission under separate contract with the Regional Transit Board to be approved by RTB at a later date; and

- c. \$525,537 to fund the Jobseekers Program as approved by the RTB on December 13, 1993.

Furthermore, the identified \$1.2 million projected subsidy shortfall in 1994 shall be fully funded by MTC's available working capital balance in their operating budget. The RTB will ensure that the \$1.2 million is included in the 1994 supplemental appropriation request to the Legislature.

2. Approve the MTC's 1994 capital budget of \$61,741,000, consisting of \$22,100,000 new authorizations for new and amended capital projects and 1994 disbursements of \$61,457,000.
3. Approve MTC's 1994 debt service budget of \$1,693,000.
4. Support MTC's request to seek an additional \$19 million of legislative bonding authorization in the 1995 legislative session for projected 1995 and 1996 capital projects.

The motion was unanimously approved.

LEGISLATIVE COMMITTEE REPORT

1994 RTB Legislative Package

Committee Chair Beard said that in the Legislative Committee meeting held immediately before this meeting the committee approved the opt-out communities' proposed change to the bonding statute and the MTC's 1994 proposed legislative program. The committee agreed to incorporate the \$1.2 million projected shortfall into the RTB request for \$6.3 supplemental shortfall request for regular route service. The committee approved the \$1.9 million for MTC's quality improvements with the understanding that the RTB's Vision for Transit previously approved will take priority. Beard moved and Hovland seconded:

That the Regional Transit Board support the Metropolitan Transit Commission's legislative request for \$3.9 million for quality improvements with the following stipulations:

1. If the Legislature approves the \$3.9 million it should only do so after funding the Regional Transit Board's \$5.6 million request for the "Vision for Transit;"
2. That the \$3.9 million be appropriated to the RTB so that the board can review the request in terms of the overall "Vision" strategy.

Further, with regard to the downtown Minneapolis shuttle, the RTB will remind the Legislature of the agreement between the RTB and the City of Minneapolis; the cost-sharing policy which is normal for these kinds of projects; and, finally, that the Legislature fund the "Vision for Transit" request before it provides funding for the shuttle.

That the Regional Transit Board support the proposed legislation to amend the bonding statute as shown in the draft bill dated January 19, 1994.

The motion was unanimously approved.

PUBLIC COMMENT

Eddie Maddox reported on the Senate committee hearing on Personal Rapid Transit (PRT). He is attempting to determine the background and policy formulation process. He has had a difficult time finding it and has representatives from three agencies working on this for him.

There being no other business, Hunt moved and Mares seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 6:15 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of February 7, 1994.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this 22nd day of February 1994.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of February 7, 1994.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this 22nd day of February 1994.



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

DATE: January 28, 1994
TO: Members of the Regional Transit Board
FROM: Sally Evert, Chair *SE*
SUBJECT: Appointment of Chair and Vice Chair of Transportation
Accessibility Advisory Committee

The position of Chair of the Transportation Accessibility Advisory Committee has been vacant since Morgan Grant was appointed to the board. Dianna Krogstad has, by all accounts, served very capably as acting chair during that period. Roger Blohm has been a valuable member of the committee for some time.

RECOMMENDATION:

That the Regional Transit Board make the following appointments to the Regional Transit Board's Transportation Accessibility Advisory Committee:

Dianna Krogstad, Chair
Roger Blohm, Vice Chair

The appointments are effective immediately.

mff

REGIONAL TRANSIT BOARD

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

DATE: February 1, 1994
TO: Chair and Members of the Regional Transit Board
FROM: Gregory L. Andrews, Executive Director
SUBJECT: Amendment to Chair's Benefits

ACTION REQUESTED

The Board is requested to amend the fringe benefits for the Chair pursuant to Article VII A of the Regional Transit Board Bylaws.

BACKGROUND

Article VII A of the Regional Transit Board's Bylaws gives the board the responsibility to establish the expense allowance and benefits of the Chair provided that they not exceed the expense allowance or benefits received by the Chair of the Metropolitan Council. Sally Evert was appointed as part-time Chair by the Governor on December 21 and it is necessary to amend the Chair's benefits, particularly the board's level of contribution to medical and dental coverage, the vacation and sick leave accrual rate, and the expense allowance.

Part-time employees at the Regional Transit Board receive pro-rated sick and vacation leave, and the agency contributes 75% of the normal employer contribution towards health and dental coverage. It is proposed that the board amend this policy and set the Chair's benefits for sick and vacation leave and medical and dental coverage at the same level as that of a full-time employee. In addition, it is recommended that the Chair's annual expense allowance be set at \$750 per year.

RECOMMENDATION

That the Regional Transit Board establish the Chair's benefits as:

- Vacation and Sick Leave Accrual Rate - set at the same level as that of a full-time employee.
- Medical and Dental Insurance - the board will contribute to the cost of this coverage at the level of a full-time employee.
- Expense allowance not to exceed \$750.00 per year.

All other benefit levels will be consistent with those as stated in the current board-approved RTB Personnel Code.



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

Report of the Policy Committee

At its meeting of January 24, 1994, the committee made the following recommendations:

MINNESOTA VALLEY TRANSIT AUTHORITY CAPITAL FUNDING REQUEST

That the Regional Transit Board authorize the executive director to enter into a capital funding agreement with the Minnesota Valley Transit Authority for an amount not to exceed \$918,417 for the projects described in the staff report dated January 19, 1994.

PUBLIC HEARINGS FOR AMERICANS WITH DISABILITIES (ADA) ELIGIBILITY CERTIFICATION

That the Regional Transit Board direct staff to schedule three public hearing on the Americans with Disabilities Act Eligibility Application.

OTHER BUSINESS

Comments on Central Corridor Alternatives Analysis/Draft Environmental Impact Statement

Members discussed the staff recommendations but forwarded the matter to the board without recommendation.

Americans with Disabilities Paratransit Eligibility Field Test of Draft Functional Ability Survey

A presentation was made to the board on the above RTB-funded report, dated November 1993. submitted by Laura L. Bloomberg, Institute on Community Integration, University of Minnesota. No action was taken.

The next meeting of the Policy Committee will be February 28, 1994.

**Val Higgins
Chair**

REGIONAL TRANSIT BOARD

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

Handout 2/7
RTB

DATE: February 7, 1994
TO: Chair and Members of the Regional Transit Board
FROM: Barb Quade, Planner *BQ*
SUBJECT: Approval of Updated 1994 ADA Paratransit Plan

SUMMARY

In accordance with the Americans with Disabilities Act (ADA) transportation regulation, an updated complementary Paratransit Plan must be submitted to the Federal Transit Administration (FTA) annually. Failure to comply will jeopardize continued eligibility for FTA funding. Board approval is requested for submittal of the 1994 Paratransit Plan to the FTA.

DISCUSSION

Plan Contents

The 1994 Paratransit Plan follows the format provided by the FTA in the form of eight tables and explanatory text. The plan addresses the fixed regular route system, complementary paratransit service, and the public participation process. The critical aspects of the plan address:

- the attainment of milestones noted in the 1993 plan, and
- progress on the eligibility process and the six service criteria which define the level of paratransit service considered comparable to fixed-route service.

In the attainment of milestones, the only milestone not met was in the area of eligibility and the certification process. It is anticipated that implementation of a new certification process will begin in July 1995 and be completed in December 1995.

In terms of service criteria, the region is in compliance in most areas with the following exceptions:

- For requests being accepted during normal business hours on a "next day" basis, for requests being accepted on all days prior to days of service, for requests accepted at least 14 days in advance and/or trips scheduled within one hour of the requested pick-up time, the region is compliant except for the county programs which represent approximately ten percent of all paratransit trips. Compliance is planned by December 1994 through contracts.
- Paratransit is provided during all days and hours where fixed route service is in operation with the exception of approximately 8 corridors where service begins before 5 a.m. and ends after 1 or 2 a.m. Compliance is anticipated by December 1994.

Presentation of Plan

The plan was presented to the Provider Advisory Committee (PAC), the Metropolitan Council, Committee of the Whole, as well as the full Council and was approved by all. The Transportation Accessibility Advisory Committee (TAAC) approved the plan with the understanding that specific concerns be addressed.

The plan was presented to the Metropolitan Transit Commission, and is expected to be approved at their Commission meeting February 9.

The public hearing on the plan was held January 24, 1994; and the comments made mirrored those made at TAAC.

The comments made at TAAC and reiterated at the public hearing are noted below:

Changes to ADA Plan Based on TAAC/Public Hearing Comments

p. 9 - RTB Table 1/FTA Table 5 - ADA Paratransit Capital and Operating Budget Summary

- Comment* - *The "Actual 1992" operating figure for 1992 was questioned. The reported number was \$18,900,000.*
Response - The corrected figure is \$15,855,000.
- Comment* - *The actual 1992, 1993 and 1994 Total Paratransit Expenses were questioned.*
Response - The 1992 figure was incorrect and corrected to read \$16,634,200. The 1993 and 1994 figures were correct as reported - \$15,987,000 (actual) for 1993 and \$20,731,000 for 1994 (est.)

p. 22 - RTB Table 5/FTA Table 4 - ADA Paratransit Demand Estimate

- Comment* - *There were no figures reported for 1991, and this was questioned.*
Response - The Table as provided by the FTA only requested a figure for Total Paratransit Trips Provided in 1991 (ADA and Non-ADA). This figure is \$1,600,000 trips.

pp. 24 and 26 - RTB Table 6/FTA Table 3 - Eligibility, Six Criteria, and Full Compliance Date

- Comment* - *It was suggested that any reference to companions accompanying a certified rider on a "space-available basis" be changed to eliminate "on a space-available basis."*
Response - This statement was deleted. With the Metro Mobility restructuring, a companion is now allowed to accompany a certified rider when a reservation is made.

pp. 27 and 28 - RTB Table 6/FTA Table 3 - Eligibility, Six Criteria and Full Compliance

- Comment** - *In reference to no substantial numbers of significantly untimely pickups for initial or return trips, no substantial numbers of trip denials or missed trips and no substantial numbers of trips with excessive trip lengths, members of the public questioned the validity of the data and indicated that the region was not in compliance.*
- Response:** - Based on objective data and information provided, the region is in compliance. No objective data was presented to substantiate noncompliance. Further data is being collected to clarify compliance.

Additional written comments were forwarded to the RTB. The comments and responses are noted below:

Written Comments on 1994 ADA Plan

pp. 9 and 22

- Comment** - *Do the tables projecting costs and ridership estimates take into account how the numbers of users may vary over time depending upon how the service is perceived in light of the initial difficulties encountered when ATE took over the service? There are persons certified to use the service who are using it less than under the previous arrangement, are going out less than under the previous arrangement, and/or are using more costly means of travel, taxis because of the belief that there are still problems with the new arrangement. This may result in high/low costs/ridership depending on how quickly real and perceived difficulties are addressed.*
- Response** - The projection and ridership numbers are based on historical and actual figures and trends. Any decrease in present ridership numbers is anticipated to be temporary.

p. 11

- Comment** - *Who will determine and under what circumstances an eligible Metro Mobility user must use accessible regular route? Transit for a particular trip? Who has and is there sufficient information about trip destinations such as the location of the accessible entrance in relationship to the nearest bus stop in either direction? Who has knowledge about the nature of the terrain and the distance which must be traveled between the bus stop and the accessible entrance to make an accurate judgment about whether a particular individual could be expected to use an accessible regular route bus to reach trip destination and/or return from it?*
- Response** - As defined by ADA, certification of paratransit eligibility will include a conditional component. Conditional eligibility will be defined on an individual basis relational to a person's functional ability to use accessible regular route. Both MMSC and the rider will provide the necessary information to determine eligibility. Because the nature of numerous disabilities are episodic, eligibility on a trip-by-trip basis will be determined

by the condition of the rider on any given day. The remainder of all conditional trips will be made by MMSC and defined by the informational provided by the applicant. The information gathered will include the applicant's functional ability in conditions of weather, access to accessible regular route, etc.

p. 12 - Accessible Regular Route Transit Service

- Comment** - *The snow removal problem is a major deterrent to winter public transit travel for people with disabilities. We suggest increasing collaborative and creative efforts in and among communities to improve bus stop snow removal and working to assure that bus stop snow removal ranks on a par with snow clearance on designated city streets.*
- Response** - The RTB will continue to work with the MTC to improve accessibility at bus stops.

p. 30 - ADA Paratransit Plan Timetable

- Comment** - *Concerns about Metro Mobility eligibility vs. ADA eligibility should be addressed. These concerns will surface when the ADA functional assessment procedures are finalized and recertification begins. It would be helpful to build an educational component into the recertification process.*
- Response** - Three public hearings are scheduled during the month of March 1994. A letter explaining ADA eligibility and certification process will be mailed to all Metro Mobility certified riders prior to these meetings. A question-and-answer sheet will be distributed on all Metro Mobility buses and will be handed out at the public hearings.

p. 33 - ADA Paratransit Timetable

- Comment** - *A "seamless" transit system depends on ongoing efforts to work with county programs to improve their services, and encourage efficient and effective linkages between transit and paratransit systems throughout the metro area.*
- Response** - The RTB is working with county programs through their contracts to ensure ADA compliance.

RECOMMENDATION

That the Regional Transit Board approve the 1994 Paratransit Plan for immediate submission to the Federal Transit Administration.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**Minutes of the Meeting of the
LEGISLATIVE COMMITTEE
January 3, 1994**

MEMBERS PRESENT: Mike Beard, Chair; Sally Evert; Ruth Franklin; Morgan Grant; Val Higgins; Gary Humphrey; Harry Mares

OTHERS PRESENT: Esther Newcome, Metropolitan Council; Margaret Schreiner, Dakota County; George Bentley, Opt-Out Communities; Diane Harberts, Southwest Metro Transit Commission (SWMTC); Eddie Maddox; Tom Sather, Metropolitan Transit Commission (MTC); Gregory L. Andrews, Suzanne Hanson; Mary Fitzgerald

CALL TO ORDER AND ROLL CALL

Chair Beard called the meeting to order at 2:40 p.m. in the Regional Transit Board (RTB) offices and roll was taken.

Beard asked members if they want other constituents, such as Corbin Kidder and John Walsh to speak with this committee about their legislative concerns. Grant supported that suggestion because in the past the board has not been successful in bringing interested parties together on transportation funding. During the last legislative session the disability community did it on their own. The transit rally at the Capitol was attended mainly by members of the disability community. Beard said a list of constituent groups should be developed quickly and members can add to it at the next meeting.

APPROVAL OF AGENDA

Mares moved and Franklin seconded approval of the agenda; the motion was unanimously approved.

CONTINUING DISCUSSION OF LEGISLATIVE PROGRAM FOR 1994

Beard said last week the committee asked for background on the supplemental appropriation. Andrews discussed the amount of the \$8.7 million supplemental appropriation request and the additional funds needed to implement the Vision for Transit. Members discussed amending the funding mechanism for paratransit service and how to restore service to the areas, mainly in Scott and Anoka Counties, that lost Metro Mobility service because of the restructuring. Staff has been talking to Dakota, Washington and Anoka Counties about amending their contracts so they can provide paratransit trips. However, the funding is only

available for the next six months. The county programs are part of the shortfall. Grant said the services such as White Bear are not really the same as Metro Mobility since they do not offer door-to-door service. Andrews said he will look into it.

Higgins said the base question is whether the board wishes to seek only the shortfall funding. With a short session this year, it might be the wrong time to go beyond covering the shortfall. Hunt said success in legislation comes from a lot of collaboration with a lot of different groups. The shortfall has to be the first priority. There are other groups for whom that is true as well. Each session can be unexpected, but the board should move forward on those things for which we have agreement.

Beard said he believes cooler heads will prevail and legislators will recognize the need for some kind of transit authority. The board should be true to its charge and press ahead. He agreed with the need for closure on some of the issue. The three major areas up for discussion are the \$8.7 million needed to cover the shortfall, whether to move ahead on the Five-Year Plan; and metropolitan governance issues. Hunt moved and Higgins seconded:

That the Regional Transit Board support as its top legislative priority the request the \$8.7 supplemental appropriation for transit, subject to further documentation by staff.

The motion was unanimously approved.

Grant moved and Humphrey seconded:

That the Regional Transit Board support as its second priority the implementation of the first two years of the RTB's Vision for Transit.

Beard asked staff to make a presentation on the process for updating the five-year plan at its meeting of January 18. After discussion, the seconder moved to table the motion until the meeting of January 18. Mares seconded the motion; it was unanimously approved.

Members discussed the need to coordinate the efforts of the various constituencies and seek their input and support on common issues. Andrews distributed the document Metropolitan Governance: A Proposal from the Seven Metro Counties, dated December 10, 1993, which was presented to the Legislature last week by Commissioner Hunt. Hunt said the proposal does not support an elected Metro Council, and suggests several methods of appointing officials, such as selected by elected officials. It suggests that the Legislature has been negligent in not providing oversight of the Metro Council. Local governments, as the main constituency of the Metro Council, have an interest in what happens and should be taken into account when these decisions are made. The committee will vote soon on the elected council, but they have already decided the boards will not continue.

PUBLIC COMMENT

Eddie Maddox talked with the Citizens for Personal Rapid Transit last week about consolidating with other stake holders. They have a project proposed for funding. Beard said this is not the appropriate forum for starting the process and urged him to contact staff.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Legislative Committee meeting meeting of January 3, 1994.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this seventh day of February 1994.



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

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
January 3, 1994**

MEMBERS PRESENT: Sally Evert, Chair; Michael Beard, Sharon Feess; Ruth Franklin; Morgan Grant; Val Higgins; James Hovland; Gary Humphrey; Ruby Hunt; Harry Mares

OTHERS PRESENT: Greg Korstad, Legal Counsel; Tom Sather and Robert Mairs, Metropolitan Transit Commission; George Bentley, Opt-Out Communities; Dan Hibbert, ATE; Melanie Benson, Amalgamated Transit Union Local 1005; Gregory L. Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Suzanne Hanson, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

Chair Evert called the meeting to order at 4:00 p.m. at the address shown above. Roll was taken.

APPROVAL OF AGENDA

Franklin moved and Hovland seconded approval of the agenda. The motion was unanimously approved.

CHAIR'S REPORT

APPOINTMENT OF NOMINATING COMMITTEE

In compliance with requirements of the RTB Bylaws, the chair made the following recommendation. Hunt moved and Hovland seconded:

That the Regional Transit Board appoint the following members to the ad hoc Nominating Committee for the purpose of selecting a slate of candidates for the three board offices.

Ruby Hunt, Chair
Val Higgins
Sally Evert

The appointments are effective immediately.

The motion was unanimously approved.

TRANSPORTATION ACCESSIBILITY ADVISORY COMMITTEE APPOINTMENT

Humphrey noted that a staff report, dated December 28, 1993 had been included in the packet along with a copy of Claudia Carlisle's application. He moved and Mares seconded:

That the Regional Transit Board appoint Claudia Carlisle to the Transportation Accessibility Advisory Committee, effective immediately, representing District H.

The motion was unanimously approved.

ASSIGNMENT TO STANDING COMMITTEES

The chair said the assignments will be on the next agenda of the board and she asked members to make their preferences known to Mary Fitzgerald. Everyone is invited to attend any meetings, but members may prefer to return to the formal committee structure. If members have problems with the times and dates of committee meetings, they are open for change and the committees may decide for themselves.

LITIGATION COMMITTEE

The chair said this committee is to be a link to the board and attorneys. It will be a sounding board for strategy and will make recommendations on how to proceed during litigation. Beard moved and Fees seconded:

That the Regional Transit Board appoint the following members to the Litigation Committee, effective immediately.

James Hovland, Chair
Sally Evert
Morgan Grant
Val Higgins

The motion was unanimously approved.

MEMBERS' REPORTS

Beard reported on the two-hour meeting he attended with representatives of the Metropolitan Council and the Minnesota Department of Transportation. The governor's staff questioned why the metro governance issue is coming back since agreement was reached last spring by John Riley, Dottie Rietow and James Denn. Beard and Franklin explained that the board had never discussed the issue. Commissioner Denn insisted on the meeting because some people felt that the earlier model was deficient and the issue should be revisited. Beard said RTB's case was stated clearly and some questions were raised that need further discussion. Franklin said the board was asked to give a little background on proposals for governance so she presented the original RTB draft position and

discussed the new one which has not yet been put in writing. It was received with a fair amount of interest. Andrews said the other parties do not seem to have a good understanding of the implementation policies set by RTB and MTC. RTB's board believes there should be citizen involvement in setting implementation policy. The focus will be on board and council members' interaction. Beard said this board is unanimous in opposing an elected Metro Council. Members discussed the board's concept of a merger of the Transportation Advisory Board, the Metropolitan Transit Commission and the Regional Transit Board. The board has not taken formal action to adopt the proposal. Franklin said the proposal would also expand on the powers of those entities and be similar to some models in use in other parts of the country. Hovland asked for written information on the proposal. Hunt said the board needs something in final form to share with other groups. Evert said the draft proposal can be part of the agenda of the next Legislative Committee meeting.

Beard reported on his presentation to the Minnesota Public Transit Association.

EXECUTIVE DIRECTOR'S REPORT

Simich reviewed the Southwest Metro Transit Vehicle Request memorandum dated January 3, 1994, which was distributed before the meeting. No action is requested at this time. He noted that the memo should be corrected to state that the Invitation for Bid (IFB) will be issued for 13 large and 9 small vehicles. SWMT would own the vehicles and contract out for their operation. All the vehicles will be lift-equipped.

REPORT OF THE COMMITTEE OF THE WHOLE

Policy Committee Chair Higgins reported on the recommendation approved by the committee at its December 27, 1993 meeting.

RELOCATION OF NORTHTOWN TRANSIT HUB

Higgins explained the background of the project. He moved and Franklin seconded:

That the Regional Transit Board authorize the executive director to execute a memorandum of understanding with Anoka County for a preliminary engineering study of a Northtown Transit Hub facility. The Regional Transit Board's contribution to this study shall not exceed \$42,500.

Franklin said she has spoken with Anoka officials and feels this should definitely moved forward. The motion was unanimously approved.

REPORT OF THE TRANSPORTATION ACCESSIBILITY ADVISORY COMMITTEE

No action was required. The issue of hiring a consultant to conduct a random survey of Metro Mobility ridership had been tabled for a period no longer than three months. Staff is directed to investigate options and costs of performing such a study.

OTHER BUSINESS

Jacobson updated members on the Metro Mobility restructuring. The new system area is smaller than the old one, although ridership is increasing. In November there were 81,200 rides; in December the number reached 87,100. Agency trips remain constant at approximately 1,800 per weekday. All three service providers are now under contract.

Grant asked about the progress in resolving the problem of adequately heating the vehicles. Hibbert said the president of Metro Trans, the company that built the vans, will be in town within the next few days to meet with contractors and go over the vehicles. They will probably install auxiliary booster pumps to deliver more heat to the back of the van. Drivers are being directed to keep the doors closed as much as possible. Grant asked when the board can count on resolution to the problem. He asked if the plan is to modify a few vans to then wait to evaluate the results. Hibbert said the modification is relatively inexpensive, (\$25 to \$30 per van) and it will be done to all the vehicles. Hibbert said Metro Trans staff will be working on the entire fleet very shortly. They will also be covering the radiators to retain heat. The work will be done under the original contract.

Hunt said all the members have received Handicabs' letters complaining about a number of issues, particularly routing, which seems to be very illogical. She asked if this is still a computer problem. Hibbert said he sent copies of his response to the board members. ATE has now given drivers the ability to evaluate their routes. Standing orders will be hard-coded. The computer will be used, but the route will be built by hand. ATE recognizes the areas that need to be improved. Evert asked what percentage of routes will be hand-done and override the computer system. Hibbert said about half the routes are standing order trips. One benefit is riders and drivers will be able to become familiar with each other. Beard said he had understood that hard coding would start in early December and be complete by Christmas. Hibbert said ATE did the first cut in December with providers and they are now getting input from them so they can continue to improve the routes. Andrews said the execution of the providers' contracts closes the bid protest by Metro Ride. There is a supplemental contract that has to be executed.

PUBLIC COMMENT

Because of the distance from the shopping center, Benson asked why the Northtown Transit Hub was relocated. Blin said the present facility is next to Kohl's, which is expanding, and it has to be moved. Staff worked with Northtown but expansion was planned for every site. They are working with the mall to improve the pedestrian environment and make it safer and more secure.

Franklin said some of the Anoka people suggested some of the improvements will go in the direction of the new hub. There may be some kind of covered walkway for people who use the park and ride lot. No one knows how many people park and shop. Benson said many of the passengers who take the bus to the shopping center are elderly or parents of small children and this location will be difficult for them. She asked if the riders were surveyed. Blin said they might run the bus by the front door and drop the riders off. Hovland asked what RTB's rights are under the lease. Blin said they have the right to terminate our rights to the site and would have to compensate us.

Eddie Maddox told the board that he sometimes uses Metro Mobility and his experience in November was that routing was very illogical. The theory behind the computer algorithm for scheduling is such that there will always be instances where a person will do better than a computer. He recommended to Hibbert that his staff be given the power to make adjustments as necessary.

The board went into executive session at 4:55 p.m. At 6:20 p.m. Humphrey moved and Hovland seconded that the meeting be reconvened. The motion carried unanimously. There was no further business so Franklin moved and Beard seconded that the meeting be recessed until 4:00 p.m. on January 6, 1994 to discuss and finalize the governance recommendations. The motion carried unanimously.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of January 3, 1994.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this seventh day of February 1994.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**Minutes of the Meeting of the
LEGISLATIVE COMMITTEE
January 10, 1994**

MEMBERS PRESENT: Mike Beard, Chair; Ruth Franklin; Morgan Grant; Val Higgins; Ruby Hunt; Harry Mares

OTHERS PRESENT: George Bentley, Opt-Out Communities; Tom Sather, Metropolitan Transit Commission (MTC); Melanie Benson, Amalgamated Transit Union, Local 1005; Gregory L. Andrews, Howard Blin; Mary Fitzgerald

CALL TO ORDER AND ROLL CALL

Chair Beard called the meeting to order at 2:40 p.m. in Mears Park Centre Room A; roll was taken.

APPROVAL OF AGENDA

Grant said that under "Other Business" he would like to talk about the joint meeting. With that addition, Grant moved and Fees seconded that the agenda be approved; the motion was unanimously approved.

CONTINUING DISCUSSION OF LEGISLATIVE

METROPOLITAN TRANSIT COMMISSION PRESENTATION

Sather distributed copies of the Transit Supplemental Funding Request, 1994 Legislature Session, dated January 10, 1994. The request does not contemplate a fare increase until January 1, 1996. He discussed the deficiencies of the Snelling Garage the plans to replace it, and the MTC request to amend statute regarding the operation of school bus services. He distributed a copy of the language to be added to MTC statutes to allow operation of school service.

Notwithstanding Minnesota Statutes, Section 169.01, subdivision 6, and 171.01, Subdivision 21, the Metropolitan Transit Commission may transport students to or from a school or to or from school-related activities within the Cities of Minneapolis and St. Paul, on fixed routes and schedules or under an agreement with the independent school districts, in a publicly owned transit bus.

Hunt asked for information on the amount of money that goes to Minneapolis schools to help with transportation costs. Sather said there are probably

resources that are dedicated to it, but at this point MTC is not considering changing existing service. There was discussion of how to handle training school children on the differences in riding public buses. Higgins pointed out that the proposed language would authorize MTC to run a regular school bus operation. Sather said it is not his understanding that running school buses is in the MTC charge. Higgins said that is one interpretation in that it would allow MTC to perform a full school bus operation. In that case he will oppose it because MTC has no business running school buses. The Legislature has criticized the lack of competitive bidding. This would put MTC into competition with the private operators. Sather said MTC will need an exemption to the laws on stop arms. Andrews said elementary school children have to be transported in a yellow bus. Hovland said someone representing the school district should be invited to explain what they need and want.

Sather discussed the need for service enhancements and the distinction between rehabilitating and remanufacturing vehicles. Vehicle remanufacture has the effect of extending the life of a bus and is, therefore, subject to requirements under ADA to retrofit the vehicle with lift equipment. MTC's plan is to repair buses so that the second half of their 12-year will be as good as the first half. Hovland asked for customer data that indicates service enhancements improve ridership.

The board needs clarification, Hunt said, on the idea that everyone is going to agree with everybody's program. She had understood that the shuttle and Nicollet Mall had been put on hold. Beard said the key is "agreement." RTB should be aware of what is going on, but if there is a regional transit agency it should know what is going on outside. If he was a legislator, he would want to refer these issues to a transit authority first. (Hunt assumed the chair.)

Sather said the high speed bus people have a very strong coalition and we would be remiss if we did not attempt to bring them into the fold. The reality is that there is no money to do the Nicollet Mall project. Grant asked for supporting information on the proposed shuttle. Hunt asked where it would fit in the priorities in the face of shortages of transit funds. They seem to be asked the federal government to Blin distributed a history of the project. The net operating costs have risen from \$1 million to \$3 million annually. RTB contends the city must pay for the 18-month demonstration period. RTB is not allowed to subsidize the service at more than 50-percent. Hunt said the request seems to be that the Legislature pick up all the costs. Blin said MTC's union had to sign off on it because of the federal funding. They negotiated with MTC so it would not be vetoed. Hunt said the board should prioritize these projects. Andrews said it is dealt with in the Five Year Plan. The budget is reviewed for consistency with the Vision for Transit and the shortfall we communicated to the Legislature. Hovland said he is concerned about the viability of the plan and asked that data be presented on the arguments for and against it. Sather said the City of Minneapolis will lobby for this amendment. The question then is whether this will fall outside the scope of oversight, but it appears to fall under RTB's purview.

Jim Gorski's memo to Tom Sather, dated January 10, 1994, was distributed. The proposed change of language would permit an employer to discharge an employee in a "safety-sensitive position" upon the first positive confirmatory test for controlled substances. The public believes that operators of large, heavy equipment must live up to a higher standard than the rest of us. It is important that we maintain an extremely high standard.

PUBLIC COMMENT

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Legislative Committee meeting of January 10, 1994.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this seventh day of February 1994.



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

**Minutes of the Meeting of the
COMMITTEE OF THE WHOLE
January 10, 1994**

MEMBERS PRESENT: Ruth Franklin, Chair of Administration and Finance Committee; Michael Beard, Sally Evert; Sharon Feess; Morgan Grant; Val Higgins; James Hovland; Ruby Hunt; Harry Mares

MEMBERS EXCUSED: Gary Humphrey

OTHERS PRESENT: Melanie Benson, Amalgamated Transit Union Local 1005; Tim Kirchoff, Anoka County; Nacho Diaz, Metropolitan Council; Bill Blom, Transportation Accessibility Advisory Committee (TAAC); Eddie Maddox; Gregory L. Andrews, Judy Hollander, Gerri Sutton, Suzanne Hanson, Len Simich, Mike Opatz, Howard Blin, Barb Quade, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

At 4:00 p.m. Chair Evert reconvened the meeting that had been recessed on January 3. Following this meeting, there will be a joint meeting with the Metropolitan Council and the RTB.

APPROVAL OF AGENDA

An amended agenda was distributed. Hunt moved and Feess seconded that it be approved. The motion carried unanimously.

FINANCIAL STATEMENTS, NOVEMBER 1993

Sutton reviewed the unaudited financial statements. Mares moved and Hovland seconded:

That the Regional Transit Board receive the November 1993 financial statements and direct that they be placed on file.

The motion was unanimously approved.

ANOKA COUNTY TRAVELER 1994 CONTRACT AMENDMENT

Kirchoff thanked the board for taking the issue under consideration and asked for their approval. Higgins moved and Feess seconded:

That the Regional Transit Board authorize its executive direct to amend Anoka County Traveler's 1994 Transit Funding contract by \$48,619, from \$587,324 to \$635,943.

The motion was unanimously approved.

METROPOLITAN TRANSIT COMMISSION (MTC) FEDERAL GRANT APPLICATIONS

Opatz reviewed the December 28, 1994 staff report. Andrews said the board had originally submitted an application, but to facilitate the process, MTC is applying directly. The federal government does not want costs incurred until the application has been submitted. There is a question of when the clock starts to run, but we hope it will be back-dated to 1993. Members asked questions about the probability of getting the grant and how the money has been budgeted. Andrews reviewed the process. The funds are included in the MTC's budget request. Hunt asked who is working with Congressman Sabo's office and the U.S. Department of Transportation to see that we get these funds. Andrews said in the past RTB had a contract with a Washington representative but we no longer use that firm. It is his understanding that MTC is working with the local Sabo office to secure ear-marking of funds. Mn/DOT has some resources and, in his new position, Bill Schreiber will be responsible for working on the federal and state-wide package. Hunt said someone should be pursuing this; she is very concerned that our interests be protected. Franklin said the new chair and executive director might consider looking into reopening the Washington contract. Hovland moved and Feess seconded:

That the Regional Transit Board approve the following Metropolitan Transit Commission grant applications:

1. Federal Transit Administration's Section 3 grant application for fiscal year 1994;
2. Federal Transit Administration's Section 9 grant application for fiscal year 1994; and
3. Federal Transit Administration's Congestion Mitigation and Air Quality grant application for fiscal year 1993.

The motion was unanimously approved.

CONTRACT FOR BROOKDALE TRANSIT HUB PRELIMINARY ENGINEERING

Quade reviewed the January 6 staff report. Hunt moved and Beard seconded:

That the Regional Transit Board authorize the executive director to negotiate and enter into a contract with LSA Design, Inc. for preliminary engineering and design of the Brookdale Transit Station at a cost not to exceed \$35,000.

The motion was unanimously approved.

NORTH SUBURBAN LINES 1993 CONTRACT AMENDMENT

Simich reviewed his January 5 staff report. In response to Franklin's question, he explained that he has accepted a new position with the Duluth Arrowhead Planning Agency. Mares moved and Grant seconded:

That the Regional Transit Board authorize its executive director to amend the 1993 contract (Contract No. 92/09-11-38) with North Suburban Lines by \$11,678, to a total amount not to exceed \$839,496.

The motion was unanimously approved.

VALLEY TRANSIT 1993 CONTRACT AMENDMENT

Simich reviewed the January 5 staff memorandum. Higgins moved and Beard seconded:

That the Regional Transit Board authorize its executive director to amend the 1993 contract (Contract No. 92/09/11-39) with Valley Transit by \$465, to an amount not to exceed \$110,582.

The motion was unanimously approved.

OTHER BUSINESS

Andrews said Mike Opatz has also resigned and will be working at the Mn/DOT Office of Transit. His replacement will start on January 11.

Franklin said the committee will need an extra meeting next week. There being no other business, Hunt moved and Feess seconded that the meeting be adjourned. The motion was unanimously approved.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Administration and Finance Committee of January 10, 1994.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this seventh day of February 1994.



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

**Minutes of the Meeting of the
COMMITTEE OF THE WHOLE
January 19, 1994**

MEMBERS PRESENT: Ruth Franklin, Chair of Administration and Finance Committee; Michael Beard; Sally Evert; Sharon Feess; James Hovland; Gary Humphrey; Harry Mares

MEMBERS EXCUSED: Ruby Hunt, Morgan Grant, Val Higgins

OTHERS PRESENT: Tom Sather, Bev Auld, Jerry Olson, Metropolitan Transit Commission (MTC); Melanie Benson, Amalgamated Transit Union Local 1005; Gregory L. Andrews, Judy Hollander, Mark Fuhrmann, Dale Ulrich, Bob LaShomb, Paul Colton, Randy Rosvold, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

At 4:07 p.m. Administration and Finance Committee Chair Franklin called the meeting to order. A quorum was not yet present.

MTC 1994 BUDGET REVIEW AND APPROVAL

Hollander said she and Mark Fuhrmann had prepared the budget presentation, not Howard Blin, whose name appeared on the agenda. She distributed the January 18 staff policy and financial review of the MTC's proposed 1994 operating and capital budgets. Members agreed to hold a second meeting on February 4 with board action expected on February 7, 1994. No action is requested at today's meeting.

Fuhrmann reviewed the service plan and service initiatives. Referring to page 3, Hovland asked for data on the projected ridership increases and revenue associated with providing the proposed new services. Fuhrman said RTB does not have that information and has requested it from MTC. He pointed out that the figures are 1994 miles costs and subsidy, but are not annualized.

In discussing the staff recommendation that MTC should not operate service for the NBA All-Star Game, Hovland asked for more reasons. Fuhrman said staff believes there is enough private capacity to handle the riders. RTB has not yet seen any figures on the costs MTC might incur by operating the service. He does not know if any commitment was made by MTC.

Since MTC pays extremely high medical benefits, Franklin said she would be interested in knowing how those fringe benefits affect the budget into the future. Mares asked what is included in the administrative increase. Fuhrmann said the way the budget is structured 70.8 percent of the total driver and mechanic positions are related to street operations. The remaining 29 percent is primarily administration related to the Transit Information Center, Finance, Security, and service improvements.

Franklin asked that the arbitrage regulations be checked regarding the lag in capital expenditures. Generally profits must be returned. Fuhrmann said staff will ensure that the board is not exposed to undue arbitrage penalties. He summarized the "Findings" and "Recommendations" sections of the report.

OTHER BUSINESS

Andrews introduced Bob LaShomb, who joined the staff today as Intergovernmental Relations Coordinator to work on the legislative program.

Hollander introduced Paul Colton, who is the new Project Administrator in Programs.

There being no other business, Feess moved and Hovland seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:20 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Committee of the Whole meeting of January 19, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this seventh day of February 1994.



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

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
January 3, 1994**

MEMBERS PRESENT: Sally Evert, Chair; Michael Beard, Sharon Feess; Ruth Franklin; Morgan Grant; Val Higgins; James Hovland; Gary Humphrey; Ruby Hunt; Harry Mares

OTHERS PRESENT: Greg Korstad, Legal Counsel; Tom Sather and Robert Mairs, Metropolitan Transit Commission; George Bentley, Opt-Out Communities; Dan Hibbert, ATE; Melanie Benson, Amalgamated Transit Union Local 1005; Gregory L. Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Suzanne Hanson, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

Chair Evert called the meeting to order at 4:00 p.m. at the address shown above. Roll was taken.

APPROVAL OF AGENDA

Franklin moved and Hovland seconded approval of the agenda. The motion was unanimously approved.

CHAIR'S REPORT

APPOINTMENT OF NOMINATING COMMITTEE

In compliance with requirements of the RTB Bylaws, the chair made the following recommendation. Hunt moved and Hovland seconded:

That the Regional Transit Board appoint the following members to the ad hoc Nominating Committee for the purpose of selecting a slate of candidates for the three board offices.

Ruby Hunt, Chair
Val Higgins
Sally Evert

The appointments are effective immediately.

The motion was unanimously approved.

REGIONAL TRANSIT BOARD

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

DATE: February 1, 1994
TO: Chair and Members of the Regional Transit Board
FROM: Gregory L. Andrews, Executive Director
SUBJECT: Amendment to Chair's Benefits

ACTION REQUESTED

The Board is requested to amend the fringe benefits for the Chair pursuant to Article VII A of the Regional Transit Board Bylaws.

BACKGROUND

Article VII A of the Regional Transit Board's Bylaws gives the board the responsibility to establish the expense allowance and benefits of the Chair provided that they not exceed the expense allowance or benefits received by the Chair of the Metropolitan Council. Sally Evert was appointed as part-time Chair by the Governor on December 21 and it is necessary to amend the Chair's benefits, particularly the board's level of contribution to medical and dental coverage, the vacation and sick leave accrual rate, and the expense allowance.

Part-time employees at the Regional Transit Board receive pro-rated sick and vacation leave, and the agency contributes 75% of the normal employer contribution towards health and dental coverage. It is proposed that the board amend this policy and set the Chair's benefits for sick and vacation leave and medical and dental coverage at the same level as that of a full-time employee. In addition, it is recommended that the Chair's annual expense allowance be set at \$750 per year.

RECOMMENDATION

That the Regional Transit Board establish the Chair's benefits as:

- Vacation and Sick Leave Accrual Rate - set at the same level as that of a full-time employee.
- Medical and Dental Insurance - the board will contribute to the cost of this coverage at the level of a full-time employee.
- Expense allowance not to exceed \$750.00 per year.

All other benefit levels will be consistent with those as stated in the current board-approved RTB Personnel Code.

Handled By
2/3/94

REGIONAL TRANSIT BOARD

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

DATE: February 4, 1994
TO: Chair and Members of the Regional Transit Board
FROM: Randy Rosvold, Senior Planner *RR*
SUBJECT: Request for Waiver from RTB Special Events Policy Enabling MTC to Operate Charter Service During the NBA All-Star Weekend on Feb. 11-13, 1994

This memorandum presents the Regional Transit Board (RTB) staff recommendation regarding a joint request from the City of Minneapolis and Metropolitan Transit Commission's for a waiver from the RTB's Special Events Policy. The purpose of the request is to enable the MTC to operate charter bus service under contract to NBA properties during the NBA All-Star weekend to be held in Minneapolis during February 11-13, 1994. Action is requested to approve the waiver.

BACKGROUND

The City of Minneapolis will be hosting the NBA All-Star weekend on Friday, February 11, 1994, through Sunday, February 13, 1994. The NBA has established a list of ground transportation requirements and vehicle standards for specific events during the weekend event (see Attachment 1). This attachment also lists vehicle allocation assignments per venue according to provider.

In the past week and a half, Ridgeway Associates, Inc., a local special events consulting firm, was hired by the NBA to prepare the ground transportation contracts with available local transit and coach operators. Prior to delegation of work assignments, certain members of the Minnesota Charter Bus Operators Association (MCBOA) and other local providers of transit and coach bus service were contacted to inquire about the private sector's ability to provide approximately 115 coach and transit vehicles during the three-day event. The NBA did receive commitments from several private providers to operate coach and transit type vehicles. However, local private provider resources are short of the overall vehicle needs for the event. Faced with this shortfall in late January 1994 (two weeks ago), the NBA approached the MTC to make up the difference in equipment needs for the event.

DISCUSSION

In 1993, the Regional Transit Board set a new policy which outlines certain conditions when publicly funded transit providers can provide specific transit service designed for special events. The RTB's policy is: *No transit providers covered by this policy shall operate charter services unless first obtaining a waiver from the RTB. Waivers will be granted only when it can be demonstrated that the need for charter service for a particular event exceeds the capacity of available charter operators. Providers operating charter service must recover the entire operating cost of that service.*

In preparation for RTB action granting MTC a waiver on the RTB Special Events Policy, RTB staff released a memo (see Attachment 2) to operators of transit or coach bus service notifying carriers of MTC's proposed involvement in providing charter service during the NBA All-Star weekend. Attachments 3-6 are correspondence received from charter bus companies.

Note: The MTC did identify the NBA All-Star weekend as one of the possible special events occurring in 1994 as part of their 1994 budget to the RTB.

RECOMMENDATION

Due to the demand for charter buses for the NBA All-Star weekend which exceeds the capacity of private charter operators, the Regional Transit Board grant MTC a waiver to the RTB special events policy to provide temporary charter service in Minneapolis during the NBA All-Star weekend on February 11-13, 1994, based on the following conditions:

1. All private Minnesota permit carriers having available equipment that meets the vehicle requirements and standards specified by the NBA be deployed first.
2. The MTC is granted a waiver to the federal charter bus rules by the Federal Transit Administration (FTA).
3. That the MTC shall satisfy the conditions of the State of Minnesota's Transportation Regulation Board.
4. That the MTC, in accordance with existing RTB special events policy, recoup 100 percent of the operating costs associated with the temporary charter service operated during the NBA All-Star weekend.

RR



NATIONAL BASKETBALL ASSOCIATION

450 HARMON MEADOW BLVD. ■ SECAUCUS, NEW JERSEY 07094 ■ 201-865-1500

1994 NBA ALL-STAR WEEKEND

TRANSPORTATION EQUIPMENT

Individual contract requirements with each bus operator and the NBA will make transportation equipment allocations throughout the weekend subject to change.

Friday, Feb. 11th

Hotel Shuttle:	MTC	5 Transit
	Lorenz Bus Service	<u>15 Transit</u>
		20 Total
Jam Session:	Lorenz Bus Service	15 Coaches
	Lee Lines	8 Coaches
	Minnesota Coach	10 Coaches
	MTC	<u>55 Transit</u>
		88 Total
Dessert Reception	Medicine Lake	10 Transit
Media:	MTC	4 Transit

Saturday, February 12th.

Hotel Shuttle:	Medicine Lake	5 Transit
	Lorenz Bus Service	<u>15 Transit</u>
		20 Total
NBA ALL-STAR Saturday Events/ Post Event Social Functions:	Lorenz Bus Service	14 Coaches
	Lee Lines	8 Coaches
	Minnesota Coach	10 Coaches
	MTC	75 Transit
	Medicine Lake	<u>8 Transit</u>
		115 Total
Mall of America Shuttle:	Medicine Lake	10 Transit
Media:	MTC	4 Transit

cont'd

1994 ALL-STAR TRANSPORTATION EQUIPMENT
page 2.

Sunday, February 13th.

Hotel Shuttle:	Medicine Lake	5 Transit
	Lorenz Bus Service	<u>15 Transit</u>
		20 Total
Luncheons/ 44th Annual NBA Game:	Lorenz Bus Service	14 Coaches
	Lee Lines	8 Coaches
	Minnesota Coach	10 Coaches
	MTC	<u>75 Transit</u>
		107 Total
Airport Shuttle:	Medicine Lake	10 Transit



DATE: January 31, 1994
TO: Operators of Transit or Coach Bus Service
FROM: Regional Transit Board
SUBJECT: Requested Waiver to Charter Bus Regulations for NBA All-Star Weekend
February 11, 1994 - February 13, 1994

The City of Minneapolis, on behalf of the Metropolitan Transit Commission (MTC), is seeking a waiver from the Regional Transit Board (RTB) and the Transportation Regulation Board (TRB) to allow the MTC to operate charter bus service during the 1994 NBA All-Star weekend to be held February 11 - February 13, 1994, in Minneapolis, Minnesota.

The MTC's involvement in providing charter bus service during each day of the All-Star weekend is tentatively scheduled as follows:

Friday, February 11, 1994 (anticipated bus requirement - 102 buses)

MTC	-	55%
Private	-	45%

Saturday, February 12, 1994 (anticipated bus requirement - 149 buses)

MTC	-	53%
Private	-	47%

Sunday, February 13, 1994 (anticipated bus requirement - 137 buses)

MTC	-	64%
Private	-	36%

RTB policy calls for granting a waiver if it can be demonstrated that the demand for charter buses for an event cannot be met through private operators. Private operators of transit or coach bus service wishing to comment on the proposed charter bus waiver can **send written comments by 3:00 p.m., Monday, February 7, 1994, to:**

Sally Evert, Chair
Regional Transit Board
230 East Fifth Street
Mears Park Centre
St. Paul, MN 55101

Action on the waiver request is scheduled for the regular RTB board meeting to be held Monday, February 7, 1994, at 4:00 p.m. at Mears Park Centre.

M.C.B.O.A.

Minnesota Charter Bus Operators Association

Sally Evert, Chair
Regional Transit Board
230 East Fifth Street
Mears Park Centre
St. Paul, MN 55101

February 4, 1994

Dear Madam Chair,

This letter is written to the Regional Transit Board regarding the requested waiver for the city of Minneapolis and the Metropolitan Transit Commission to provide transportation service for the National Basketball Association All Star game. There is concern that the lack of communication has caused the private transportation providers to lose revenue since they were not contacted by anyone asking if they had equipment available for the period of February 11th through the 13th. I have been informed that only four private operators were contacted by the NBA.

The Minnesota Charter Bus Operators Association feels that it is vital to the economic growth of the Metropolitan area, the state and the private sector, that events such as this are handled properly. In this case, someone or those responsible for setting up the transportation aspect of this event, failed to perform to the high standard of excellence expected.

We would like for the RTB to consider this before granting any waiver that may be requested in the future. All events are scheduled far enough in advance, which would mean that the private sector would be completely involved with the transportation needs of any event. As in the past, such as the Super Bowl, both the private sector and the Metropolitan Transit Commission worked together to make the event a success.

The granting of any waiver solely lies within the RTB, but in reality, the others involved must perform and meet all requirements, to show that the private sector does not have the equipment available to handle such needs. In this case, I feel that if the private operators would have been involved, the current request for a waiver would not have been needed.

cc: TRB
file

Sincerely,



Mark Knutson
President
MCBOA

Ready Bus Line

ATTACHMENT 4

School & Charter

BOX 100 LA CRESCENT, MN 55947 - (507) 895-2349

February 3, 1994

Fax !

To: Sally Evert, Chair
Regional Transit Board
230 East Fifth Street
Mears Park Centre
St. Paul, Mn 55101

From: Tom Ready
Ready Bus Line
P.O. Box 100
La Crescent, MN 55947

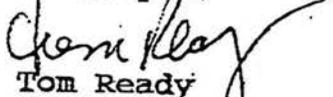
Ms. Evert:

Thank you for faxing me the information regarding transportation needs for the NBA All-Star weekend. As of this date, I have not been contacted by any charter party regarding transportation. I called other carriers that are Minnesota permit carriers and they also have not had any charter requests. Therefore, there is still equipment available in the private market and the waiver should not be granted.

For your information, I was one of the major carriers that provided service during the 1992 Super Bowl. Myself along with Tom Lee of Lee Line, Red Wing, Minnesota operated almost 300 motorcoaches and transists during the Super Bowl. We also operated buses during the US Open and Final Four. I am more than willing to put my motorcoaches to work during the NBA All-Star weekend. At this time, I do have idle equipment.

Also, I am a director of the Minnesota Motorcoach Association and the United Bus Owners of America. I have spoke with association members and our executive director in Washington (Mr. Wayne Smith 800-424-8262) to inform these people about the request for service. There is equipment available. Please have the City of Minneapolis contact me at 507-895-2349 and I will to assist them in their transportation needs.

Thank you;


Tom Ready
Ready Bus Line

RSB
Coaches



ATTACHMENT 5

(507) 289-4541

CHARTER DIVISION
ROCHESTER SCHOOL BUS SERVICE
2021 N.W. 32ND AVENUE
POST OFFICE BOX 7037
ROCHESTER, MINNESOTA 55903-7037

1-800-658-7003
FAX 507-289-6652

February 4, 1994

Sally Evert, Chair
Regional Transit Board
230 East Fifth Street
Mears Park Centre
St. Paul, MN 55101

Dear Ms. Evert:

We object to the requested Waiver to Charter Bus Regulations for NBA All-Star Weekend, February 11, 1994-February 13, 1994.

Reason being I have equipment available that weekend that is not in use and do not see any reason for taxpayer subsidized buses being used to take business away from a taxpayer (me).

I have following equipment available those dates.

18 Passenger 40 foot Exec Coach available all 3 days

February 12	7--47 Pass Coaches & 4 Transit Buses
February 13	9--47 Pass Coaches & 4 Transit Buses

Very truly yours,

Donald G. Hoffman



MINI COACHES, VANS & ECONOMY SCHOOL BUSES AVAILABLE WITH DRIVER OR ON A LEASE BASIS

~~MEDICINE LAKE~~ Lines

835 Decatur Ave. No.
Golden Valley, MN 55427
Bus: (612) 545-9417
Fax: (612) 591-9198

Date: February 7, 1994

Sally Evert
Chairman, Regional Transit Board
230 East Fifth Street
Mears Park Centre
St. Paul Mn. 55101

Dear Sally:

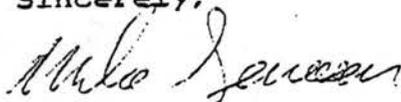
In regards to granting a waiver to the MTC in order to allow them charter authority for the NBA All-Star weekend, I am offering our opinion to this situation.

We realize the necessity to accommodate the NBA's equipment requirements and do not wish, in any way, to give the Twin Cities a "bad name" with them or any other organization that shows interest in our community as an attraction site. (I believe the success of the Super Bowl, Final Four, ect. has shown that private and public transportation companies can work very well together.)

However, we do feel in this particular instance, the lack of proper planning for transportation has not allowed all private contractors an opportunity to participate in this event.

This lack of planning should be addressed with the proper organizations to avoid this in the future.

Sincerely,



Mike Severson
General Manager
Medicine Lake Bus Company



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

Report of the Policy Committee

At its meeting of January 24, 1994, the committee made the following recommendations:

MINNESOTA VALLEY TRANSIT AUTHORITY CAPITAL FUNDING REQUEST

That the Regional Transit Board authorize the executive director to enter into a capital funding agreement with the Minnesota Valley Transit Authority for an amount not to exceed \$918,417 for the projects described in the staff report dated January 19, 1994.

PUBLIC HEARINGS FOR AMERICANS WITH DISABILITIES (ADA) ELIGIBILITY CERTIFICATION

That the Regional Transit Board direct staff to schedule three public hearing on the Americans with Disabilities Act Eligibility Application. ✓

OTHER BUSINESS

Comments on Central Corridor Alternatives Analysis/Draft Environmental Impact Statement

Members discussed the staff recommendations but forwarded the matter to the board without recommendation.

Americans with Disabilities Paratransit Eligibility Field Test of Draft Functional Ability Survey

A presentation was made to the board on the above RTB-funded report, dated November 1993. submitted by Laura L. Bloomberg, Institute on Community Integration, University of Minnesota. No action was taken.

The next meeting of the Policy Committee will be February 28, 1994.

**Val Higgins
Chair**



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

REPORT OF THE COMMITTEE OF THE WHOLE

At its special meeting of February 4, 1994, the committee approved the following recommendation:

1994 METROPOLITAN TRANSIT COMMISSION BUDGET

That the Regional Transit:

1. Approve the Metropolitan Transit Commission's 1994 operating subsidy of \$66,400,000 to be apportioned as follows:
 - a. \$65,224,463 to operate regular route service in conformance with existing RTB policies;
 - b. \$650,000 to fund the Minnesota Rideshare service operated by the Metropolitan Transit Commission under separate contract with the Regional Transit Board to be approved by RTB at a later date.
 - c. \$525,537 to fund the Jobseekers Program as approved by the RTB on December 13, 1993.

Furthermore, the identified \$1.2 million projected subsidy shortfall in 1994 shall be fully funded by MTC's available working capital balance in their operating budget. The RTB will ensure that the \$1.2 million is included in the 1994 supplemental appropriation request to the Legislature.

2. Approve the MTC's 1994 capital budget of \$61,741,000, consisting of \$22,100,000 new authorizations for new and amended capital projects and 1994 disbursements of \$61,457,000.
3. Approve MTC's 1994 debt service budget of \$1,693,000.
4. Support MTC's request to seek an additional \$19 million of legislative bonding authorization in the 1995 legislative session for projected 1995 and 1996 capital projects.

Ruth Franklin
Chair
Administration and Finance Committee

Copy *Handwritten* 2/3
RTD

PRT 2000

TYPICAL SYSTEM FEATURES

1. INTRODUCTION

Two factors associated with public transportation have significantly contributed to air and noise pollution, high cost, low personal security and safety, and to congestion and gridlock in our city streets and highways. The first factor is the high cost of installing and operating traditional rapid transit systems. The second factor is the lack of technical innovation in public transit over the last 50 years.

Personal Rapid Transit (PRT) provides individualized service like the automobile, but is designed for low capital and operating cost, non-polluting operation, ease of accessibility, and high personal security. PRT will meet the transportation needs of urban communities and the ridership it services with trips on-demand, and non-stop origin to destination travel.

The PRT 2000 concept is composed of small vehicles traveling under automatic control between off-line stations along a dedicated network of elevated guideways. The system of guideways, or the Network, consists of numerous one way loops laid out in a grid, much like a community street system. The numerous stations, spaced as little as 1/4 mile apart, are located on side track sections or "off-line" of the main guideway to allow uninterrupted travel those vehicles bypassing a given station. The service provided is very similar to the private automobile, without the hassle of parking, traffic congestion, and vehicle maintenance. It will complement the automobile and existing transit systems.

2. KEY DESIGN ATTRIBUTES OF THE PRT 2000 SYSTEM

Several special features which make the PRT 2000 System unique are summarized below:

Minimum Weight and Cost Vehicle

Small, light, 3-4 Passenger Vehicle - Reduced energy use and cost savings are achieved by small vehicles, which are optimized for passenger trips or 750 lbs of goods transportation. This size provides optimal individual service with minimal cost and energy usage. Several independent transit studies have determined a 3 person vehicle will be sufficient to meet the requirements of 95% of the urban trips required.

Maximum System Operation Safety

- Electromagnetic Drive - Eliminates slipping and traction problems in frictional drive systems by propelling and stopping the vehicle using a Linear Induction Motor (LIM), which has no moving parts, creates no pollution, and provides only magnetic coupling

between the vehicle and the guideway. Because the microprocessor controls provide fast response and the LIM provides non-friction coupling for all weather operation, PRT 2000 will have increased safety and a significant reduction in maintenance costs.

- **In-Vehicle Steering Switch** - Eliminates the active guideway by utilizing a patented in-vehicle switch design which allows a passive, inexpensive, continuous guideway. There are no moving guideway parts or open switching sections. This same unique, patented feature enables the PRT 2000 to operate at a much shorter headway between vehicles, thus increasing the passenger throughput capacity of the system.

Improved Passenger Service

- **Automated On-Demand Service** - Minimizes passenger waiting time for a vehicle by automatically distributing the vehicle fleet to where the demand is, minimizing empty vehicle travel and providing minimal energy consumption. With a properly configured system, passengers will experience less than a 3-minute wait to begin their trip under most conditions. Furthermore, the automated system allows 24-hour service, 7 days a week.
- **Non-stop origin to Destination Travel** - Reduces passenger trip times, since all stations are off-line, all trips are routed under computer control on the most efficient route without any intervening stops. Thus, the trip is completed at the system line speed (typically 30 mph) greatly reducing trip times.

Maximum Personal Security

- **System Design Provides for Maximum Personal Security** - The main reason is that you are riding only with those you invite or by yourself, non-stop from origin to destination. With no intermediate stops, there is no opportunity for the introduction of a threat.
- **Stations are open, visible, brightly lighted, and where appropriate, monitored with audio and video equipment for personal safety.**
- **Since wait time is typically 3 minutes or less, there is less opportunity for a problem to develop at the station.**
- **With the guideway typically 16' above grade level, the vehicles are substantially out of reach.**

Minimum Visual Impact Guideway

- **Light-Weight, Small, Elevated Guideway** - Visual impact is minimized by the use of a dedicated 3.4 x 3.5 foot enclosed guideway, constructed of steel truss sections that are

mounted on small tapered posts approximately 1 foot diameter at the top and 2 feet at the bottom. The light-weight guideway substantially reduces capital and installation costs, while blending with the surroundings and minimizing neighborhood disruption during construction.

High Reliability and Availability

- Highly Reliable Automated Control System - Fail safe operation of the PRT 2000 design utilizes redundancy and failure monitoring of critical components to provide for extraordinarily high reliability and safety. The fault tolerant architecture is a direct application of the system designs Raytheon uses for FAA Air Traffic Control Systems, Government vessel tracking systems, and space systems. Furthermore, the computer controlled electromagnetic propulsion and braking provide the safest, surest means of stopping in all weather conditions.

User Friendly Operation

- Use of the system is simple and straightforward. At each station, a map of the system's lines and stations is posted near a ticket machine similar to a bank cash machine (automatic teller machine). A patron enters a destination whereupon the display will verify the destination and indicate the fare, which may be paid by cash, a prepaid card, or a credit card. The machine then dispenses a ticket on which the selected destination is magnetically encoded.

The patron takes the ticket to the loading platform and inserts it into a slot in a stanchion in front of the first empty vehicle in a line of usually three or four vehicles, similar to a sheltered taxi stand. The ticket is read and the destination transferred to a microprocessor aboard the vehicle.

The door then opens and the patrons traveling together enter, sit down and close the door. This action informs the vehicle microprocessor that the vehicle is ready to go, whereupon the vehicle begins to accelerate, the computer selects an opening, merges into the stream of traffic that is bypassing the station, and proceeds nonstop to the programmed destination.

All trips on the system are private. Patrons travel directly to their destinations without intermediate stops and in complete privacy. The vehicles are large enough to seat 3-4 adults or a family group with several children, and are fully handicapped-accessible.

3. TECHNICAL CHARACTERISTICS OF PRT 2000

The PRT 2000 system consists of small, light-weight vehicles that operate under automatic control under all weather conditions between closely spaced, off-line stations in a network of narrow, elevated guideways. Empty vehicles are ordered automatically to fill vacant berths in stations in

anticipation of demand. The service is non-stop at all times. Each vehicle provides room for a private group of up to four adults.

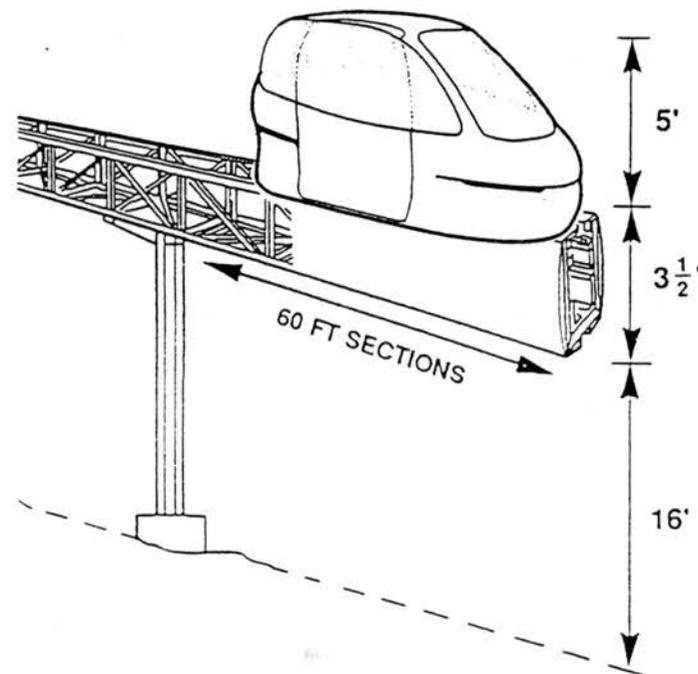
Guideway

The PRT 2000 guideway is light-weight, easily erectable, U-shaped truss structure erected on slim, tapered steel support posts and concrete foundations with its top, bottom and sides covered by removable covers. The PRT 2000 vehicle chassis travels inside the enclosed structure while the cabin, connected to the chassis through a slot in the top of the guideway cover, travels above. Lateral vehicle stability is provided by horizontal wheels, mounted on the chassis, which run against the vertical surfaces of lateral support rails. Other characteristics are as follows:

- The truss structure is prefabricated in transportable sections consisting of selected shapes and sizes to permit construction of loops, networks and off-line stations to meet the routing requirements of a wide variety of system applications.
- Y-shaped sections for merges and diverges permit fail-safe vehicle switching and require no moving mechanical parts in the guideway. Vehicle switching is accomplished by switch wheels on-board the vehicle which engage with switch rails mounted inside the guideway.
- Aluminum reaction plates, which interact with the vehicle linear induction motors (LIM), are mounted on the running surfaces of the main support rails.
- Internally mounted power rails provide direct current (DC) electrical power to the vehicle motor drives and other on-board equipment.
- Communication transmission lines and cables are installed in the guideway to interconnect the computer and communications terminals in the stations, vehicles and maintenance and control facility.
- The guideway cover provides weather protection, creates an aesthetic appearance, enhances electromagnetic compatibility and reduces wind loading.
- The guideway meets the International Standards Organization (ISO) ride comfort standards under all operating conditions.

Vehicle

The PRT 2000 vehicle consists of a vertically oriented chassis which travels within the guideway and an aerodynamically streamlined cabin whose floor is connected to the chassis in a T-configuration through the slot in the top of the guideway. Other characteristics of the vehicle are as follows:



The PRT 2000 Guideway and Vehicle Configuration

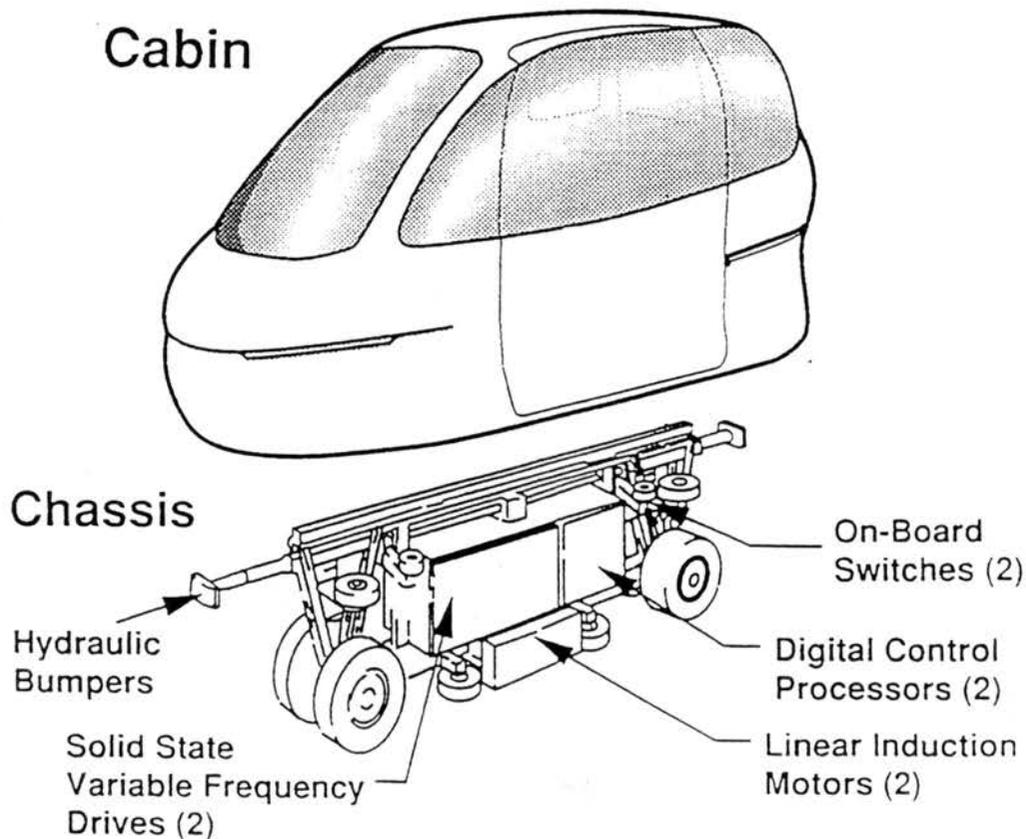
- The vehicles are propelled and braked by two redundant, linear induction motors controlled separately by solid-state, variable frequency drives that are in turn controlled by redundant vehicle microprocessors.
- The vehicle operates on 600 Vdc power received from power rails inside the guideway.
- The vehicles are supported by high-pressure pneumatic tires which run on the guideway main support rails and are laterally stabilized by solid polyurethane tires running against the vertical surfaces of the guideway lateral support rails.
- Vehicle switching at guideway merges and diverges is accomplished by on-board, bi-stable, fail-safe switching mechanisms with solid polyurethane tires that engage the left and right switch rails mounted in the guideway.
- Heating, ventilation and air conditioning are provided to ensure passenger comfort. Passenger safety is assured by redundant safety critical hardware, fireproof materials, fire wall partitioning, temperature monitoring, smoke and fire detection, and shock absorbing bumpers.

Station

The PRT 2000 station can be either freestanding or integrated into existing buildings with elevator and/or escalator service to the platform level. The platform floor is at the same level as the vehicle floor to permit entry of wheelchairs and roll-on baggage. Station platform areas are highly visible, well lighted and enclosed and protected from the weather. Station lobbies and platforms are designed to operate without attendants and to provide uncomplicated rush-hour passenger flow.

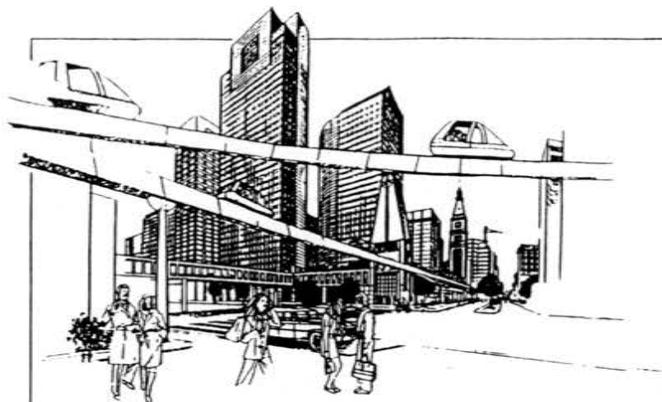
Maintenance and Control Facility (MCF)

The system control functions, the maintenance and supply functions, and the system management and administrative functions are performed in the automated, integrated MCF. The MCF consists of the control center, the maintenance and supply shop, the data processing center, and the management and administration offices.

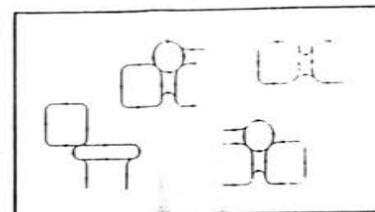
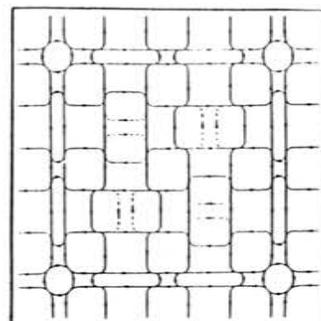


Components of the PRT 2000 Vehicle

Raytheon PRT 2000 is a modern, innovative and truly unique answer to present and long-term transportation needs. Every element of the design is the result of minimizing cost per passenger-mile and maximizing accessibility and public acceptance of the system.



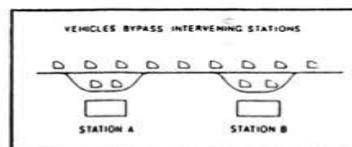
- Four-passenger, lightweight vehicles operating in small guideways ensure minimum visual impact



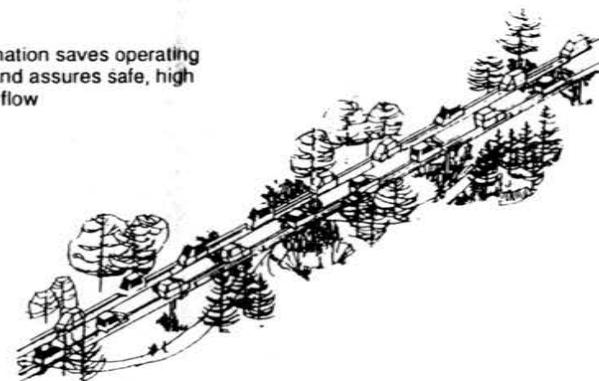
- Expandable network built up on half-mile grids so that the nearest PRT 2000 station is within a quarter-mile walk



- Off-line stations enable non-stop travel to destinations



- Automation saves operating cost and assures safe, high traffic flow

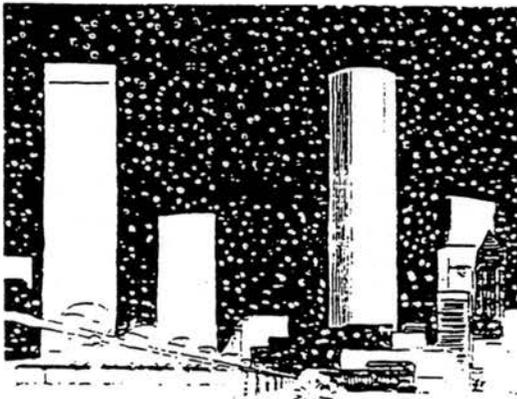




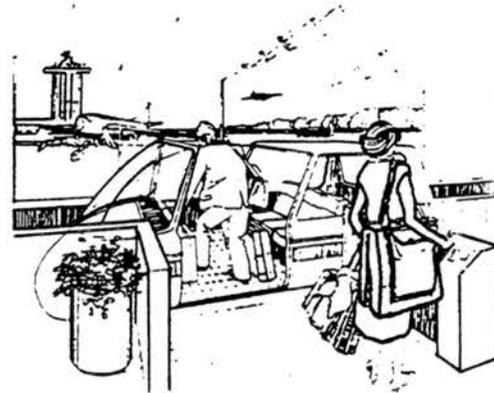
Private service with room for four adults or small family groups traveling together



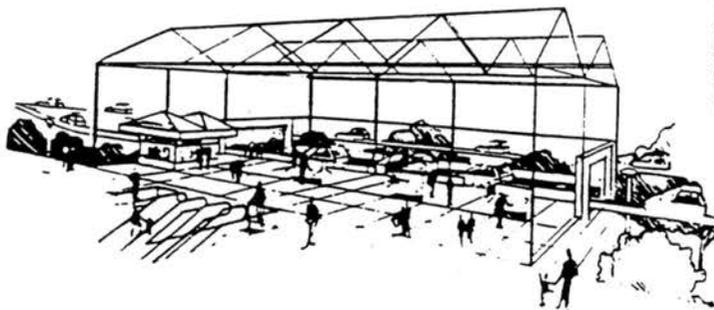
Ticketing is user friendly



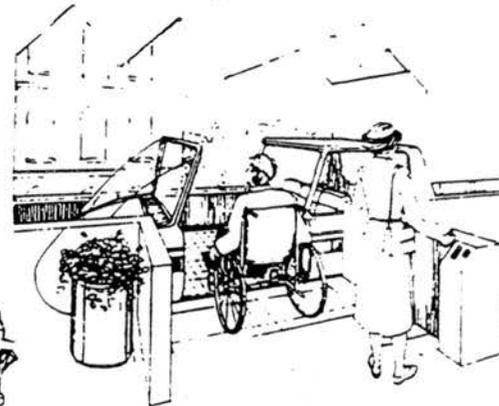
Vehicles operate 24 hours/day in all weather



Vehicle is programmed by the ticket to proceed automatically to the destination



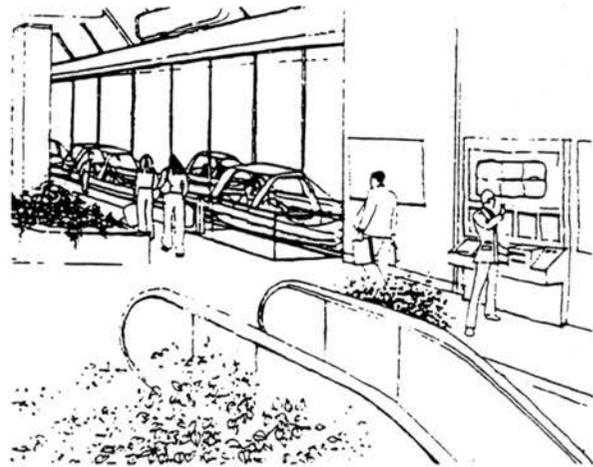
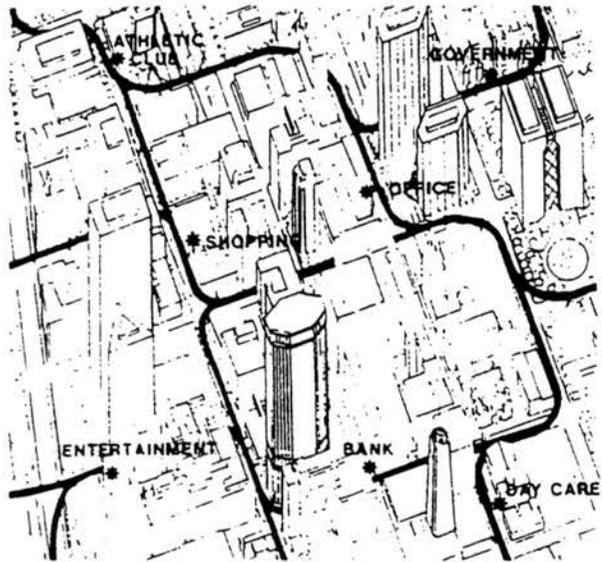
Stations are automatically replenished with vehicles to reduce or eliminate waiting time



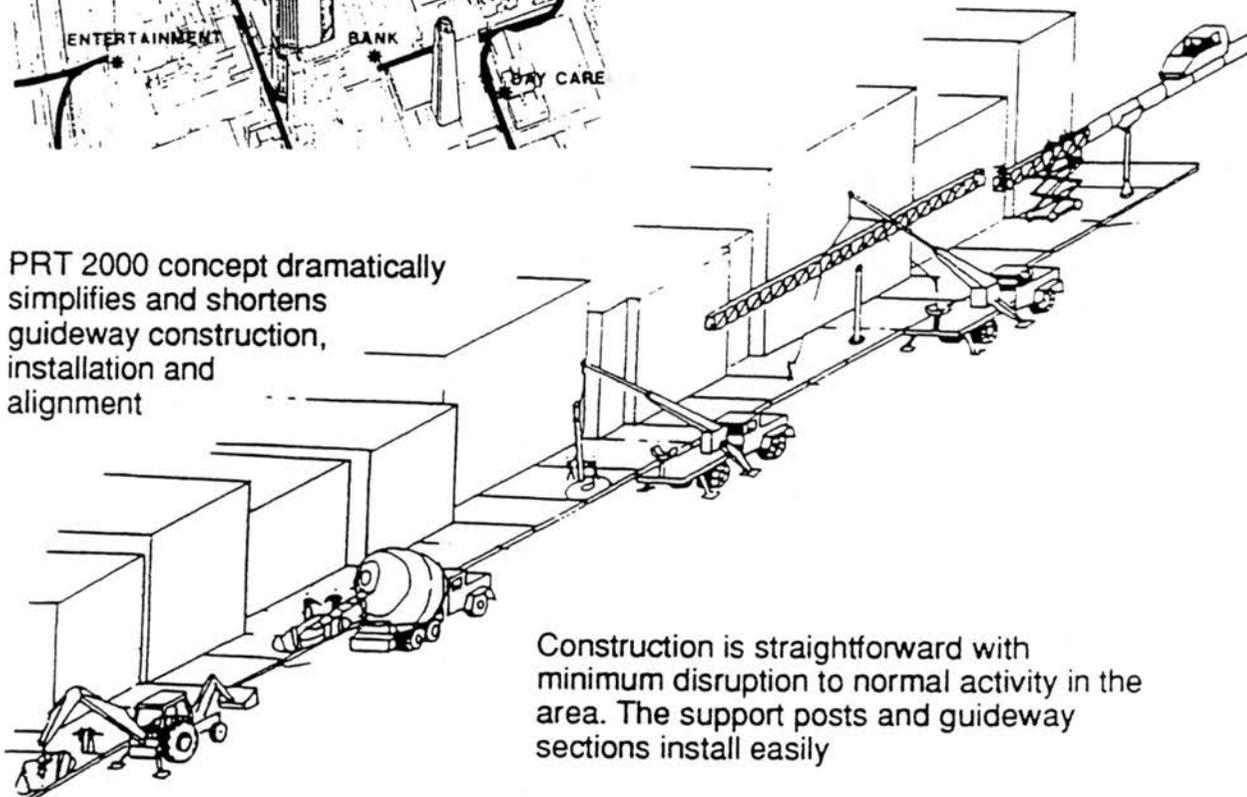
System is well-suited for use by the disabled and the elderly

High Service Level. Raytheon PRT 2000 service will be sufficiently low in cost and high in quality that it will be accepted by the urban commuter as an attractive alternative to the automobile. PRT 2000 provides safe, comfortable, private non-stop service to any destination in its network. The large number of stations assures the nearest is within a short walk.

The narrow guideway can be run down alleys, narrow streets, and around and even through buildings in ways not possible with earlier, larger systems



PRT 2000 concept dramatically simplifies and shortens guideway construction, installation and alignment



Construction is straightforward with minimum disruption to normal activity in the area. The support posts and guideway sections install easily

Low Community Impact. PRT 2000 installs easily with minimum disruption to the community. It is a giant step toward a more livable city - it helps unchoke the streets, reduces noise and air pollution, frees up parking lots for more productive use, stimulates commercial interaction, and makes possible the 24-hour city.

4. MAJOR SYSTEM FEATURES

PRT 2000 has the potential to be an outstanding public transportation system for most urban areas. Numerous system features provide benefits not afforded by alternate transportation systems.

Usage

- PRT 2000 is an effective response to present and future transportation needs of the urban area. It will increase the use of transit to and within the central area through a broad network of closely spaced stations, improve transit quality through private, non-stop trips on demand, and will have no negative impact on the traffic handling capacity of downtown streets.

Quality of Service

- The quality of the physical and social environment of the central area will be improved through the deployment of PRT. The slender guideway and simple support posts blend easily into the streetscape and the small stations can be either free-standing or integrated into buildings. Accessibility to all is maximized through closely spaced stations and full compliance with the Americans with Disabilities Act of 1991.

Personal Security

- Personal security is maximized since you are riding by yourself or only with those you invite. Since your trip is non-stop from origin to destination, there is no opportunity to introduce a threat. Wait time at stations is normally less than 3 minutes reducing the time available for an encounter at the station. Stations are highly visible and well lighted and if appropriate, monitored by audio and video security systems. Should a medical emergency or violation of vehicle privacy occur, a button in the vehicle permits the passenger to order the vehicle to stop at the next station for any reason. The voice communication terminal in each vehicle can be used to call for help.

Economic Development

- Economic development is strongly supported and stimulated by PRT 2000. With several stations in the Central Business District (CBD), the ease of short across town trips for business reasons will promote further economic growth. The futuristic character of the system will be an attraction in and of itself to patrons and tourists, and will add to the city's stature as not only a major center for business and finance, but also as the deployment of the world's most advanced public transit system. Employment of local personnel for the construction, operation and maintenance of the system will add to the employment base.

Street Capacity

- No street capacity is sacrificed in the deployment of the PRT 2000 system since it is deployed on low profile elevated guideway.

Accessibility

- Closely spaced stations minimize walks and are easily integrated into existing buildings - an important feature in the central area application as a single building can be a significant demand generator. The station design will comply fully with local requirements, providing excellent service to handicapped and physically challenged patrons.

Expandability/Reconfigurability

- The modular character of PRT systems permits guideway and station to be quickly added to existing systems as areas are developed and expanded public transit becomes desirable. Construction impact is minimal and the low cost of PRT 2000 permits expansion long before it might be economically rational to build other systems. Once installed, systems are easily reconfigured.

System Deployability

- The slim, elevated guideway with off-line stations allows retrofit into existing facilities with minimum modification and can be fully integrated with new developments undergoing design and construction. Stations can be readily attached or integrated into existing buildings. Elevated guideway with its small support post footprint, will present few obstacles to existing or future land use and simplifies interfacing with existing facilities.

System Availability and Dependability

- PRT 2000 insures available and dependable service with minimum passenger wait time. Redundant reliability-critical componentry limits trip delays and reduces system outages. The system is designed for maintainability with a disciplined preventive maintenance program. The maintenance shop in the Maintenance and Control Facility (MCF) will be automated for error-free diagnostics and tests which will minimize downtime.

System Adaptability

- The automated control system readily adapts to changes in daily, weekly and seasonal traffic demand. The operation of the system is continuously monitored by personnel in the MCP. Adaptability to changes will be programmed into the computer software.

Aided by a computer workstation, unforeseen events will be managed by the Site Controller in the MCF.

Passenger Safety

- The mechanical features of PRT 2000 concept coupled with fail-safe automation and reliability-critical componentry ensures a high degree of passenger safety. PRT 2000 is being designed such that, during normal operation, there is minimum dependence on correctness of actions or procedures used by operating and maintenance personnel. It will be programmed such that any malfunction, which could result in an unsafe condition, will automatically transition the system to a state which is known to be safe.

Cruising speed of the vehicles is typically 30 mph. The cabin is designed for adults to be seated at all times and each vehicle is equipped with energy absorbing bumpers. Padded surfaces will help protect seated adults, passengers in wheelchairs, and toddlers in strollers.

The vehicle chassis and cabin will be constructed of materials which exhibit maximum fire resistant characteristics in accordance with best industry standards. The cabin and chassis will be equipped with heat, smoke, and fume sensors which can sound an alarm in the cabin and the MCF, and cause the vehicle to be automatically rerouted to the nearest station to discharge passengers.

5. SYSTEM REQUIREMENTS

Each transit system application design must be based on a detailed ridership and patronage study and site specific engineering analysis. Systems typically consist of greater than about 3 miles of guideway and can easily expand out to 100 miles to meet significant urban transportation requirements. Typical system designs often consist of 2-4 stations per mile having from 20-40 vehicles per mile. The PRT 2000 system is designed to have a headway of from 1 to 5 seconds. A 1 second headway on the main guideway would equate to a throughput of 3,600 vehicles per hour. Typical station throughput is from 300 to 400 vehicles per hour. However, much greater station throughput can be easily achieved to meet greater patronage requirements. It is absolutely essential that a site specific engineering study be performed for each planned deployment.

6. SUMMARY AND COMPARISON TO OTHER TRANSIT SYSTEMS

Rail, Light Rail Group Rapid Transit, and Bus Systems Segment

Rail (including subways) and light rail transit (LRT) are scheduled systems which require significant land resources for roadbeds and stations with typical maximum capacities of about 150 passengers for rail and 100-125 for LRT. Scheduled service is usually from 6:00 am to no later than 12:00 midnight with no service from midnight to 6:00 am. There are often personal security

concerns as you are riding with strangers which may be introduced along the route. Periods of low ridership drive up the average cost per passenger mile. These systems are generally large, noisy and not aesthetic to the desired business image. Where these systems are common to the roadways and streets, traffic congestion is significantly exacerbated. Group rapid transit (GRT) systems have most of the disadvantages of LRT systems and generally require large, objectionable guideways. Buses serve a major portion of the mass transit requirements. They have the advantages of a low initial capital cost and routing flexibility. The disadvantages are well known including: high operation and maintenance costs, uncertain schedule adherence, excessive noise and air pollution, low personal safety and security, and a poor image with the public. Rail, LRT, and bus systems, once in service, usually require subsidization throughout their life for costs which typically far exceed fare box revenues.

Personal Rapid Transit Segment

PRT is an on demand, immediately available or less than 3 minutes wait, non-stop origin to destination, high capacity system which is fully automated providing shorter travel times with increased personal safety and security. Systems are available on a 24 hour per day basis and additionally serve cargo and material handling requirements. Community and infrastructure impact is minimal during construction. Capital acquisition costs are affordable, fare box revenues are projected to exceed operation and maintenance costs, and land use requirements are minimal.

PRT 2000 vs LRT

Factor	PRT 2000	LRT
Personal Security	Private, non-stop, travel only with those you invite, minimum wait time reduces risk, elevated guideway out of reach.	Personal security concerns, scheduled stops can introduce security threat, long wait time increases risk.
Performance	System capacity greater than most LRT, on continuous 24 hour basis.	Capacity comparable to buses.
Convenience <ul style="list-style-type: none"> • Availability • Time of Ride 	Available 24 hr/day, on demand (maximum 3 minute wait). Non-stop origin to destination, minimum possible ride time.	Schedule with typical 15 minute wait. Frequent stops significantly extend trip time.
Environment <ul style="list-style-type: none"> • Land Use • Air and Noise Pollution • Energy 	Minimum right of way required for small elevated guideway. Virtually pollution free. 1/4 the energy use of LRT.	Significant land use requirements, use of streets exacerbates traffic congestion. Noisy and visually intrusive. Energy use comparable to auto at 15 mpg.
Infrastructure <ul style="list-style-type: none"> • Installation Impact • Expandability 	Construction impact minimal, sections installed quickly. Modular design permits rapid expansion.	Significant construction impact, some extending for months with major business impact. Expansion difficult, street rip out and reconstruction.
Individuals with Disabilities Requirements	Meets most requirements.	Access by wheelchair not possible for most systems.
Cost <ul style="list-style-type: none"> • Capital Acquisition • Operations 	Capital: Full System \$15M/Mile Operation costs \$0.20 per passenger mile, fare box revenues should cover costs, revenues may also help retire capital costs.	Capital: \$30-\$80M/Two Way Mile Operation costs greater than \$0.40 per passenger mile, public subsidies required to cover cost of operations.

*Subject 2/7
-RTB*

PERSONAL RAPID TRANSIT (PRT)

ANOTHER OPTION FOR URBAN TRANSIT?

Highlights of a Report by the
Technical Committee on
Personal Rapid Transit (PRT)
of the

Advanced Transit Association

March 1989

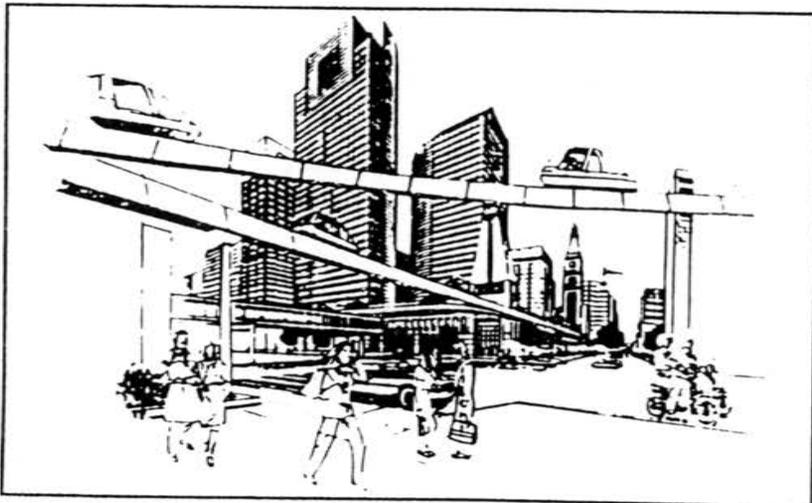


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INTRODUCTION

The Advanced Transit Association (ATRA) convened a Technical Committee on Personal Rapid Transit (PRT) in late winter 1987. Its assignment was to re-visit PRT and update public knowledge about it by:

- assessing the feasibility and developmental status of the transportation technology called Personal Rapid Transit (PRT); and
- presenting findings and conclusions about whether PRT can provide economical and high quality transit service in urban areas, especially where today's transit technology is often not capable of offering service economically; that is, in locations where residential or job populations range from medium to low density.

ATRA acted after years of discussion about the merits of PRT, having concluded that communities lack sufficient transit options within low and medium density locations. Much of the growth in jobs, services and homes is occurring today in these locations.

A key reason for the constant, rapid and hard-to-manage growth of auto traffic in low and medium density locations is the lack of effective transit options capable of serving these locations. This lack also complicates and hampers the access of many individuals to jobs, convenient housing, services and amenities. The lack affects both the individuals who live within these locations and those who live outside them, needing access to jobs or services within them. Some of these individuals have moderate or low incomes, and sometimes no access to automobiles. They are effectively blocked from good jobs in these locations, which handicaps both them and the organizations who need their labor.

Without being able to rely on cost-effective transit systems to meet these travel needs, governments must respond to constant demands for more land, traffic improvements and roads to cope with growing auto congestion. They must also, while trying to care for the automobile, too often struggle to finance mounting subsidies for current mass transit, even though its high costs and limited service capability usually prevent it from being deployed widely with attractive service in the underserved locations.

Personal Rapid Transit may be a solution to this problem - a new option for urban transit. PRT has been under research and development

(R&D) to some degree for nearly 40 years, but technical difficulties, and also some strong opposition to the idea of PRT, led to most of the earlier R&D being stopped during the 1970s. Limited R&D continued, however, and some interesting reports began to appear by the mid-1980s about significant progress. ATRA felt that current R&D should be evaluated.

Any evaluation of PRT naturally leads to comparisons being made between PRT and current types of mass transit, such as heavy rail, light rail and buses. These comparisons are necessary if PRT is to be understood adequately, but the Committee wishes to emphasize that even if PRT becomes a success in urban transit, other transit options will continue to be needed for many years. Experience and detailed planning studies will reveal over time where each mode provides the best balance of costs and benefits.

The Committee strongly affirms, moreover, that existing transit lines and stations serving a valuable purpose will need to be used for many years and should be well-maintained. If PRT proves itself, one of its early uses would be to furnish better collection and distribution for existing transit networks, thereby improving the overall service and economics of today's transit.

What is Personal Rapid Transit (PRT)?

Past confusion about the term "Personal Rapid Transit (PRT)" has led the Committee to offer its own definition of PRT, based on a description of its physical and service characteristics. It would be desirable for this definition to be used when discussing PRT.

The Committee defines PRT as a transit system that has:

- Fully automated vehicles (i.e., without human drivers).
- Vehicles captive to the guideway, which is reserved for the vehicles.
- Small vehicles available for exclusive use by an individual or a small group traveling together by choice. These vehicles can be available for service 24 hours a day, if desired.
- Small guideways that can be located aboveground, at or near levelground, or underground.
- Vehicles able to use all guideways and stations on a fully connected (a "coupled") PRT network.
- Direct origin to destination service, without a necessity to transfer or stop at intervening stations (i.e., "non-stop" service).
- Service available on demand rather than on fixed schedules.

PRT is one type of "Automated People Mover" (APM). APMs are transit systems in which vehicles are automatically controlled while running on exclusive guideways¹ Other frequently-used names for APMs are "People Movers" (PM) and "Automated Guideway Transit" (AGT). The committee prefers the term "Automated People Mover" (APM) and encourages others to use it for this class of transit. APMs have also been called such names as "Downtown People Movers", and APMs have also been given local names such as "Metromover" (used for the Miami, Florida APM).

1. A "guideway" is a generic name for the "track" and related structure that supports vehicles and on which they run.

Companies in the PRT Business

The Committee announced publicly its desire to receive information from all developers of PRT. Only two companies responded, TAXI 2000 Corporation, Revere, Massachusetts and Cabintaxi Corporation, Detroit, Michigan. Both requested and received an opportunity to appear before the committee. Rumors that other PRT activity is underway, inside or outside the United States, could not be confirmed, much to the regret of the committee.

Cabintaxi Corporation, which began operations about 3 years ago, provided a 1979 German-language document and showed a video tape reporting on the development status of its PRT system at that time, but acknowledged that no current development is underway, or has been underway during most of the 1980s. The company is marketing versions of Cabintaxi based on technology developed in the Federal Republic of Germany (West Germany) during the 1970s. The West German companies that originally invested in the development of Cabintaxi are no longer in that business. Some further development would be required of Cabintaxi Corporation to update technology if a customer became interested in its PRT system.

TAXI 2000 provided extensive oral and written information, technical and economic, based on current research and development activities. It does not have a market-ready PRT system but said that it is prepared to move immediately, subject to the availability of financing which it is seeking, into the final stages of development and demonstration of its PRT concept.

The discussion of PRT in this report relies heavily on the TAXI 2000 concept because it is the only PRT concept for which the committee received considerable testimony and written documentation based on development activity currently underway.

Why is PRT Important in Urban Transit?

When living standards and auto ownership rise among the general population, mass transit nearly always begins to suffer in one way or another. This seems to be a worldwide phenomenon. Some transit innovators as early as the 1950s began to suggest ideas for "individualizing" transit so that it might match better the attractions of the automobile. Their ideas led to what today is called "Personal Rapid

Transit". PRT aimed at providing a high quality transit service that could satisfy, in a more economic manner than mass transit, the many urban transportation needs that current mass transit cannot satisfy adequately and economically today.

These unmet transportation needs had most of their origins in the outward spread of urban areas. When this urban "sprawl" began to increase rapidly, immediately after World War II in the United States and a little later in other countries, the problem of insufficient transit technology options was not immediately apparent to most persons. The earliest suburbs were usually bedroom communities with only small shopping and service facilities. The jobs and services for suburbanites continued to be mainly in the "center city". Transit service - mostly furnished by light or heavy rail cars and buses - radiated out from center city to bring travellers in and take them out again, performing a function that such mass transit had traditionally performed.

As the decades passed by, the popularity of the automobile and the various large subsidies that it received from many governments led to more and more urban dispersal, which gave rise to new "centers" of activity dispersed around the suburbs. The new centers competed with the old center city. More and more individuals found their jobs, services and social life entirely away from the center city.

Many transit operations, hit hard by auto growth, failed financially during this period, leading to governmental takeovers and growing subsidies of most private operations. Private to public conversion of the transit industry had already begun before World War II, but picked up rapidly in the 1950 and 60s in the United States.

Neither heavy nor light rail modes have been able to cope economically with the new transit needs of the increasingly-dispersed urban areas. The capital and operating costs of these modes are too high, compared to the service they provide, to permit their track and stations to be intensely yet widely deployed, easily accessible to riders, in medium and lower density parts of the urban area. Attempts to offer satisfactory service within these locations with either heavy or light rail require high public subsidies that are unacceptable politically. This transit deficiency has denied individuals without autos (including growing numbers of older persons and workers without autos who need jobs) a satisfactory mobility. They are either marooned or dependent on others for transportation. Those who can afford autos usually have to operate two or more to satisfy the needs of their family.

Buses can meet some of the travel needs of the underserved parts of urban areas but their ability to furnish good quality service economically is limited. Even though buses have relatively low capital costs, their high labor costs (about 70 percent of total operating costs) weaken their ability to provide reliable and frequent service, especially outside the peak travel periods. For this reason, bus transit is also often subsidized heavily with tax funds (sometimes supplemented by local business contributions) in localities that provide widespread route coverage on fairly convenient schedules. Even then, service is frequently poor.

Emergence of Automated People Movers

Automated People Movers (APMs), the broad category of new technology transit to which PRT belongs, emerged in the 1960s as an alternative to heavy and light rail and, in some cases, buses. Considerable government and private investment went into the development of APMs between the early 1960s and the 1980s.

APMs, other than the PRT type, had such formal names as "Shuttle-Loop Transit" and "Group Rapid Transit", and also had many local names to popularize them. The non-PRT APMs have had a growing success in specialized applications such as airports, recreation facilities, or large real estate developments. They have also expanded a little into urban mass transit types of services, competing with light rail or highly-used bus routes.

U.S. urban areas continue to evaluate APMs for various transit applications, but little local demand has emerged for them thus far, even as "circulators" within center cities. The large financial support that APMs received from the U.S. Federal Government during the 1970s and early 80s for the "Downtown People Mover" program was terminated by the new Reagan Administration as rapidly as possible after 1981. The use of APMs in urban transit outside the United States, however, continues to grow somewhat.

If the non-PRT APMs continue to rely on mass transit vehicle sizes, design characteristics and operating modes, they probably will not be able to achieve the significantly lower costs and higher quality of service that are needed for most of the medium and lower density locations, but this remains to be seen.

Visualizing PRT in Urban Transit

A hypothetical PRT system in an urban transit service, using the TAXI 2000 concept as an example, would probably consist of a grid-like network of one-way aboveground guideways spaced at about half-mile [0.8 km] intervals. Guideway interchanges placed at the intersections of guideways would allow approaching vehicles to continue straight, or turn and go in another direction. Stations would be approximately half-way between intersections, also at half-mile spacings, and would be off-line, so that a vehicle could proceed past all stations except its destination station, where it would turn in. Figure 1. shows one of the fundamental principles of PRT, the use of many small vehicles bypassing all stations except the destination station to which the passenger wants to travel.

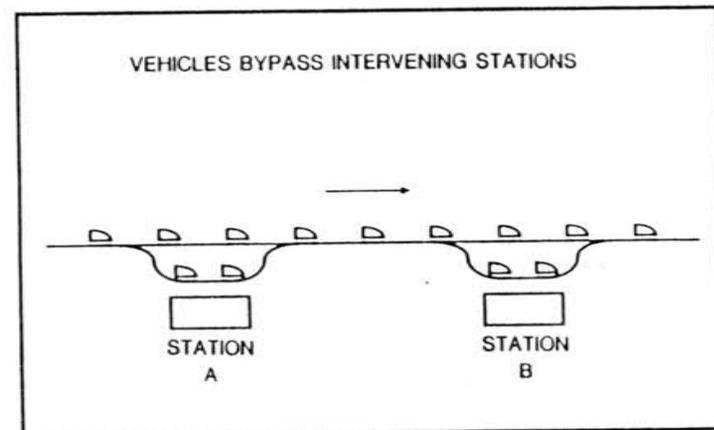


Fig.1: Off-line Stations and Small Cars - Basic to PRT

Half-mile station spacing would allow passengers to reach stations with a maximum walk of about one-fourth mile [1,320 feet - 402 meters]. The average walk for all passengers would be about one-sixth mile [880 feet - 268 meters]. Considering these access distances, which are reasonable for healthy persons, maximum walk time to a station would be about 5.5 to 6.0 minutes, and the average walk time would be about 3.5 to 4.0 minutes. PRT guideways and stations could also be spaced more closely, for example at approximate quarter-mile intervals, for a higher quality service. Closer spacing would cost more but might be offset by the higher revenues received, a question that

can only be resolved by site-specific studies and ultimately demonstrations.

The small guideways, only 3 x 3 feet in size [91 x 91 cm] would be about 16 feet [4.8 m] above the ground, supported on slender columns about 24 inches diameter [60 cm] at their base and about 12 inches [30 cm] at their top. The small station, having a length of about 36 feet [11 m], would be situated close to and parallel with about one-tenth of the offline guideway, which would have a total length of about 350 feet [107 m] in a PRT system with 30 mph [48 km/h] vehicles. Offline guideway length would be shorter for slower-speed vehicles, or if vehicles began to decelerate before they turned off the main line.

A PRT vehicle in this hypothetical system would depart from the origin station on demand; that is, when a passenger was seated safely inside the vehicle. Passenger boarding would usually be shortly after the passenger's arrival at the station. There would be no turnstiles to pass through, but immediately beside the vehicle's door, the passenger would insert a trip destination card into a receptacle, which would cause the vehicle door to open and the vehicle to be programmed for non-stop service to the desired destination station. There would be no waiting delay to satisfy a pre-determined scheduled departure time (as in mass transit). The passenger would enter the waiting vehicle, traveling either alone or with other persons of the passenger's own choosing.

The vehicle would travel by the shortest or quickest route from the origin station to the destination station. It would not stop at enroute stations or, under most circumstances, be delayed by traffic congestion. Passengers would not have to make transfers while on the PRT system, being able to go anywhere within the network simply by selecting a destination station. Connections with mass transit vehicles (rail, bus) would be arranged "cross-platform" to the greatest possible extent. Typical trip times would probably be in the range of 5 to 10 minutes for most trips.

Grids in a real system do not have to be perfect squares. PRT networks can assume many shapes, varying to fit land contours, existing structures, street layouts, traffic patterns and other conditions. If we imagine, however, that the urban area included within this hypothetical grid network is about 40 square miles [104 km²], a PRT system based on the TAXI 2000 concept would have a total of 344 stations, 170 miles [274 km] of mainline guideway, and an additional 25 miles

[40 km] of offline guideway (about 13 percent of the total guideway being of the offline type).

The quality of service provided by such a PRT system would clearly be an extraordinary improvement over transit service offered today. If it motivated residents and others to use transit within the area for a much larger variety of their travel needs than they do today, it would favorably impact daily life, and perhaps reduce the relative use of automobiles and the amount of land dedicated to automobile operation, servicing and parking.

PRT could become, if further development is completed successfully, one of the most promising transit options for communities where policymakers have resisted or rejected high-cost guideway proposals made in recent years. Figure 2. shows how two different types of PRT networks might look and work; one being an initial stand-alone network, and the other being several small PRT networks that supplement existing rail mass transit lines to enable them to provide better service.

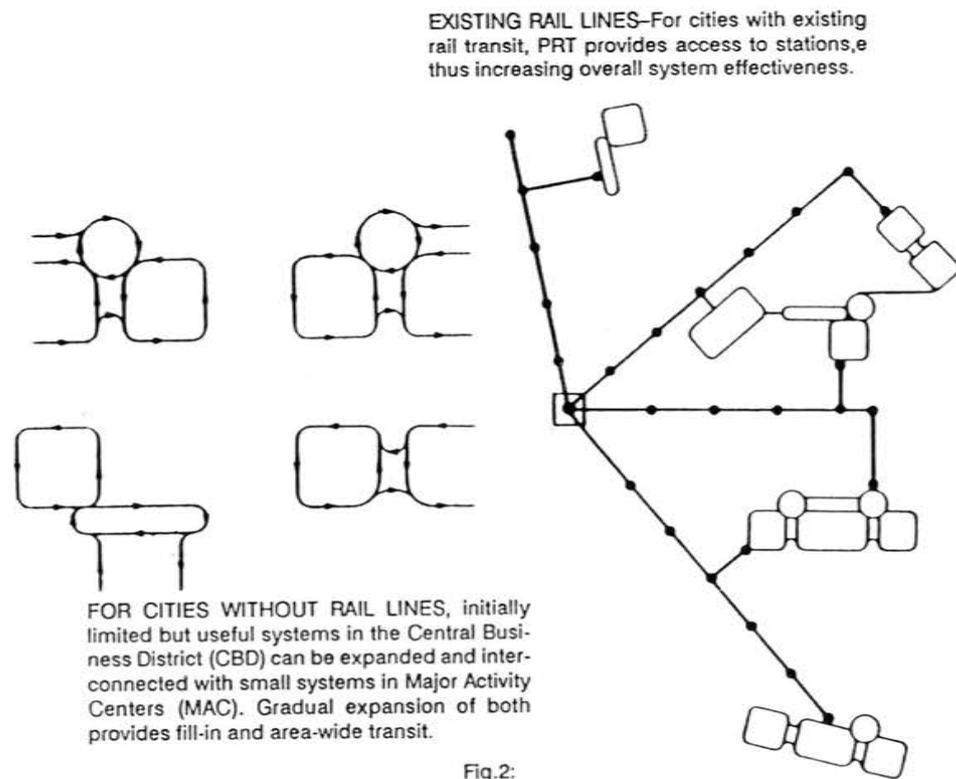


Fig. 2:

PRT Networks as Primary Systems or Supplementing Rail Transit

But Is PRT Feasible?

Non-PRT APMs have overcome many of the hurdles that face PRT today. Just as there is skepticism today about PRT, there was great skepticism about these other APMs a decade or two ago. Non-PRT APMs carry passengers safely and reliably today, with a safety and passenger security record at least as good as other mass transit, in spite of the anxieties earlier about driverless vehicles.

There are good reasons why PRT did not come to fruition in the 1960s and 1970s. None of the concepts or systems achieved the right combination of desired performance, sufficiently low costs and public or environmental acceptability to convince their backers (governments as well as industry) that they offered a major advance in transit or would attract a profitable market. Moreover, several unusual and technically-challenging features of PRT gave rise to keen anxiety among some transit specialists, who were committed to traditional mass transit designs and operating modes, which led them to register keen opposition to what they saw as idealistic and impractical PRT ideas.

Our investigation of current PRT activity leads us to be hopeful, however, about the present feasibility of PRT. There are several reasons today why PRT has a better chance of demonstrating technical, economic and public acceptance feasibility that may convince investors and customers that it should be brought to the market.

Technically Feasible?

Some of the technical reasons for more optimism about PRT are:

1. Research and development work on PRT during nearly four decades has created the foundation for current development of PRT systems that can rely on state-of-the-art and mostly off-the-shelf components. The past R&D has provided theories and other "tools" to enable PRT developers today to design and build systems that have a higher probability of working as claimed.
2. Much of the rapid advancement in several fields of technology during the past decade or more, inside and outside of transit, is directly applicable to PRT. Important advancements have occurred, and are still occurring in: (a) automated control, (b) lightweight structures and fire-resistant materials for vehicles,

guideways, and stations, (c) fare collection and passenger information, (d) vehicle suspension, propulsion and braking, (e) computer-aided design and manufacturing techniques, and (f) assurance of reliability and service dependability.

3. TAXI 2000 R&D has addressed directly the main features of current transit systems that have generated high costs with respect to their guideways, station and platform sizes, vehicles and control systems.

4. It would appear that a PRT system could be brought to the urban market within a reasonable time (depending upon the resources committed to further development), using state-of-the-art technology, often off-the-shelf, for each required component of the system -- technology that does not require further research.

5. Although a market-ready PRT system is not available for purchase at this moment, TAXI 2000 Corporation is prepared technically to move forward immediately with the development of PRT at a test site (subject to the availability of funds). The company has engineering drawings for the critical elements such as the chassis of the vehicle, specifications for most of the rest, and a detailed R&D program plan.

6. Cabintaxi was a market-ready PRT system in 1980, based on development completed at that time in West Germany. Cabintaxi Corporation says it will have to update Cabintaxi's control system, but could bring a Cabintaxi PRT system to the market within a relatively short time. The necessary technical and financial resources would have to be assembled by the company for such updating before this market readiness could be achieved.

7. Further development of either TAXI 2000 or Cabintaxi is necessary, even though the components used in these PRT systems are thought to be state-of-the-art. The updating of Cabintaxi and, for both Cabintaxi and TAXI 2000, the successful integration of current technology into a safe, cost-effective and smoothly-functioning PRT system can be proven satisfactorily to the various interested parties only through further development and demonstration.

Economically Feasible?

There is more to the economic prospect of PRT than simply how much a PRT system would cost to build and operate, especially if compared to conventional mass transit systems. We concentrated on estimating direct costs in our report but a future study of PRT should give high priority to a complete economic analysis, including the estimation of indirect costs, revenues, and other benefits that PRT systems might generate, especially for specific sites.

If significantly higher revenues and the claimed low costs of PRT should both materialize, the economics of PRT services would be much better than most mass transit services. Under some conditions of widespread deployment in an area, a PRT operation (including, where desired, the handling of light freight) might even be profitable - unusual for transit services - providing a satisfactory total return on investment to private or public owners.

Some of the economic feasibility reasons for growing optimism are:

1. TAXI 2000 Corporation, during its current work, has given cost reduction a high priority and has made a serious attempt, considering the stage of development of its PRT system, to identify the major sources of high costs and ways to reduce them. The company's cost estimation methodology, based on a detailed cost build-up from equipment design, is a preferred methodology at this stage of R&D. It inspires greater confidence than a cost extrapolation methodology based merely on analogs, which is a methodology better applicable to an earlier stage of R&D.
2. TAXI 2000's engineering designers and cost estimators appear to have profited from the past two decades of experience with the design, installation and operation of first generation non-PRT APMs. This experience inspires some confidence that the company may avoid the more serious cost overruns that have troubled the transit development industry.
3. The cost data presented by TAXI 2000 indicate, if their PRT development program is successful, that the cost-effectiveness of guideway transit would take a large step forward, measured in life-cycle cost per passenger mile or by other measures common to the transit industry. It would be feasible to build and operate a guideway transit system that would furnish a quality of

service significantly better than is provided today by guideway transit, and accomplish this at a lower annualized cost.

Will the Public Accept PRT?

Some public acceptance issues of PRT relate to its potential environmental impact; others to its potential safety and security for passengers. There are several reasons to be optimistic about the public acceptance feasibility of PRT:

Environmental Impact Issues - If noise becomes a major issue, it will be only because PRT developers have failed to do what they can clearly do - to reduce noise levels to negligible levels and make a convincing case to the public that this has been accomplished. PRT should be far quieter than either rail mass transit or diesel-powered city buses; the latter being frequent contributors to urban noise.

The most difficult environmental hurdle faced by PRT could be public objection to its numerous aboveground guideways and stations. PRT guideways and stations, in spite of their small size, will probably be vigorously questioned at times by the public, at least for the earliest installations of urban transit PRT systems. A fine-grained network of guideways will bring the aboveground structures of PRT into the line of sight daily of many residents and workers in an area. Figure 3. gives an idea of how the TAXI 2000 might look (drawn to actual scale) along a street, passing over automobiles and in front of a building.



Fig.3: Architectural Rendering of PRT Passing Buildings

PRT developers and local advocates of PRT will need to pay special attention to public concerns from an early stage. There are many ways to do so, and in addition PRT will have several offsetting advantages, such as:

- the high quality transportation service it will bring to the area;
- the speed and ease with which its guideways and stations probably can be erected;
- its lack of other adverse environmental impacts (for example, noise or emissions);
- certain significant environmental advantages, such as extremely moderate land use;
- its appealing economics, especially as compared to the guideway-based mass transit alternatives;
- its eventual displacement of most large buses (noisy, smelly, etc.) within much of the territory that it serves; and
- the reduction in the use of land by automobiles and their associated infrastructure within the PRT-served area.

Safety and Security Issues — Public concerns about safety and security, already an issue in today's mass transit, may be intensified by highly automated PRT, with its driverless cars (sometimes running closely-spaced) and stations that may not be attended except at a few heavily-used locations. It appears, even so, that PRT can be designed and built to be safe and secure if developers proceed systematically along the lines of their current R&D philosophies.

Several safety and security conclusions of the Committee provide grounds for optimism about PRT:

1. Safety concern about PRT tends to focus on the question of whether many small and sometimes closely-spaced (i.e., close "headway") vehicles can run safely on a single-lane guideway. Such operation will have to be proven ultimately at a test track and later in urban demonstrations, but the success of PRT does not depend solely on being able to provide extremely close headways of vehicles running one second or less apart. Passenger capacity requirements in many potential applications of PRT can

be satisfied with longer headways of three or more seconds. Such headways, based on current technology and knowledge, are fully within the state-of-the-art, as already demonstrated about a decade ago in West Germany by Cabintaxi. Progress on control systems technology, including assurance of system reliability, has been considerable since that time.

2. The analyses completed by TAXI 2000 to design a PRT capable of vehicle headways of one second (or less) is highly professional, especially when coupled with the degree of in-house engineering design and outside independent evaluation that the company has completed of the control system that would be used to accomplish such close headways. These inspire our confidence in the possibility of PRT achieving the more challenging headways at a test facility and, later, in urban demonstrations.

3. In any case, the safety design philosophy of the TAXI 2000 Corporation deserves praise. It places as high a priority on prevention of injury to passengers as it does on preventing accidents that can cause such injuries. Many measures have been incorporated in the design of both the vehicle and the total system to try to ensure an absence of crashes, prevention of injury, and a high degree of overall safety. The West German companies developing Cabintaxi in the 1970s also gave safety a high priority.

4. A decision whether walkways are needed on PRT guideways for evacuation of passengers from stalled vehicles should be postponed until after further development. The added costs of walkways may not be justified.

5. Good reasons have been advanced by several PRT developers historically and today for not adding walkways, including the protective safety that can be built into PRT vehicles and the safety benefits of passengers remaining with a vehicle until it is pushed to the nearest station or the passengers can be removed by system employees. Fire hazards appear to be minimal in the small vehicles constructed of fire-resistant materials, whose running and electrical components can be separated from the passenger compartment by nearly fire-proof barriers.

6. Passenger security against threatening individuals, an important public acceptance issue, may be better on PRT than on conventional mass transit. PRT has features that are inherently conducive to better personal security, even though the mostly-

unattended stations have some potential risks. The small vehicles offer minimum-wait boarding and personal service. Passengers do not have to ride with strangers, a considerable security advantage.

7. Supplementary measures must be adopted for both the stations and the vehicles of PRT to capitalize on the inherent security benefits of PRT and to offset potential dangers. Cabintaxi and TAXI 2000 both recognize this. Most such measures are already employed in modern mass transit services, but would be used somewhat differently in PRT. Two-way TV surveillance, two-way voice communications, panic and stop buttons, and psychological preparation of riders for the differences inherent in PRT - these are some of the measures that require systematic design and test before a PRT system is ready for the urban market.

RECOMMENDATIONS

A deficiency in leadership and institutional arrangements (including financing) for transit research and development (R&D) are, we feel, the main reasons why there is a shortage today of new transit options that can provide good transportation service at affordable costs within the underserved parts of urban areas. A revised public agenda is needed that focusses better on transit research and development (R&D), especially on PRT.

In the present circumstances, most companies still making transit equipment, and most investors, feel little incentive to finance expensive R&D in transit. They do not detect a market for its results, and they do not feel justified in spending large portions of their own money in trying to create a market.

On the customer side, local and state or provincial leaders - including many of the consultants who advise them - do not believe or are not aware that advanced transit R&D offers a hope. They rarely try, therefore, to induce companies and investors to commit capital to a search for "a better (transit) mousetrap". They do not try, as a result, to help create the advanced transit market that investors miss.

National governments, for the most part, have simply abandoned the field.

The result is a deplorable circle of inaction in advanced transit. Few are working on (or motivated to work on, or urging others to work on) technology aimed at greatly raising transit productivity, increasing its cost-effectiveness, and providing new transit options for underserved transportation needs, especially those in medium and low density urban areas.

If urban transportation persists on the present path, tomorrow will be a dreary replay of yesterday and today, with communities being able to seek "relief" only in (a) more roads and auto parking facilities that are increasingly expensive, (b) more stringent "road management" and "road pricing" schemes (HOV lanes, toll roads, etc.); and (c) traditional mass transit technology that cannot furnish quality service at affordable cost within much of the urban area.

Recommendations for Advancing Transit:

1. Personal Rapid Transit, after about four decades of study and some development, including over a decade of relative neglect, should be moved back onto the public agenda as one of the promising options for improving urban transit.

There are sound reasons to feel that current PRT research and development is on the right track, and to be hopeful about the technical, economic and public acceptance feasibility of PRT today, in spite of the difficulties that PRT concepts and systems experienced earlier.

2. Stronger institutional arrangements for financing advanced transit development are needed, and governments may have to help bring them into existence.

No satisfactory financing mechanism is working today to bring PRT (or other promising advanced transit) through a full development cycle. Private investors and industry, even interested ones, do not see large-enough and fast-enough returns on an investment in advanced transit to justify making it.

Governments (national, state or provincial, and local), without spending large sums, can affect beneficially the investment prospects and the general climate of opinion about the desirability of developing and testing PRT and other advanced transit technology. They can help bring joint ventures into exist-

ence - merging public and private interests. They can help private investors see opportunities in transit R&D. There is a great need for a different kind of governmental leadership in this field.

3. A leadership gap must be closed if PRT is to be given an opportunity soon to test itself in the next stage of development. Leadership must be reoriented and strengthened in a variety of ways that encourage the advancement not only of PRT but also of transit technology in general.

- *Local government officials*, faced with insufficient options and the excessive costs of the automobile and existing transit technologies, need to encourage the development of new transit technology options that serve better the travelling populations within their jurisdictions. They can urge industry and investors, as well as national (and state or provincial) governments, to respond to this need for advanced transit that has higher productivity and cost-effectiveness.
- *Local citizen groups*, concerned about public transportation, should begin to request consideration of PRT in local transportation studies. This needs to be done even though a market-ready PRT system is not available at this moment. A felt need, strongly expressed, may eventually convert into a market demand to which political and business leaders will begin to respond with the supply of better transit options.
- *Architectural, engineering and planning consulting firms* in transportation are in unique positions to take a fresh look at PRT. Although their present transit business derives largely from mass transit, no one is asking them to leave this industry. Indeed, PRT and mass transit will often strengthen each other. A success for PRT would open up a whole new range of opportunities for the transit consulting and construction business.
- *Owners and operators of present mass transit systems* need to get more serious about research and development for transit, especially PRT. Individually and through their associations - the American Public Transit Association (North America), and the International Union of Transport (world-wide) - they have mostly concentrated on seeking capital and operating funds to sustain conventional mass transit systems, an understandable policy historically but inadequate for the future. Their mass transit systems (rail, bus) could gain from PRT, which could be

a means, if PRT proves itself, of enhancing the service areas and ridership of these systems.

4. One or more national governments - in the United States this would probably be through the U.S. Department of Transportation, in cooperation with other agencies such as the Department of Housing and Urban Development - should begin a study aimed at the establishment of an advanced transit technology assessment capability, probably jointly financed with business and others.

The functions of an assessment capability should be, among others, to: (a) design and undertake systematic tests and evaluations of privately-designed and developed guideway technology that promises large reductions in cost and significant improvements in service; (b) select and help organize and staff the places where tests and evaluations can best be performed; and (c) disseminate publicly the findings on actual performance and costs.

Other steps may eventually have to be adopted to ensure that better transit technology reaches urban areas, but these are the minimum needed. They should be tried first and quickly, with strong emphasis on encouraging private entrepreneurs, at least two of whom are waiting for more encouragement, to respond to the unmet travel needs of a rapidly-changing urban travel market. **It is time to stimulate and unleash the creative energies of both private enterprise and governments in the pursuit of better options for urban transit.**

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Transportation Technology Transfer,
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West Virginia University;
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ATRA THE ADVANCED TRANSIT ASSOCIATION

The Advanced Transit Association, an educational non-profit and non-partisan organization, exists to focus attention on critical unmet urban transit needs and the ways in which advanced transit concepts can help satisfy them.

One serious unmet need today is for a much better transit service in medium-size cities and the medium and low-density parts of metropolitan areas. There is a gap between this unmet need and transit technology that might satisfy it. The reason, we believe, is that current mass transit technology cannot be built and operated with good service at affordable costs within most of these locations. This is an important unmet need because a majority of the growth in urban population, jobs and services is occurring within these areas today.

ATRA's objectives, with particular respect to this report, are to:

- focus public attention on the medium and low density transit problem and the ways in which advanced transit concepts can help solve it;
- seek wider agreement on the main features that advanced transit should have to cope with this problem, including moderate cost, high service quality, low environmental impact, and an ability to respond to both passenger and goods movement demand;

- draw attention to advanced transit systems, or well-developed concepts for such systems, that can be built and operated economically with high quality service in medium and low density areas;
- help define the test and evaluation capabilities that must become available for the demonstration and safety certification of advanced systems and technologies offered by suppliers; and
- identify solutions to problems that inhibit conceptualization, development, demonstration, and deployment of advanced transit systems.

This report presents the opinions, conclusions and recommendations solely of the Technical Committee on PRT, a special committee appointed by the Board of Directors of ATRA to prepare a report on this subject.

For More Information About ATRA, Write:

Advanced Transit Association
Suite 610, 1200 18th Street NW
Washington, DC 20036

or

Phone: Dr. Jarold A. Kieffer, Secretary/Treasurer, (703-591-8328)

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I request membership in the Advanced Transit Association in the following category (annual dues are specified after each category):

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Enclosed is a check or money order to cover all the above requests, in the amount of U.S. dollars.....\$ _____

Handout 2/7

REGIONAL TRANSIT BOARD

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

DATE: February 7, 1994
TO: Regional Transit Board
FROM: Howard Blin, Planning Manager *HB*
SUBJECT: Capital Funding Request from Southwest Metro Transit Commission

SUMMARY

The Southwest Metro Transit Commission has requested \$3 million in RTB capital funding for the purchase of 22 buses. Southwest Metro is opening bids on the project February 15. For that reason, this item is being taken directly to the board. Action is requested to approve the funding.

BACKGROUND

Southwest Metro currently contracts with two transit operators for its service, the Metropolitan Transit Commission and National School Bus. The MTC operates 11 buses in commuter express service to downtown Minneapolis. National operates 14 buses in dial-a-ride service, reverse commute service, and service linking Eden Prairie and the Mall of America.

National has informed Southwest Metro that the vehicles it operates are worn out and need to be replaced. Southwest has decided to purchase new vehicles which would be operated and maintained by National.

On January 3, 1994, the Regional Transit Board was briefed on Southwest Metro's intention to purchase vehicles. Southwest subsequently issued an invitation to bid for the purchase of thirteen large buses (36-38 passengers) and nine small buses (14-16 passengers). Southwest Metro will open bids for these buses on February 15. Approval of a contract is also scheduled on February 15 before the Southwest Metro board. Southwest Metro has requested a decision on RTB funding prior to that date. For this reason, the matter is being presented directly to the RTB board.

A memorandum from Southwest Metro which outlines this funding request is attached.

DISCUSSION

The Southwest Metro bus project is the first time an opt-out program has proposed buying buses. Until now, all opt-out providers have required that vehicles be provided by contractors under operating contracts. This proposal raises several issues which are discussed below.

SW Metro Capital Funding Request

February 7, 1994

Page 2

The Decision to Purchase Buses

Southwest Metro has determined that buying buses will reduce its capital costs over time. Rather than paying for the depreciated amount of the vehicles as part of an operating contract, Southwest Metro would purchase vehicles with a longer useful life, thereby spreading the capital cost over a longer period. The lower interest rates available for public financing of buses also reduce the long-term capital costs.

This appears to be a reasonable approach. Without a detailed cost benefit analysis, however, it is not possible to conclude that the higher risks associated with vehicle ownership are outweighed by cost savings. Southwest should provide analysis which compares its existing vehicle costs with the cost of purchasing buses and hiring National to maintain them.

Storage and Maintenance of Vehicles

The storage and maintenance of buses owned by Southwest Metro by a private operator must be carefully considered. At present, the details on vehicle storage and maintenance requirements have not been developed. Southwest should provide the RTB with its requirements for vehicle storage and a detailed maintenance schedule for the buses.

Number of Buses

National currently operates 14 buses under contract to Southwest. This would be increased to 22 buses under this proposal. In its funding request, Southwest Metro states that the additional buses are necessary for expanded service it will provide in 1994. This service expansion is part of Southwest's 1994 Management Plan, which was previously approved by the board. The new buses will, however, double the seating capacity of Southwest service. Southwest should describe the need for this additional capacity.

The fact that Southwest proposes to purchase all 22 buses at one time presents some long-term problems. While the fleet will be entirely new in the first year, it will also be uniformly old at the end of its useful life. This will have consequences for reliability and maintenance costs. Southwest should consider options to phase in the new vehicles by continuing to use some vehicles provided by its contractor.

Level of Funding

Southwest Metro's \$3 million funding request represents one-half of the \$6.0 million remaining in the RTB's most recent legislative bonding authorization for funding opt-out vehicle costs.

CONCLUSION

The fact that Southwest Metro has never before purchased buses increases the risk involved in this request. The proposal to purchase buses rather than having the contractor provide them does appear to have long-term benefits. Southwest must, however, provide additional information on its proposed vehicle purchase.

RECOMMENDATION

amirhossein (ed) ...

That the Regional Transit Board approve an amount not to exceed \$3 million in capital funding to the Southwest Metro Transit Commission for the purchase of 22 buses. Before the funds will be released, Southwest Metro must meet the following conditions:

1. Provide to the RTB a cost/benefit analysis for the vehicle purchase.
2. Provide the RTB with analysis on the need for the additional seating capacity, ~~and with a plan for phasing in the new vehicles.~~
3. Provide the RTB with a detailed plan ^{for cost estimate} for storage and maintenance of the vehicles. This plan must be approved by the RTB executive director. ^{prior to release of funds.}
4. Apart from the loss or destruction of these vehicles, Southwest Metro may not request RTB funding for replacement of the vehicles before the end of their useful life of 8 years for the small buses and 12 years for the large buses.

HB
Attachment

6
... ..
... ..
... ..

SOUTHWEST METRO TRANSIT



8080 Mitchell Road, Suite 104
Eden Prairie, MN 55344
(612) 934-7928
Fax (612) 949-8542

February 1, 1994

MEMO TO: Regional Transit Board
Greg Andrews
Howard Blin
Mark Fuhrmann

FROM: Diane Harberts, Administrator

SUBJECT: Description of Need for Vehicle Procurement by Southwest
Metro Transit

SUMMARY

There have been conversations with RTB staff over the past two days regarding justification of need for Southwest Metro Transit Commission (SMTC) purchase of twenty-two (22) new transit vehicles to replace the existing fleet of small vehicles currently provided by National School Bus Service, Inc. (NSB). The purpose of this memo is to present this justification, as has been previously discussed with staff, for RTB Board consideration at the February 7, 1994 Board meeting.

SMTC is in a vehicle bidding process for these vehicles at the present time, with bid openings scheduled for February 15, 1994. This schedule was designed around a previously provided RTB Board schedule, which called for an A&F Committee meeting on February 7, and a full Board meeting on February 14 (this schedule was presented to us at a meeting with senior RTB staff on December 17, 1993, regarding this vehicle procurement process, and was the basis for the SMTC bidding schedule).

The need for replacing these vehicles is described in a memo from George Bentley to Howard Blin, dated January 27, 1994, and which is attached to this memo. Description of the current state of the NSB fleet of vehicles provided to SMTC is described in the attached memo from John Mathews of NSB.

SMTC requests that the RTB approve a capital expenditure of up to \$3 million dollars for SMTC small vehicle purchase. The source of these funds would be the 1992 regional bonding authority, of which \$6.5 million is earmarked for opt-out transit vehicles.

JUSTIFICATION OF NEED

Policy

As described in the attached memo to Howard Blin, dated January 27, 1994, SMTC has made a determination that the best policy course for this organization is small vehicle ownership. The SMTC Commission has approved this vehicle procurement process, and the specific request to proceed with bids for twenty-two vehicles. The City Councils of Eden Prairie, Chanhassen and Chaska have unanimously adopted resolutions of support as well.

Direct purchase of transit vehicles by SMTC is implicitly permitted in the 1992 regional bonding authority (§ 473.39, Subd. 1b.).

Please refer to the January 27, 1994 memo for further background on policy decisions.

Status of Current Fleet

At the present time NSB provides, through contract with SMTC, a fleet of vehicles to operate SMTC services, including dial-a-ride, reverse commute, and shuttle services. Attached to this memo is a letter from John Mathews of NSB describing the condition of this fleet and the need to provide suitable fleet replacement as soon as possible.

The current fleet is inconsistent in design, and adequate vehicle markings are restricted by the temporary nature of many of the vehicles. NSB has been unable to acquire vehicles for SMTC service that are of a size necessary to meet current ridership demands.

SMTC Service Needs

As indicated, SMTC is requesting funding for 22 new small transit vehicles. This is an increase over the current NSB-provided fleet of 16 vehicles. These new vehicles also represent an increase in capacity from the existing fleet, with thirteen new vehicles to be added with a capacity of 29 passengers plus two wheel chair positions, and nine new vehicles with a capacity of 14 passengers plus two wheel chair positions.

Increased capacity is necessary for the following reasons:

1. At the present time SMTC dial-a-ride services are finding it necessary for capacity reasons to deny an average of 100 request for service per week. Many of these denied trips would represent as many as ten passenger boardings per week (five AM trips per week, five PM trips per week). This denial of service does not even recognize the hundreds of potential riders who have been denied rides in the past and have given up attempts to get rides due to lack of capacity.

2. There are currently standing loads on many vehicles, including reverse commute services, 54S service (Southdale/Eden Prairie), and 53M (Mall of America/Eden Prairie Center). Demand continues to grow for these services. On April 20, 1994, the second reverse commute job fair will be held in Eden Prairie, and significant ridership increases can be expected in the hiring period following this job fair.

3. The SMTC 1994 Management Plan details additional vehicles for reverse commute services, and dial-a-ride services, including implementation of internal circulators to help integrate efficiencies into dial-a-ride services by reducing the need for long dial-a-ride trips. The Management plan calls for the addition of at least two reverse commute vehicles, and six dial-a-ride/circulator vehicles. It is believed by SMTC that fewer total vehicles with greater actual capacity will meet these needs. (Attached are the 1994 SMTC Management Plan pages which describe this additional service.)

4. Continued growth in express bus service is not being met by the adequate availability of additional MTC vehicles. It is anticipated new SMTC vehicles will act as a backup to MTC capacities to help even out standing loads until adequate MTC capacity can be made available.

5. The existing shuttle services to Southdale and Mall of America will be restructured, with enhanced connections to the BE Line and to Normandale Community College. This restructuring will require greater capacity than currently provided, and at least one additional vehicle.

6. Reverse commute services are continuing to grow dramatically, and are expected to continue to grow. It is absolutely essential that adequate capacity is made available for these reverse commute services, since these trips are work related trips by transit-dependent individuals.

7. The addition of these 22 new vehicles will make SMTC's non-MTC service fully accessible. This is very important because two of the SMTC member cities, Chanhassen and Chaska, fall outside of the ADA mandated core area for Metro Mobility service.

8. Social service agencies in all three SMTC cities continue to call for increased capacity and enhanced service connections to meet the need of SMTC area residents who require transit services, including a rapidly growing senior population. Current vehicle capacities and numbers of vehicles do not permit SMTC to provide the level of service necessary to this population.

Storage and Maintenance of Vehicles

Currently, the NSB fleet of SMTC vehicles is split between a garage facility in Shakopee and their facility on Snelling Avenue in St. Paul. NSB has been required by SMTC to locate adequate fleet garage and vehicle storage facilities in the SMTC area, regardless of who owns the vehicles. At the present time, NSB is searching for adequate facilities, and will have such facilities in place prior to the delivery of new vehicles.

Servicing and maintenance of vehicles will be provided by the contracted service provider, currently NSB. The conditions of that servicing and maintenance will be included in a contract amendment between SMTC and NSB, to be effective prior to vehicle delivery. SMTC will retain a consultant to advise on the appropriate monitoring of vehicle servicing and maintenance to assure provider compliance with vehicle servicing requirements.

COST EFFECTIVENESS

SMTC has built the bid specification for these new vehicles to assure the delivery of transit vehicles that will have a useful life of twelve years for the 29 passenger vehicles and at least six years for the 14 passenger vehicles. This extended vehicle life results in a reduced per year depreciation cost than would be experienced if fleet replacement was provided by NSB or other provider, since any private provider will want to compress its depreciation schedule to assure cost recovery of provided vehicles.

Vehicle interest costs will also be reduced, since a private provider must go to the private capital market to finance vehicle purchases, while public bonds to be used for this SMTC vehicle purchase are sold at a lower rate.

Separating vehicle ownership and service contracting will allow SMTC to bid a true service-only contract in the future, thus likely attracting more potential bidders with the attendant pressures for reduced costs.

It is also unlikely that any vehicles provided by a private provider would have the useful life of the vehicles currently out to bid by SMTC. While the initial per vehicle cost may be more, the net cost due to vehicle durability over time will be considerably less.

CONCLUSION

Based upon consistency with the SMTC 1994 Management Plan, a clearly identified need and attendant cost efficiencies, RTB approval of up to \$3 million for SMTC vehicles is requested. We look forward to meeting with the Board on February 7, 1994. If you have any questions please contact either George Bentley or me. Thank you.



NATIONAL SCHOOL BUS SERVICE, INC.

1090 NORTH SNELLING AVENUE • ST. PAUL, MINNESOTA 55108 • 612/645-1959
FAX 612/645-0324

MEMORANDUM

TO: Diaue Harberts
FROM: John Mathews
DATE: February 1, 1994
RE: Southwest Fleet Condition

The small vehicles on Southwest Dial A Ride are not a long term solution for Southwest's changing needs. They are simply not a suitable alternative for your transit system. As you are aware, National has been working with Southwest to find a solution to the vehicle problems on a long term basis. The vehicle problems have been created because of a number of factors; an aging original fleet of vehicles that are past their useful life; a continued rapid growth in ridership; and a need for larger transit type vehicles to serve the needs of Southwest's communities. A solution needs to be found to these problems in order to serve Southwest with the quality service it requires and to allow for a reasonable response to the continued growth in ridership.

We currently have only three of the original 1989 vehicles running in the fleet. The original vehicles have needed to be replaced because of the extreme miles and conditions in which they operated on a daily basis. These gasoline vehicles have averaged 260,000 miles. As a result their bodies are tired and worn beyond repair as are their engines, transmissions and other major components of the drive trains. We have temporarily replaced these vehicles with a mix of vehicles from National's fleet. The replacement vehicles were put in place to allow for service to be maintained while National and Southwest sought a long term plan to get a uniform fleet that would meet the needs of Southwest. As you are aware, these vehicles have created operational problems due to their non uniformity. Capacity problems are perhaps the most difficult problem to deal with due to the variations of the fleet. Most of the smaller vehicles hold 12 passengers and are not wheelchair equipped. During peak period travel we need at least 14 passenger capacity on most vehicles. Making the Dial A Ride system accessible to meet ADA and RTB requirements dictates a somewhat larger vehicle.

In addition to replacing the original fleet, National has found it necessary to double the size of the fleet to cover added service. We are currently running service from 6:30 a.m. until 1:30 a.m.. We are running 15 routes daily, compared to 7 routes originally. In order to add vehicles quickly to meet this ever increasing demand, we have used numerous temporary tactics. These short term solutions have included leasing used vehicles and taking retired, sold vehicles and putting them back in service. Again, these vehicles were put into service with the idea that National and Southwest would decide on a permanent plan which would include fleet reorganization and replacement. We cannot depend on the current fleet to meet the future needs of Southwest. The large vehicles need to be retired as originally planned. They will not be able to survive long term usage on Southwest. They need to be replaced by transit type vehicles that will withstand the daily extreme conditions that are required in this service. Furthermore, none of the large vehicles are lift equipped. They have been a reasonable temporary solution.

AN EQUAL OPPORTUNITY EMPLOYER



January 27, 1994

MEMO TO: Howard Blin, Regional Transit Board

FROM: George Bentley

SUBJECT: Vehicle Procurement by Southwest Metro Transit

SUMMARY

The Southwest Metro Transit Commission (SMTC) is requesting approval by the Regional Transit Board (RTB) of up to \$3 million of regional transit capital bond sales to purchase twenty two (22) transit vehicles for SMTC system operations. These vehicles are intended to replace the SMTC small vehicle fleet currently provided by National School Bus Service, Inc., and are not intended to replace any MTC vehicles currently providing SMTC service.

SMTC is in a vehicle bidding process for these vehicles at the present time, with bid openings scheduled for February 15, 1994. Additional costs for these vehicles, beyond the base vehicle costs included in the bids, will be incurred for vehicle retrofitting of fare boxes, radios, mobile data terminals, safety equipment, etc. The detail of this additional equipment is attached to this memo.

The source of funds for this vehicle purchase would be the 1992 regional bonding authority, of which \$6.5 million is earmarked for opt-out transit vehicles.

BACKGROUND

In 1992 the RTB passed a Capital Policy which provided that regional bonding should pay for the cost of vehicle capital incurred by opt-out transit systems. The 1992 Legislature, as part of its regional bonding authorization package, included \$6.5 million for opt-out vehicles to fund the RTB policy.

Beginning in 1993 the cost of MTC vehicle capital costs were no longer charged to opt-out systems, since those costs had already been paid by regional bonds when the vehicles were purchased and are included in the regional debt levy. The cost of vehicle capital for opt-out services contracted to private providers (private vehicle capital) began to be paid through regional bond proceeds, specifically the 1991G series bonds.

In mid-1993 the RTB staff informed opt-out systems that the current funding pool for private vehicle capital (1991G bonds) would expire in late 1994, and the 1992 bonding authority could not be accessed to replenish this pool since regional bond counsel had interpreted the 1992 statute as not including such use.

Also in 1993 the RTB adopted a Competitive Transit Policy which reinforced the goals of the RTB in encouraging competitive bidding for transit service contracts outside of the MTC service area (the fully developed core area). This policy assures the need for a source of private vehicle capital for the opt-out areas.

SMTC DECISION TO PURCHASE VEHICLES

SMTC relies heavily upon small vehicles, currently provided under contract with National School Bus Service, Inc. (NSB), to operated many of its services, including dial-a-ride, shuttles and reverse commute. In mid-1993 NSB informed SMTC that its current fleet of vehicles would have to be replaced due to aging. Simultaneously, SMTC plans called for an expansion of service which would require more small vehicles to provide transit services over the next two to three years.

Notification by the RTB of problems with the current pool of bond proceeds used to pay for private vehicle capital, and the inability to access 1992 bonding authority for that purpose, caused SMTC to begin exploring alternatives to providing adequate transit vehicles for its system. The option decided upon was vehicle ownership, an option allowed SMTC as a transit operator.

While SMTC supports joint efforts by opt-out systems to seek changes in the 1992 bond statute to allow use of those bond funds for private vehicle capital, SMTC could not wait for the results of that legislative effort to make a decision on vehicles due to the need for immediate replacement of the aging fleet.

VEHICLE OWNERSHIP CONSIDERATIONS

Upon delivery of new vehicles to SMTC they will be retrofitted with the equipment listed on the sheets attached. This equipment will assure compliance with ADA requirements, will enhance passenger safety, and will provide compatibility with new computerized dispatch equipment to be operational in mid-1994. These new vehicles, once fully equipped, should be on the road in fall, 1994.

Howard Blin Memo - Page 3

The current contract between SMTC and NSB will be modified to an operations-only contract, effective when the new vehicles become operational. Vehicle maintenance and storage concerns are currently being reviewed by SMTC and will be finalized prior to vehicle delivery.

All new vehicles will be lift equipped, and will meet all regional, state and federal safety and performance requirements.

REQUEST

SMTC requests approval by the RTB of up to \$3 million in capital bonding for purchase of twenty-two small transit vehicles for use in SMTC transit operations. Payment to the vehicle manufacturer or dealer will be due after vehicle delivery to and acceptance by SMTC of the vehicles. Payment for equipment listed on the attached sheets will be due at the time of equipment installation.

The source of funds to finance this purchase is the 1992 bond authority.

The Southwest Metro Transit Commission greatly appreciates the assistance of the RTB in this matter, and looks forward to working closely with the RTB throughout this vehicle acquisition process. If you have any questions please contact Diane Harberts or me at any time. Thank you.

SOUTHWEST METRO TRANSIT COMMISSION
1994 MANAGEMENT PLAN

BACKGROUND MATERIAL FOR 1994 SERVICE PLAN

EXPRESS:

Figures for "existing" service based upon 1993 cumulative information through May and projections for the remainder of 1993 to use as a base for 1994 service. Cost figures based upon existing cost figures. Service costs for service in 1994 can not be assumed at a higher rate than current rate due to contracting considerations.

Figures for "extended" service assume addition of 3 express vehicles (morning and evening) and a planned joint venture between SMTC and Shakopee for a shared express vehicle route starting mid-1994.

INCOMMUTE:

Figures for "existing" service based upon same considerations as in "express" above. Cost figures based upon 1994 contract rate of \$25.33 per hour.

Figures for "extended" service assume addition of 2 53F or 53R vehicles and the implementation of a reverse commute route to and from St. Paul.

53M:

Figures based upon extension of 1993 ridership gains. Cost figures based upon 1994 contract rate of \$25.33 per hour.

DIAL-A-RIDE:

Figures for "existing" service based upon same considerations as in "express" above. Cost figures based upon 1994 contract rate of \$25.33 per hour.

Figures for "extended" service assume addition of 2 DAR vehicles for regular DAR service and 4 vehicles for internal circulator type service. Also assumes limited service time extension to provide connections after 6:00 PM for riders on Mall of America shuttle service.

SMTC promotional service listed under Dial-A-Ride. This service includes Community Based Service.

Background Materials for 1994 Service Plan
Page 2

EXPRESS:

Estimated Cost:

Operations -	\$ 969,800
Vehicle Capital -	248,000
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Total -	\$1,217,800

Recovery and Subsidy:

Operations Cost -	\$ 969,800
Fare Recovery -	- 449,300
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Total Operating Subsidy -	\$ 520,500
Vehicle Capital -	248,000
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Total RTB -	\$ 768,500
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INCOMMUTE:

Estimated Cost:

Operations Cost -	\$ 81,925
Vehicle Capital -	10,975
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Total -	\$ 92,900
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Recovery and Subsidy:

Operations Cost -	\$ 81,925
Fare Recovery -	- 12,000
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Total Operating Subsidy -	\$ 69,925
Vehicle Capital -	10,975
	<hr/>

Total RTB -	\$ 80,900
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Background Materials for 1994 Service Plan
Page 3

53M:

Estimated Cost:

Operations -	\$ 252,430
Vehicle Capital -	33,800
	<hr/>
Total -	\$ 286,230

Recovery and Subsidy:

Operations Cost -	\$ 252,430
Fare Recovery -	- 62,500
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Total Operating Subsidy -	\$ 189,930
Vehicle Capital -	33,800
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Total RTB -	\$ 223,730
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DIAL-A-RIDE:

Estimated Cost:

Operations -	\$ 920,080
Vehicle Capital -	123,220
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Total -	\$1,043,300
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Recovery and Subsidy:

Operations Cost -	\$ 920,080
Fare Recovery -	- 180,375
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Total Operating Subsidy -	\$ 739,705
Vehicle Capital -	123,220
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Total RTB -	\$ 862,925
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Background Materials for 1994 Service Plan
 Page 4

TOTAL ESTIMATED SERVICE COSTS:

SERVICE -----	OPERATIONS -----	RECOVERY -----	SUBSIDY -----
EXPRESS	\$ 969,800	\$449,300	\$ 520,500
INCOMMUTE	81,925	12,000	69,925
53M	252,430	62,500	189,930
DAR	920,080	180,375	739,705
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TOTALS	\$2,224,235	\$704,175	\$1,520,060
MTC CAP	248,000	-	248,000
PVT CAP	167,995	-	167,995
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TOTALS	\$2,640,230	\$704,175	\$1,936,055

E. ESTIMATED SERVICE FOR 1994:

	<u>RIDERS</u>	<u>HOURS</u>	<u>MILES</u>
EXPRESS			
Existing	275,000	8,300	187,000
Extended	52,800	1,452	32,400
INCOMMUTE			
Route 54	2,700	316	6,600
Route 53 F&R			
Existing	11,500	2,400	34,000
Extended	2,700	950	15,900
ROUTE 53M	50,000	11,300	150,000
DAR			
Existing	82,800	21,834	443,700
Extended	56,300	16,900	372,700
Promotional	9,200	2,426	49,300
	<hr/>	<hr/>	<hr/>
TOTALS	543,000	65,878	1,291,600

F. ROUTE MAPS AND SCHEDULES: See Appendix

G. VOLUNTEER DRIVER VEHICLES: None

H. TAXI VEHICLES: None

I. FARE STRUCTURE: See Appendix

J. PASSENGER FARE CONTROL MEASURES:

Contract service providers are responsible for the collection of fares per SMTC/RTB fare policy. Monthly passenger counts are compared to fare collection reports by contract service providers. Electronic fare boxes are being installed in all MTC and private provider vehicles to enhance reporting accuracy. Contract service providers are responsible for any uncollected or unaccounted for passenger fares.

K. NEW SERVICE: Any new service will follow RTB planning and needs assessment process.