

## **Minutes of the**

### **MEETING OF THE COMMITTEE OF THE WHOLE**

Wednesday, December 6, 2017

#### **Committee Members Present:**

Munt, Wulff, Chávez, Elkins, Letofsky, Rodriguez, Commers, Kramer, Melander, Rummel, Schreiber, Cunningham, McCarthy, Barber, Tchourumoff

#### **CALL TO ORDER**

A quorum being present, Chair Tchourumoff called the regular meeting of the Council's Committee of the Whole to order at 4:07 on Wednesday, December 6, 2017.

#### **APPROVAL OF AGENDA AND MINUTES**

It was moved by Elkins, seconded by Rodriguez to approve the agenda. Motion carried.

It was moved by Elkins, seconded by Chávez to approve the minutes of the November 1, 2017 meeting of the Committee of the Whole. Motion carried.

#### **INFORMATION**

##### November Forecast Update

Mary Bogie presented the Transportation Funding Forecast for SFY 2018-2021. The November Motor Vehicle Sales Tax (MVST) forecast ranges about 3% below the February forecast in SFY18 to 12% below in SFY21. We have a projected \$184M structural deficit. We have \$15M in state appropriation not yet budgeted and a one-time savings in our CY 2017 budget to offset a funding deficit in near-term, but this is a structural funding issue and MVST is an unreliable funding source for regional transit funding.

##### Fare Policy – Future Adjustments Discussion

Nick Eull presented on the fare policy. To recap, the fare increase went into effect on October 1, 2017. In December 2017, a recommendation was given to the Council for future fare adjustments. There has been a long-standing goal of 28.5% bus farebox recovery. Fare adjustment recommendations include identifying/reviewing standing goals for fare policy, including increasing ridership, improving the customer experience, enhancing equity, meeting fare recovery goals, and facilitating integrated fare payment. The Council will receive annual updates on this topic. A fare recovery report will be included in the annual budget process, and the Council can consider multiple factors in addition to fare recovery with any recommended changes. The policy renewal process/proposal includes 3 phases. Phase 1 is to develop high-level fare policy goals and considerations. Phase 2 is an overall analysis of current fare levels, fare products, etc. An outside consultant group will be used to generate an overall fare policy analysis and make recommendations. The analysis will include review of peer agency fare policies and industry trends related to fare increases and funding structures. The analysis will also include looking at distanced-based fares, reverse commutes, subsidies by mode, fare technology, etc.; a public feedback process will be included. Phase 3 is a review of the first year TAP results and providing recommendations for program growth.

##### TPP Highway, Transit, Bike, and Ped Investments

Amy Vennewitz, Steve Peterson, and Steve Elmer provided an update on the 2040 Transportation Policy Plan (TPP). The TPP is a long-range transportation plan for the region and is required under state and federal law. The TPP must be

updated at least every four years and must cover at least a 20-year period. Local comprehensive plan updates must be consistent with the current 2015 TPP. The proposed timeline has the final 2040 TPP Update going to the Transportation Committee and full Council for adoption in August 2018. The changes for this update will be limited and very focused. The historic revenue formula for highway funding has 42.6% of MnDOT's funds allocated to the metro area. MnDOT's long-range plan shows the metro revenue share dropping to 36% in 2022-2028, 28% beyond 2028.

## **ADJOURNMENT**

Business completed, the meeting adjourned at 6:05PM.

Emily Getty  
Recording Secretary