

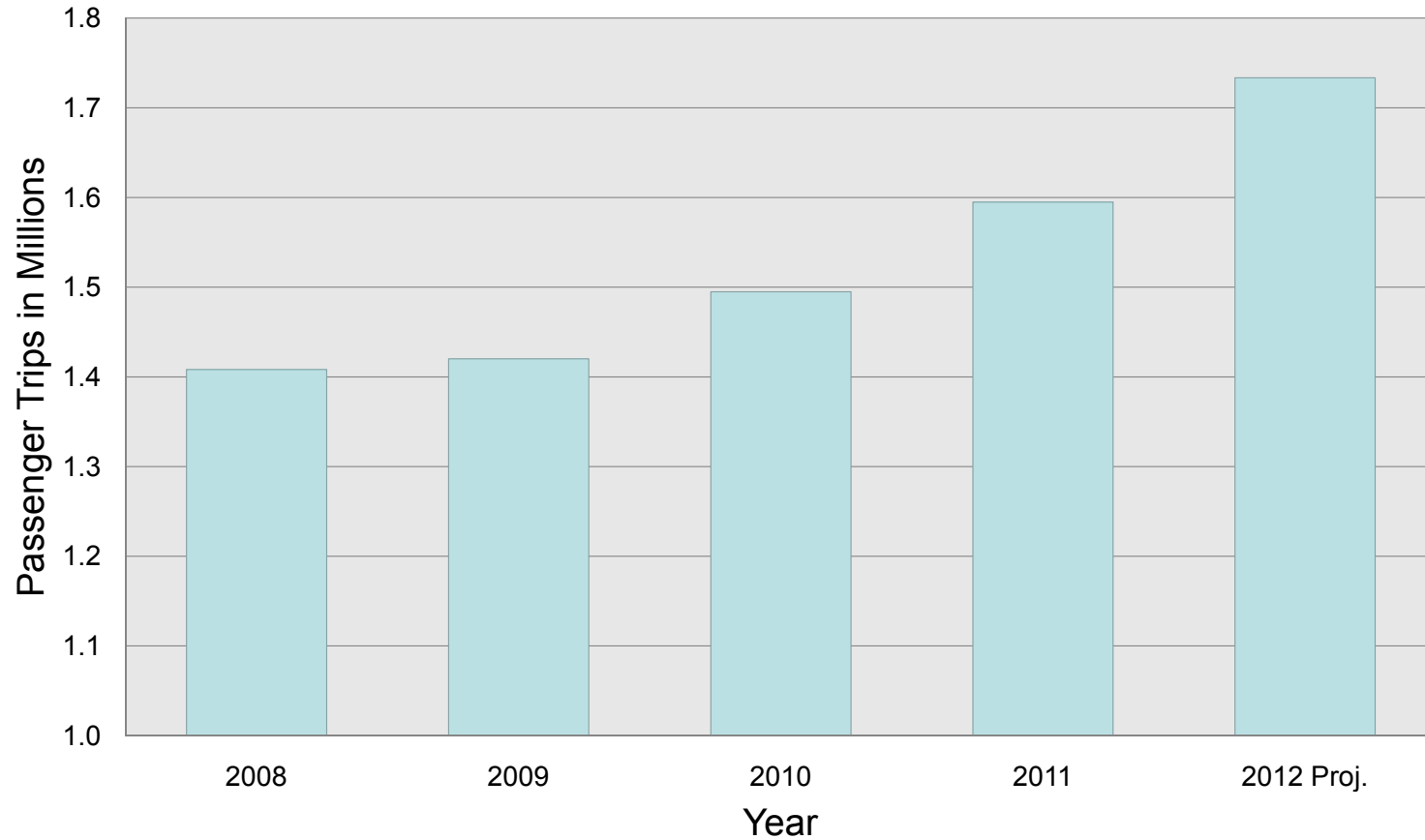


Metro Mobility Budget Management Strategies

Transportation Committee
November 26, 2012

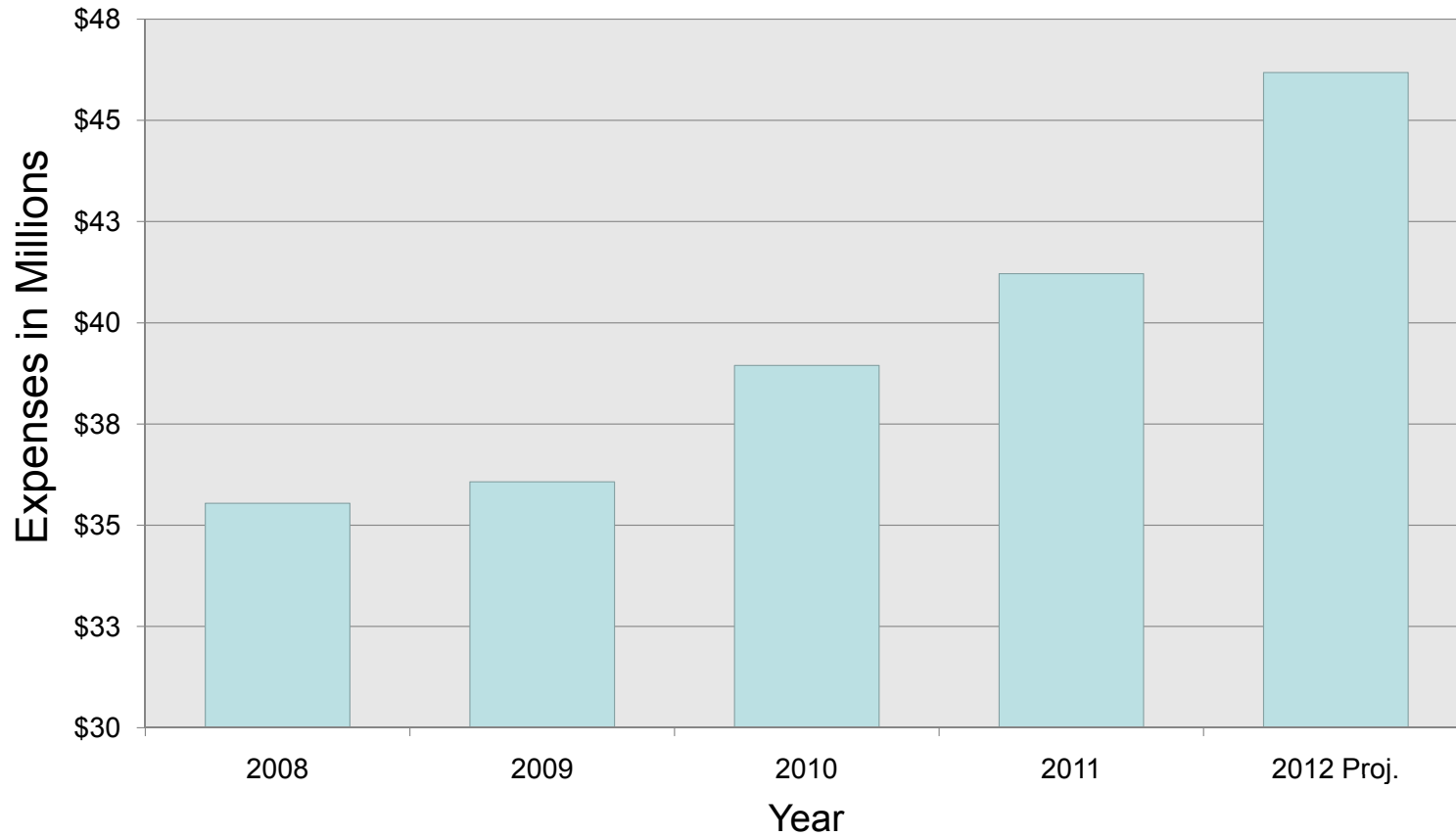


Metro Mobility Ridership



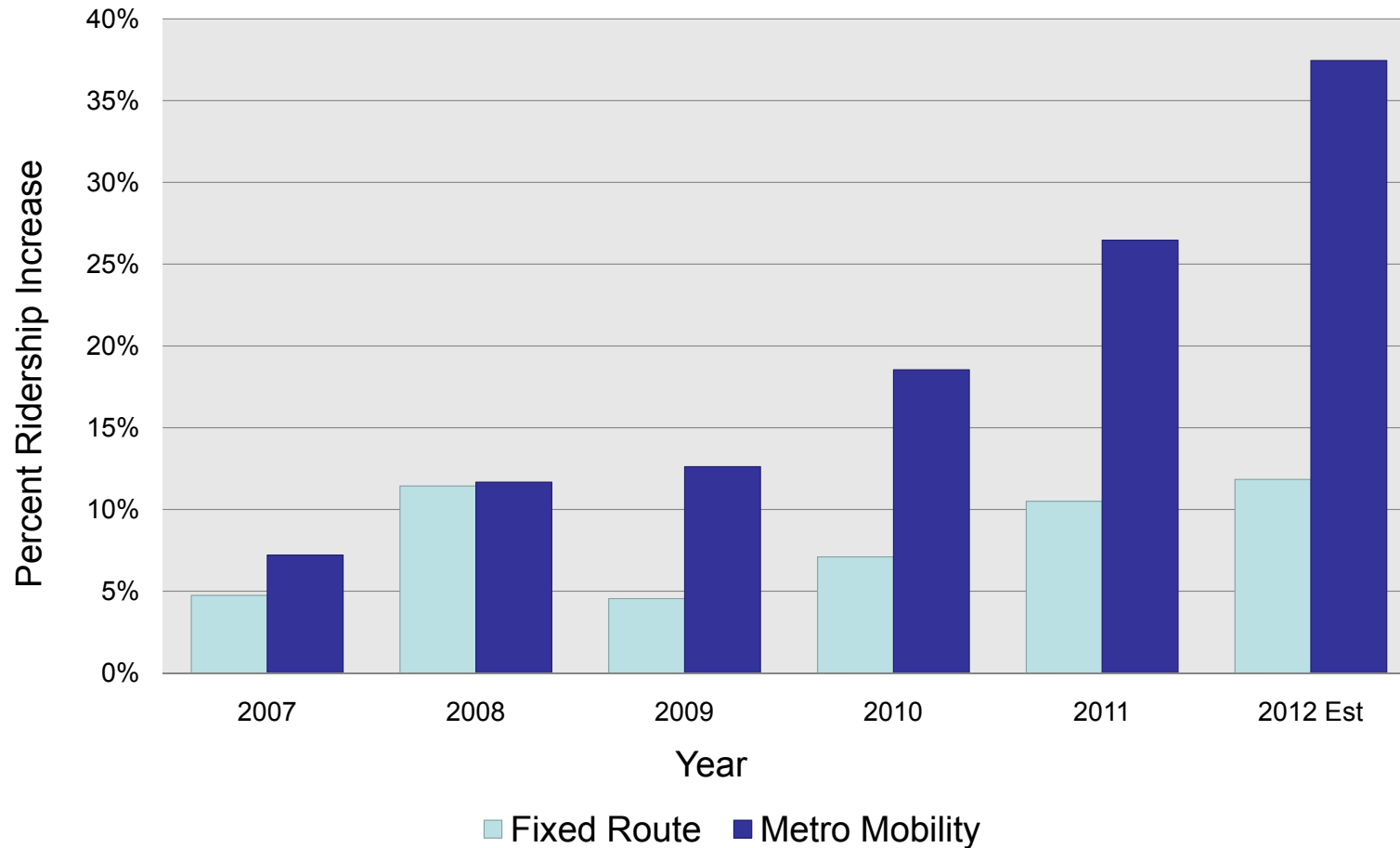


Metro Mobility Expenses





Ridership Increase Over 2006



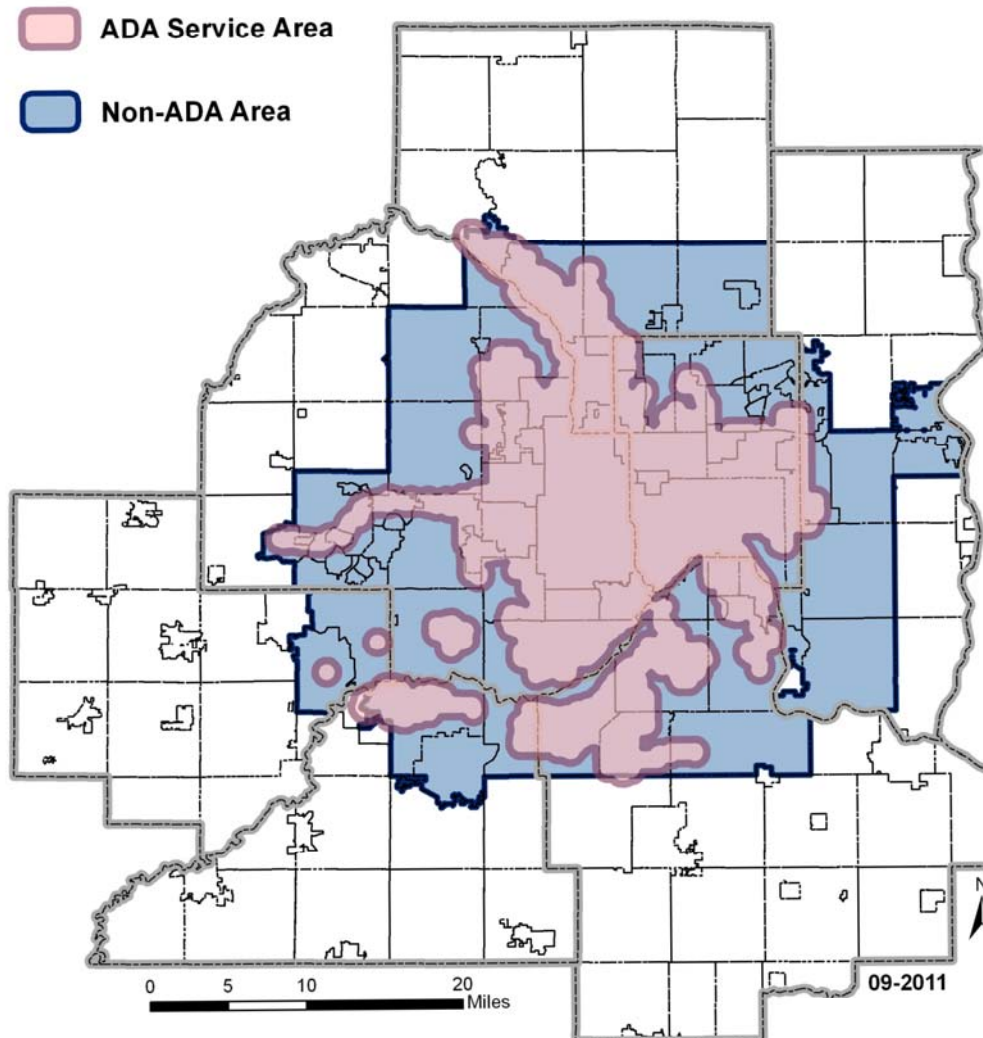


Terminology for this Presentation

- ADA Trips/Service = 72% of rides
 - ADA certified riders
 - Provided per federal regulations
 - Service availability matches local fixed route service
 - No denials
- Non-ADA Trips/Service = 28% of rides
 - ADA certified riders
 - Service not required by federal regulations
 - Service coverage is required by MN State Statute 473.386
 - Service within the Transit Taxing District as of 3/2006



Metro Mobility Service Area Map



Strategy Options

- Reduce service levels in non-ADA areas
 1. Shortened span of service outside of $\frac{3}{4}$ mile ADA geographic area

	<u>Current by Community</u>	<u>Example of Reduced</u>
Weekday	6:00 a.m. – 6:00 p.m. (no fixed route) 5:15 a.m. – 6:45 p.m. (peak express only) 5:15 a.m. – 10:45 p.m. (partial community)	6:00 a.m. – 6:00 p.m.
Weekend	8:00 a.m. – 4:00 p.m.	9:00 a.m. – 3:00 p.m.

2. Cap the number of revenue hours available and accept the practice of denying rides as necessary



Strategy Options

- **Implement Conditional Eligibility**
 - Three federal categories of eligibility
 - Category 1 – “Unconditional” eligibility – person needs assistance to board, navigate the system or disembark from any vehicle
 - Category 2 – needs accessible vehicle; only eligible if fixed route is not accessible (not applicable in this region)
 - Category 3 – “Conditional” eligibility - disability condition which prevents person from traveling to or disembarking at a fixed route location (ie, curb cuts, snow/ice, extremes in temperature, air pollution)

Strategy Options

- Conditional Eligibility (continued)
 - Policy changes possible within Category 3 or “conditionally eligible” riders

<u>Policy Category</u>	<u>Current Policy</u>	<u>Potential Policy</u>
Transfers	Transfers not required or encouraged	<ul style="list-style-type: none">• Transfer to/from fixed route required when possible• Offer financial incentive to transfer to/from fixed route
Seasonal Eligibility	All riders eligible to use system year-round	Condition specific eligibility, i.e., wheelchairs winter only, heat related summer only, etc.



Strategy Options

- Increase fares or add distance based fares
 - regulations limit ADA fare to two times the fixed route local fare
 - No fare restriction on non-ADA trips

	<u>ADA Peak</u>	<u>ADA Off-Peak</u>	<u>Non-ADA Peak</u>	<u>Non-ADA Off-Peak</u>
Current	\$4.00	\$3.00	\$4.00	\$3.00
	<u>ADA Peak</u>	<u>ADA Off-Peak</u>	<u>Non-ADA < 5 miles</u>	<u>Non-ADA ≥ 5 miles</u>
Possible Example	\$4.00	\$3.00	\$4.00	\$5.00



Other Opportunities

- AVL/MDC implementation expected to improve productivity
- Investigate availability of additional federal funds for adult day care and day training and habilitation clients receiving waived service transportation
 - Council provides service for many clients of programs such as Lifeworks, Opportunity Partners, Wilder Adult Daycare, Shalom Home Daycare and Midwest Special Services



Discussion of Potential Strategies