



Minnesota Regional Transit
Board: Records.

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

Regional Transit Board
Mears Park Centre Chambers
Monday, August 29, 1994
4:00 p.m.

AMENDED AGENDA

1. CALL TO ORDER AND ROLL CALL
2. APPROVAL OF THE AGENDA
3. CHAIR'S REPORT
4. MEMBERS' REPORTS
5. EXECUTIVE DIRECTOR'S REPORT
 - A. Metro Mobility Update
 - B. Certification of 1995 Tax Feathering Levels
6. REPORT OF THE POLICY COMMITTEE
(Val Higgins, Chair)
 - A. Request for Proposal for Final Design of Brookdale Transit Hub
 - B. 1994-1996 Capital Improvement Program Approval
7. OTHER BUSINESS
8. PUBLIC COMMENT

Sally Evert
Chair



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

Information Only

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
August 29, 1994**

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

OTHERS PRESENT: Gregory Korstad, Legal Counsel; Carol Kummer, Metropolitan Council Member; Natalio Diaz, Metropolitan Council Office of Transportation and Transit Development; Arnie Entzel, Amalgamated Transit Union, Local 1005; George Bentley, Opt-Out Communities; Tom Sather, Metropolitan Council Office of Transit Operations (MCTO); Beverley Miller, Minnesota Valley Transit Authority (MVTA); Judy Hollander, Mark Fuhrmann, Howard Blin, Barb Quade, Dale Ulrich, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The chair called the meeting to order at 4:05 p.m. and roll was taken. She noted that Judy Hollander is acting executive director in Gregory Andrews' absence.

APPROVAL OF AGENDA

Grant moved and Feess seconded approval of the amended agenda. The motion carried unanimously.

CHAIR'S REPORT

Evert said the date for the board's farewell dinner with the fewest schedule conflicts is Tuesday, September 27.

The legislative hearing on the Americans with Disabilities Act was held last week. The turn-out was good on the part of the Senate committee and less so for the House committee. Susan Schruth from the Federal Transit Administration laid out the major focus of the ADA legislation and emphasized the point that ADA is a civil rights issue. Economic hardship is not a reason for denying service. Grant said it took two years and a visit from a Washington official to make legislators understand that trips cannot be prioritized and communities must have both accessible transit and paratransit service. He hopes members will pass that information on to others.

MEMBERS' REPORTS

Grant discussed the deployment of lift-equipped buses and service for the State Fair visitors. The chair asked Sather to furnish a snapshot of where the accessible equipment is at any given time as it relates to the people who use it.

EXECUTIVE DIRECTOR'S REPORT

Metro Mobility Update

Fuhrmann said the Metro Mobility Service Center (MMSC) analysis shows July ridership down slightly, probably because there were fewer weekdays in that month. On the performance side they tracked on-time performance, which was at 94-percent. MMSC has also been closely examining passenger ride times that exceed the self-imposed 90-minute length. About 75-percent of rides had been 45 minutes or less. In July that figure was 92 percent. The average phone hold time was 45 seconds--below the target.

Responding to Hovland's question, Fuhrmann said the inter-zonal trips have been going well in terms of on-time performance, which is 90 percent. By their nature, they average 53 minutes and are tracked separately. The rate of trip denials continues to be higher than desirable, but some improvements have been achieved. There was discussion of what constitutes a trip denial. At times a rider who is denied a trip will call another reservationist, which generates a second trip denial report.

Grant asked if drivers are aware that they may use the diamond lanes to get around traffic. Fuhrmann said MMSC has received contradictory messages from the Minnesota Department of Transportation and Team Transit about whether and which lanes are available. When State Fair service was started, MMSC secured a special lane to bypass the queue. That information has to be disseminated. Grant said Metro Mobility vehicles should be considered to be the same as regular route service under all circumstances because more trips would be available if trips were faster.

The heaters for the vans have been ordered and will be shipped August 31 with installation on September 2. All the contracts are in place to get them installed. Mares commended Fuhrmann and all the members of the RTB on the fine work they have done. This is a fitting tribute and shows a caring concern in resolving the problems. Mares said he has received only one phone call about the service since Fuhrmann took charge of the service center.

Certification of 1995 Tax Feathering Levels

The chair noted that board members had received a letter from George Bentley, dated August 29, 1994, objecting to the staff recommendation to "unfeather" the City of Plymouth. A staff report by Howard Blin, dated August 29, was distributed. Miller said this is an annual struggle and it would be very helpful if staff could develop definitions so that next year the communities will know how they will be effected by tax feathering. Humphrey said for the last year he has requested much the same thing, along with a written policy that could be acted upon by the board prior to feathering discussions. After discussion, Beard moved and Higgins seconded:

That the Regional Transit Board approve the tax feathering reduction as outlined in the August 23, 1994 staff report, with the exception of Apple Valley, Plymouth and Burnsville, which retain the current status.

The motion was unanimously approved.

REPORT OF THE POLICY COMMITTEE

Higgins reviewed the recommendations approved by the committee at its meeting of August 22, 1994.

Request for Proposal for Final Design of Brookdale Transit Hub

Higgins moved and Hovland seconded:

That the Regional Transit Board authorize the executive director to issue a request for proposal for consultant services associated with the final design and construction of the Brookdale Transit Hub.

Humphrey questioned the length of the lease for the land upon which the hub will be constructed. Hollander said the proposals will have been received before the final board meeting in September. Humphrey said he has been concerned about the entire picture and would like his questions resolved before the final recommendation. Blin said the staff will go before the Metropolitan Council to request authorization to proceed and at that time will have a contract with Brookdale. The motion was unanimously approved.

1994-1996 Capital Improvement Program Approval

Higgins moved and Hovland seconded:

That the Regional Transit Board recommend to the Metropolitan Council adoption of the "Interim 1994-1996 Transit Capital Improvement Program," dated August 19, 1994.

Evert said this program has been scaled back to delete the Snelling Garage and now includes only those things that have been fully reviewed by RTB staff. The motion was unanimously approved.

OTHER BUSINESS

Evert said she has asked Tom Sather about accessible service this year for the State Fair. At some point the board would like a snapshot of where the accessible buses are deployed. Sather said the regular route accessible service for the fair is the same as last year, but about half as much as two years ago. He referred to the Accessible Service Regular Route Plan adopted by the board in December 1990. Approximately 10 of 109 routes are currently accessible and it will take about 15 years to replace unequipped buses and bring the system to full accessibility. MCTO makes every effort to ensure that weekend service is lift-

equipped. He agreed that on occasion those vehicles are used more than they should be and at times they have failed to meet expectations, which is a function of MCTO's inability to judge the level of service exactly. Beyond expanding accessible service, MCTO should shore up the service they offer to make sure the service is reliable. There have been instances where the wrong vehicles were pressed into service because they were blocking a bay at the garage.

The Providers Advisory Committee (PAC) has been discussing the deployment of the new buses and they seem to be reaching agreement that the core service should be strengthened, Evert said, but we also need to get service to the new areas. Grant stressed that there are daily instances of non-accessible routes being served by accessible vehicles. There was discussion about whether there will be enough accessible buses to ensure that people can get home from the State Fair in the evening. Sather said two vans with lifts are available on-site and traffic supervisors can radio for more equipment. Sather said the accessible routes are also multiple-trip routes with more frequent headways, which means the vehicles are being driven considerably more miles and hours than non-equipped buses.

Entzel emphasized that these are pieces of mechanical equipment and at times many of them are in Maintenance. Their deployment is not as easy as it may appear. Evert asked Sather to check usage and make sure the supervisors know they should call back-up vehicles.

Grant said that in order to get people off paratransit, they have to be able to count on the service. Responding to Hovland's questions, Sather said he is not aware of problems at the State Fair although it is possible someone may not have been able to find a traffic supervisor. Dispatching the vans may take from 10 to 50 minutes. Hovland suggested that a van be left on the fair grounds. Sather said he has discussed with Mark Fuhrmann the possibility of making some Metro Mobility vehicles available to supplement the shuttle fleet, but nothing has been finalized. Evert said this is not a service we usually provide and it might be wiser to continue to use regular route and make sure we have backup.

There being no other business or public comment, Hovland moved and Hunt 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 meeting of August 29, 1994.

Respectfully submitted,

Mary Fitzgerald
Secretary of the Board

Approved by the Regional Transit Board on this 26th day of September 1994.

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: _____

Member Name	Present	Vote							
ISSUE									
Michael Beard - A	✓								
Sharon Feess - A	✓								
Ruth Franklin, Chair - A	✓								
Morgan Grant - P	✓								
Val M. Higgins, Chair - P	✓								
James Hovland - P	✓								
Gary Humphrey - P	✓								
Ruby Hunt - P	✓								
Harry Mares A	✓								
District D - A									
Sally Evert	✓								

Visitors

Staff

de	Dig	jh	hl	dw	mf
Bentley	Korstad			Quade	to
Bar Miller	Saunders				
T. Saunders	Kramer				

mff

CHART OF MOTIONS

(In Order of Precedence Through #13; No Order of Precedence Among Remaining 10 Motions)

	Type of Motion	Interrupt Speaker	Require Second	Amendable	Debatable	Required Vote	Purpose
1. Fix the Time to Which To Adjourn	Privileged	No	Yes	Yes	Yes	Majority	to set time for continuation of meeting
2. Adjourn	Privileged	No	Yes	No	No	Majority	to close the meeting
3. Take a Recess	Privileged	No	Yes	Yes	No	Majority	to interrupt the meeting
4. Raise a Question of Privilege	Privileged	Yes	No	No	No	---	to request a personal privilege
5. Call for the Orders of the Day	Privileged	Yes	No	No	No	---	to require adherence to agenda
6. Lay on the Table	Subsidiary	No	Yes	No	No	Majority	to interrupt business for some urgent reason
7. Previous Question (Close Debate)	Subsidiary	No	Yes	No	No	2/3	to close debate on pending motion
8. Limit or Extend Limits of Debate	Subsidiary	No	Yes	Yes	No	2/3	to limit or extend debate
9. Postpone to a Certain Time (Postpone Definitely)	Subsidiary	No	Yes	Yes	Yes	Majority	to postpone to another, specified time
10. Refer to Committee	Subsidiary	No	Yes	Yes	Yes	Majority	to send to a committee for further study
11. Amend	Subsidiary	No	Yes	Yes	Yes	Majority	to alter or modify the wording of a motion
12. Postpone Indefinitely	Subsidiary	No	Yes	No	Yes	Majority	to avoid a direct vote on a motion
13. Original Main Motion	Main	No	Yes	Yes	Yes	Majority	to introduce new business
14. Point of Order	Incidental	Yes	No	No	No	---	to enforce rules and orders
15. Appeal	Incidental	Yes	Yes	No	Yes	Majority	try to reverse ruling
16. Questions or Points of Information	Incidental	Yes	No	No	No	---	obtain answers to questions and seek information
17. Suspend the Rules	Incidental	No	Yes	No	No	2/3	set aside rules that interfere with action desired
18. Object to Consideration	Incidental	Yes	No	No	No	2/3	to avoid unprofitable questions
19. Division of a Question	Incidental	No	Yes	Yes	No	Majority	to divide a question
20. Consideration by Paragraph — Seriatum	Incidental	No	Yes	Yes	No	Majority	to consider by sections
21. Division of the Assembly	Incidental	Yes	No	No	No	---	to provide for a more accurate count of the vote
22. Rescind	Bring back before assembly	No	Yes	Yes	Yes	2/3	to nullify a motion previously adopted
23. Reconsider	Bring back before assembly	Yes	Yes	No	Yes	Majority	to bring back for review

Handout 8/27

August 29, 1994

Sally Evert, Chair
Board Members
REGIONAL TRANSIT BOARD
Mears Park Centre
230 East Fifth Street
St. Paul, MN 55101

RE: Unfeathering of Plymouth

Chair Evert and Board Members:

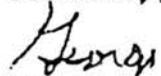
At the RTB Board meeting on August 29, 1994, you are being asked to certify the 1995 tax feathering levels for communities within the Transit Taxing District. Among those communities with changes in their tax feathering levels is Plymouth, which the staff memo of August 23, 1994 indicates will be changed from full feathering to no feathering.

The City of Plymouth wishes to object to this change in feathering, and asks the RTB Board to refuse the staff recommendation that would unfeather Plymouth. The reasons for this objection are as follows:

1. The service causing the unfeathering is new MCTO service traveling from General Mills headquarters to St. Louis Park, resulting in a crossing of approximately 400 feet of the southeast corner of Plymouth.
2. Plymouth is an opt-out community, as established under Minnesota Statute 8473.388, operating its own transit system since 1984.
3. Under the opt-out statute, the City of Plymouth has jurisdiction over the transit services operating within its service area.
4. The MCTO service which crosses a tiny corner of Plymouth is necessary for the MCTO to connect service areas, but can not and should not be considered as Plymouth service for feathering purposes.
5. The MCTO service was implemented without the knowledge or consent of the City of Plymouth, the jurisdictional transit operator.
6. The imposition by the RTB of unfeathering against the City of Plymouth as a result of MCTO service implementation, would contravene the opt-out statute and would be in conflict with the purpose and intent of that statute.

Representatives from the City of Plymouth will be present at the August 29th RTB Board meeting to expand upon this objection and to answer any questions the Board may have. Thank you.

Sincerely,



George C. Bentley
Representing Plymouth Metrolink

Handout 8/29



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

DATE: August 29, 1994
TO: Chair and Members of the Regional Transit Board
FROM: Howard Blin, Planning Manager *HB*
SUBJECT: 1995 Tax Feathering Levels

This memorandum addresses issues regarding proposed 1995 tax levies for the cities of Apple Valley, Burnsville, and Plymouth. These issues are presented below, together with recommendations for their resolution.

Apple Valley and Burnsville:

The Minnesota Valley Transit authority (MVTA) is operating Route 77Z which runs between the Mall of America and the Minnesota Zoo. This bus operates on an hourly frequency throughout the day. The route is planned to be operated from Memorial Day to Labor Day.

Since the RTB staff uses August 1 as the test date for determining service levels for purpose of establishing tax levels, Route 77Z would cause Apple Valley and Burnsville to become unfeathered. The seasonal nature of the route, however, leads to a recommendation not to change the feathering status of the cities. This is supported by Minnesota Statutes 174.22, Subdivision 8 which reads in part:

"Regular route means operating on a regular and continuing basis...."

Since Route 77Z is not operated on a continuing basis, it should not affect the tax feathering levels in Apple Valley and Burnsville.

Plymouth

Plymouth is affected by MCTO Route 61, which runs along 2000 feet of the Plymouth city line. Since this route runs during the midday approximately every 30 minutes, it would cause Plymouth to be unfeathered.

The complicating factor in this case is that Plymouth is an opt-out community. Route 61 is operated by the MCTO. It could be argued that since an opt-out community controls its levels of service, and in this case it does not control service operated by MCTO, Route 61 should not affect Plymouth's feathering status. It is recommended that Plymouth's tax levy be fully feathered.

REGIONAL TRANSIT BOARD

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

DATE: August 23, 1994
TO: Chair and Members of the Regional Transit Board
FROM: Howard Blin, Planning Manager *HB*
Dale Ulrich, Comptroller
SUBJECT: Certification of 1995 Tax Feathering Levels

BACKGROUND

The property tax rate for communities within the transit taxing district is based on the level of regular route service provided to that community. The amount of tax reduction, or "feathering", is based on the following:

<u>Level of Service</u>	<u>Tax Feathering</u>
Full peak and off-peak service	0
Full peak and limited off-peak service (greater than 60 minute frequency)	.510 tax capacity reduction
Peak period service only	.765 tax capacity reduction

By September 15, 1994, the RTB must certify the 1995 tax levy to the Minnesota Department of Revenue. This certification must also include the rate of tax feathering for individual communities.

DISCUSSION

In determining the tax rate for communities, the RTB examines the level of service received on August 1 of each year. A complete list of service levels by community is attached. For the 1995 levy, the following communities have changes in the level of feathering.

	<u>Changes in Tax Feathering</u>	
<u>Anoka County</u>	<u>1994 Tax Status</u>	<u>1995 Tax Status</u>
Circle Pines	partial feathering	full feathering
Lexington	partial feathering	full feathering
Lino Lakes	partial feathering	full feathering

Changes in Tax Feathering

	<u>1994 Tax Status</u>	<u>1995 Tax Status</u>
<u>Carver County</u>		no changes
<u>Dakota County</u>		
Apple Valley	partial feathering	no feathering
Burnsville	partial feathering	no feathering
<u>Hennepin County</u>		
Plymouth	full feathering	no feathering
<u>Ramsey County</u>		
North Oaks	partial feathering	no feathering
Vadnais Heights	partial feathering	no feathering
<u>Scott County</u>		no changes
<u>Washington County</u>		no changes

RECOMMENDATION

That the Regional Transit Board approve the tax feathering reduction for transmittal to the Minnesota Department of Revenue and County Auditors.

**TRANSIT SERVICE LEVEL BY MUNICIPALITY
WITHIN THE TRANSIT TAXING DISTRICT
AS OF AUGUST 1, 1994**

Note: Cities in bold type are experiencing a change in tax rate 1994-1995

<u>County/City</u>	<u>Service Frequency</u>		<u>Governing Route</u>	<u>Tax Feathering</u>
	<u>Average Peak Hour</u> (minutes)	<u>Average Off-Peak</u> (minutes)		
<u>Anoka County</u>				
Anoka	6"-17"	90"	M-27	.510
Blaine	3"-12"	30"	M-10, M-24	0
Centerville	2 Trips	0	NSL	.765
Circle Pines	30"	0	NSL	.765
Columbia Heights	6"-10"	15"	M-10	0
Coon Rapids	15"	90"	M-27	.510
Fridley	10"-20"	30"	M-10, M-24	0
Hilltop	10"-20"	30"-60"	M-10	0
Lexington	30"	0	NSL	.765
Lino Lakes	30"	0	NSL	.765
Spring Lake Park	10"-30"	30"	M-10	0
<u>Carver County</u>				
Chanhassen (part)	15"-30"	dial-a-ride	SW 53CD	.765
Chaska	30"	dial-a-ride	SW 53K	.765
<u>Dakota County</u>				
Apple Valley	15"-30"	60"	MVTA 77ACZ	0
Burnsville	15"-30"	60"	MVTA 35 N,77Z	0
Eagan	20"-30"	60"	MVTA 77EGJ	0
Inver Grove Heights	20"-30"	60"	S5-S8	0
Lilydale	0	0	none	.765
Mendota	0	0	none	.765
Mendota Heights	30"	6 trips	S5, S29	.510
Rosemount	30"	90"	MVTA 77C, 42E	.510
South St. Paul	10"-20"	20"-30"	S5-S8	0
Sunfish Lake	0	0	none	.765
West St. Paul	10"-20"	20"-30"	S5-S8	0

<u>County/City</u>	<u>Service Frequency</u>		<u>Governing Route</u>	<u>Tax Feathering</u>
	<u>Average Peak Hour</u>	<u>Average Off-Peak</u>		
<u>Hennepin County</u>	(minutes)	(minutes)		
Bloomington	20"-30"	30"	M-18	0
Brooklyn Center	3"-10"	15"-30"	M-94GK, M-5	0
Brooklyn Park	10"-25"	30"	M-5	0
Champlin	5"-25"	120"	M-26	.510
Chanhassen (part)	15"-30"	dial-a-ride	SW 53CD	.765
Crystal	2"-20"	20"-40"	M-14, M-85	0
Deephaven	30"	90"-150"	M-71	.510
Eden Prairie	15"-30"	60"	SW 53E, M	0
Edina	6"-15"	20"	M-6	0
Excelsior	30"	90"-150"	M-71	.510
Golden Valley	6"-30"	40"	M-19	0
Greenwood	30"	90"-150"	M-71	.510
Hopkins	5"-15"	30"	M-70, M-12	0
Long Lake	30"	4 trips	M-74	.510
Maple Grove	10"-20"	0	MG-94P	.765
Medicine Lake	0	0	none	.765
Minneapolis	4"-6"	7"-8"	M-5	0
Minnetonka	15"	30"	M-75	0
Minnetonka Beach	10"-30"	60"	M-75	0
Mound	10"-30"	60"	M-75	0
New Hope	10"-20"	60"	M14, MLL 55	0
Orono	10"-30"	60"	M-75	0
Osseo	10"-20"	0	MG 94R	.765
Plymouth	30"	60"	PM 91,92,93 &M-61 0	
Richfield	10"-15"	15"	M-18	0
Robbinsdale	3"-20"	20"	M-14	0
St. Anthony	5"-10"	30"	M-4	0
St. Louis Park	3"	10"	M-17	0
Shorewood	30"	90"-150"	M-71	.510
Spring Park	10"-30"	60"	M-75	0
Tonka Bay	4 trips	0	M-70	.765
Wayzata	15"	30"	M-75	0
Woodland	0	0	none	.765

<u>County/City</u>	<u>Service Frequency</u>		<u>Governing Route</u>	<u>Tax Feathering</u>
	<u>Average Peak Hour</u>	<u>Average Off-Peak</u>		
	(minutes)	(minutes)		
<u>Ramsey County</u>				
Arden Hills	15"-30"	60"	M-33, RAC 101	0
Falcon Heights	15"-30"	60"	M-33, M-6	0
Gem Lake	0	0	none	.765
Lauderdale	10"-15"	30"	5-5	0
Little Canada	15"-30"	60"	NSL, S-11	0
Maplewood	20"-60"	60"	S-9	0
Moundsview	15"	60"	M-25	0
New Brighton	10"-30"	60"	M-4	0
North Oaks	30"	60"	NSL	0
North St. Paul	20"-60"	60"	S-9	0
Roseville	15"-30"	30"	S-4	0
St. Anthony(part)	5"-30"	30"	M-4	0
St. Paul	6"	8"	M-16	0
Shoreview	15"-40"	60"	M33, RAC 101,102	0
Spring Lake Park(part)	10"-30"	30"	M-10	0
Vadnais Heights	30"	60"	NSL	0
White Bear Lake(part)	30"	60"	S-15	0
White Bear Township	30"	dial-a-ride	Lake Area 35C	.765
<u>Scott County</u>				
Prior Lake	4 trips	0	MVTA 35R	.765
Savage	2 trips	0	MVTA 35N	.765
Shakopee	dial-a-ride	dial-a-ride	none	.765
<u>Washington County</u>				
Bayport	60"	60"	VT	0
Baytown	15"	180"	S-94ST	.510
Birchwood	5 trips	dial-a-ride	S-35AB	.765
Cottage Grove	5"-15"	4 trips	S-61	.510
Dellwood	30"	120"	S-15	.510
Lake Elmo	15"	180"	S-94ST	.510
Land Fall	10"-20"	60"	S-3	0
Mahtomedi	30"	5 trips	S-15	.510
Newport	5"-15"	4 trips	S-61	.510
Oakdale	30"	60"	S-3	0
Oak Park Heights	30"	60"	S-94ST, VT	0
Pine Springs	0	0	none	.765
St. Paul Park	30"	4 trips	S-61	.510
Stillwater	15"-30"	60"	S94ST,VT	0
Willernie	30"	120"	S-15	.510
Woodbury	15"-30"	5 trips	S-94WY, S-49	.510
White Bear Lake (part)	30"	60"	S-15	0

Abbreviations:

M - Minneapolis route operated by Metropolitan Council Transit Operations (MCTO)
S - St. Paul route operated by Metropolitan Council Transit Operations (MCTO)
MG - Maple Grove Transit
MLL - Medicine Lake Lines
MVTA - Minnesota Valley Transit Authority
NSL - North Suburban Lines
PM - Plymouth Metrolink
RAC - Roseville Area Circulator
SW - Southwest Metro Transit
VT - St. Croix Valley Transit



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

REPORT OF THE POLICY COMMITTEE

At its meeting of August 22, 1994, the committee approved the following recommendations:

REQUEST FOR PROPOSAL FOR FINAL DESIGN OF BROOKDALE TRANSIT HUB

That the Regional Transit Board authorize the executive director to issue a request for proposal for consultant services associated with the final design and construction of the Brookdale Transit Hub.

1994-1996 CAPITAL IMPROVEMENT PROGRAM APPROVAL

That the Regional Transit Board recommend to the Metropolitan Council adoption of the "Interim 1994-1996 Transit Capital Improvement Program," dated August 19, 1994.

OTHER BUSINESS

The committee reviewed the report on the Transportation Accessibility Advisory Committee's discussion of Metro Mobility service, the Metro Mobility budget options for agency transportation, and funding alternatives for Anoka, Washington, Dakota County transportation.

The committee directed that the agenda for next meeting include consideration of policy issues related to the Burnsville Transit Hub. The next meeting on policy issues will be a Committee of the Whole meeting scheduled for September 19, 1994.

Val Higgins
Chair

mff
6/27/94

REGIONAL TRANSIT BOARD

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

DATE: August 19, 1994 (CORRECTED VERSION)

TO: Chair and Members of the Administration and Finance Committee

FROM: Assata Brown, Project Administrator
Judith Hollander, Director of Planning and Programs 
Gerri Sutton, Transit Analyst

SUBJECT: Extension of 1994 funding contracts with Human Services, Inc. (HSI) and Dakota Area Resources and Transportation for Seniors (DARTS)

SUMMARY

This memorandum offers a staff recommendation to extend the 1994 funding contracts with Human Services, Inc. Transporter (HSI) and Dakota Area Resources and Transportation for Seniors (DARTS).

DISCUSSION

On December 20, 1993, the Regional Transit Board approved six-month funding contracts for 1994 for HSI (\$227,627) and DARTS (\$453,200). Contracts were approved only for six-months, rather than the typical 12-month period, because of the uncertainty of funding levels after July 1, 1994, and the impact of the restructured Metro Mobility program on these two programs.

The legislature provided only \$900,000 additional for the small urban and rural program. This source of funding is spread among 16 programs.

Just at the time that the RTB staff was planning to make a recommendation to extend the HSI and DARTS contracts through December, 1994, for comparable subsidies in the second six-months as in the first half of the year, both programs submitted requests for higher funding levels. Staff has reviewed the budget requests for both agencies in making these recommendations to the board.

Human Services, Incorporated (HSI)

In its original request for 1994 funding, HSI, Inc. asked for \$442,900 in RTB subsidy. The RTB approved \$22,627 for HSI for the first six months of 1994 with the intention of making available \$227,627 for the second six months for a total of \$455,254. Now, HSI has come to the RTB to ask for \$291,841 for the second six months of 1994, an increase of \$14,214. The reason for this increase in their request is largely due to a reduction in the local share. It was originally anticipated that the county would provide \$109,029 as

Extension of HSI and DARTS 1994 Contracts
July 21, 1994
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its local share, supplemented by \$50,000 in fares and \$30,789 in donations. Instead, the HSI program is actually receiving only \$97,334 from the county, fare revenues are expected to increase to \$61,680 and donations are expected in the amount of \$21,342.

Service hours and miles remain the same in 1994 compared to 1993; ridership, however, is expected to increase by 12%, based on actual experience in January through April, 1994. If additional subsidy is provided, the cost per service hour is expected to increase from the current estimate of \$33.95 per hour to \$34.20 per hour.

HSI provides services to persons with disabilities and seniors within Washington County. Metro Mobility also serves part of the county. HSI does not charge fares although they encourage a donation of \$2.00 per ride. Metro Mobility fares are \$1.75 off-peak and \$2.20 peak.

Dakota Area Referral and Transportation Services (DARTS)

DARTS originally requested \$1,136,047 in RTB subsidy for 1994. The RTB actually approved a subsidy amount of \$453,200 for the first six months of 1994 with the intention of providing \$453,200 for the second six months for a total annual subsidy of \$906,400. DARTS has now requested an additional subsidy of \$101,665 for a total 6-month subsidy of \$554,865 and for a total 1994 subsidy of \$1,008,065.

The reasons for this proposed increase are: (1) DARTS ridership has increased significantly in 1994--projected to be 38.7% higher than 1993; (2) actual passenger revenue is lower than projected; and (3) wages have increased. Service hours and miles are not expected to increase over what has already been approved. If additional funding is provided, it is expected that the cost per hour will increase from the current estimate of \$22.17 per hour to \$23.48 per hour.

DARTS does not charge fares for its services; instead, donations are suggested. DARTS provides service to persons with disabilities and seniors throughout Dakota County. Metro Mobility provides service to parts of Dakota County. As indicated above, Metro Mobility fares are \$1.75 during the off-peak and \$2.20 during the peak hours.

Anoka County Traveler

The RTB entered into a two-part contract with Anoka County for \$635,943. In June, 1994, the RTB approved a contract amendment to Anoka County's contract to continue to provide ADA-required service in the amount of \$191,119 for a total contract amount of \$827,062. Anoka County did not request an additional amount for the second six months of 1994, because they were under the impression that additional dollars were not available. However, Anoka County representatives have indicated, verbally, that they do have increased funding needs and could use additional subsidy in 1994. Anoka County

Extension of HSI and DARTS 1994 Contracts
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has experienced an increase in ridership of approximately 44% between January and June, 1994 over 1993 ridership levels.

Funding Availability

All of the legislative appropriation for small urban and rural programs has been programmed. No additional funds were appropriated in this category. Even though the needs of HSI, DARTS and Anoka County appear to be valid, no additional funding is currently available from this fund in 1994. Furthermore, if all 1994 rural/small urban contracts are funded at the same levels, the projected fund balance for this program will be negative in 1995.

Likewise, there is an anticipated shortfall in Metro Mobility monies which might otherwise be justified for funding the ADA services provided by these counties. Therefore, because there is no funding available within either of these categories through 1995, the staff must recommend that the contract amendments be made only in the same amounts as provided during the first six months and that the additional funding amounts be denied.

Alternatives

In order to fund the additional dollar amounts requested by HSI and DARTS, the RTB would need to transfer funds from one of three sources: (1) regular route transit fund; (2) opt-out funds; and (3) new services. Issues exist with using any of these three sources.

First of all, the regular route transit fund is also expected to be short in 1994. Funds could be transferred to the counties only if regular route transit services were reduced elsewhere. Opt-out funds have primarily been used only for "replacement" services, and not for community services. The opt-out communities have not had the opportunity to discuss the feasibility or desirability of providing funding to the county programs. New services funds of \$123,800 are available in 1994, but none are available in 1995.

Currently, HSI and DARTS only encourage donations. In drawing up the region's plan to provide supplemental paratransit services required by ADA, an effort was made to include DARTS, HSI and the Anoka County Traveler. It was determined that it would be advantageous to provide consistent service throughout each of these counties; and, furthermore, that when these programs provided supplemental paratransit services in the required ADA area, they would be eligible for 100% reimbursement, as do Metro Mobility providers. Services outside the ADA area would be provided on a 65% RTB/35% local share.

However, it was always intended that in order to receive full reimbursement for ADA services, the counties would operate by the same parameters as the three Metro Mobility providers. As a result, service hours have been modified for all three county programs during the past year. Fares, however, have yet to be charged for the HSI and DARTS programs. One alternative would be to require the county programs to charge a fare within the ADA service area that is equal to that charged by Metro Mobility. This would

Extension of HSI and DARTS 1994 Contracts
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result in additional passenger revenue, and, furthermore, might allow the service area boundaries for Metro Mobility providers to be modified, resulting in overall positive financial impact for both programs.

RECOMMENDATION

That the Regional Transit Board authorize its executive director to authorize the executive director to extend the contracts for operating assistance with Human Services, Inc. Transporter (HSI) for an amended amount of \$227,627 and with Dakota Area Resources and Transportation for Seniors (DARTS) for an amended amount of \$453,200 effective July 1, 1994 and remaining in effect until December 31, 1994.

REGIONAL TRANSIT BOARD

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

DATE: August 16, 1994
TO: Chair and Members of the Policy Committee
FROM: Barb Quade, Planner *BQ*
SUBJECT: Request for Proposal for Final Design and Construction of Brookdale Transit Hub *BOA*

SUMMARY

Authorization is requested to issue a "Request for Proposal" for consultant assistance in the final design and construction of the Brookdale Transit Hub.

DISCUSSION

Last year a "request for proposal" was approved for consultant assistance in the preliminary design and engineering of a transit hub at Brookdale. A consultant team was hired with expertise in planning, urban design, architecture, transportation engineering, civil engineering and construction observation. The consultants' charge was to identify the program to be accommodated, determine the most acceptable location for a major time-transfer bus operation, and prepare preliminary plans and cost estimates for this hub. The product of this effort is the attached Brookdale Transit Hub, Planning Study for the Regional Transit Board. The recommended location and design represents a consensus from a transit operations perspective and from a development standpoint.

The RTB has Legislative authorization to use bonds for hub construction costs. The RTB would provide funding to Brooklyn Center, and Brooklyn Center would enter into agreements with Brookdale Shopping Center to allow for construction of the hub as well as to provide for its maintenance.

Up to \$1.5 million is programmed for the Brookdale Transit Hub including final design and construction of the facility. The facility is scheduled for construction in Spring 1995.

ALTERNATIVES

Instead of issuing an RFP, the contract for final design and construction management could be awarded on a sole-source basis to the consultant who completed preliminary engineering for the facility. Given the scope of the final design contract, however, it is recommended that the RFP process be followed in selecting a consultant.

Upon completion of final design, anticipated to be January 1995, the Metropolitan Council would be asked to authorize construction of the facility.

Brookdale Request for Proposal
August 16, 1994
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RECOMMENDATION

That the Regional Transit Board authorize the executive director to issue a request for proposal for consultant services associated with the final design and construction of the Brookdale Transit Hub.

Attachment

Handout 8/22/94

REGIONAL TRANSIT BOARD

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

DATE: August 22, 1994

TO: Chair and Members of the Policy Committee

FROM: Mark Fuhrmann, Acting General Manager, Metro Mobility Service Center
Judith Hollander, Director of Planning and Programs

SUBJECT: Continued Discussion of Metro Mobility Budget Options--Agency Transportation

Summary

This memorandum provides background information about Metro Mobility service provided to certain social service agencies.

Background

There are a variety of agencies whose clients use Metro Mobility--often on a regular basis. Arrangements have been made to provide Metro Mobility service to the clients of these agencies on a routine basis. This component of the program has remained relatively stable during the past year. Given other changes in the program and the magnitude of the budget shortfall, this component is being reviewed to determine if it is effective for the individuals who use the service and for the Regional Transit Board.

It also should be noted that state legislation allows the Regional Transit Board to receive full cost reimbursement from day training and habilitation agencies for trips to and from these locations. Specifically, Minnesota Statutes 473.386 Subd. 4 provides, "...The board is not required to provide funding for transportation services from a residence to a service site and home again when the services are used by individuals in conjunction with their participation in human service developmental achievement center programs in which transportation to and from the program is a required and funded component of those programs." (Note: Developmental achievement centers are now known as day training and habilitation centers).

When this legislation was passed, several agencies decided to make their own arrangements for transportation of their clients outside of the Metro Mobility program. By Fall, 1993, when Metro Mobility service was restructured, only about 5 or 6 agencies were contracting for Metro Mobility service.

Metro Mobility Budget Options--Agency Transportation

August 22, 1994

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When ATE examined the situation, they adopted a new approach whereby Metro Mobility (under a separate contract with a provider) would provide all of an agency's trips, and, in return, receive the agency's full transportation budget. The only agency with whom this approach was implemented was with Opportunity Workshop in Minnetonka, because they were the only one who qualified as a day training and habilitation center, and the largest agency served. Other agencies could have been added, as the need arose.

The Americans with Disabilities Act (ADA) encourages coordination with agencies whose clients need complementary paratransit services. The law applies in that individuals associated with an agency, if paratransit eligible, have the same civil rights protection as individuals not associated with an agency, i.e, the complementary paratransit service must be available for demand trips for those who are eligible. ADA, however, does not require subscription trips. Therefore, when the transit authority decides to offer subscription trips, they are able to modify the service criteria by which they are offered, e.g., different fares, pick-up arrangements, etc. Thus, the RTB appears to have some flexibility in the way that it responds to agency trips within ADA requirements.

Discussion

Existing Transportation Arrangements with Agencies

Metro Mobility service is provided to the clients of various agencies in a number of ways:

- (1) Separate arrangements with Handicabs, Metro Ride ,National School Bus Company and Yellow Taxi have been made to provide transportation to 12 agencies. This means that these rides are provided outside of the regular 150-vehicle fleet. The agencies with whom these arrangements have been made are:

- Opportunity Workshop, Minnetonka
- Dakota, Inc, Eagn
- St. Paul Rehab, St. Paul
- Midwest Special Services, Shoreview
- Ebenezer, Minneapolis
- Wilder, St. Paul
- Phoenix Alternatives, Maplewood
- AccessAbility, Minneapolis
- Altercare, Minneapolis
- Open Circle, Hopkins
- Senior Resources, Minneapolis
- Sojourn Adult Day Care, Spring Park

Cost reimbursement to the RTB has not been arranged. Rather, the strategy employed by ATE, who negotiated these agreements, was that the rates negotiated with the providers reflected the savings.

Metro Mobility Budget Options--Agency Transportation

August 22, 1994

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- (2) An agreement has been executed with Opportunity Workshop in Minnetonka--the location with the greatest volume of Metro Mobility agency passengers in which Opportunity Workshop reimburses the RTB, at a fixed weekday rate plus a 10% management fee, for the rides provided. This contract expires October 1, 1994.
- (3) Clients of some agencies use Metro Mobility by making regular demand requests, on an individual basis. These agencies include:
 - Multiple Sclerosis Achievement Center, St. Paul
 - Sholom Home, St. Paul
 - Prairie Adult Care, Eden Prairie
 - Community Involvement Program, Minneapolis
 - Kaposia, St. Paul
 - Catholic Eldercare, Minneapolis
 - EPIC, Minneapolis
 - North Hospice Daycare, Robbinsdale
 - Midwest Special Services, St. Paul
 - RISE, Spring Lake Park
 - Courage Center, Golden Valley
 - VA Daycare, Minneapolis
- (4) Some agencies either contract or provide transportation exclusively for their clients' use and choose not to use Metro Mobility service.

Financial Impacts

Currently, approximately 1,800 passenger trips are provided on a daily basis (35,000-40,000 per month) to the agencies identified above. Cost reimbursement is being made only by Opportunity Workshop in Minnetonka whereby they pay 45% of the hourly cost plus a 10% management fee. For trips to other agencies, RTB would be able to receive full cost reimbursement only for trips to and from home associated with day training and habilitation centers.

Currently, RTB is paying Handicabs \$23.50 an hour, Metro Ride \$29.75 to \$38.00 and National School Bus \$24.88 to \$34.09 to provide these trips. This compares to hourly rates of \$12.40 to \$15.20 paid to the three core providers for Metro Mobility service on the 150 vehicle fleet.

More detailed analysis needs to be done to determine the extent of any cost savings that may occur if Metro Mobility served these trips by another manner. Options that will be considered include whether or not it would be more cost-effective to carry agency clients on the 150-vehicle fleet, rather than provide exclusive transportation, or whether there are any additional opportunities for negotiating full cost reimbursement from some of the other agencies whose clients are using Metro Mobility.

Metro Mobility Budget Options--Agency Transportation
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Agencies' Transportation Needs

In April, 1994, representatives of agencies and organizations whose clients use Metro Mobility were invited to discuss changes being made to the Metro Mobility program. At that meeting, representatives indicated that they need reliable, consistent transportation.

It has become apparent that some agencies who previously operated or contracted for their own accessible transportation service, such as Walker Adult Day Care in South Minneapolis, have terminated those service contracts with the replacement service being Metro Mobility demand service. Other agencies that presently receive Metro Mobility agency service such as Open Circle in Hopkins are looking to expand the scope of their services and user base by up to 200% within the next year.

Action Requested

No action is requested at this time. This information is provided as background only for future recommendations on this subject.

REGIONAL TRANSIT BOARD

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

DATE: August 17, 1994 REVISED AUGUST 19, 1994
TO: Chair and Members of the Policy Committee
FROM: Howard Blin, Planning Manager *HB*
SUBJECT: 1994-1996 Capital Improvement Program

BACKGROUND

The 1994 legislature mandated that the Metropolitan Council adopt a three-year transit capital improvement program (CIP) prior to issuing bonds for capital projects. This plan must, therefore, be adopted before the upcoming \$42 million bond sale can proceed. Staffs of the Metropolitan Council, Regional Transit Board (RTB) and Metropolitan Council Transit Operations (MCTO) presented a draft of the CIP to the Council's Transportation Committee on August 10, 1994. The Committee tabled the plan and requested the RTB to review the document. Committee members were not comfortable acting on a plan which included projects with which they were not familiar.

DISCUSSION

To simplify review of the CIP, the staffs have revised the plan to include only those projects to be funded out of the upcoming \$42 million bond sale. Many of these projects were either included in the 1994 Metropolitan Transit Commission (MTC) Capital Budget or were individually approved by the RTB. A more comprehensive CIP will be presented to the Metropolitan Council at a later date.

The Snelling Garage replacement project was of particular concern to the Transportation Committee. This project, estimated at \$55 million, is not being funded out of this bond sale and is, therefore, not include in the CIP. This will allow a more thorough review of the project need and cost.

Staffs are currently revising the plan which will be mailed separately.

THIS PLAN IS ATTATCH

RECOMMENDATION

That the Regional Transit Board recommend to the Metropolitan Council adoption of the 1994-1996 Transit Capital Improvement Program.

METROPOLITAN COUNCIL

**INTERIM
TRANSIT
CAPITAL IMPROVEMENT PROGRAM
1994-1996**

Prepared by:

Alan Morris
Bob Thompson
Howard Blin

August 19, 1994

CAPITAL INVESTMENT STRATEGY

The capital investment strategy reflected in this *Interim Transit Capital Improvement Program: 1994-1996* was developed over the last several years through the combined efforts of the Metropolitan Council, the Regional Transit Board, the Metropolitan Transit Commission and the Minnesota Department of Transportation, as well as other transportation agencies in the region.

The Regional Transit Board's "Vision for Transit", developed in the early 1990's, was first described as a transit service concept in the *Regional Service and Capital Plan: 1993-1997*. The "Vision for Transit" is a flexible concept that takes a variety of transit services and facilities and matches them to the diverse transportation needs in the region. Regular route buses, community circulators, dial-a-rides, light rail transit, specialized services for persons with disabilities, travel demand management strategies, transit hubs, park-and-ride lots, bike-and-ride lots, high occupancy vehicle lanes and car and van pools are all components of the overall "Vision for Transit". The concept was developed to enhance service quality for current transit riders and make transit an attractive option for potential riders. The "Vision for Transit" involves reorganizing transit service, replacing the existing radial system with a hub and spoke system. An integral component of this service reorganization is the transit hub. The transit hub concept provides facilities where transit services can be linked to provide enhanced transfer opportunities for riders.

The Metropolitan Council's *Regional Transit Facilities Plan*, adopted in February, 1992, was developed as a guide for making the best decisions on future transit investments in the region. The plan advocates a multi-strategy approach to moving people in the Twin Cities Area and presented four critical elements for a solution to the transportation problems of the region: (1) strong transportation system management and demand management, (2) incentives for high-occupancy vehicle use, (3) strengthened transit services and (4) more efficient and "transit-friendly" land uses. The plan lays out four basic actions needed to implement a reinvigorated, restructured and higher-performance regional transit system. The four basic action presented in the plan are:

A Reorganized System: A reorganization of transit services, as proposed in the RTB's "Vision for Transit," into a constellation of transit hubs with connecting transit service. Hubs would be transfer points for passengers, linking local and express regular routes, suburban circulators, carpools and paratransit services.

Service Improvements: These would include service additions; namely, increased service frequency, selective additions of routes, more express/limited-stop services and local circulators, increased service hours and user-friendly information services.

Low-Capital Improvements: These involve relatively low-cost capital improvements such as transit hubs, park/ride and park/pool lots, bus turnarounds, signage, shelters, layover facilities, bus bypasses of bottlenecks and downtown exclusive bus lanes.

TRANSIT CAPITAL IMPROVEMENT PROGRAM

INTRODUCTION

The *Interim Transit Capital Improvement Program: 1994-1996* has been prepared to meet the requirements of Minn. Stat. Chapter 473.39, Subd.4. This legislation, passed as part of the Metropolitan Reorganization Act of 1994, reads that:

"The Council may not issue obligations pursuant to this section until the council adopts a three-year transit capital improvement program. The program must include a capital investment component that sets forth a capital investment strategy and estimates the fiscal and other effects of the strategy. The component must specify, to the extent practicable, the capital improvements to be undertaken. For each improvement specified, the program must describe: (1) need, function, objective, and relative priority; (2) alternatives, including alternatives not involving capital expenditures; (3) ownership and operating entity; (4) location and schedule of development; (5) environmental, social, and economic effects; (6) cost; (7) manner of financing and revenue sources, including federal and state funds, private funds, taxes, and user charges; and (8) fiscal effects, including an estimate of annual operating costs and sources of revenues to pay the costs.

The *Interim Transit Capital Improvement Program: 1994-1996* covers the capital investments of the Metropolitan Council's Transit Operations Division, formerly the Metropolitan Transit Commission, and the Regional Transit Board. The program includes capital improvement projects included in the adopted 1994 capital budgets of the Metropolitan Transit Commission and the Regional Transit Board, as well as new 1995 capital improvements projects proposed by the Regional Transit Board and the Transit Operations Division. It assumes a continuation of the investment strategy it defines into 1996 but no specific 1996 projects are included.

The *Interim Transit Capital Improvement Program: 1994-1995* presents a capital investment strategy for transit in the region and describes capital improvements proposed for five major categories; bus fleet improvements, public transit facilities improvements, transit support facility improvements, computerization and other capital improvements. The program is presented in these general categories, although more detailed information is provided within the public facility improvements category on individual transit hubs and park and ride projects.

The Council intends to prepare a transit capital improvement covering the period from 1995 through 1997 at the end of 1994. The 1995-1997 capital improvement program will provide full three year projection of transit capital spending and financing and provide the basis for financing and bonding requests to the 1995 Legislature.

Category:		FLEET IMPROVEMENTS				
Function:		Transit service providers maintain and operate bus fleets with the objective of providing reliable service to transit customers. The Transit Operations Division maintains and operates a fleet of approximately 1000 buses and other transit providers operate smaller fleets.				
Need:		<p>Transit Operations Division requests for fleet replacements are based on a fleet replacement plan developed within the division. The fleet replacement plan calls for systematic replacement of a portion of the fleet each year to accomplish the goals of (1) retiring buses after a useful life of 12 years, (2) maintaining an average fleet age of 6-7 years and (3) reducing the need for large bus purchases at one time.</p> <p>Regional Transit Board requests for fleet purchases are based on agency estimates of transit vehicle needs for community-based providers and other transit providers, including opt-out communities not contracting for transit service with the Transit Operations Division.</p>				
Alternatives:		There currently are no viable alternatives to providing transit service with buses. In terms of the type of vehicle purchased, the Transit Operations Division attempted to match the mix of its fleet between forty-foot and articulated buses to the type of transit service provided. The Regional Transit Board also matches the size of the vehicle purchased to the type of service being provided.				
Cost and Finance:	1994 Capital Spending					\$ 37,938,000
	1995 Capital Spending					20,981,000
	Total 1994-1995 Capital Spending					58,919,000
	Previously Approved					38,844,000
	New Requests					20,075,000
	Estimated Federal Funding					41,920,000
	Estimated Regional Funding					16,999,000
Detail on New Requests:						
Capital Improvement	Owner/Operator	Location	Development Schedule	Project Cost	Federal Funding	Regional Funding
91 40-foot Buses	MCTO	NA	1995	19,700,000	15,800,000	3,900,000
Small Buses/Vans	Community - Based Providers	NA	1995	375,000	0	375,000

Major Capital Improvements: These include light rail transit, and two kinds of high-occupancy vehicle (HOV) lanes on freeways and expressways: HOV lanes added to existing highways, and converting existing mixed-use lanes to HOV lanes

The plan identifies low-capital improvements to be implemented over a 3-5 years period. These capital improvements are intended to focus transit services in a hub-and spoke system and provide faster, more reliable travel times for high-occupancy vehicles. Included are transit hubs, large regional park/ride lots, bus layover facilities, "Team Transit" projects and miscellaneous projects intended to facilitate bus operations and provide a more attractive, safe and user-friendly environment for the transit rider.

The *Interim Transit Capital Improvement Program: 1994-1996* implements the capital investment strategy described in the Council's *Regional Transit Facilities Plan*. The capital improvement program represents an aggressive implementation of the strategies included in the plan and makes significant capital investments in public transit facilities such as transit hubs and park and ride lots. The program also includes capital investments in buses and other transit vehicles, support facilities such as bus garages, layover facilities and bus turnarounds, computer equipment and other capital equipment. Proposed capital investments in transit vehicles, facilities and equipment over the two-year period total approximately \$116 million, in the following general categories:

<u>Capital Investment</u>	<u>1994-1995 Total</u>
Fleet Improvements	\$ 58,919,000
Support Facility Improvements	6,664,000
Public Facility Improvements	31,147,000
Computerization	8,146,000
Other Capital Improvements	10,764,000
Total	\$ 115,640,000

The RTB and the Transit Operations Division anticipate that approximately \$64.7 million in federal grants will be available for capital improvement projects included in the 3-year program. Approximately \$42 million in regional bonds will need to be issued in 1994 to provide capital financing for the program.

The Metropolitan Council and the Regional Transit Board have \$42 million in bonding authority remaining from the \$62 million approved by the Legislature in 1992, so no additional bonding authority is needed to implement this interim program.

CAPITAL IMPROVEMENT PROGRAM

This section describes the capital improvements proposed in the *Interim Transit Capital Improvement Program: 1994-1996*. Separate pages describe capital spending plans and new requests for fleet improvements, public facilities (transit hubs, park & ride lots and other), support facility improvements, computerization and other capital improvements. Additional information on capital improvements and new requests of the Transit Operations Division is attached as a 2-page appendix.

Category:		PUBLIC FACILITIES - PARK & RIDE LOTS				
Function:		Public facilities provide safe and convenient access to transit services. Park & ride lots provide an opportunity to intercept vehicles before they reach the congested areas of metropolitan highways and provide convenient transfer to buses or formation of carpools and vanpools. By collecting transit riders at a single location, park & ride lots also provide a cost-effective means of providing transit service to the suburban commuter market. Development of park and ride facilities is a coordinated effort of the Transit Operations Division, opt-out providers and the Minnesota Department of Transportation.				
Need:		<p>The need for park & ride lots has been documented in the Council's <i>Regional Transit Facilities Plan</i>. Park & Ride lots are a necessary component of the transportation management strategy for the region.</p> <p>General locations and development schedules for park & ride lots were identified in the RTB's <i>Five-Year Transit Service and Capital Plan: 1993-1997</i> and the Council's <i>Regional Transit Facilities Plan</i>. Requests for capital spending are based on these adopted plans and on priority-setting processes within the Transit Operations Division. The Council adopted Park-and-Ride Selection Guidelines in 1991 to assist in planning, designing and evaluating proposed park and ride facilities.</p>				
Alternatives:		The authorized and requested park & ride lot capital improvements reflect continued implementation of a transit investment strategy adopted in 1992 and are a necessary element of plans to reorganize transit services. Alternatives include staging the requested capital improvements over a longer time period or not developing additional transit hubs. The no-build alternative would result in a partially completed regional system of park & ride facilities.				
Cost and Finance:	1994 Capital Spending				\$	325,000
	1995 Capital Spending					2,727,000
	Total 1994-1995 Capital Spending					3,052,000
	Previously Approved					2,972,000
	New Requests					80,000
	Estimated Federal Funding					0
	Estimated Regional Funding					3,052,000
Detail on New Requests:						
Capital Improvement	Owner/Operator	Location	Development Schedule	Project Cost	Federal Funding	Regional Funding
Oakdale City Hall	Oakdale	Oakdale	1995	80,000	0	80,000

Category: PUBLIC FACILITIES - TRANSIT HUBS						
Function: Public facilities provide safe and convenient access to transit services. Transit hubs are a key component of the public facility improvements planned for the region. Hubs provide an accessible location where transit services can be linked to provide enhanced transfer opportunities between routes and service providers to transit customers. Development of transit hubs is a coordinated effort of the RTB, the Transit Operations Division, cities, opt-out providers, the Minnesota Department of Transportation and private developers.						
Need: The need for transit hubs has been documented in the Council's <i>Regional Transit Facilities Plan</i> and the RTB's "Vision for Transit". Transit hubs are a necessary component of plans to reorganize transit service around a hub and spoke system. General locations and development schedules for transit hubs were identified in the RTB's <i>Five-Year Transit Service and Capital Plan: 1993-1997</i> and the Council's <i>Regional Transit Facilities Plan</i> . Requests for capital spending are based on these adopted plans.						
Alternatives: The authorized and requested transit hub capital improvements reflect continued implementation of a transit investment strategy adopted in 1992 and are a necessary element of plans to reorganize transit services. Alternatives include staging the requested capital improvements over a longer time period or not developing additional transit hubs. The no-build alternative would result in a partially completed regional system of hubs.						
Cost and Finance:	1994 Capital Spending				\$ 1,772,000	
	1995 Capital Spending				18,116,000	
	Total 1994-1995 Capital Spending				19,888,000	
	Previously Approved				11,888,000	
	New Requests				8,000,000	
	Estimated Federal Funding				8,510,000	
Estimated Regional Funding				11,378,000		
Detail on New Requests:						
Capital Improvement	Owner/Operator	Location	Schedule	Project Cost	Federal Funding	Regional Funding
Brookdale	Brooklyn Ctr	Brooklyn Ctr	1995	1,500,000	0	1,500,000
Uptown	Minneapolis	Minneapolis	1995	4,000,000	3,200,000	800,000
42nd & Broadway	MCTO	Robbinsdale	1995	200,000	160,000	40,000
I-35W @ 98th	Bloomington	Bloomington	1995	300,000	0	300,000
I-35W @ 46th	MnDOT	Minneapolis	1995	500,000	0	500,000
I-35W @ 82nd	MnDOT	Bloomington	1995	750,000	0	750,000
I-35W @ Lyndale	Minneapasco (Leased)	Minneapolis/Richfield	1995	750,000	0	750,000

Category:		SUPPORT FACILITIES				
Function:		Support facilities include buildings and other capital facilities that support the provision of transit services in the region. The Transit Operations Division operates seven buildings, including five bus garages, one overhaul and major repair facility and an office building. The garages provide bus storage and bus maintenance/repair facilities and the office building houses Transit Operations Division administrative/support staff.				
Need:		<p>The Transit Operations Division proposes capital improvements to support facilities to meet identified needs. Improvements provide needed office space, During 1994 and 1995, approved and requested projects include:</p> <ul style="list-style-type: none"> • Minor remodeling of the F.T Heywood office building; • Structural, mechanical and landscaping improvements at all building facilities; • Americans with Disabilities Act (ADA) accessibility modifications; • Acquiring through a long-term lease a police services facility; • Modifications to heating, ventilation and air conditioning systems. 				
Alternatives:		Alternatives for support projects include delaying projects into future years or not implementing projects. Certain modifications are programmed to bring all Transit Operations Division support facilities into compliance with new ADA requirements.				
Cost and Finance:	1994 Capital Spending					\$ 4,091,000
	1995 Capital Spending					2,573,000
	Total 1994-1995 Capital Spending					6,664,000
	Previously Approved					5,804,000
	New Requests					860,000
	Estimated Federal Funding					0
	Estimated Regional Funding					6,664,000
Detail on New Requests:						
Capital Improvement	Owner/Operator	Location	Development Schedule	Project Cost	Federal Funding	Regional Funding
Bus Turnarounds	MCTO	Area-wide	1995	60,000	0	60,000
Structural, Mechanical Improvements to Support Facilities	MCTO	Garages	1995	800,000	0	800,000

Category:		PUBLIC FACILITIES - TEAM TRANSIT AND OTHER PUBLIC FACILITIES				
Function:		<p>The former Metropolitan Transit Commission instituted "Team Transit" to encourage highway improvements that give preferential treatment to buses and other high occupancy vehicles. "Team Transit" is a joint effort of the Transit Operations Division, the Minnesota Department of Transportation and cities and other units of government. Projects include:</p> <ul style="list-style-type: none"> • Improving shoulders for bus priority and sidewalks for safety; • Creating preferred access HOV lanes at metered freeway entrance ramps; • Creating special turning privileges for buses at intersections; • Installing new technology to provide preferential treatment for buses at traffic signals; • Implementing parking restrictions and bus lanes in selected locations. <p>Other capital improvements in this category include bus stops, passenger shelters, lighting and signage that provide convenient and safe waiting areas for transit customers. Also included are bus turnarounds and layover facilities that provide for safe operation of buses.</p>				
Need:		<p>The need for "Team Transit" projects and other public facility improvements has been documented in the Council's <i>Regional Transit Facilities Plan</i>.</p> <p>"Team Transit" and other public facility improvements such as bus shelter and lighting projects are identified and prioritized through a project selection process within the Transit Operations Division.</p>				
Alternatives:		Alternatives for "Team Transit" projects include delaying projects into future years or not implementing projects. The no-build alternative would reduce incentives for transit use.				
Cost and Finance:	1994 Capital Spending		"Team Transit"		Other	
			\$ 1,570,000		\$ 1,714,000	
	1995 Capital Spending		2,815,000		2,108,000	
	Total 1994-1995 Capital Spending		4,385,000		3,822,000	
	Previously Approved		4,385,000		3,707,000	
	New Requests		0		115,000	
	Estimated Federal Funding		130,000		1,800,000	
Estimated Regional Funding		4,255,000		2,022,000		
Detail on New Requests:						
Capital Improvement	Owner/Operator	Location	Development Schedule	Project Cost	Federal Funding	Regional Funding
Supplemental Signs	MCTO	Area-wide	1995	115,000	0	115,000

Category:		OTHER CAPITAL IMPROVEMENTS				
Function:		Capital improvements in this category include projects that support the provision of transit services in the region. Projects include replacement of bus maintenance and building maintenance equipment, replacement of service vehicles (service trucks, bus facility cleaning vans, supervisor cars, police cars), electronic fareboxes, radio communication equipment, telephone systems, office equipment and driver uniforms.				
Need:		The Transit Operations Division has identified needs through an internal review and prioritization of requests from agency managers.				
Alternatives:		Alternatives to the proposed projects include delaying projects into future years or not implementing projects.				
Cost and Finance:	1994 Capital Spending					\$ 7,061,000
	1995 Capital Spending					3,703,000
	Total 1994-1995 Capital Spending					10,764,000
	Previously Approved					7,064,000
	New Requests					3,700,000
	Estimated Federal Funding					2,500,000
	Estimated Regional Funding					8,264,000
Detail on New Requests:						
Capital Improvement	Owner/Operator	Location	Development Schedule	Project Cost	Federal Funding	Regional Funding
1995-96 Capital Equipment (Shop, Communications and Office Equipment)	MCTO	Garages and Offices	1995-1996	2,950,000	0	2,950,000
Vehicles (Cars, Vans, Trucks)	MCTO	NA	1995	577,000	0	577,000
Facilities Planning		NA	1995	173,000	0	173,000

Category:		COMPUTERIZATION				
Function:		Computerization capital improvements provide the Transit Operations Division with computer hardware and software to support the provision of transit services in the region. Computer systems provide capabilities in a number of areas, including route schedule information, bus scheduling, bus maintenance, inventory management, ridesharing database, finance, personnel and risk management.				
Need:		The Transit Operations Division has identified computerization needs within the division. Computerization projects are programmed to replace manual system or upgrade existing computer systems or to provide additional computer capabilities to division staff.				
Alternatives:		Alternatives for computerization projects include delaying projects into future years or not implementing projects.				
Cost and Finance:	1994 Capital Spending					\$ 3,065,000
	1995 Capital Spending					5,082,000
	Total 1994-1995 Capital Spending					8,146,000
	Previously Approved					6,280,000
	New Requests					1,866,000
	Estimated Federal Funding					0
	Estimated Regional Funding					8,146,000
Detail on New Requests:						
Capital Improvement	Owner/Operator	Location	Development Schedule	Project Cost	Federal Funding	Regional Funding
General Ledger Replacement	MCTO	Heywood	1995	615,000	0	615,000
Automatic Passenger Counting System	MCTO	Buses	1995	167,000	0	167,000
Automatic Fueling System	MCTO	Garages	1995	190,000	0	190,000
Vehicle Maintenance System Enhancements	MCTO	Garages	1995	100,000	0	100,000
Minnesota Rideshare Enhancements	MCTO	Heywood	1995	98,000	0	98,000
1995 Capital Equipment	MCTO	Heywood, Garages	1995	300,000	0	300,000
Other Computerization Projects	MCTO	NA	1995	396,000	0	396,000

Table 2 separates the proposed two-year capital spending total into previously approved projects and new requests. The previously approved projects were either contained in the 1994 Metropolitan Transit Commission Capital Budget reviewed and approved by the Regional Transit Board, or non-MTC capital projects that have been reviewed and approved by the Board. Of the \$58,104,000 in capital spending estimated for 1995, \$23,408,000 has been previously approved and \$34,696,000 represent new requests. The detail on the new requests for each category of capital improvement is provided on pages 4-12.

Table 2
PREVIOUSLY APPROVED PROJECTS AND NEW REQUESTS
TRANSIT CAPITAL IMPROVEMENT PROGRAM
1994-1995

	1994-1995 Total	Previously Approved	New Requests
Capital Improvements:			
Fleet Improvements	58,919,000	38,844,000	20,075,000
Support Facility Improvements	6,664,000	5,804,000	860,000
Public Facility Improvements	31,147,000	22,952,000	8,195,000
Computerization	8,146,000	6,280,000	1,866,000
Other Capital Improvements	10,764,000	7,064,000	3,700,000
Total-Capital Improvements	115,640,000	80,944,000	34,696,000
Estimated Federal Funding	64,680,000	45,520,000	19,160,000
Estimated Regional Funding	50,960,000	35,424,000	15,536,000

The metropolitan area will continue to make transit capital investments and issue regional debt beyond the period of the interim 1994-1996 interim capital improvement program. Preliminary estimates are that the Council will need to spend approximately \$366 million on fleet purchases, public facilities and other facilities and equipment in the eight-year period from 1996 to 2003. This spending level assume a reduction in the annual level of investment in public facilities such as transit hubs and park and ride lots from the levels in the 1994-1996 capital improvement program.

While the metropolitan area will continue to receive federal funding for transit capital improvements, a significant portion of the projected capital spending will need to be funded with regional bonding or other regional sources. Capital spending at this level would require that the Council issue approximately \$233 million in regional bonds during the period, an average of \$29 million per year. The figure on the previous page show the impact of these projected bonding requirements on annual debt service levies. The projected level of capital spending and federal funding means that regional debt issuance and regional property taxes for transit debt service will continue to rise over the next 10 years.

The impact of the \$42 million bond issue proposed for 1994 on typical property tax owners is presented in Table 3. The bond issue will finance capital improvements with different service lives, including short-life improvements such as computer equipment, buses with 12-year service lives and transit hubs, park & ride lots and other facilities with longer service lives. Because the bond issue is proposed to be structured to match principal repayments to the service lives of the underlying capital assets being financed, annual debt service payments are higher in the first few years and lower in later years.

Table 3
ESTIMATED ANNUAL IMPACT OF
\$42 MILLION BOND ISSUE ON
PROPERTY TAXES OF
TYPICAL PROPERTIES

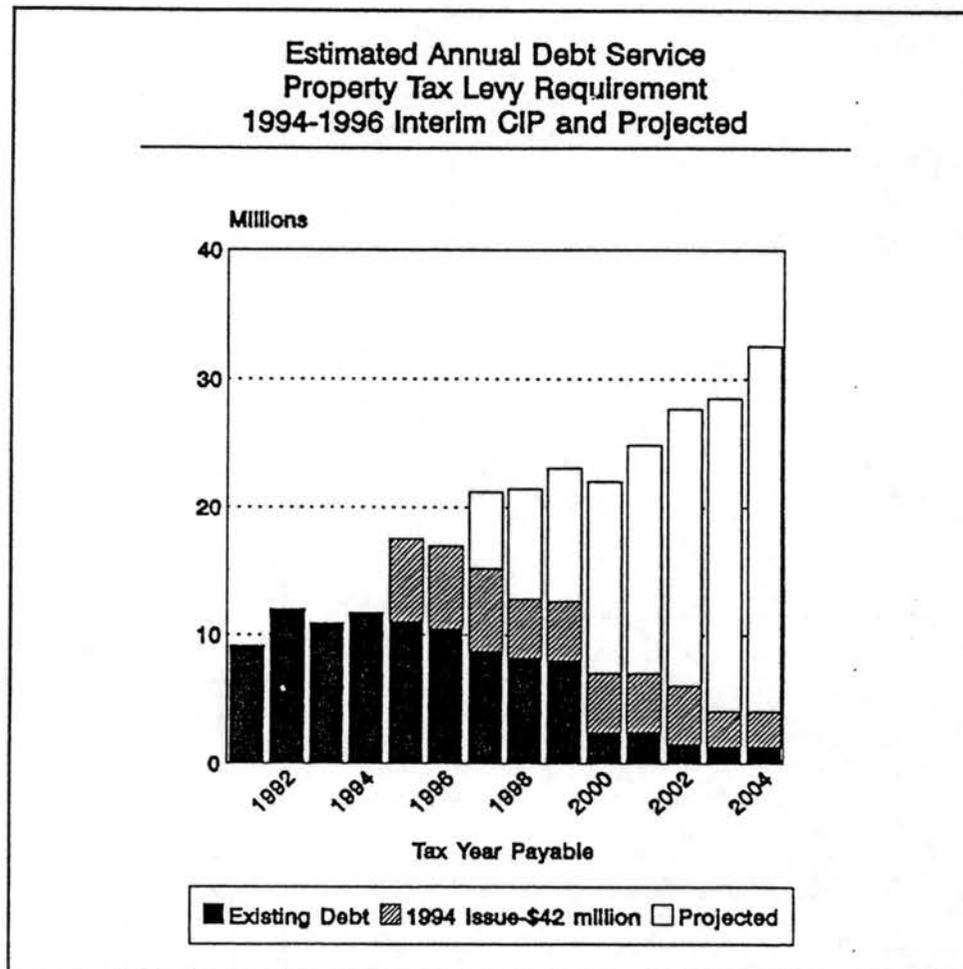
	Years 1-3	Years 4-8	Years 9-15
Residential Homesteads:			
\$60,000 Market Value	\$2.46	\$1.73	\$1.05
\$100,000 Market Value	5.25	3.70	2.24
\$150,000 Market Value	10.08	7.10	4.29
Commercial/Industrial:			
\$300,000 Market Value	51.72	36.42	22.03
\$1,500,000 Market Value	285.67	201.19	121.69

FISCAL EFFECTS

Debt Service Costs

Property tax levies on properties within the metropolitan transit taxing district are used to pay annual debt service on regional bonds issued to finance transit capital investments. To the extent that regional transit capital improvements are financed with regional bonds, this increases the property taxes for households and businesses in the region.

The figure shows the impact of the *Interim Transit Capital Improvement Program: 1994-1996* on annual transit debt service levies in the region. The program assumes that \$42 million in regional bonds are issued in 1994. The \$42 million in long-term debt assumed to be issued in 1994 will increase annual debt service levies from approximately \$11.7 million in payable 1994 to approximately \$17.5 million in payable 1995.



Operating Costs

The capital improvement projects in the *Interim Transit Capital Improvement Program: 1994-1996* will impact operating and maintenance costs, although an estimate of the annual impact has not been developed. Operational impacts include:

- Fleet: As part of the fleet replacement program, non-lift equipped buses are being replaced with lift-equipped buses, requiring additional maintenance staff.
- Public Facilities: Additional transit hubs and park and ride lots increase utility and maintenance costs, including costs for snow plowing and grounds care. These facilities are owned and operated by the Transit Operations Division and other entities and may include cost-sharing agreements. Maintenance costs related to "Team Transit" projects are generally the responsibility of the MnDOT, cities or counties.
- Computerization: In some instances there are costs for maintenance contracts related to computer purchases. Some projects may also result in savings in staff costs.

Operating and maintenance costs that are the responsibility of the Transit Operations Division are included in the Division's annual operating budgets and are financed with transit property tax revenues, farebox revenues and other operating revenue sources.

ENVIRONMENTAL, SOCIAL AND ECONOMIC EFFECTS

The capital improvements included in the *Interim Transit Capital Improvement Program: 1994-1996* are not expected to have any significant negative environmental, social or economic effects. Public facility capital improvements such as transit hubs and park and ride lots are expected to strengthen transit services in the region and have positive environmental effects on air quality. The provision of transit hubs and the restructuring of transit services is expected to have positive social effects by providing improved accessibility to transit dependent persons. The fleet replacement program for 1994 and 1995 will add 159 lift-equipped buses, allowing the Transit Operations Division to expand the number of routes served with lift-equipped buses and providing improved transit service to persons with disabilities.

1994-1995 CAPITAL IMPROVEMENTS PROJECT LIST

(Includes Continuation of Existing Projects and New Projects)

17 August 1994

Category	Project #	Project Title	Projected 1994 Spending	Existing Projects Continued in 1995	New Projects Proposed 1995	Total Spending in 1995
	Computerization					
computer	3881	RUCUS Minischeduler	\$376,000	\$48,395		\$48,395
computer	3085	Timeroll System	134,804	0		0
computer	3281	Revenue/Ridership System	89,622	0		0
computer	3283	HRIS Upgrade	225,727	254,028		254,028
computer	3285	Financial Subsystem Upgrade	10,000	26,239		26,239
computer	3384	TRAVLINK Demonstration	46,404	109,473		109,473
computer	3385	SWAMI	1,139,000	1,250,000		1,250,000
computer	3480	1994 Capital Equipment	521,470	0		0
computer	3481	Perpetual Inventory System	521,470	1,527,898		1,527,898
NEW		TRAPEZE			48,395	48,395
NEW		MNRS ENHANCEMENTS			97,600	97,600
NEW		DISPATCH STUDY			50,000	50,000
NEW		RADIO SYSTEM REPLACEMENT			69,089	69,089
NEW		ROUTE RENUMBERING			93,300	93,300
NEW		BUSLINE ENHANCEMENTS			75,000	75,000
NEW		1195 CAPITAL EQUIPMENT			216,050	216,050
NEW		VMS ENHANCEMENTS			100,000	100,000
NEW		GIS			50,000	50,000
NEW		G/L REPLACEMENT			614,700	614,700
NEW		AUTOMATIC PSGR COUNTERS			195,700	195,700
NEW		DESTINATION SIGNS			66,500	66,500
NEW		AUTOMATIC FUELING			190,000	190,000
	TOTAL COMPUTERIZATION		\$3,064,497	\$3,216,033	\$1,866,334	\$5,082,367
	Other Capital					
other cap	3223	1992-93 Capital Equipment	\$318,250	\$0		\$0
other cap	3224	Electronic Fare Collection	2,805,638	3,300		3,300
other cap	3323	1993-94 Capital Equipment	448,304	0		0
other cap	3329	Capital Project Planning	108,233	0		0
other cap	3423	1994-95 Capital Equipment	2,166,040	0		0
other cap	3426	Driver Uniforms	714,575	0		0
NEW		1995-96 CAPITAL EQUIPMENT			2,950,000	2,950,000
NEW		VEHICLES			577,000	577,000
NEW		FACILITIES PLANNING			173,000	173,000
	TOTAL OTHER CAPITAL		\$6,561,040	\$3,300	\$3,700,000	\$3,703,300
	Total Capital Projects:		\$52,564,126	\$15,182,957	\$32,821,334	\$48,004,291

1994-1995 CAPITAL IMPROVEMENTS PROJECT LIST
(Includes Continuation of Existing Projects and New Projects)

17 August 199

Category	Project #	Project Title	Projected 1994 Spending	Existing Projects Continued in 1995	New Projects Proposed 1995	Total Spending in 1995
Fleet Modernization						
fleet mod	3010	Buy 37 Forty-Foot Buses	\$228,050	\$0		
fleet mod	3215	Tire Leasing	798,444	900,000		900,0
fleet mod	3311	Purchase 25 Artic. Buses	8,255,662	2,568		2,5
fleet mod	3312	Purchase 97 40-ft. Buses	22,339,088	3,211		3,2
fleet mod	3413	Replace 200 Gillig Radiators	432,670	0		
fleet mod	3414	Engine Rebuilding	2,000,000	0		
NEW	1995 BUS PURCHASE - 91 FORTY FOOT				19,700,000	19,700,0
TOTAL FLEET			\$34,053,914	\$905,779	\$19,700,000	\$20,605,77
MCTO Facilities						
mtc facility	3930	1989 Bus Turnarounds	\$38,804	\$0		
mtc facility	3960	St. Paul West End Layover Facil	80,000	0		
mtc facility	3230	1992 Bus Turnarounds	145,301	272,681		272,68
mtc facility	3344	F.T. Heywood Offc. Remodel.	100,820	699,020		699,02
mtc facility	3443	1994 Major Impr to Facilities	2,665,800	0		
mtc facility	3444	ADA Accessibility Facil Chngs	307,924	740,801		740,80
mtc facility	3445	Fuel Systems at Garages	352,500	0		
mtc facility	3446	Police Services Building	400,000	0		
NEW	Bus Turnarounds				60,000	60,00
NEW	All Other Improvements				800,000	800,00
TOTAL MCTO FACILITIES			\$4,091,149	\$1,712,502	\$860,000	\$2,572,50
Public Facilities						
public fac	3690	Passenger Shelters	\$690,737	\$0		
public fac	3850	1988 Park/Ride Lot (Hwy. 610)	126,453	0		
public fac	3250	1992 Park/Ride Lots	40,105	0		
public fac	3270	Downtown St. Paul Transit Hub	905,136	124,703		124,70
public fac	3290	Bus Stop Lighting	214,000	468,000		468,00
public fac	3291	Bus Stop Signs	576,444	898,357		898,35
public fac	3358	1993 Park/Ride Lots	145,000	2,277,105		2,277,10
public fac	3370	Transit Hubs	94,506	598,844		598,84
public fac	3390	Team Transit Improvements	1,570,000	2,815,000		2,815,00
public fac	3392	Bike Lockers	187,871	255,189		255,18
public fac	3450	1994 Park/Ride Lots	13,307	76,365		76,36
public fac	3451	Existing Park-Ride Lot Improvmt	0	294,000		294,00
public fac	3470	1994 Hubs	184,659	1,166,782		1,166,78
public fac	3490	1994 Shelter/Stop Improvmt	7,735	208,025		208,02
public fac	3491	1994 Signage Improvements	37,573	162,973		162,97
NEW HUB	HENNEPIN AND LAGOON				4,000,000	4,000,00
NEW HUB	42ND & BROADWAY (HUBBARD)				200,000	200,00
NEW HUB	I-35W & 98TH STREET				300,000	300,00
NEW HUB	I-35W & 46TH STREET				500,000	500,00
NEW HUB	I-35W & 82ND STREET				750,000	750,00
NEW HUB	I-35W (CROSSTOWN) & LYNDALE				750,000	750,00
NEW PARK/RIDE	OAKDALE CITY HALL				80,000	80,00
NEW SIGNAGE	SUPPLEMENTAL SIGNS				115,000	115,00
TOTAL PUBLIC FACILITIES			\$4,793,526	\$9,345,343	\$6,695,000	\$16,040,34

APPENDIX

REGIONAL TRANSIT BOARD
1994-1995 CAPITAL IMPROVEMENTS PROJECT LIST

	Projected 1994 Spending	Projected 1995 Spending		
		Previously Approved	New Requests	1995 Total
Fleet:				
1994 Community-Based	524,000			
Southwest Metro	3,000,000			
Capital City Trolley	360,000			
1995 Community-Based			375,000	375,000
Subtotal-Fleet	3,884,000		375,000	375,000
Transit Hubs:				
1994 Continuing Projects	588,000			
Burnsville		5,265,000		5,265,000
Northtown		2,960,000		2,960,000
Brookdale			1,500,000	1,500,000
Subtotal-Transit Hubs	588,000	8,225,000	1,500,000	9,725,000
IVHS Projects	500,000			
Total	4,972,000	8,225,000	1,875,000	10,100,000

Mailed separately

REGIONAL TRANSIT BOARD

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

DATE: August 19, 1994
TO: Chair and Members of the Policy Committee
FROM: Judith G. Hollander *JGH*
Director of Planning and Programs
SUBJECT: Funding Alternatives for Anoka, Washington and Dakota County
Transportation

Summary

This memorandum presents additional information about funding the additional needs of Anoka, Washington (HSI) and Dakota (DARTS) county transportation programs.

Discussion

At an earlier meeting, the RTB approved contract amendments for Dakota Area Referral and Transportation Services (DARTS) and Human Services, Inc. (HSI) of Washington County. Both counties had requested more funding than what was approved. Anoka County also indicated that they also had a need for additional funding. The board determined, however, that additional funding was not available, and, therefore, the counties' request for more funding was denied. The board did direct the staff, however, to look at alternatives for dealing with this situation.

In this memorandum, staff presents information about several alternatives available to the board in order to deal with the requests for additional funding from the counties.

Opt-Out Funding

There has been some discussion as to whether or not opt-out funding could be used to provide complementary paratransit service in their respective areas. An opinion on this topic requested from legal counsel is attached. Generally speaking, opt-out programs that provide regular route service on an all-day basis (i.e., Minnesota Valley Transit Authority and Southwest Metro Transit Commission) do appear to have some obligation to ensure that ADA required complementary paratransit is available.

Within the context of this memorandum, it would only be MVTA who has overlapping service area with a county transportation provider, i.e., DARTS. Otherwise, given that Southwest Metro operates some all-day service from Eden Prairie to the Mall of the America, they would have a similar ADA obligation. In that case, however, there is no overlap with one of the county providers.

Funding Alternatives for County Transportation
August 19, 1994
Page 2

Portions of the MVTA service area that overlap with the ADA mandated service area are Burnsville, Eagan, Apple Valley and Rosemount.

Based on the legal opinion, this may be the direction that the RTB/Metropolitan Council chooses. However, making a change like this needs some preparatory time. First, the opt-out programs need to plan --both from financial and operational viewpoints--for such a change. Furthermore, they may need to determine if they would want to change the way in which service is provided--i.e., with whom would they contract and on what terms.

New Services Funding

As indicated verbally at the board meeting, approximately \$123,800 is available in new services funding. Staff indicated that these funds could be used to make up at least a portion of the counties' request for additional funding. Board members, however, were concerned whether or not this funding should be programmed for other use.

In an effort to provide more information on alternative uses for the new services funding, staff reviewed the 1994 programmed improvements included in the board's Five-Year Transit Plan. If funding was available, the board had intended to implement these improvements:

SERVICE	ANNUAL SUBSIDY
<u>Local Service Improvements</u>	
• St. Paul East Side	\$820,000
<u>Peak Express Improvements</u>	
• St. Paul Northeast Corridor	\$119,000
• St. Paul East Corridor	\$175,000
<u>All Day Express Improvements</u>	
• Minneapolis Northeast Corridor	\$975,000
• Minneapolis I-35W North Corridor	\$450,000
<u>Community Circulation Improvements</u>	
• Northwest Suburban Hennepin County	\$312,000
• Western Washington County	\$234,000
• I-394 Corridor	\$234,000
TOTAL	\$3.3 million

As is apparent, the new services funding is too low an amount except to be used to fund the St. Paul Northeast improvements. Furthermore, the funding could be used to offset the existing regular route transit shortfall.

As discussed at previous meeting, DARTS has requested \$101,665, HSI \$14,214, and Anoka \$58,000--a total of \$173,879.

Funding Alternatives for County Transportation
August 19, 1994
Page 3

Metro Mobility Funding

Anoka, DARTS and HSI --in addition to the Metro Mobility program--currently provide service that ensures that the Twin Cities region is in compliance in providing complementary paratransit services, as provided for by the Americans with Disabilities Act. If the three county providers did not provide paratransit service in the portions of their counties that are also within the ADA core area, the region would need to find alternative means to provide this service. It, therefore, appears to be appropriate to begin to identify these three providers as complementary paratransit providers in a more direct way and to consider funding at least the portion of the service they provide in the ADA core area as part of Metro Mobility's financial needs.

The RTB has already acknowledged the role of the three counties by agreeing to fund 100% of the service provided to eligible riders in the ADA core area. The board may now want to consider modifying the Metro Mobility subsidy request to acknowledge the counties' funding shortfall. If this was done, however, additional procedures must be put into place to provide better accounting of the trips that would be eligible for 100% funding and an effort to ensure that the counties were complying with all ADA requirements would need to be made.

Fares

As noted in an earlier memorandum, neither HSI nor DARTS currently charge fares. Metro Mobility, on the other hand, charges \$2.20 during peak hours and \$1.70 in off-peak hours. The average Metro Mobility fare is \$1.85. Anoka County charges \$1.50 for a full fare and \$1.00 for seniors and children under 5 years old. There is an additional \$.50 fee for standing orders and same day service. DARTS has indicated that their average fare received is \$1.17. HSI's average fare is \$.97.

DARTS, for example, has been hesitant to charge a required fare because it might limit travel by those who cannot afford it, that it would be a disincentive for those who can afford more and because they would like to be consistent throughout the county.

Action Requested

No action is requested at this time. The Policy Committee may want to consider developing policy direction for staff to pursue as part of other Metro Mobility budget options.

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August 18, 1994

Gregory L. Andrews
Executive Director
Regional Transit Board
Mears Park Centre Building
230 East Fifth Street
St. Paul, Minnesota 55101

VIA FACSIMILE AND U.S. MAIL

Re: ADA Compliance Outside the MTC Service Area

Dear Greg:

I write to respond to your request for advice concerning the paratransit obligation of regular route service providers under the Americans with Disabilities Act of 1990 (ADA). You requested our analysis of paratransit obligations of both the Regional Transit Board (RTB) and those communities which separately administer public transit programs under the "Opt-Out" program authorized by Minnesota Statute §473.388 (Opt-Out Communities).

Essentially, the paratransit obligation under ADA is imposed upon all public entities providing fixed route transit service. This means that both the Metropolitan Council, as successor to the Metropolitan Transit Commission, as well as Opt-Out Communities, have responsibility to assure that complementary paratransit service is available and meets the requirements of ADA.

General ADA Requirements

ADA provides that "no qualified individual with a disability shall, by reason of such disability, ... be subject to discrimination by any such "[public] entity". 42 USC §12132. Subtitle B of ADA defines what the statute means by discrimination in greater detail in the context of public transit service. Under Subtitle B, (42 USC §12141 et. seq.) it is discriminatory:

LARKIN, HOFFMAN, DALY & LINDGREN, LTD.

Gregory L. Andrews

August 18, 1994

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- 1) to fail to make vehicles used in the transit service accessible to persons with disabilities (this obligation applies to newly acquired vehicles and to vehicles that are remanufactured to extend their useful life by five years or more),
- 2) to fail to provide a complementary paratransit system in accordance with a paratransit plan adopted and implemented by the public entity with the approval of the department of transportation.

The definitions of discriminatory practice clearly require that both Metropolitan Council and the Opt-Out Communities as public entities are obligated to place accessible vehicles in service. (The specifics of this requirement are not discussed in this letter.) Additionally, if the public entity is operating a fixed route transit system, it is also obligated to have a complementary paratransit system meeting ADA requirements.

Fixed Route System

A fixed route system is defined in 42 USC §12141(3) to mean "a system of providing designated public transportation on which a vehicle is operated along a prescribed route according to a fixed schedule." For purposes of the complementary paratransit requirement of 42 USC §12141, a fixed route system for which paratransit is required does not include "a system which provides solely commuter bus service." Id. Accordingly, Opt-Out Communities which are operating fixed route systems, are obligated under ADA to also provide complementary paratransit service.

RTB's Obligation for Paratransit Service.

As a funding and policy making entity for regional public transit, RTB is not operating fixed route transit service. Accordingly, ADA does not require the Metro Mobility program to be RTB's responsibility. The Metro Mobility program is, however, made the responsibility of RTB under Minnesota Statutes §473.386 as a paratransit complement to the Metropolitan Council transit operations. Under this state statute, RTB has conformed the Metro Mobility program to the complementary paratransit requirements of ADA serving the Metropolitan Council fixed route service area. The existence of the Metro Mobility program does not, however, change the obligation of the Metropolitan Council and other providers of fixed route transit service to meet complementary paratransit obligations.

LARKIN, HOFFMAN, DALY & LINDGREN, LTD.

Gregory L. Andrews

August 18, 1994

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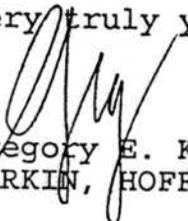
The RTB's decision to continue to make its Metro Mobility program the ADA paratransit complement to Metropolitan Council's fixed route service is consistent with RTB's obligations under Minnesota Statute §473.386. It is also consistent with the replacement service program authorized under Minnesota Statute §473.388 which allows Opt-Out Communities to separately provide public transit service.

Conclusion

ADA requirements are imposed in two general areas: 1) acquisition of vehicles, and 2) operation of transportation systems. Because the RTB can neither acquire fixed route transit vehicles nor operate fixed route transit systems, it has no obligation under ADA for the fixed route system. Under state law, RTB has responsibility only for the Metro Mobility program which is provided as a paratransit complement to Metropolitan Council transit operations service.

Each government unit that operates fixed route (non-commuter) service is also obligated to provide a complementary paratransit system which meets the standards of ADA. Accordingly, Opt-Out Communities are obligated for ADA compliance (including paratransit service) within their separate transit systems.

Very truly yours,


Gregory E. Korstad, for
LARKIN, HOFFMAN, DALY & LINDGREN, LTD.

REGIONAL TRANSIT BOARD

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

DATE: August 16, 1994
TO: Chair and Members of the Policy Committee
FROM: Judith G. Hollander
Director of Planning and Programs
SUBJECT: TAAC Discussion Regarding Metro Mobility Budget Options

Attached is a copy of the minutes from the last TAAC meeting at which time the Metro Mobility budget options were discussed. The minutes provide valuable information regarding TAAC members' thoughts regarding the various Metro Mobility budget options under consideration by the board. This discussion will be summarized at the Policy Committee meeting.

MINUTES

Transportation Accessibility Advisory Committee

August 3, 1994

MEMBERS ATTENDING

Dianna Krogstad, Chair
Sharon Behrens
Roger Blohm
Bill Blom
Margo LaBau
Rozanne Severance
Patricia Svendsen

MEMBERS EXCUSED

David Bruflodt
Claudia Carlisle
Kurt Strom

OTHERS ATTENDING

Sally Evert
Lyle Frerichs
Mark Fuhrmann
Linda Hennessey
Val Higgins
Judith Hollander
Frank Kursinsky
Hugh Monthie
Carl Rauer
John Schatzlein
John Walsh

AGENDA ITEMS

1. Call to Order

The meeting was called to order at 1:00 p.m.

2. Approval of Agenda

The agenda was amended to include #11--Member Comment and #12--Public Comment followed by #13--Adjourn. The amended agenda was approved.

3. Approval of July 6, 1994 Minutes

The minutes of July 6, 1994, were corrected under Other Business regarding the composition of the Appeals Committee. The sentence should read, "TACC members requested that the RTB staff report to the Board include a recommendation that members of TACC be appointed to the Appeals Committee." TAAC members clarified that it was their intent that all members of the Appeals Committee be TAAC members, not just one member.

This corrected motion needs to be forwarded to the RTB as does the motion regarding the feasibility of cost-effective accessible regular route service passed at the July 6, 1994, meeting.

4. Metro Mobility Service Guide

TAAC members provided comments regarding the revised Metro Mobility service guide including:

- would like to avoid an additional phone number
- suggest that all phone numbers are listed on front and back covers
- need to clarify which phone number to call for which purpose; highlight phone numbers so rider doesn't have to read through narrative to find numbers
- add page numbers
- eliminate some of the "editorial comments," like "appointments don't always end on time (pg. 2)," and "when you receive your tickets, please write your name on the cover. Keep your tickets in a safe place (pg.7)."
- need to clarify what is meant by 5 minute wait time--i.e., do people have to be at front door or can they wait inside and wait for driver to arrive and buzz them
- guide should also include discussion of vehicle wait time in the section regarding pick-up time
- need to be consistent if the day after Thanksgiving is a holiday (currently not consistent throughout text).

Clarification was requested about a previous TAAC recommendation about creating a waiting list for standing orders. The current text doesn't reflect this recommendation. Frerichs promised to check with Dave Jacobson on this matter.

Based on the content, a concern/objection was raised regarding accepting additional standing orders during certain times of the day--especially before 10:00 a.m. and 3:00 p.m. when it is most difficult to get a ride.

Lyle Frerichs will send members a copy of the final draft of the customer guide with about a 24-hour review opportunity.

5. Metro Mobility Budget Options

Judy Hollander reviewed the memorandum dated July 6, 1994, identifying a variety of Metro Mobility budget options. Discussion took place regarding these options. Some of the feedback provided to Hollander included these comments:

- Fares should not be raised; there is concern that the financial impact upon users is too severe. Walsh indicated that he thought fares should be decreased to be the same as regular route transit fares. Furthermore, there was concern that users would feel that they were bailing out ATE and RTB if they had to pay additional fares at this time and that service quality would have to be better before they would feel comfortable paying additional fares.

7. Warranty Work Update

Hugh Monthie informed members that all of the repaired air conditioner condensers had been installed and that he was attempting to find a contractor to upgrade the heating units.

8. Ombudsman Report

John Schatzlein handed out the Mediation Center's report on complaints received. Schatzlein noted that the information was being presented in a new format which hopefully would make it easier to understand.

9. Subcommittee Report

Dianna Krogstad reviewed the motions passed and the discussion held at the Metro Mobility Subcommittee meeting earlier that day. Both the Metro Mobility Subcommittee and the Regular Route Committee will meet on September 7, 1994.

10. Other Business

There was clarification that TAAC had discussions at an earlier meeting regarding expanding the service area. It was the consensus of the committee that the the service area could not be expanded at this time given the shortfall in funding.

11. Member Comment

None

12. Public Comment

None

13. Adjourn

The meeting was adjourned at about 3: 30 p.m.

Next Meeting

The next meeting will be held on Wednesday, September 7, 1994 at 1:00 p.m., following the Metro Mobility Subcommittee at 10:30 a.m. and the Regular Route Subcommittee at 11:30 a.m.

- It was questioned whether or not RTB staff could identify agencies who receive transportation funds.
- Improving productivity is important. It was suggested that RTB look to offer service providers with financial incentives and ensure that drivers are treated better as a means of improving productivity. Comments were made that vehicles were too large. It was also TAAC's view that improved driver training could help to improve efficiencies.
- There is support for supplemental sedan service but concern that drivers are properly qualified and trained. A couple of individuals indicated that they thought it was preferable to contract with one of the existing providers to offer this service rather than contract with another company.
- There was continued discussion regarding the deployment criteria for accessible regular route buses. Severance made the point that accessible buses should be operated in areas where there is the highest density of disabled persons. There was also a great deal of interest in having RTB staff look at some form of accessible circulator service that would serve areas with high densities of persons with disabilities.
- There was strong opposition to the proposed service changes. Walsh did suggest that we may need to mirror the ADA service area.
- Blohm made it clear that he would be unwilling to support any measures unless MMSC reductions were made.
- TAAC members urged RTB to seek additional funding and to utilize advocates to help make the case.

During the discussion, R. Blohm questioned ATE's vehicle procurement process; C. Rauer asked why Metro Mobility users don't have discount fares and agreed with J. Walsh's statement that supplemental service should be offered by one of the three existing providers. J. Schatzlein asked about procedures for establishing transfer points between county programs and Metro Mobility.

6. Metro Mobility Operations Update

M. Fuhrmann presented information regarding Metro Mobility operations. Members offered feedback on their service experiences. M. LaBau indicated that the committee would be interested in financial information about Metro Mobility, too, in future months.

A question was raised regarding interzonal trips and whether or not Mayflower assigns buses in certain geographic areas and check ride requests against these specific vehicles or if vehicles are assigned based on demand.

Metro Mobility Subcommittee Minutes
August 3, 1994
Page 2

- A statement needs to be added under the first aid section indicating that certain medications may make people appear to be drunk
- Sexual harassment should be bulleted item in training
- Qualifications for drivers include:
 - Can read and speak English
 - Current in CPR and First Aid certification
 - Safe driving record
 - Appropriate class of driver's license
 - Proficient in map-reading
 - Knowledgeable regarding disabilities

Subcommittee members asked Lyle Frerichs to let them know when the vulnerable adult training was scheduled so that they could sit in.

There was also a question about the county programs and the content of their training programs.

2. Next Meeting

At the next Metro Mobility Subcommittee meeting, the group would like to discuss the RTB's Special Events Policy and the development of a group trip policy.

MINUTES

Transit Accessibility Advisory Committee Metro Mobility Subcommittee

August 3, 1994

MEMBERS ATTENDING

Roger Blohm, Chair
Rosanne Severance
Bill Blom
Dianna Krogstad
Patricia Svendsen

OTHERS ATTENDING

Lyle Frerichs
Judy Hollander
Frank Kursinsky
Linda Hennessey

AGENDA

1. Driver Training Issues

The subcommittee discussed a variety of driver training issues and made a number of recommendations for changes.

A motion was passed that:

--Blood pathogen training should be included as part of the first aid training

A motion was passed that:

--The training program introduction should include how to treat passengers with respect and dignity and also the text regarding "disability conditions" be rewritten to eliminate the "loss words."

A motion was passed that:

--The training program be modified to include a section on treating passengers and the equipment that they use with dignity and respect including making drivers aware of the the cost of the equipment.

In addition to these specific motions, subcommittee members suggested that:

- The no smoking policy be enforced
- Avoiding situations where one has to back a vehicle should be taught
- Basic sign language be included as part of the training
- A data privacy statement should be added