



Minnesota Regional Transit  
Board: Records.

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REGIONAL TRANSIT BOARD

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

## MEETING OF THE REGIONAL TRANSIT BOARD

Monday, April 17, 1989  
Mears Park Centre Chambers  
4:00 p.m.

### AMENDED AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Board Meeting Minutes April 3, 1989 and Policy Committee Minutes of January 30, February 13, February 21 and March 20, 1989
4. Resolution of Appreciation for Cindy Fish, Resolution No. 89-07
5. Resolution of Appreciation for Katherine Turnbull, Resolution No. 89-08
6. Resolution of Appreciation for Mark Ryan, Resolution No. 89-09
7. Reslution of Appreciation for Janice Hennings, Resolution No. 89-10
8. **REPORT OF THE POLICY COMMITTEE**  
Doris Caranicas, Chair
  - OK A. Anoka County Comprehensive LRT System Plan
9. **REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE**  
Ruth Franklin, Chair
  - OK A. Financial Statements - January 1989
  - B. Financial Statements - February 1989
  - amend C. RTB Review and Approval of Minneapolis Community Development Agency Urban Mass Transportation Administration Grant (UMTA) Application
  - D. RTB Review and Approval of Minnesota Department of Transportation (Mn/DOT) Light Rail Transit Applications--Phase II
  - E. RTB Review and Approval of UMTA Grant Application for Special Events Planning, Resolution No. 89-06

Board Meeting Agenda (continued)

- F. Light Rail Transit Communications Strategy
- 10. Consultant Assistance for Development of Implementation Plan
- 11. **OTHER BUSINESS:**
  - A. Chairman's Report:
    - 1 ) Metropolitan Transit Commission Liaison
    - 2 ) Rideshare Advisory Committee Liaison
  - B. Members Reports
  - C. Advisory Committee Reports
  - D. Staff Reports
    - 1) May Meetings of Board and Committees
  - E. Public Comment

Elliott Perovich  
Chairman



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Doris Caranicas, Chair
  - A. Anoka County Comprehensive LRT System Plan
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  - A. Financial Statements - January 1989
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  - E. RTB Review and Approval of UMTA Grant Application for Special Events Planning, Resolution No. 89-06
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Board Meeting Agenda (continued)

8. OTHER BUSINESS:

A. Chairman's Report:

- 1 ) Metropolitan Transit Commission Liaison
- 2 ) Rideshare Advisory Committee Liaison

B. Members Reports

C. Advisory Committee Reports

D. Staff Reports

E. Public Comment

Elliott Perovich  
Chairman



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

Minutes of the Meeting of the  
**REGIONAL TRANSIT BOARD**  
Mears Park Centre Chambers  
April 3, 1989

**BOARD MEMBERS PRESENT:** Elliott Perovich, Chairman; Doris Caranicas; Ruth Franklin, Carole Faricy; Alison Fuhr; Rochelle Graves; Paul Joyce and Edward Kranz

**MEMBERS ABSENT:** George Isaacs

**OTHERS PRESENT:** Gregory Andrews, Judy Hollander, Dale Ulrich, Katie Turnbull, Liz Carpenter, Suzanne Hanson, Howard Blin, Virginia Beach, Mike Kuehn, Regional Transit Board staff; Gregory L. Korstad, legal counsel; Doug Ewald, Ewald Consulting Group, Inc., John Doyle, Norwest Bank; Jim Johnson, Medicine Lake Lines; Roger Huss, Gus Donhowe, Bill Donohue, University of Minnesota; John Capell and Greg Failor, Metropolitan Transit Commission; Arnie Entzel, Amalgamated Transit Union

The meeting was called to order at 4:00 p.m. and roll taken. Kranz moved and Faricy seconded that Item 7, discussion of University of Minnesota Route 52, be deleted from the agenda. In response to Franklin's question, the chairman said the item was placed on the agenda at the request of the University of Minnesota. No representative of the University had arrived to discuss their concerns. Franklin said people normally have an opportunity to speak. The motion carried (Franklin and Fuhr voted no).

Caranicas moved and Fuhr seconded approval of the minutes of the March 20 meeting. The motion carried unanimously.

**REPORT OF THE POLICY COMMITTEE MEETING**

Committee Chair Caranicas reviewed the report of the March 20 meeting. No formal action was taken at that meeting. She reminded the members of the joint meeting with the Metro Council's Metro Systems Committee on Tuesday, April 4, to hear public comment on the Anoka County Comprehensive Light Rail Transit Plan.

**PRESENTATION OF RESOLUTION TO JOHN DOYLE**

The chairman presented the board's Resolution of Appreciation to John Doyle, former board member and outgoing chair of the Rideshare Advisory Committee. Doyle said his period of service was a rewarding learning experience, but the credit should go to the members of the advisory committee and to staff for their work. The recent Alaskan oil spill points out once again the need to preserve our resources.

**REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE**

Committee Chair Franklin said the committee will meet immediately following this board meeting.

## **REPORT OF THE AD HOC COMMITTEE ON LIGHT RAIL TRANSIT**

Committee Vice Chair Joyce reported that the work on the communications strategy and media relations is proceeding.

### **OTHER BUSINESS**

#### **Members' Reports**

Caranicas attended the March 27 Metro Systems Committee meeting to hear a legislative update on airports and the Regional Transit Board from the Metropolitan Council's perspective. The committee favors appointment of RTB members by the Council.

Graves spoke with Rep. Jefferson regarding the Light Rail Transit Northwest Corridor. Conflicts have developed over the proposed stops.

Perovich attended a Metro Mobility Administrative Center presentation at the Hennepin County Government Center last week along with Cyndie Mayer and Virginia Beach. The meeting dealt with how the center interprets recent actions of the Regional Transit Board.

A number of members and staff attended the grand opening of the Roseville Area Circulator.

### **CHAIRMAN'S REPORT**

Kuehn asked for board direction on proposed legislation to restructure the board. The short-term borrowing/bonding bills have been introduced. A copy of draft language regarding agency transportation was distributed. The chairman reported on the status of meetings being held with representatives of the Department of Human Services. Regarding Graves' question on Line 21 of the draft, Perovich said a person who is eligible for Metro Mobility can expect to receive transportation to his or her community agency if there is no alternative transportation provided by that agency.

Kuehn discussed the differences in the Novak and Carruthers bills. There was some agreement that the members' position has already been communicated to legislators and no further action would be productive.

### **STAFF REPORTS**

Andrews said the second amendment to the office space lease was signed by the agencies today. It is the same version as earlier reviewed by the board, with the exception that it adds more protection against possible claims by contractors, Ameritas, Inc., or John MacDonald. There is still a question of the acoustical treatment for Chambers and a legal question of when rent should start. The upper level of the ramp is for contract parking, and members are asked to park in the lower level of the ramp. There is still some work to be done on the ramp on lighting, striping and sealing, but the ramp is substantially complete. At their last meeting, the policymakers from the three agencies showed very little interest in the Port Authority's proposal to purchase the building.

### **PUBLIC COMMENT**

William Donohue, Attorney for the University of Minnesota, addressed the board regarding its decision on the Route 52 issue. The university's concern is that the decision may be flawed because of a misunderstanding of the law and confusion on the board's part in assessing the impact on the Metropolitan Transit Commission (MTC). It is the university's opinion that RTB must do a subjective assessment of the impact on MTC. Mark Ryan, a former staff member, met with MTC and concluded switching the route would not cause any dismissals of MTC employees. Ryan drafted his recommendation on that basis. Since the March 6 board meeting there has been

confusion of the board role and the MTC role. Even if MTC tells the board there is an impact, the board can vote in favor of the staff assessment.

Donohue said he phoned the MTC Chief Administrator, John Capell, asking if there is some way to eliminating the possible impact on MTC. Capell told him that MTC is interested in keeping the route and will only have that discussion if directed to by the board. Donohue asked that the board pass a resolution asking MTC to have that discussion regarding the three or four mechanics. It will potentially save taxpayers \$6 million.

Donhowe added that the business of the university is education and research, not transportation. He would prefer not to be in that business. The university has tried to find alternatives to get out of the transit service and 18 months ago asked that the MTC take it over. The RTB denied the request. Given the board's action two years ago and the current situation, no one will ever bid for Route 52; therefore, the university must pay whatever MTC tells them the service costs. There is no outside standard of the cost of the service. The board is leaving the university in an untenable position.

Fuhr said the request is reasonable and encouraged people on the prevailing side of the issue to consider it.

Franklin commented that from the beginning the issue should have been faced by the MTC commissioners and would like to know whether those individuals are interested in saving taxpayers money.

Graves said the issue is not about saving money, it is about violating state law. The statute denies the board the opportunity to review this any further. Kranz said the board did the only thing it could do; it acted responsibly and that should be acknowledged by responsible people.

Donohue said the law requires RTB to do an objective and impartial assessment of the impact. Staff said there will be no dismissals or layoffs. Franklin said it is her understanding from conversation with legal counsel that this is a matter of interpretation of the law. Korstad said the issue is one of fact, not law. The law speaks to whether there is an impact on MTC employees that would cause their dismissal arising out of execution of the contract. The board must make a determination of whether that would occur and once the determination is made that there would be dismissals, the board cannot enter into a contract. If the board determines there would be no layoffs or dismissals, the law authorizes the board to enter into a contract with a vendor. The board found in previous deliberations that layoffs would occur; therefore, the legal advice is that the board is no longer allowed to enter into a contract.

Franklin said that in defense of her recommendation to support the staff recommendation and based on staff research, even MTC would agree there is a fluctuation in the number of mechanics and recently they have advertised on the fare structure that they will have one million more passengers. She concludes that people would not be laid off. The problem with the statute is that as long as MTC wants the route they can claim layoffs would occur.

Kranz said despite counsel's statement to the contrary, he believes that the elimination of positions through attrition constitutes a negative impact on MTC. The proposed contract would be in violation of the statute because there is a loss of jobs. Route 52 could be considered regular route service, which was the conclusion of staff. It was changed at the request of the university and that issue should be reevaluated.

Joyce called a point of order. There being no other business, Graves moved and Faricy seconded that the meeting be adjourned. The motion carried and the meeting was adjourned at 5:10 p.m.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved by the board on \_\_\_\_\_, 1989.



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

Minutes of the meeting of the  
**POLICY COMMITTEE**  
Mears Park Centre Chambers  
January 30, 1989

BOARD MEMBERS PRESENT: Doris Caranicas, Chair, Ruth Franklin; Carole Faricy; Alison Fuhr; Rochelle Graves; George Isaacs; Paul Joyce; Ed Kranz and Elliott Perovich

OTHERS PRESENT: Gregory Andrews, Judy Hollander, Mary Fitzgerald, Ed Kouneski, Liz Carpenter; Regional Transit Board staff; Mary Jo Nichols and Michael Ehrlichman, Metropolitan Center for Independent Living; Christopher Gran and Tom Vida, Metro Mobility Administrative Center; Steve Bertrand, Transportation Handicapped Advisory Committee

The meeting was called to order at 5:05 p.m. and roll was taken. Joyce moved and Fuhr seconded that the agenda be approved; the motion carried unanimously.

**AD HOC COMMITTEE ON AGENCY TRANSPORTATION--  
RECOMMENDATIONS ON METRO MOBILITY**

Kouneski reviewed the additional data on the Review of Issues and used slides to illustrate major points. Tables showing the Metro Mobility Trip Compositions and Approved Payment Rates from the Department of Human Services were distributed. Kouneski said RTB cannot receive federal subsidies for transportation directly and discussions have been held with the Department of Human Services (DHS) to explore the possibility of channeling funds from the federal government through DHS to RTB.

Kouneski stressed that one type of disability must not be singled out. The committee is looking at the issues of appropriate travel methods and would like RTB assume on complete responsibility. Some members supported bringing DHS into a more active role. The representatives from DHS have not made a commitment.

Perovich said putting responsibility on the RTB means DHS would decide what service is needed and RTB would pay for it. The Legislature intends to limit the programs through the amount of money allocated for them and has agreed that DHS must be involved.

Chair Caranicas said the committee will meet again on February 13 to consider the rest of the recommendations.

There being no other business, Graves moved and Joyce seconded that the meeting be adjourned. The motion carried unanimously and the meeting was adjourned at 5:50 p.m.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved by the committee \_\_\_\_\_, 1989



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

Minutes of the Special Meeting of the  
**POLICY COMMITTEE**  
Mears Park Centre, Room A  
February 13, 1989

**COMMITTEE MEMBERS PRESENT:** Doris Caranicas, Chair; Ruth Franklin, Alison Fuhr; George Isaacs; Rochelle Graves; Paul Joyce; Ed Kranz; Elliott Perovich

**COMMITTEE MEMBERS ABSENT:** Carole Faricy

**OTHERS PRESENT:** Gregory Andrews, Suzanne Hanson, Mary Fitzgerald, Ed Kouneski and Judy Hollander, Regional Transit Board staff; Greg Korstad, Legal Counsel; Tom Vida and Christopher Gran, Metro Mobility Administrative Center; Arnie Entzel, Amalgamated Transit Union, Matt Peterson, Morley Bus Company

The meeting was called to order at 6:15 p.m. and roll taken. Graves moved and Isaacs seconded approval of the agenda. The motion was unanimously approved.

Fuhr moved and Isaacs seconded approval of the minutes of the meeting of January 17, 1989. The motion was unanimously approved.

**METRO MOBILITY POLICY ACTIONS ON AGENCY TRANSPORTATION**

Kouneski reviewed the February 7 staff report and distributed the Mobility Training Assessment and Recommendations prepared by the Metropolitan Center for Independent Living (MCIL).

Isaacs recommended that the issue be referred back to the ad hoc committee, which had complained that they wanted more time for review. Kouneski said the timeline has to be negotiated and staff needs board direction to start. The timeline must ensure no one suffers during the transition. He commented that travel training was always seen as a powerful element in the recommendations. (Isaacs left.)

The February 13 letter from the RTB's legal counsel was distributed. Korstad said the question was whether the revisions to the criteria for Metro Mobility eligibility would effect the board's ability to take action on the social service agencies' use of Metro Mobility service to replace the current transportation programs for their clients. In Korstad's opinion, it would not reduce the board's ability to take the recommended position. In the statutory powers and charge there are a number of criteria that must be considered in administering service. The legislature will have to deal with clarifying the issue of whether the RTB can restrict the agency trips.

Kouneski reviewed the comments of the Transportation Handicapped Advisory Committee. In response to Kranz' questions on who provided the service to the clients of the DAC's before it was transferred to Metro Mobility, Kranz said the DAC's contracted for some service; and Project Mobility and the social service agencies provided many of the trips. There are 22 DAC's in the Metropolitan Area and the tables in the staff report show how agencies have begun to use Metro Mobility to transport their clients, but did not use it before 1986.

Kranz said that once Metro Mobility service was reorganized, the fare structure encouraged private operators to solicit the DAC's and other agencies to use their service. Kouneski said it was always part of the plan to recover 100-percent of those costs. RTB attempted to correct the problem by bringing the subsidy closer to the actual cost.

Franklin moved and Joyce seconded:

That the Regional Transit Board:

1. Issue the following policy statements in an effort to clarify the definition and purpose of Metro Mobility service:
  - a. Metro Mobility is a demand-responsive service intended to serve individuals going from a variety of origins to a variety of destinations whose travel needs cannot be accommodated by other public transit services.
  - b. As a substitute travel method, contract subscription route service is best suited to bring individuals from a variety of origins to a single location, or conversely, to transport a large group of individuals from a single location to a variety of destinations.
  - c. Given RTB budget constraints, the Department of Human Services should add or restore funding to arrange transportation for individuals traveling to developmental achievement centers to best provide for their needs.
  - d. Metro Mobility can respond to the needs of developmentally disabled persons who live on their own and participate in community-supported employment programs when regular route service cannot accommodate their needs.
  - e. Travel skills training must be emphasized for developmentally disabled persons in extended employment programs who are able or can learn to use regular route bus service instead of Metro Mobility.
2. Seek inter-agency agreements and legislative support to define the purpose of Metro Mobility and to clarify the role of the Regional Transit Board in relation to:
  - a. The arrangement of substitute special contract service oriented to or from developmental achievement centers by the Department of Human Services; and
  - b. The coordination and expansion of regional travel skills training programs by the Department of Jobs and Training.
3. Adjust the Metro Mobility provider reimbursement rates to compensate more for individual demand-responsive trips as a measure to increase service capacity and availability.
4. Instruct the Metropolitan Transit Commission to develop a program to offer free or discounted bus passes to persons who complete travel skills training.
5. Modify the RTB capital plan to provide funding to developmental achievement centers for the purchase of vans to operate their own services.

The motion was unanimously approved.

There being no other business, Graves moved and Joyce seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 6:55 p.m.

Respectfully submitted,

Mary Fitzgerald,  
Secretary

Approved by the Committee on \_\_\_\_\_, 1989



**REGIONAL TRANSIT BOARD**

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

Minutes of the Special Meeting of the  
**POLICY COMMITTEE**  
Mears Park Centre, Room A  
February 21, 1989

**COMMITTEE MEMBERS PRESENT:** Doris Caranicas, Chair; Ruth Franklin, Alison Fuhr; George Isaacs; Rochelle Graves; Paul Joyce; Ed Kranz; Elliott Perovich

**COMMITTEE MEMBERS ABSENT:** Carole Faricy

**OTHERS PRESENT:** Gregory Andrews, Judy Hollander, Mary Fitzgerald, Mike Kuehn, Ed Kouneski, Mark Ryan, Howard Blin, Suzanne Hanson, Katie Turnbull, Dale Ulrich, Regional Transit Board staff; Arnie Entzel, Amalgamated Transit Union

The meeting was called to order at 6:15 p.m. and roll taken. Graves moved and Isaacs seconded approval of the agenda. The motion was unanimously approved.

**COMPARISON OF METROPOLITAN COUNCIL AND REGIONAL TRANSIT BOARD GOALS AND POLICIES**

Turnbull reviewed the February 7, 1989, summarizing the Metropolitan Council's goals and policies on transit and comparing them with those of the RTB. The RTB Implementation Plan must be in substantial conformance with the Council's policies. The committee was not asked to take action.

In discussing transit strategies and geographic areas, Kranz said the board should be very specific in how it directs staff time. Staff should work closely with MTC to resolve problems like the one he recently encountered, where a business has 150 employees who can take a bus close to the place of employment, but they have to complete the trip by cab.

Members also discussed High Occupancy Vehicle lanes and light rail transit.

There being no other business, Joyce moved and Fuhr seconded that the meeting be adjourned. The motion carried unanimously, and the meeting was adjourned at 6:40 p.m.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved by the committee on \_\_\_\_\_, 1989



**REGIONAL TRANSIT BOARD**

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

Minutes of the meeting of the  
**POLICY COMMITTEE**  
Mears Park Centre Chambers  
March 20, 1989

**BOARD MEMBERS PRESENT:** Doris Caranicas, Chair; Alison Fuhr; George Isaacs; Rochelle Graves; Paul Joyce; Ed Kranz; Elliott Perovich

**MEMBERS ABSENT:** Carole Faricy and Ruth Franklin

**OTHERS PRESENT:** Gregory Andrews, Judy Hollander, Mary Fitzgerald, Ed Kouneski, Katie Turnbull, Dale Ulrich, Suzanne Hanson, Liz Carpenter, Cyndie Mayer and Randy Rosvold, Regional Transit Board Staff; Greg Finstad, City of Minneapolis; Christopher Miller and Brad Morison, Wells and Miller

The meeting was called to order at 5:05 p.m. and roll was taken. Isaacs moved and Fuhr seconded that the agenda be approved; the motion carried unanimously.

Isaacs moved and Fuhr seconded that the minutes of the meeting of January 9, 1989 be approved. The motion carried unanimously.

**NICOLLET MALL SHUTTLE PROPOSAL**

Flip charts and overlay maps were used to illustrate the proposed shuttle system for Nicollet Mall. Members discussed the rising cost of parking in and near downtown Minneapolis, which is as high as \$1.80 per half hour, the proposal to add office space to the Gateway project, and the cost of the proposed shuttle service.

Joyce said he has strong reservations about the project since people on express buses going through downtown would have to get off, transfer to the shuttle, and get back on the bus. Turnbull said Denver has not been able to document what effect the inconvenience has had on their ridership. (Joyce was excused due to another commitment.)

**REGIONAL COORDINATION STUDY**

Hollander introduced the representatives from Wells and Miller who discussed the status of the Regional Coordination Study and the results of the providers' workshop on March 15. Wells and Miller is under contract to the RTB and will present their final recommendations to the board in April.

**IMPLEMENTATION PLAN ISSUE PAPER - TRANSIT DISADVANTAGED**

Carpenter reviewed the issues paper and asked for committee members' reactions.

**OTHER BUSINESS**

Perovich said the Novak bill has been approved for release. Senator Novak plans to hold a press conference to discuss his proposals tomorrow, March 21.

There being no other business, Fuhr moved and Isaacs seconded a motion to adjourn. The motion carried unanimously and the meeting was adjourned at 5:50 p.m.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved by the Committee on \_\_\_\_\_, 1989.



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

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of April 3, 1989, the committee discussed and approved the following recommendations:

**FINANCIAL STATEMENTS - JANUARY 1989**

That the Regional Transit Board receive the January 1989 financial statements and direct that they be placed on file.

**FINANCIAL STATEMENTS - FEBRUARY 1989**

That the Regional Transit Board receive the February 1989 financial statements and direct that they be placed on file.

**REVIEW OF MINNEAPOLIS COMMUNITY DEVELOPMENT AGENCY URBAN MASS TRANSPORTATION ADMINISTRATION GRANT APPLICATION**

That the Regional Transit Board:

1. Approve the Minneapolis Alternative Fuel Initiative Grant Application to UMTA;
2. Approve amending the 1989-1991 Transportation Improvement Plan to include the Minneapolis Alternative Fuel Initiative project.

**REGIONAL TRANSIT BOARD REVIEW OF MINNESOTA DEPARTMENT OF TRANSPORTATION LIGHT RAIL TRANSIT APPLICATIONS--PHASE II**

That the Regional Transit Board recommend to the Minnesota Department of Transportation that funding be authorized for the second set of LRT applications in the following amounts:

Washington County	\$40,000
Carver County	\$3,000
Anoka County	\$120,320

The board further recommends that Mn/DOT authorize Anoka County to use unspent planning funds from the earlier allocation for preliminary engineering.

Report of the Administration and Finance Committee  
Meeting of April 3, 1989  
Page Two

**UMTA GRANT APPLICATION FOR SPECIAL EVENTS PLANNING**

That the Regional Transit Board approve the Resolution No. 89-06 authorizing the submittal of a Section 8 grant application to the Urban Mass Transportation Administration and request the Metropolitan Council to approve an amendment to the Unified Planning and Work Program.

**LIGHT RAIL TRANSIT COMMUNICATIONS STRATEGY**

That the Committee accept the March 26, 1989 report by Media Rare, Inc. and direct that the matter be placed on the agenda of the board meeting of April 17, 1989, along with detailed information relating to cost and priorities

The next regularly scheduled meeting of the committee will be May 1, 1989.

Ruth Franklin  
Chair

RF/mff  
4/4/89



REGIONAL TRANSIT BOARD

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

RESOLUTION NO. 89-06

RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION  
BY THE REGIONAL TRANSIT BOARD WITH THE  
DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA,  
FOR GRANTS UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964,  
AS AMENDED

- WHEREAS, the secretary of transportation is authorized to make grants for a mass transportation program of projects; and
- WHEREAS, the Regional Transit Board has prepared an application under Section 8 of the Urban Mass Transportation Act of 1964, as amended for planning assistance to prepare transportation plans for the 1990 Olympic Sports Festival and the 1991 International Summer Special Olympic Games; and
- WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs in the program; and
- WHEREAS, it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Federal Mass Transportation Act of 1964, as amended, through February 1988, and related laws, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and
- WHEREAS, it is the goal of the applicant that minority business enterprise be utilized to the fullest extent possible in connection with these projects, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services;

NOW THEREFORE BE IT RESOLVED:

1. That the executive director is authorized to execute and file applications on behalf of the Regional Transit Board with the U.S. Department of Transportation to aid in the financing of transportation planning activities pursuant to Section 8 of the Federal Mass Transportation Act of 1964, as amended, and related laws.

2. That the executive director is authorized to execute and file with such applications an assurance or any other document required by the U.S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.
3. That the executive director is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application for the program of projects.
4. That the executive director is authorized to set forth and execute affirmative minority business policies in connection with the program of projects' procurement needs.
5. That the executive director is authorized to execute grant agreements on behalf of the Regional Transit Board with the U.S. Department of Transportation for aid in financing the planning activities associated with the projects.

Adopted this 17th day of April 1989.

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Elliott Perovich, Chairman

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Mary Fitzgerald, Secretary



REGIONAL TRANSIT BOARD

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

DATE: April 11, 1989

TO: Regional Transit Board Members

FROM: Suzanne Hanson, Information Officer

A handwritten signature in cursive script that reads 'Suzanne Hanson'. The signature is written in dark ink and is positioned to the right of the typed name 'Suzanne Hanson, Information Officer'.

SUBJECT: LRT Communications Strategy

BACKGROUND: At the April 3, 1989 Administration and Finance Committee meeting you were presented with a draft light rail transit communications strategy. The attached strategy is a more complete version with prioritized activities, assigned duties for RTB staff and consultants and estimated dollar amounts for each activity. The priority activities will be accomplished first and the others will be accomplished as time and resources allow.

RECOMENDATION: Approve of this LRT communications strategy and grant approval to enter into an agreement with Media Rare for an amount not to exceed \$55,950, for assistance through June 30, 1990 on LRT communications.

## Regional Transit Board

### LRT Communications Strategy

April 11, 1989

	RTB	Consultant	Production/Misc. Costs
<b>Media Relations</b>			
*Distribute LRT media kits and call reporters	2hrs.	6 hrs.	\$ 270.
*Produce and distribute media cards	6hrs	1 hr	300.
*Arrange metro and outstate broadcast talk show appearances		24hrs	150.
Prepare and distribute guest editorial and news feature articles to media (3)	8hrs	20hrs	200.
Produce radio actualities for MN. News Network	20hrs	6 hrs	100.
Conduct newspaper editor visits to key outstate media to explain LRT fit with transportation	30hrs	0	200.
Produce audio & video public service spots	25hrs	0	6,000.
Produce LRT cable program	30hrs	0	2,500.
<b>Special Interest Media</b>			
*Prepare a series of articles for placement (3)	6hrs	16hrs	0
<b>Special Events</b>			
*Plan and sponsor a regional LRT conference	160hrs	0	8,000.
*Plan and co-host an LRT demonstration (UTDC)	200hrs	80hrs	5,000.
*Plan and arrange LRT exhibit at state fair	100hrs	60hrs	2,000.
*Develop traveling display	80hrs	16hrs	9,000.
<b>Opinion Leader Contacts</b>			
*Arrange and make RTB spokesperson contacts and presentations to key interests	3hrs	8hrs	0
<b>Elected Officials Contacts</b>			
*Arrange and hold LRT briefing session in Washington D.C. for congressional staffs etc.	25hrs	45hrs	1,500.
*Invite congressional member participation at all LRT events	2hrs	6hrs	0
*Write LRT feature articles (10) and distribute to congressional press secretaries for inclusion in their newsletters, place articles	18hrs	110hrs	0

	RTB	Consultant	Production/Misc. Costs
<b>ELECTED OFFICIALS (CONTINUED)</b>			
Hold briefing for state legislative committee staff on LRT policy and finance issues	40hrs	0	250.
*Arrange and host LRT tours/events in metro area for key state transportation & policy committees (4 tours)	25hrs	40hrs	400.
Invite legislators to participate in outstate media contacts	20hrs	0	0
*Work with the RTB Chair's Local Officials advisory Committee to develop a contact/public education strategy for local officials	6hrs	32hrs	1,500
Invite participation by metro local officials in LRT events and media opportunities	10hrs	0	0

### **Schools/Public Education Contacts**

Develop a curriculum guide about LRT for secondary schools	90hrs	6hrs	9,000.
Arrange and sponsor a state-wide LRT poster and essay contest in schools	30hrs	0	600.
Place LRT display at MEA /MFT	40hrs	0	1,300.
Arrange and conduct presentations before state's school board association; high school principles association etc.	25hrs	0	500.
*Make contacts with editors of newspapers serving college and university systems	6hrs	22hrs	0
*Arrange student class participation at UTDC demonstration	20hrs	0	

### **Co-op Communications Projects**

Conduct route specific public opinion surveys in cooperation with CRRA's	30hrs		3,000.
*Develop ads, billboards, posters; arrange MTC cooperation in placing LRT information on MTC buses, bus stops etc.	25hrs	64hrs	5,500.
Design work on co-op agreed program	5hrs	12hrs	0
Conduct household surveys along proposed LRT routes	25hrs	0	4,000.
Conduct mailer/questionnaire surveys of businesses in Midway corridor	45hrs	0	800.
Design and mail direct mail contact based on survey results	60hrs	0	2,000.
Prepare and distribute LRT newsletter to area residents	60hrs	0	4,000.
Arrange for placement of articles in neighborhood newspapers	5hrs	6hrs	0

	RTB	Consultants	Production/Misc. Costs
<b>Other Activities</b>			
*Prepare slide show with voice over	12hrs	28hrs	600.
*Prepare three speeches for speakers bureau.	16hrs	22hrs	0
*Organize speakers bureau, publicize	15hrs		0
*Prepare UMTA grant application to get LRT public education funding money	15hrs	4hrs	0
General Counsel to Chair (8hrs/month)		112hrs	0
<b>TOTALS</b>	<b>1,340hrs</b>	<b>746hrs</b>	<b>\$68,670.</b>

Consultant Fees:	\$55,950.
Production Costs:	<u>68,670.</u>
<b>TOTAL COST (excluding RTB staff time)</b>	<b>\$124,620.</b>

**Note:**

The consultant hourly rate for this project is \$75 an hour.  
Activities with a "\*" are priority items.

## REGIONAL TRANSIT BOARD

230 E. Fifth Street, St. Paul, Minnesota 55101  
(612) 292-8789

DATE: April 6, 1989  
TO: Regional Transit Board  
FROM: Howard Blin, Planner *HB ght*  
SUBJECT: Review of Anoka County Comprehensive LRT System Plan

### SUMMARY

This memorandum discusses the Anoka County Comprehensive LRT System Plan and provides staff comments. Action is requested to approve the comments for transmittal to the Anoka County Regional Railroad Authority.

### BACKGROUND

Regional rail authorities are required to submit light rail transit (LRT) plans to the Regional Transit Board (RTB) and Metropolitan Council for review and comment. The RTB conducted a similar review of the Hennepin County Comprehensive LRT System Plan in 1988.

The RTB's LRT Ad Hoc Committee reviewed the Anoka County plan on March 16, 1989. A joint RTB and Metropolitan Council public meeting was held on April 4, 1989 to receive public comment.

The Anoka County Regional Railroad Authority (ACRRA) completed a scoping study of potential LRT routes in May 1988. This study served as the basis for the comprehensive planning process which began in September 1988.

The plan is the result of a joint effort between the ACRRA and the Hennepin County Regional Railroad Authority to conduct LRT planning in the Northeast Corridor. This corridor runs north from downtown Minneapolis into Anoka County. The results of this study are expected to be included as an amendment to the Hennepin County LRT plan.

The rail authorities established Technical, Corridor and Intergovernmental Advisory Committees to provide recommendations. RTB members were represented on the Intergovernmental Advisory Committee. RTB staff participated in the Technical Advisory Committee.

## DISCUSSION

A description of the plan is provided in the attached Executive Summary. A two-staged implementation approach is proposed. Stage I would involve development of a Northeast Corridor route to the vicinity of Northtown Shopping Center, located at Highway 10 and University Avenue (TH 47). Two possible alignments within this first stage are to be examined further in preliminary design. These are University Avenue and a University/Central Avenue combination. This phase of the process will lead to selection of a preferred alternative which will be carried into preliminary engineering. In addition, potential extensions of the eventual Stage I alignment north of Northtown are identified. These extensions will be further examined in a planning study to be conducted simultaneously with preliminary design. The following discusses and provides comments on elements of the plan.

### 1. Staging

As discussed above, Stage I implementation is proposed south of the Northtown Shopping Center. Possible extensions to the north, either along Highway 10 or Highway 65, could be considered within the next 20 years.

Comment: The proposed approach to staging LRT implementation within the county appears realistic. The Metropolitan Council's Long Range Transit Capital Analysis identifies the Northeast Corridor as one of six corridors in the region in which LRT is feasible. Although the Council's study examined the corridor only as far north as I-694, the potential ridership and integration with existing transit service would justify a line constructed to the vicinity of Northtown. Existing development and demand for transit service north of Northtown do not warrant the capital investment necessary for LRT at this time.

### 2. Alignments

As stated in the plan, the original intent of the ACRRRA was for the Comprehensive Plan to identify a single preferred alignment within the Northeast Corridor. At the conclusion of the process, however, two alternatives remain, University and University/Central Avenues. In the latter alternative, a line would extend south from Northtown to I-694, where it would cross over to Central Avenue.

Comment: Given the number of questions remaining with both alternatives, selection of a single preferred option does not appear possible at this time. It is, therefore, appropriate to examine both alternatives in preliminary design.

Locating the north terminus at Northtown, where the RTB has constructed a transit hub facility, is consistent with the RTB's Transit Service Needs Assessment and will reinforce Northtown as the focus of transit service in the area.

### 3. Financing

Depending on Which alignment is selected, the cost of constructing the Anoka County portion of the Northeast Corridor is estimated at \$90 - \$103 million. To finance this amount, the following funding sources are identified for further study:

- o Property Taxes
- o Motor Vehicle Registration Surtax
- o Motor Vehicle Excise Tax (MVET)
- o Gasoline Tax
- o Transit Impact Fees for New Development
- o Local Sales Tax
- o Drivers License Fees Dedication

Comment: Further study of the various financing options is necessary. Of particular concern is the proposed use of MVET funding. This source has previously been identified by the RTB to support transit operating costs for a range of transit programs, including regular route service, Metro Mobility and the New Transit Services Program. Use of MVET funds for the capital costs of LRT may adversely affect the RTB's ability to fund existing transit needs.

### 4. Implementation Methods

Four implementation methods are proposed for further study: traditional, design/build, turnkey and superturnkey.

Comment: The advantages of a turnkey approach have yet to be demonstrated. Any consideration of turnkey implementation should include thorough analysis of the implications for regional coordination of LRT as well as eventual operational arrangements.

### 5. Operations

The Anoka County plan recommends system operations by the Metropolitan Transit Commission (MTC). It is further recommended that the MTC establish an LRT operating division which is separate from existing bus operations.

The operating deficit for a Northeast Corridor line is estimated at \$5 million annually. Any operating deficit is proposed to be funded through the existing RTB/MTC budget process; without specifically identifying the source of the requested additional funding.

Comment: The management structure for LRT operations should be determined by the RTB and MTC. The ACRRRA should identify sources of operating funds in preliminary engineering.

6. System/Operating Standards

The system standards proposed in the plan are identical to those developed by the Hennepin County Regional Railroad Authority. This includes utilizing high platform stations.

Operating standards are proposed which are also identical to those developed by Hennepin County.

Comment: System standards must be coordinated among the regional rail authorities to ensure conformity throughout a regional LRT system. Operating standards such as hours of service and frequency, should be coordinated with the MTC and RTB.

**FINDINGS AND CONCLUSIONS**

- o The Anoka County Regional Railroad Authority has submitted its Comprehensive LRT System Plan to the Regional Transit Board for review and comment.
- o Throughout the development of the plan, opportunity was provided for public participation and comment.
- o The Regional Transit Board has completed it's review and provided the comments contained in this memorandum.

**RECOMMENDATION**

That the Regional Transit Board approve the comments included in this memorandum on the Anoka County Comprehensive LRT System Plan for transmittal to the Anoka County Regional Railroad Authority.

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## **I. EXECUTIVE SUMMARY**

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The Comprehensive Light Rail Transit System Plan has been prepared by the Anoka County Regional Railroad Authority (ACRRA) in conjunction with Hennepin County Light Rail Transit (LRT) planning for the Northeast Corridor. This corridor is one of six routes identified for potential LRT implementation in the Transportation Policy Plan prepared by the Metropolitan Council. The southern portion of the corridor falls in the jurisdiction of the Hennepin County Regional Railroad Authority (HCRRA). The ACRRA Comprehensive LRT System Plan focuses on the corridor area north of 37th Avenue Northeast.

The preparation of the Comprehensive LRT System Plan included consideration of the following issues:

- System Design Standards and Policies
- System Characteristics
  - Route Location
  - Capital and Operating Costs
  - Projected Ridership
- System Financing
- Implementation Methodology Alternatives
- Subsequent LRT Planning Activities

These plan components are summarized below.

### **System Design Standards and Policies**

The recommended system is a conventional light rail system, using a steel-wheeled vehicle riding on a steel rail, electrical power drawn from an overhead wire, and exclusive (though not necessarily grade-separated) right-of-way.

The LRT station platforms will be level with the floor height of the rail vehicles. This high platform approach facilitates efficient vehicle loading and unloading while enhancing elderly and handicapped access to the system.

The system design will emphasize high overall speed with auto-competitive travel times to downtown Minneapolis, the University of Minnesota, and other major destinations. This approach will also result in short travel times for trips within the Northeast Corridor and to other corridors.

## **System Characteristics**

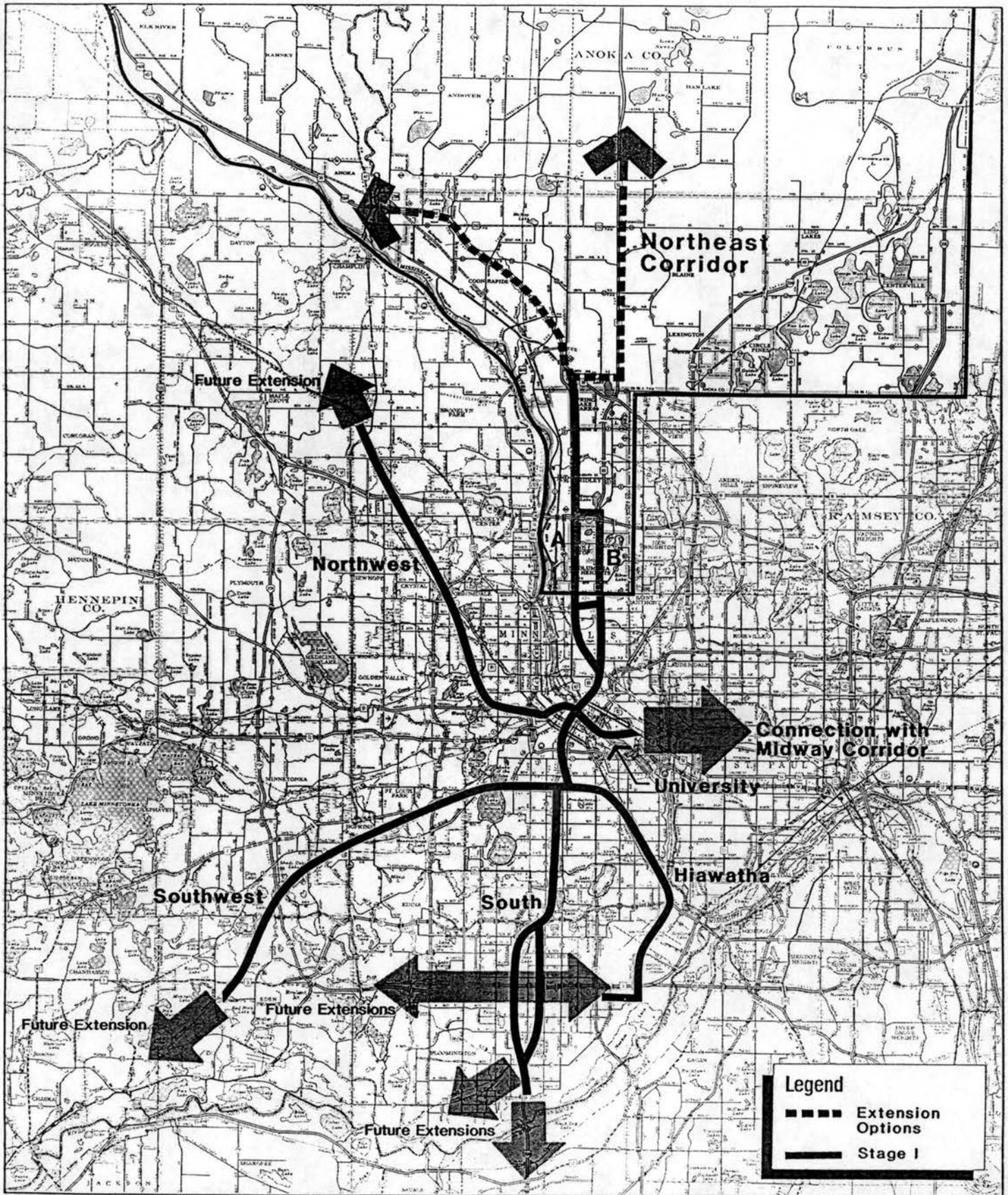
The recommended Anoka County Comprehensive LRT System Plan is shown in Figure 1. This figure also identifies the Hennepin County LRT connection through Northeast Minneapolis to the radial lines extending from downtown.

Two alternative LRT routes have been identified through Anoka County to the Northtown Shopping Center. These routes are shown in greater detail in Figure 2.

Route A, University Avenue, parallels the northbound University roadway from 37th to Northtown. Route B, Central/University, is located in the median of Central Avenue from 37th to I-694. The route then shifts to the north side of I-694 to University where it joins the Route A option to Northtown.

The original intent of the Comprehensive Plan was to identify a single preferred alignment in the corridor. However, the complexity of the two main route options, Central Avenue and University Avenue, prohibited a single recommendation. Although Central Avenue offers higher ridership and development potential than University, it would also result in greater traffic and parking impacts. Therefore, in order to fully evaluate the impacts of the two routes it is recommended that both options be carried forward into preliminary design. The characteristics of the two routes are summarized in Table 1.

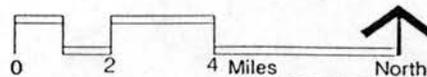
The analysis conducted during the Comprehensive Plan focused upon reducing the range of alignment alternatives south of Northtown. In addition, TH 10 and TH 65 were identified as the most attractive options for extensions beyond Northtown within the twenty-year planning horizon. These alternative alignments, shown as dashed lines in Figure 2, are proposed to be studied simultaneously with the preliminary design analysis of University Avenue and Central Avenue south of Northtown Shopping Center. The preliminary design will consider connection to the extension options.

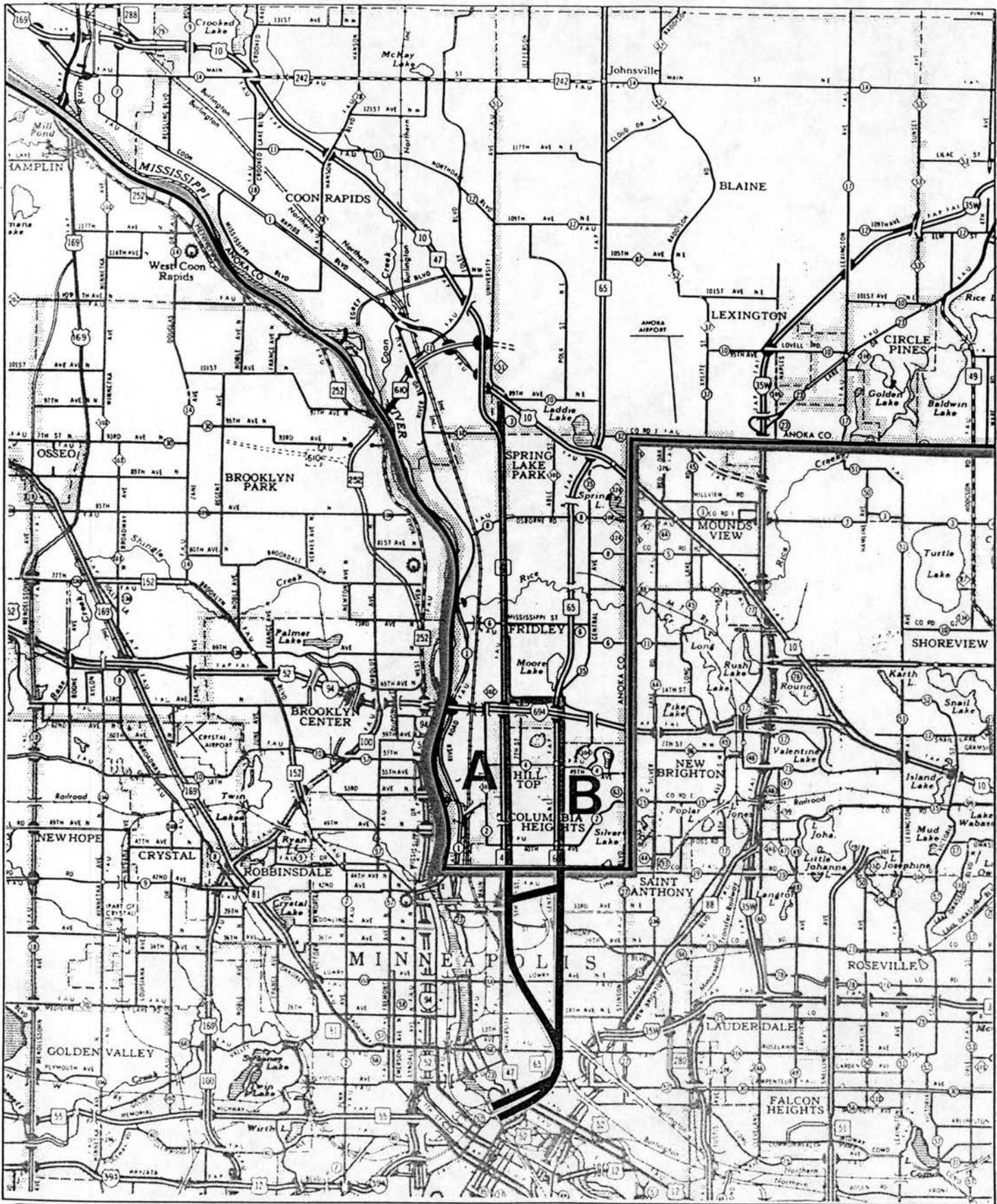


**20 Year Comprehensive LRT System Plan**

Figure 1

**ACRRA** *Anoka County Regional Railroad Authority*  
**Comprehensive LRT System Plan**





**Stage I Plan**

Figure 2

**ACRRA** *Anoka County Regional Railroad Authority*  
**Comprehensive LRT System Plan**



**TABLE 1**  
**CHARACTERISTICS OF RECOMMENDED STAGE I PLAN**  
**FOR ANOKA COUNTY**

ALTERNATIVE	STAGE I PLAN		
	Length (Miles)	Capital Cost (1988 \$ Million)	Daily Corridor Ridership Range Year 2010
University	6.4	\$90	18,500 - 19,700
Central/University	6.8	\$103	26,000 - 27,700

Note: The capital costs and patronage forecasts will be refined in Preliminary Design. The ridership forecasts are based on work reported in the Metropolitan Council report dated December 1986, "A Study of Potential Transit Capital Investments in Twin Cities Corridors." Capital costs include only those costs incurred within Anoka County. Ridership includes all trips made along the length of the Northeast route between downtown Minneapolis and Northtown Shopping Center.

## **System Financing**

The Stage I element of the Anoka County Comprehensive LRT System Plan is estimated to cost \$90 million (1988 dollars) for the University route and \$103 million for the Central/University option. A broad range of revenue sources were evaluated to fund the LRT construction costs. Based upon preliminary analysis, the following revenue sources were identified for further study:

- Property Tax
- Motor Vehicle Registration Surtax
- Motor Vehicle Excise Tax
- Gasoline Tax
- Transit Impact Fees
- Local Sales Tax
- Driver's License Fee Dedication

A conceptual financial plan was developed for both Stage I route options drawing from several of these revenue sources.

## **Implementation Methodology Alternatives**

Four alternative implementation methodologies were defined and analyzed. Coordination with other railroad authorities may be a major consideration in selecting the preferred implementation approach.

### **Traditional**

The Project Manager/Engineer prepares detailed plans and specifications for all system components. Contracts are bid and awarded to low, responsible bidders.

Upon completion, an operations contractor or a public agency operates the system. Traditional contracting provides maximum control to the project owner, but limits the likelihood of obtaining contractor financial participation.

### **Design/Build**

The Project Manager/Engineer advances the design to approximately the thirty percent level. Contracts are awarded to contractors who design, furnish, and install each component. Upon completion, an operations contractor or a public agency operates the system; the operations decision is made independent of the

design and construction. Design/Build sacrifices a modest degree of owner control, but enables suppliers to tailor final design to their products rather than having to "re-engineer" to the owner's exact specifications.

### **Turnkey**

The Project Manager/Engineer advances the design as would be done in the Design/Build category, but the performance specifications and thirty percent design are issued for competition as one package. The winning Turnkey contractor completes the design in all areas and fabricates and furnishes the equipment at an agreed-upon price. The Turnkey Contractor also manages the operation of the system, at an agreed-upon price, for a prescribed period to ensure reliability. A minimum period of five years is usually suggested as a reasonable time period for problems to develop.

### **Super Turnkey**

This is the same as the Turnkey approach except that, in addition, the Super Turnkey contractor is made responsible for partial or total system financing and may be involved in the related land development. This approach allows the private sector to prepare "innovative" financing methods. The Super Turnkey approach is likely to require that public agencies release substantial control over the precise details of the technical/physical solution to the Super Turnkey contractor.

## **Subsequent LRT Planning Activities**

The Anoka County Comprehensive LRT System Plan is related to four other activities:

- **Completion of the Anoka County Transportation Plan** - The Anoka County Transportation Plan will identify roadway and transit improvements necessary to respond to increasing travel requirements in the County through the Year 2010. The LRT recommendation for the Northeast Corridor will be incorporated into the plan along with the required feeder bus and park-and-ride facilities.
- **Corridor analysis of potential LRT extensions north of the Northtown Shopping Center** - The LRT Plan identified potential extensions north of Northtown. The next step in the LRT planning process will be evaluation of TH 10 and TH 65 extension alternatives.

- **Preliminary Design and Route Selection South of Northtown Shopping Center** - Preliminary Design and environmental analysis of the University and Central/University options will be conducted concurrently with the extension study. The preliminary design will identify location of the LRT track and stations within the right-of-way, general limits of the construction areas, and relationship of the LRT system to the street system. This information will provide detail sufficient to select a preferred route. The Authorities will then determine whether to authorize preliminary engineering analysis for the preferred route.
- **Amendment of the Hennepin County Comprehensive LRT System Plan** - Upon completion of the preliminary design and environmental analysis, a preferred Northeast Corridor route will be selected. The HCRRRA will then amend the Comprehensive LRT System Plan for Hennepin County to include the recommended route through Northeast Minneapolis.

## **Benefits of LRT**

Implementation of a light rail transit system in Anoka County would have beneficial effects in several areas:

- Enhanced transit service in corridors where LRT is constructed
- Increased transit patronage
- More economical use of transit resources
- Increased crosstown bus services
- Reduced auto trips on regional highway system
- Improved air quality in the region
- Increased development potential near stations

**Tuesday, May 2**

7:30 a.m. Perovich, Hilton Metrodome  
2:00 p.m. Management Team  
3:00 p..m. Fitzgerald, Dentist  
7:00 p.m. Friends of the Parks, here in Chambers

---

**Wednesday, May 3**

8:30 a.m. Staff Meeting

---

**Thursday, May 4**

8:00 a.m. Perovich/Dr. Bender  
8:20 a.m. Fitzgerald/Aspen  
4:30 p.m. Perovich at Radisson University, HHH Room, 100 Men Reception

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## CHAIRMAN'S OFFICE SCHEDULE

### Friday, April 28

11:00 a.m. Fitzgerald on vacation

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### Monday, May 1

12 Noon Perovich- Brooklyn Park Rotarians , Eden Brook Country Club

4:00 p.m.. Special Board Meeting, Chambers

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### Tuesday, May 2

7:30 a.m. Perovich, Hilton Metrodome

2:00 p.m. Management Team

3:00 p..m. Fitzgerald, Dentist

7:00 p.m. Friends of the Parks, here in Chambers

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4:30 p.m. Perovich at Radisson University, HHH Room, 100 Men Reception

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de Vries  
 Priority  
 Entitled  
 Theresa Amador  
 Nephew Comm. Dir.

REGIONAL TRANSIT BOARD  
 ROLL CALL AND ATTENDANCE SHEET

DU  
 KT  
 MK  
 DJ  
 RR  
 HB  
 S.H.

Korstad

DATE: 4/3

BOARD OR COMMITTEE: Bd <sup>MR</sup>

MEMBER NAME	PRESENT	<sup>CF</sup> 89-07, VOTE	89-08 VOTE	89-09 VOTE	89-10 VOTE	89-06 VOTE
Chairman	✓	✓	✓	✓	✓	✓
Doris Caranicas	✓	✓	✓	✓	✓	✓
Ruth Franklin	✓	✓	✓	✓	✓	✓
Carole Faricy	✓	✓	✓	✓	✓	✓
Alison Fuhr	✓	✓	✓	✓	✓	✓
Rochelle Graves						✓ 4:35
George Isaacs						
Paul Joyce		✓	✓	✓	✓	✓
Edward Kranz						



REGIONAL TRANSIT BOARD

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

DATE: March 22, 1989  
TO: Regional Transit Board  
FROM: Elliott Perovich, Chairman  
SUBJECT: Board Appointments

In response to a suggestion made at the board meeting of March 20, 1989, I am recommending the following appointments:

RECOMMENDATION:

That the Regional Transit Board approve the following appointments:

Rochelle Graves, Metropolitan Transit Commission Liaison

Paul Joyce, Rideshare Advisory Committee Liaison

The appointments are effective upon confirmation by the board.

EP/mff



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

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of April 3, 1989, the committee discussed and approved the following recommendations:

**FINANCIAL STATEMENTS - JANUARY 1989**

That the Regional Transit Board receive the January 1989 financial statements and direct that they be placed on file.

**FINANCIAL STATEMENTS - FEBRUARY 1989**

That the Regional Transit Board receive the February 1989 financial statements and direct that they be placed on file.

**REVIEW OF MINNEAPOLIS COMMUNITY DEVELOPMENT AGENCY URBAN MASS TRANSPORTATION ADMINISTRATION GRANT APPLICATION**

That the Regional Transit Board:

- Amend*
1. Approve the Minneapolis Alternative Fuel Initiative Grant Application to UMTA;
  2. Approve amending the 1989-1991 Transportation Improvement Plan to include the Minneapolis Alternative Fuel Initiative project.

**REGIONAL TRANSIT BOARD REVIEW OF MINNESOTA DEPARTMENT OF TRANSPORTATION LIGHT RAIL TRANSIT APPLICATIONS--PHASE II**

That the Regional Transit Board recommend to the Minnesota Department of Transportation that funding be authorized for the second set of LRT applications in the following amounts:

Washington County	\$40,000
Carver County	\$3,000
Anoka County	\$120,320

The board further recommends that Mn/DOT authorize Anoka County to use unspent planning funds from the earlier allocation for preliminary engineering.

Report of the Administration and Finance Committee  
Meeting of April 3, 1989  
Page Two

**UMTA GRANT APPLICATION FOR SPECIAL EVENTS PLANNING**

That the Regional Transit Board approve the Resolution No. 89-06 authorizing the submittal of a Section 8 grant application to the Urban Mass Transportation Administration and request the Metropolitan Council to approve an amendment to the Unified Planning and Work Program.

**LIGHT RAIL TRANSIT COMMUNICATIONS STRATEGY**

That the Committee accept the March 26, 1989 report by Media Rare, Inc. and direct that the matter be placed on the agenda of the board meeting of April 17, 1989, along with detailed information relating to cost and priorities

The next regularly scheduled meeting of the committee will be May 1, 1989.

Ruth Franklin  
Chair

RF/mff  
4/4/89



REGIONAL TRANSIT BOARD

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

RESOLUTION NO. 89-06

RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION  
BY THE REGIONAL TRANSIT BOARD WITH THE  
DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA,  
FOR GRANTS UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964,  
AS AMENDED

- WHEREAS, the secretary of transportation is authorized to make grants for a mass transportation program of projects; and
- WHEREAS, the Regional Transit Board has prepared an application under Section 8 of the Urban Mass Transportation Act of 1964, as amended for planning assistance to prepare transportation plans for the 1990 Olympic Sports Festival and the 1991 International Summer Special Olympic Games; and
- WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs in the program; and
- WHEREAS, it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Federal Mass Transportation Act of 1964, as amended, through February 1988, and related laws, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and
- WHEREAS, it is the goal of the applicant that minority business enterprise be utilized to the fullest extent possible in connection with these projects, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services;

NOW THEREFORE BE IT RESOLVED:

1. That the executive director is authorized to execute and file applications on behalf of the Regional Transit Board with the U.S. Department of Transportation to aid in the financing of transportation planning activities pursuant to Section 8 of the Federal Mass Transportation Act of 1964, as amended, and related laws.

2. That the executive director is authorized to execute and file with such applications an assurance or any other document required by the U.S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.
3. That the executive director is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application for the program of projects.
4. That the executive director is authorized to set forth and execute affirmative minority business policies in connection with the program of projects' procurement needs.
5. That the executive director is authorized to execute grant agreements on behalf of the Regional Transit Board with the U.S. Department of Transportation for aid in financing the planning activities associated with the projects.

Adopted this 17th day of April 1989.

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Elliott Perovich, Chairman

---

Mary Fitzgerald, Secretary



REGIONAL TRANSIT BOARD

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

DATE: April 11, 1989

TO: Regional Transit Board Members

FROM: Suzanne Hanson, Information Officer

A handwritten signature in cursive script that reads 'Suzanne Hanson'.

SUBJECT: LRT Communications Strategy

BACKGROUND: At the April 3, 1989 Administration and Finance Committee meeting you were presented with a draft light rail transit communications strategy. The attached strategy is a more complete version with prioritized activities, assigned duties for RTB staff and consultants and estimated dollar amounts for each activity. The priority activities will be accomplished first and the others will be accomplished as time and resources allow.

RECOMENDATION: Approve of this LRT communications strategy and grant approval to enter into an agreement with Media Rare for an amount not to exceed \$55,950, for assistance through June 30, 1990 on LRT communications.

## Regional Transit Board

### LRT Communications Strategy

April 11, 1989

	RTB	Consultant	Production/Misc. Costs
<b>Media Relations</b>			
*Distribute LRT media kits and call reporters	2hrs.	6 hrs.	\$ 270.
*Produce and distribute media cards	6hrs	1 hr	300.
*Arrange metro and outstate broadcast talk show appearances		24hrs	150.
Prepare and distribute guest editorial and news feature articles to media (3)	8hrs	20hrs	200.
Produce radio actualities for MN. News Network	20hrs	6 hrs	100.
Conduct newspaper editor visits to key outstate media to explain LRT fit with transportation	30hrs	0	200.
Produce audio & video public service spots	25hrs	0	6,000.
Produce LRT cable program	30hrs	0	2,500.
<b>Special Interest Media</b>			
*Prepare a series of articles for placement (3)	6hrs	16hrs	0
<b>Special Events</b>			
*Plan and sponsor a regional LRT conference	160hrs	0	8,000.
*Plan and co-host an LRT demonstration (UTDC)	200hrs	80hrs	5,000.
*Plan and arrange LRT exhibit at state fair	100hrs	60hrs	2,000.
*Develop traveling display	80hrs	16hrs	9,000.
<b>Opinion Leader Contacts</b>			
*Arrange and make RTB spokesperson contacts and presentations to key interests	3hrs	8hrs	0
<b>Elected Officials Contacts</b>			
*Arrange and hold LRT briefing session in Washington D.C. for congressional staffs etc.	25hrs	45hrs	1,500.
*Invite congressional member participation at all LRT events	2hrs	6hrs	0
*Write LRT feature articles (10) and distribute to congressional press secretaries for inclusion in their newsletters, place articles	18hrs	110hrs	0

	RTB	Consultant	Production/Misc. Costs
<b>ELECTED OFFICIALS (CONTINUED)</b>			
Hold briefing for state legislative committee staff on LRT policy and finance issues	40hrs	0	250.
*Arrange and host LRT tours/events in metro area for key state transportation & policy committees (4 tours)	25hrs	40hrs	400.
Invite legislators to participate in outstate media contacts	20hrs	0	0
*Work with the RTB Chair's Local Officials advisory Committee to develop a contact/public education strategy for local officials	6hrs	32hrs	1,500
Invite participation by metro local officials in LRT events and media opportunities	10hrs	0	0

### **Schools/Public Education Contacts**

Develop a curriculum guide about LRT for secondary schools	90hrs	6hrs	9,000.
Arrange and sponsor a state-wide LRT poster and essay contest in schools	30hrs	0	600.
Place LRT display at MEA /MFT	40hrs	0	1,300.
Arrange and conduct presentations before state's school board association; high school principles association etc.	25hrs	0	500.
*Make contacts with editors of newspapers serving college and university systems	6hrs	22hrs	0
*Arrange student class participation at UTDC demonstration	20hrs	0	

### **Co-op Communications Projects**

Conduct route specific public opinion surveys in cooperation with CRRA's	30hrs		3,000.
*Develop ads, billboards, posters; arrange MTC cooperation in placing LRT information on MTC buses, bus stops etc.	25hrs	64hrs	5,500.
Design work on co-op agreed program	5hrs	12hrs	0
Conduct household surveys along proposed LRT routes	25hrs	0	4,000.
Conduct mailer/questionnaire surveys of businesses in Midway corridor	45hrs	0	800.
Design and mail direct mail contact based on survey results	60hrs	0	2,000.
Prepare and distribute LRT newsletter to area residents	60hrs	0	4,000.
Arrange for placement of articles in neighborhood newspapers	5hrs	6hrs	0

	RTB	Consultants	Production/Misc. Costs
<b>Other Activities</b>			
*Prepare slide show with voice over	12hrs	28hrs	600.
*Prepare three speeches for speakers bureau.	16hrs	22hrs	0
*Organize speakers bureau, publicize	15hrs		0
*Prepare UMTA grant application to get LRT public education funding money	15hrs	4hrs	0
General Counsel to Chair (8hrs/month)		112hrs	0
<b>TOTALS</b>	<b>1,340hrs</b>	<b>746hrs</b>	<b>\$68,670.</b>

Consultant Fees:	\$55,950.
Production Costs:	<u>68,670.</u>
<b>TOTAL COST (excluding RTB staff time)</b>	<b>\$124,620.</b>

Note:

The consultant hourly rate for this project is \$75 an hour.  
Activities with a "\*" are priority items.



REGIONAL TRANSIT BOARD

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

RESOLUTION NO. 89-07

RESOLUTION OF APPRECIATION

WHEREAS, Cindy Fish has been employed by the Regional Transit Board as a Planner since June 24, 1985; and

WHEREAS, Cindy Fish has resigned her position at the Regional Transit Board to accept a planning position at the Metropolitan Council where she will be responsible for Aviation Planning, Goods Movement Planning and assisting with the Travel Behavior Inventory; and

WHEREAS, Cindy Fish is recognized for her many accomplishments at the Regional Transit Board, among them her work on the Transit Service Needs Assessment, the planning and marketing of new transit services in Anoka County, the development of Travel Demand Management strategies in the I-494 and I-35W corridors and the activities of the Rideshare Advisory Committee,

NOW, THEREFORE, BE IT RESOLVED:

THAT the Regional Transit Board expresses its sincere gratitude and appreciation to Cindy Fish for her service to the agency; and

THAT the Regional Transit Board expresses its best wishes to Cindy Fish in her future endeavors.

Adopted this seventeenth day of April, 1989.

\_\_\_\_\_  
Elliott Perovich, Chairman

\_\_\_\_\_  
Mary Fitzgerald, Secretary



REGIONAL TRANSIT BOARD

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

RESOLUTION NO. 89-08

RESOLUTION OF APPRECIATION

- WHEREAS, Katherine Turnbull has been employed by the Regional Transit Board as its Planning Manager since April 8, 1985; and
- WHEREAS, Katherine Turnbull has resigned her position at the Regional Transit Board to accept as position with the Texas Transportation Institute at Texas A&M University; and
- WHEREAS, Katherine Turnbull has made numerous contributions to the region in the area of transit planning including the Transit Service Needs Assessment, the RTB's first Implementation and Financial Plan, I-394 transit elements, new services in Anoka and Roseville, the Midway Corridor LRT Analysis among many other projects; and
- WHEREAS, Katherine Turnbull is especially recognized and well respected by her colleagues for her dedication, productivity, and high quality work products;

NOW, THEREFORE, BE IT RESOLVED

THAT the Regional Transit Board expresses its sincere gratitude and appreciation to Katherine Turnbull for her service to the agency; and

THAT the Regional Transit Board expresses their best wishes to Katherine Turnbull in her future endeavors.

Adopted this seventeenth day of April, 1989.

\_\_\_\_\_  
Elliott Perovich, Chairman

\_\_\_\_\_  
Mary Fitzgerald, Secretary



RESOLUTION NO. 89-09

RESOLUTION OF APPRECIATION

- WHEREAS, Mark Ryan has been employed as a Senior Project Administrator at the Regional Transit Board since September 23, 1985; and
- WHEREAS, Mark Ryan has resigned his position at the Regional Transit Board, to accept the position of General Manager at Airport Express; and
- WHEREAS, Mark Ryan is recognized for his many accomplishments at the Regional Transit Board, especially the restructuring of the Metro Mobility program, the Competitive Transit Services Demonstration and Regional Coordination Projects, the Entrepreneurial and Alternative Fuels Grant Applications and the management of the regular route and opt-out provider contracts;

NOW, THEREFORE, BE IT RESOLVED:

THAT the Regional Transit Board expresses its sincere gratitude and appreciation to Mark Ryan for his service to the agency; and

THAT the Regional Transit Board expresses its best wishes to Mark Ryan in his future endeavors.

Adopted this seventeenth day of April, 1989.

\_\_\_\_\_  
Elliott Perovich, Chairman

\_\_\_\_\_  
Mary Fitzgerald, Secretary



RESOLUTION NO. 89-10

RESOLUTION OF APPRECIATION

- WHEREAS, Janice Hennings has been employed as Public Information Assistant at the Regional Transit Board since September 15, 1986; and
- WHEREAS, Janice Hennings has resigned her position at the Regional Transit Board to accept a position as Executive Assistant with the Minnesota Public Transit Association; and
- WHEREAS, Janice Hennings is recognized for her many accomplishments at the Regional Transit Board, among them the development of a comprehensive public information program for the RTB, organizing the first Metro Mobility Expo, and organizing annual RTB and Minnesota Public Transit Association conferences;

NOW, THEREFORE, BE IT RESOLVED

THAT the Regional Transit Board expresses its sincere gratitude and appreciation to Janice Hennings for her service to the agency; and

THAT the Regional Transit Board express its best wishes to Janice Hennings in her future endeavors.

Adopted this seventeenth day of April, 1989.

\_\_\_\_\_  
Elliott Perovich, Chairman

\_\_\_\_\_  
Mary Fitzgerald, Secretary

## REGIONAL TRANSIT BOARD

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

### REPORT OF THE TRANSPORTATION HANDICAPPED ADVISORY COMMITTEE

At the April 10, 1989, meeting of the Transportation Handicapped Advisory Committee (THAC), the following topics were discussed:

- committee name change;
- the February 1989 Metro Mobility Operations Report;
- the Metro Mobility rider recertification procedure;
- transit accessibility policies; and
- an RTB update including Metro Mobility provider reimbursement rates and contract renewals, and the status of RTB/Metro Mobility legislation.

No action was taken on these topics. Discussion will continue at the next regularly scheduled THAC meeting on the topics of committee name change and transit accessibility policies.

The next meeting of the Transportation Handicapped Advisory Committee is scheduled for Monday, May 15, 1989.



REGIONAL TRANSIT BOARD

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

DATE: April 14, 1989  
TO: Regional Transit Board  
FROM: Mary Fitzgerald  
SUBJECT: Policy Committee Minutes

In checking the minute books I found that the attached set of minutes was not approved by the committee. I seem to remember passing out minutes and asking for approval at a subsequent meeting, which seems not to have happened. Since the next regular committee meeting is May 15, I'm giving you the minutes now and will ask for approval at that meeting. I'm sorry for the delay.

MF  
Att.



**REGIONAL TRANSIT BOARD**

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

Minutes of the Meeting of the  
POLICY COMMITTEE  
Monday, December 19, 1988

**COMMITTEE MEMBERS PRESENT:** Doris Caranicas, Chair; Carole Faricy; Ruth Franklin; Alison Fuhr; George Isaacs; Rochelle Graves; Paul Joyce; Ed Kranz and Elliott Perovich

**OTHERS PRESENT:** Gregory Andrews, Kathy Christopherson, Mary Fitzgerald, Ed Kouneski, Katie Turnbull, Howard Blin, Cyndie Mayer, Regional Transit Board Staff; Dirk deVries, Metropolitan Council; Steve Bertrand, Transportation Handicapped Committee; Carolyn Cochrane, Tom Vida, Christopher Gran and Greg Failor, Metropolitan Transit Commission; Mary O'Hara-Anderson, John Walsh and Mary Jo Nichols, Metropolitan Center for Independent Living

Committee Chair Caranicas called the meeting to order at 5:30 p.m. Fuhr moved and Franklin seconded approval of the agenda. The motion carried unanimously.

Revised minutes of the meeting of November 21, 1988 had been distributed before the meeting. Andrews said the first paragraph on the third page had been revised to clarify the responsibility for the missing report. Fuhr moved and Isaacs seconded that the revised minutes be approved. The motion carried unanimously.

Isaacs moved and Perovich seconded approval of the minutes of the November 29, 1988 meeting. The motion carried unanimously.

**SECTION 16(b)(2) RECOMMENDATION**

Mayer reviewed the amended December 16 staff report, which was distributed prior to the meeting. In response to Isaacs' question, Mayer said the program will require approximately 200 hours of staff time, for which funds have been budgeted. Franklin moved and Joyce seconded:

That the Regional Transit Board authorize the executive director to negotiate a memo of understanding with the Minnesota Department of Transportation and that the RTB would serve as the local contact with metro area applicants in the areas of counter proposals, program monitoring and assist in the Section 16(b)(2) application process.

The motion was unanimously approved.

**METRO MOBILITY CERTIFICATION STUDY**

O'Hara-Anderson reviewed the draft report. In response to Joyce's question, she said the blind are not excluded by the new criteria, which are focused on functional impairment. She explained the conditional certification, which is available to the blind person while he or she is learning to use other modes of transportation.

O'Hara Anderson said she appreciated working with the RTB staff and hopes to work with RTB at the Legislature. Perovich said everyone has worked together to make the program work.

Andrews said that since there is no staff in the RTB Public Information Department the Metropolitan Council will prepare press releases for the January 3 public meeting and the MCIL mailing list will be used. No action was taken.

**OTHER BUSINESS**

Caranicas said that at its meeting on December 7 the Transportation Handicapped Advisory Committee recommended changing its name to something more appropriate. She suggested that the advisory committee recommend a name for itself that the members would be more comfortable with.

There being no other business, Isaacs moved and Joyce seconded that the meeting be adjourned. The motion carried unanimously and the meeting was adjourned at 6:35 p.m.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved by the committee \_\_\_\_\_, 1989



REGIONAL TRANSIT BOARD

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

DATE: March 22, 1989  
TO: Regional Transit Board  
FROM: Elliott Perovich, Chairman  
SUBJECT: Board Appointments

In response to a suggestion made at the board meeting of March 20, 1989, I am recommending the following appointments:

RECOMMENDATION:

That the Regional Transit Board approve the following appointments:

Rochelle Graves, Metropolitan Transit Commission Liaison

Paul Joyce, Rideshare Advisory Committee Liaison

The appointments are effective upon confirmation by the board.

EP/mff

## REGIONAL TRANSIT BOARD

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

DATE: April 17, 1989  
TO: Regional Transit Board  
FROM: Judith G. Hollander  
Director of Planning and Programs  
SUBJECT: Consultant Assistance for Development of Implementation Plan

### Summary

In this memorandum, the board is requested to authorize hiring a consultant to assist with the development of the Implementation Plan which is due to the Metropolitan Council on August 1, 1989.

### Discussion

The Regional Transit Board is legislatively required to submit its updated Implementation Plan to the Metropolitan Council by August 15, 1989, following a 30-day public review process. At several previous meetings, the board has discussed the general approach for the Implementation Plan and specific components, including several issue papers on key topics and the relationship of the goals and policies of the Implementation Plan to those of the Metro Council's Transportation Policy Plan.

The original timetable for development of the Implementation Plan suggested that a draft version of the plan would be approved by the board for the purposes of public review on May 22, 1989. In order to meet that goal, staff is suggesting that a consultant be hired to assist in the development of the plan.

The primary reason for requesting consultant assistance at this time is that the two staff members most closely involved in coordinating the development of the plan--namely, Katie Turnbull and Cindy Fish--are leaving the agency, thus leaving us short-staffed at a critical point in the development of the Implementation Plan.

Staff recommends that the firm of Stigar-Roscoe-Fausch (SRF) be hired to assist with the development of the Implementation Plan at a cost not to exceed \$25,000. SRF was involved in developing the Interim Implementation Plan in 1985 and is familiar with many of the key transit issues that will be addressed in the plan. Additionally, they possess graphic capabilities that will be essential to good presentation of the plan elements.

Staff will use the consultant to actually put together the document while focusing staff efforts on policy and program development and involving affected parties in the development of the plan. An internal team has now begun to meet on a weekly basis. Serving on this team are Dale Ulrich, Howard Blin, Liz Carpenter, Suzanne Hanson, Judy Hollander, and Julie Opsahl.

#### **Findings and Conclusions**

- The RTB is required to submit its revised Implementation Plan to the Metropolitan Council on August 1, 1989.
- Given current staffing shortages, consultant assistance is required in order to ensure that this deadline is met.

#### **Recommendation**

That the Regional Transit Board authorize its executive director to execute a contract with the firm of Strgar-Roscoe-Fausch to assist in the development of the Implementation Plan in an amount not to exceed \$25,000.

1 A bill for an act

2 relating to metropolitan government; restructuring the  
3 regional transit board and the metropolitan transit  
4 commission; directing the board to plan and coordinate  
5 light rail transit systems in the metropolitan area;  
6 directing the commission to operate any light rail  
7 transit systems; transferring responsibility for  
8 distribution of the transit assistance fund and for  
9 receipt of federal grants to the board; requiring a  
10 transit delivery study; amending Minnesota Statutes  
11 1988, sections 174.32, subdivision 2; 473.169,  
12 subdivisions 3, 4, 5, and by adding subdivisions;  
13 473.373, by adding a subdivision; 473.375, subdivision  
14 8, and by adding a subdivision; 473.404, subdivisions  
15 2 and 3; and 473.4051; repealing Minnesota Statutes  
16 1988, sections 473.1691; 473.17; 473.373, subdivision  
17 4; and 473.398.

18 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

19 Section 1. Minnesota Statutes 1988, section 174.32,  
20 subdivision 2, is amended to read:

21 Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] ~~(a)~~

22 A The transit assistance fund ~~is-created-for-the-purpose-of~~  
23 ~~receiving~~ receives money distributed under section 297B.09.

24 Eighty percent of the receipts of the fund must be placed into a  
25 metropolitan account for distribution to recipients located in  
26 the metropolitan area and 20 percent into a separate account for  
27 distribution to recipients located outside of the metropolitan  
28 area. ~~Except-as-otherwise-provided-in-this-subdivision,~~ The  
29 regional transit board created by section 473.373 is responsible  
30 for distributing assistance from the metropolitan account, and  
31 the commissioner is responsible for distributing assistance from

1 the other account. Money placed in the metropolitan account is  
2 available for distribution to regional railroad authorities  
3 established under chapter 398A in the metropolitan area, by the  
4 ~~commissioner-of-transportation~~ regional transit board as  
5 provided in paragraph (b).

6 (b) The ~~commissioner~~ board shall request applications from  
7 all eligible regional railroad authorities. The ~~commissioner~~  
8 board shall establish a reasonable deadline for submittal of  
9 applications. The ~~commissioner~~ board may not distribute more  
10 than 60 percent of the available funds to a single  
11 recipient. ~~Before-distributing-money-to-any-regional-railroad~~  
12 ~~authority,-the-commissioner-shall-request-review-and-comment-on~~  
13 ~~the-applications-from-the-metropolitan-council-and-the-regional~~  
14 ~~transit-board.--The-council-and-the-board-have-60-days-to~~  
15 ~~comment.--The-commissioner-shall-consider-the-comments-of-the~~  
16 ~~council-and-the-board-in-evaluating-applications-and~~  
17 ~~distributing-funds.~~ Before distributing any funds for  
18 construction, the ~~commissioner~~ board shall report to the  
19 legislature on the use and planned distribution of construction  
20 funds.

21 Sec. 2. Minnesota Statutes 1988, section 473.169,  
22 subdivision 3, is amended to read:

23 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At  
24 least 30 days before the hearing under subdivision 2, the  
25 proposer ~~must~~ shall submit the preliminary design plans to the  
26 governing body of each statutory and home rule charter city,  
27 county, and town in which the route is proposed to be located.  
28 The city, county, or town ~~must~~ shall hold a public hearing.  
29 Within 45 days after the hearing under subdivision 2, the city,  
30 county, or town ~~must~~ shall review and approve or disapprove the  
31 plans for the route to be located in the city, county, or town.  
32 Failure to approve or disapprove the plans in writing within 45  
33 days after the hearing is deemed to be approval, unless an  
34 extension of time is agreed to by the city, county, or town and  
35 the proposer. If the preliminary design plans are approved by  
36 each city, county, and town in which the route is proposed to be

1 located, the proposer ~~may-proceed-with-final~~ shall submit the  
2 preliminary design plans to the regional transit board for  
3 approval or disapproval under subdivision 5 4a.

4 Sec. 3. Minnesota Statutes 1988, section 473.169,  
5 subdivision 4, is amended to read:

6 Subd. 4. [PRELIMINARY DESIGN PLANS; METROPOLITAN-COUNCIL  
7 REGIONAL TRANSIT BOARD REFERRAL.] If the governing body of one  
8 or more cities, counties, or towns disapproves the preliminary  
9 design plans within the period allowed under subdivision 3, the  
10 proposer may refer the plans to the ~~metropolitan-council~~  
11 regional transit board. The ~~council-must~~ board shall hold a  
12 hearing, giving the proposer and the disapproving local  
13 governmental units an opportunity to present the case for or  
14 against approval of the plans. The ~~council~~ board may conduct  
15 independent study as it deems desirable and may mediate and  
16 attempt to resolve disagreements about the plans. Within 90  
17 days after the referral, the ~~council~~ board must either approve  
18 the plans as submitted by the proposer or recommend amended  
19 plans to accommodate the objections presented by the  
20 disapproving local governmental units. Failure to respond  
21 within the time period is deemed to be approval, unless an  
22 extension of time is agreed to by the ~~council~~ board and the  
23 proposer. Following approval or recommendation of preliminary  
24 design plans by the ~~council~~ board, the proposer may proceed with  
25 final design plans under subdivision 5.

26 Sec. 4. Minnesota Statutes 1988, section 473.169, is  
27 amended by adding a subdivision to read:

28 Subd. 4a. [PRELIMINARY DESIGN PLANS; REGIONAL TRANSIT  
29 BOARD APPROVAL.] After the approval of preliminary design plans  
30 under subdivision 3, the proposer shall submit them to the  
31 regional transit board. The board shall hold a public hearing  
32 and may conduct an independent study of the plans. Within 90  
33 days after submission of the plans, the board shall approve,  
34 disapprove, or order modification of the plans. If the board  
35 disapproves plans, the proposer may modify the plans and  
36 resubmit them to the board for approval or disapproval, but

1 shall first submit them for local approval under subdivision 3.  
2 If the board orders modification of the plans, the proposer  
3 shall make the necessary modification and resubmit them to the  
4 board within 90 days of the board's order. The proposer need  
5 not submit the modified plans for local approval under  
6 subdivision 3 before resubmitting them to the board.

7 Sec. 5. Minnesota Statutes 1988, section 473.169, is  
8 amended by adding a subdivision to read:

9 Subd. 4b. [SPECIAL ELIGIBILITY PROVISION.] Notwithstanding  
10 section 174.32, subdivision 2; this section; and section  
11 473.375, a regional rail authority that has developed a  
12 comprehensive plan and has expended funds for preliminary design  
13 of a light rail transit system is eligible for state assistance  
14 if those plans were consistent with the metropolitan long-range  
15 transportation plans in existence on January 1, 1989. Section  
16 174.32, subdivision 2; this section; and section 473.375 may not  
17 be interpreted or relied on by any person, political  
18 subdivision, or agency to delay the planning, engineering, or  
19 construction of a regional rail authority's light rail system.  
20 If a regional rail authority is an eligible recipient of federal  
21 funds and the secretary of transportation preliminarily awards  
22 or indicates an intent to award federal funds to the regional  
23 rail authority for a light rail transit system, then no plans of  
24 the regional transit board shall interfere with that award.

25 Sec. 6. Minnesota Statutes 1988, section 473.169,  
26 subdivision 5, is amended to read:

27 Subd. 5. [FINAL DESIGN PLANS.] (a) After the approval of  
28 preliminary design plans under subdivision 3 4a or review by the  
29 ~~council~~ board following referral to the ~~council~~ board under  
30 subdivision 4, the proposer may prepare final design plans.

31 (b) Before proceeding with construction, the proposer ~~must~~  
32 shall submit the final design plans to the governing body of  
33 each statutory and home rule city, county, and town in which the  
34 route is proposed to be located. Within 60 days after the  
35 submission of the plans, the city, county, or town ~~must~~ shall  
36 review and approve or disapprove the plans for the route located

1 in the city, county, or town. Failure to approve or disapprove  
2 the plans in writing within the time period is deemed to be  
3 approval, unless an extension is agreed to by the city, county,  
4 or town and the proposer. If the final design plans are  
5 approved by each city, county, and town in which the route is  
6 proposed to be located, the proposer ~~may proceed with~~  
7 ~~construction on that route~~ shall submit the final design plans  
8 to the regional transit board for approval or disapproval under  
9 subdivision 5a.

10 (c) If the governing body of one or more cities, counties,  
11 or towns disapproves the final design plans within the period  
12 allowed under paragraph (b), the proposer may refer the plans to  
13 the ~~metropolitan council~~ regional transit board. The ~~council~~  
14 ~~must board shall~~ review the final design plans under the same  
15 procedure and with the same effect as provided in subdivision 4  
16 for preliminary design plans. Following approval or  
17 recommendation of final design plans by the ~~council~~ board, the  
18 proposer may proceed with construction.

19 Sec. 7. Minnesota Statutes 1988, section 473.169, is  
20 amended by adding a subdivision to read:

21 Subd. 5a. [FINAL DESIGN PLANS; REGIONAL TRANSIT BOARD  
22 APPROVAL.] After the approval of final design plans under  
23 subdivision 5, paragraph (b), the proposer shall submit them to  
24 the regional transit board. The board shall approve,  
25 disapprove, or order modification of the plans under the same  
26 schedule, and with the same effect, as provided for its review  
27 of preliminary design plans under subdivision 4a. After  
28 approval of final design plans by the board, county approval  
29 under subdivision 6, and council review under subdivision 7, the  
30 proposer may proceed with construction.

31 Sec. 8. Minnesota Statutes 1988, section 473.373, is  
32 amended by adding a subdivision to read:

33 Subd. 4a. [MEMBERSHIP.] The board consists of 11 members,  
34 appointed as follows:

35 (1) one member of the governing body of Hennepin county,  
36 selected by the governing body;

1       (2) one member of the governing body of Ramsey county,  
2 selected by the governing body;

3       (3) one member of the governing body of Anoka county,  
4 selected by the governing body;

5       (4) one member of the governing body of Dakota county,  
6 selected by the governing body;

7       (5) one member of the metropolitan council, selected by the  
8 council;

9       (6) a chair, appointed by the governor with the advice and  
10 consent of the senate; and

11       (7) five other persons appointed by the governor.

12       The chair may not be an elected official of the state or a  
13 political subdivision of the state, but at least three of the  
14 other members appointed by the governor must be elected members  
15 of the governing bodies of cities or counties in the  
16 metropolitan area. Before making appointments, the governor  
17 shall consult the associations representing cities, counties in  
18 the metropolitan area, and the governing bodies of the cities of  
19 Minneapolis and St. Paul. At least one member must be age 65 or  
20 older at the time of appointment, and at least one member must  
21 be a person with a disability. At least five members must be  
22 residents of the parts of the metropolitan area outside the  
23 cities of Minneapolis and St. Paul. No more than seven members  
24 may be supporters of the same political party. Terms of members  
25 are four years. The compensation of members and the filling of  
26 membership vacancies is governed by section 473.141.

27       Sec. 9. Minnesota Statutes 1988, section 473.375,  
28 subdivision 8, is amended to read:

29       Subd. 8. [GIFTS; GRANTS.] The board may apply for, accept  
30 and disburse gifts, grants, or loans from the United States, the  
31 state, or from any person on behalf of itself or any of its  
32 contract recipients, for any of its purposes. It may enter into  
33 an agreement required for the gifts, grants, or loans and may  
34 hold, use, and dispose of money or property received therefrom  
35 according to the terms of the gift, grant, or loan. The board  
36 may not be a recipient of federal operating or capital

1 assistance distributed by formula or block grant. ~~The board may~~  
2 ~~not be a recipient of federal discretionary capital grants for~~  
3 ~~light rail and other fixed-guideway transit systems.~~

4 No political subdivision within the metropolitan area may  
5 apply for federal transit assistance unless its application has  
6 been submitted to and approved by the board.

7 Sec. 10. Minnesota Statutes 1988, section 473.375, is  
8 amended by adding a subdivision to read:

9 Subd. 11a. [LIGHT RAIL TRANSIT.] (a) The board shall  
10 develop a long-range plan for light rail transit consistent with  
11 the council's development guide and a plan for staged  
12 implementation of the plan. The plan must include:

13 (1) the designation of light rail transit corridors;

14 (2) standards for rights-of-way, tracks, vehicles, and  
15 stations;

16 (3) the coordination of light rail transit with bus systems  
17 to assure maximum use of light rail lines and the widest  
18 possible access to light rail lines in suburban areas;

19 (4) the coordination of systems constructed by individual  
20 regional rail authorities or other political subdivisions; and

21 (5) a method of financing the operation of light rail  
22 transit that depends on property tax revenues for no more than  
23 35 percent of the operating cost.

24 The plan must provide for the operation of light rail  
25 transit by the metropolitan transit commission. In developing  
26 and implementing the plan, the board shall consult and cooperate  
27 with the transit commission. Throughout the development and  
28 implementation of the plan, the board shall contract for or  
29 otherwise obtain the services of an engineer to assure that the  
30 plan adequately addresses the technical aspects of light rail  
31 transit. The board shall measure preliminary and final design  
32 plans submitted to it under section 473.169 against its plan and  
33 shall approve, disapprove, or order modifications of the  
34 submitted plans accordingly. No proposer of light rail transit  
35 plans may proceed with construction unless its plans have been  
36 approved by the board.

1       (b) If the board's plan calls for construction and  
2 operation of a light rail transit system in an area whose  
3 governing body has chosen not to organize and proceed under  
4 chapter 398A, the board may authorize an appropriate adjacent  
5 political subdivision to implement the plan in that area. A  
6 political subdivision operating under this paragraph must submit  
7 its preliminary and final design plans in the affected area for  
8 approval under section 473.169, in the same manner as it would  
9 submit plans covering an area within its jurisdiction. A single  
10 set of plans may include a design for a system covering an area  
11 within the proposer's jurisdiction and an adjacent area.

12       Sec. 11. Minnesota Statutes 1988, section 473.404,  
13 subdivision 2, is amended to read:

14       Subd. 2. [MEMBERSHIP.] The transit commission consists  
15 of ~~three~~ five members appointed by the transit board. One  
16 member must be a resident of the city of Minneapolis, one must  
17 be a resident of the city of St. Paul, and ~~one~~ at least two must  
18 reside in the service area of the commission outside of  
19 Minneapolis and St. Paul. Appointments are not subject to the  
20 advice and consent of the senate.

21       Sec. 12. Minnesota Statutes 1988, section 473.404,  
22 subdivision 3, is amended to read:

23       Subd. 3. [TERMS.] The term of each member of the  
24 commission is three years and until a successor is appointed and  
25 qualified. ~~The initial terms of members commence on the first~~  
26 ~~day after August 17, 1984, that all three members have been~~  
27 ~~appointed and qualified. One member must be appointed to an~~  
28 ~~initial term of one year, one to an initial term of two years,~~  
29 ~~and one to an initial term of three years. The terms of members~~  
30 ~~of the transit commission appointed and serving on August 17~~  
31 ~~1984, pursuant to Minnesota Statutes 1982, section 473.141,~~  
32 ~~expire on the day that the terms of members appointed pursuant~~  
33 ~~to this section commence.~~

34       Sec. 13. Minnesota Statutes 1988, section 473.4051, is  
35 amended to read:

36       473.4051 [LIGHT RAIL TRANSIT OPERATION.]

1       The transit commission ~~may enter into an agreement to~~  
2 ~~provide for the operation of~~ shall operate a regional rail  
3 authority light rail transit system upon completion of  
4 construction of the system by the regional rail authority. ~~if a~~  
5 ~~regional rail authority enters into an agreement with the~~  
6 ~~transit commission for~~ In assuming the operation of the system,  
7 the transit commission must comply with the provisions of  
8 section 473.415. The commission shall coordinate operation of  
9 the light rail transit system with bus service to avoid  
10 duplication of service on a route served by light rail transit  
11 and to ensure the widest possible access to light rail transit  
12 lines in suburban areas by means of a feeder bus system.

13       Sec. 14. [EXISTING TRANSIT BOARD, TRANSIT COMMISSION.]

14       (a) Notwithstanding section 8, the terms of the initial  
15 members of the regional transit board appointed under section 8  
16 are as follows:

17       (1) for the members selected by the governing bodies of  
18 Anoka and Dakota counties, two years;

19       (2) for three of the persons appointed by the governor,  
20 other than the chair, two years; and

21       (3) for all others, four years.

22       The terms of members of the commission appointed and  
23 serving on the effective date of this act expire on the day that  
24 the terms of members appointed under this section and section 8  
25 commence.

26       (b) Notwithstanding section 12, the initial term of one of  
27 the members added to the commission by section 11 is two years.  
28 The board shall designate the member appointed under section 11  
29 to a two-year term and the member appointed to a three-year term.

30       Sec. 15. [TRANSIT DELIVERY STUDY.]

31       Subdivision 1. [STUDY REQUIRED.] The regional transit  
32 board shall conduct a study of methods to improve the delivery  
33 of transportation services for the elderly, handicapped, and  
34 disabled, including persons with permanent sensory or mental  
35 impairments, whose transit needs cannot be fully accommodated  
36 through the use of existing public transit alternatives. The

1 board shall direct its staff to:

2 (1) evaluate the adequacy of service currently being  
3 provided;

4 (2) document the levels of service currently being provided  
5 for programs under the jurisdiction of the department of human  
6 services;

7 (3) assess the adequacy of financial assistance being  
8 provided by the department of human services for the provision  
9 of these transportation services;

10 (4) evaluate the potential for integrating metro mobility  
11 with other specialized transit;

12 (5) assess the role of nonprofits in providing  
13 cost-effective service;

14 (6) identify transit issues for special populations in  
15 suburban areas;

16 (7) identify and evaluate options for a formal appeals  
17 process to challenge decisions by the board to eliminate or  
18 reduce service to clients; and

19 (8) evaluate the efficiency and usefulness of the current  
20 metro mobility administrative center computer system and  
21 identify suggestions for improvement.

22 Subd. 2. [COMMUNITY INVOLVEMENT.] The board shall actively  
23 involve interested parties in this process, including but not  
24 limited to:

25 (1) members of the transportation handicapped advisory  
26 committee;

27 (2) representatives of the department of human services;

28 (3) members of the transit providers advisory committee;

29 (4) representatives of nonprofit transit and social service  
30 providers;

31 (5) organizations representing the elderly, handicapped,  
32 and disabled communities; and

33 (6) interested members of the general public.

34 Subd. 3. [REPORT.] The board shall report its findings and  
35 recommendations, along with all supporting data and public  
36 comment, to the chairs of the house of representatives and

1 senate transportation committees by December 1, 1989.

2       Sec. 16. [REPEALER.]

3       Minnesota Statutes 1988, sections 473.1691; 473.17;

4 473.373, subdivision 4; and 473.398, are repealed.

5       Sec. 17. [EFFECTIVE DATE.]

6       Sections 1 to 16 apply in the counties of Anoka, Carver,

7 Dakota, Hennepin, Ramsey, Scott, and Washington and are

8 effective July 1, 1989.

FIRST ENGROSSMENT

H.F. No. 1408

Introduced by Carruthers, Battaglia, Kalis,  
Onnen, McLaughlin

Read FIRST TIME MARCH 28, 1989, and Referred to the  
Committee on TRANSPORTATION

Committee Recommendation and Adoption of Report:  
TO PASS AS AMENDED and re-referred to the  
Committee on LOCAL GOVERNMENT & METROPOLITAN AFFAIRS APRIL 10, 1989

1

A bill for an act

2 relating to metropolitan transit; requiring joint  
3 planning for light rail transit; establishing a joint  
4 planning board; requiring approval of light rail  
5 transit plans by the regional transit board;  
6 specifying the composition of the regional transit  
7 board and the metropolitan transit commission;  
8 changing various provisions relating to metropolitan  
9 transit programs and authorities; amending Minnesota  
10 Statutes 1988, sections 473.169, subdivisions 1, 3, 4,  
11 and 5; 473.17; 473.373, subdivisions 1a, 4, 5, and by  
12 adding a subdivision; 473.375, subdivisions 8 and 13;  
13 473.404, subdivisions 2, 3, and 5; proposing coding  
14 for new law in Minnesota Statutes, chapter 473;  
15 repealing Minnesota Statutes 1988, sections 473.1691  
16 and 473.398.

17 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

18 Section 1. [473.1685] [REGIONAL RAILROAD AUTHORITIES;  
19 JOINT PLANNING.]

20 Subdivision 1. [JOINT PLANNING BOARD; CREATION;  
21 PURPOSE.] There is established a joint planning board for light  
22 rail transit, to:

23 (1) coordinate the activities of individual county regional  
24 railroad authorities in planning light rail transit facilities  
25 in the metropolitan area; and

26 (2) ensure that the facilities are acquired, developed, and  
27 capable of operation in a coordinated manner as an integrated  
28 and unified system on a multicounty basis in coordination with  
29 buses and other transportation modes and facilities.

30 Subd. 2. [MEMBERSHIP.] The joint planning board consists  
31 of:

1       (1) two members of the governing board of each regional  
2 railroad authority that applies for and receives state funding  
3 for preliminary engineering of light rail transit facilities;

4       (2) one member, in addition to those under clause (1), of  
5 the governing board of each regional railroad authority that  
6 applies for and receives state funding for final design of light  
7 rail transit facilities;

8       (3) one member of the governing board of each regional  
9 railroad authority not represented under clause (1) that applies  
10 for and receives state funding for planning of light rail  
11 transit facilities; and

12       (4) two members of the metropolitan transit commission.

13       Appointments under clauses (1) to (3) are made by the  
14 respective authorities, and appointments under clause (4) are  
15 made by the commission. The regional transit board shall make  
16 the appointment for any appointing authority that fails to make  
17 the required appointments by August 1, 1989. Members serve at  
18 the pleasure of the agency making the appointment.

19       Subd. 3. [CHAIR.] The joint planning board shall annually  
20 elect a chair from among its members.

21       Subd. 4. [ADMINISTRATION.] Staff and administrative  
22 services for the board must be provided by the organizations  
23 represented. The board may apply for financial assistance from  
24 the state or the regional transit board. The joint planning  
25 board may create technical and staff advisory committees as it  
26 deems appropriate to assist the board in fulfilling its  
27 responsibilities.

28       Sec. 2. [473.1686] [LIGHT RAIL TRANSIT; REGIONAL  
29 MANAGEMENT PLAN.]

30       Subdivision 1. [REQUIREMENT; PURPOSE.] (a) By January 1,  
31 1990, the joint planning board established under section 1 shall  
32 prepare a regional management plan for light rail transit.

33       (b) Nothing in this section should be interpreted to  
34 require the elimination of regional railroad authorities or to  
35 forbid one or more authorities to act independently, so long as  
36 their activities are consistent with the regional management

1 plan.

2 (c) The plan must ensure that light rail transit facilities  
3 in the metropolitan area will be acquired, developed, owned, and  
4 capable of operation in a coordinated manner as an integrated  
5 and unified system on a multicounty basis in coordination with  
6 buses and other transportation modes and facilities. The  
7 management plan must include at least the following:

8 (1) specifications and standards to ensure joint or  
9 coordinated procurement of vehicles, electrification,  
10 communications and ticketing facilities, yards and shops, and  
11 other facilities that must be or should be operated on a  
12 systemwide basis;

13 (2) systemwide operating and performance specifications and  
14 standards;

15 (3) a method of organizing and coordinating acquisition,  
16 construction, ownership, and operation of the system, including  
17 in particular, provision for a single light rail transit  
18 operator and the organization and coordination method required  
19 if a turn-key approach to facility acquisition is used by a  
20 regional rail authority;

21 (4) bus and park-and-ride coordination policies, standards,  
22 and plans;

23 (5) a staged systemwide development plan for a prospective  
24 ten-year period, together with a financial plan showing  
25 anticipated and recommended sources and amounts of funds for (i)  
26 capital expenditures and debt service requirements for each  
27 stage of development, and (ii) annual operating costs and  
28 operating subsidies required;

29 (6) a method for ensuring ongoing coordination of  
30 development, design, and operational plans; and

31 (7) other matters that the joint planning board deems  
32 prudent and necessary to ensure that light rail transit  
33 facilities are acquired, developed, and capable of operation in  
34 a coordinated manner as an integrated and unified system on a  
35 multicounty basis in coordination with buses and other  
36 transportation modes and facilities.

1 (d) The plan must provide for the operation of light rail  
2 transit by the metropolitan transit commission.

3 Subd. 2. [APPROVAL BY REGIONAL TRANSIT BOARD.] The joint  
4 planning board shall submit the management plan prepared under  
5 subdivision 1 to the regional transit board by January 1, 1990.  
6 The transit board shall determine whether the plan satisfies the  
7 requirements specified in subdivision 1. The transit board  
8 shall either approve the plan or, if it determines that the plan  
9 does not satisfy the requirements, disapprove the plan, in whole  
10 or in part, and recommend modifications in the plan that are  
11 necessary in order to secure approval. The transit board may  
12 not require that the first priority of the metropolitan system  
13 plan be the first route constructed. Before completing its  
14 review, the transit board shall:

15 (1) submit the plan to the council and the commissioner of  
16 transportation for review and comment;

17 (2) assemble a peer review panel of transit and light rail  
18 transit experts of national stature to review and comment on the  
19 plan; and

20 (3) hold a public hearing on the plan to receive the  
21 comments and suggestions of the public.

22 The transit board has 120 days from the date of submission to  
23 complete its review of the plan or plan modifications required  
24 for approval. Failure to respond within the time period is  
25 deemed to be approval, unless an extension of time is agreed to  
26 by the transit board and the joint planning board.

27 Subd. 3. [APPROVAL REQUIRED.] The regional management plan  
28 must be prepared, reviewed, and approved as required by this  
29 section before any regional railroad authority may begin  
30 construction of light rail transit facilities and before any  
31 authority is eligible for state financial assistance for  
32 constructing light rail transit facilities.

33 Subd. 4. [IMPLEMENTATION; CONFORMITY WITH PLAN.] Each  
34 regional railroad authority or other developer of light rail  
35 transit in the metropolitan area shall act in conformity with  
36 the approved regional management plan required by this section.

1 To the extent and in the manner prescribed in the regional  
2 management plan, each authority or proposer shall prepare or  
3 amend its light rail transit plans as necessary to make the  
4 local plans consistent with the approved regional management  
5 plan. Each authority shall submit its plans to the joint  
6 planning board for review for consistency with the regional  
7 management plan. The joint board shall approve the local plans  
8 if it determines that they are consistent with the management  
9 plan; otherwise the joint board shall disapprove the plans, in  
10 whole or in part, and recommend modifications in the plans that  
11 are necessary in order to secure approval. The joint board has  
12 60 days to complete its review.

13 Subd. 5. [PLAN AMENDMENT.] Amendments to the regional  
14 management plan must be adopted and submitted for review and  
15 approval or disapproval by the regional transit board.

16 Sec. 3. Minnesota Statutes 1988, section 473.169,  
17 subdivision 1, is amended to read:

18 Subdivision 1. [REQUIREMENT DEFINITIONS AND REQUIREMENTS.]  
19 ~~Before constructing a light rail transit facility, the political~~  
20 ~~subdivision proposing the facility must hold a public hearing on~~  
21 ~~the preliminary design plans as provided in subdivision 2, and~~  
22 ~~submit the preliminary and final design plans for review as~~  
23 ~~provided in subdivisions 3 to 5.~~ (a) "Preliminary design plan"  
24 means a plan that identifies the following: location, length,  
25 and termini of routes; general dimension, elevation, alignment,  
26 and character of routes and crossings; approximate station  
27 locations; standards and specifications for facilities and  
28 equipment; environmental impacts and mitigation measures;  
29 intermodal coordination, with bus operations and routes and park  
30 and ride, parking, and other transportation facilities; an  
31 acquisition and implementation strategy; ridership; capital  
32 costs; operating costs and revenues; and funding for final  
33 design, construction, and operation.

34 (b) "Final design plan" means a plan that includes: the  
35 right-of-way definition; civil engineering; engineering plans  
36 for vehicles, track, stations, parking, access, electrification,

1 communication, and other facilities; operational rules,  
2 procedures and strategies; financing; and other similar matters,  
3 all stated with sufficient particularity and detail to allow the  
4 proposer to begin the acquisition and construction of operable  
5 facilities.

6 (c) The design plans must include a plan for handicapped  
7 accessibility.

8 Sec. 4. Minnesota Statutes 1988, section 473.169,  
9 subdivision 3, is amended to read:

10 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At  
11 least 30 days before the hearing under subdivision 2, the  
12 proposer ~~must~~ shall submit the preliminary design plans to the  
13 governing body of each statutory and home rule charter city,  
14 county, and town in which the route is proposed to be located.  
15 The city, county, or town ~~must~~ shall hold a public hearing,  
16 except that a county board need not hold a hearing if the county  
17 board membership is identical to the membership of the regional  
18 rail authority submitting the plan for review. Within 45 days  
19 after the hearing under subdivision 2, the city, county, or town  
20 ~~must~~ shall review and approve or disapprove the plans for the  
21 route to be located in the city, county, or town. A local unit  
22 of government that disapproves the plans shall describe specific  
23 amendments to the plans that, if adopted, would cause the local  
24 unit to withdraw its disapproval. Failure to approve or  
25 disapprove the plans in writing within 45 days after the hearing  
26 is deemed to be approval, unless an extension of time is agreed  
27 to by the city, county, or town and the proposer. ~~If the~~  
28 ~~preliminary design plans are approved by each city, county, and~~  
29 ~~town in which the route is proposed to be located, the proposer~~  
30 ~~may proceed with final design plans under subdivision 5.~~

31 Sec. 5. Minnesota Statutes 1988, section 473.169,  
32 subdivision 4, is amended to read:

33 Subd. 4. [PRELIMINARY DESIGN PLANS; METROPOLITAN COUNCIL  
34 REFERRAL APPROVAL BY REGIONAL TRANSIT BOARD.] ~~If the governing~~  
35 ~~body of one or more cities, counties, or towns disapproves the~~  
36 ~~preliminary design plans within the period allowed~~ (a) After

1 review under subdivision 3, the proposer ~~may refer~~ shall submit  
2 the plans, along with any comments of local jurisdictions, to  
3 the metropolitan-council regional transit board.

4 (b) ~~The council-must~~ board shall hold a hearing on the  
5 plan, giving the proposer and-the, any disapproving local  
6 governmental units, and other persons an opportunity to present  
7 ~~the-case-for-or-against-approval-of~~ their views on the plans.  
8 The ~~council~~ board may conduct independent study as it deems  
9 desirable and may mediate and attempt to resolve disagreements  
10 about the plans. ~~Within-90-days-after-the-referral, the-council~~  
11 ~~must-either-approve-the-plans-as-submitted-by-the-proposer-or~~  
12 ~~recommend-amended-plans-to-accommodate-the-objections-presented~~  
13 ~~by-the-disapproving-local-governmental-units.~~

14 (c) The board shall review the preliminary design plans to  
15 determine the compatibility of the plans with other light rail  
16 transit plans and facilities in the metropolitan area and the  
17 conformity of the plans with metropolitan transportation system  
18 plans. The board may comment on any aspect of the plans. The  
19 board shall either approve the plans or, if it determines that  
20 the plans do not satisfy the standard stated in this paragraph,  
21 disapprove the plans, in whole or in part, and recommend  
22 modifications in the plans that are necessary in order to secure  
23 approval. The board may not disapprove the first route proposed  
24 for construction solely because the route is not the first  
25 priority of metropolitan system plans.

26 (d) The board has 120 days from the date of submission to  
27 complete its review of plans or plan modifications required for  
28 approval. Failure to respond within the time period is deemed  
29 to be approval, unless an extension of time is agreed to by  
30 the council board and the proposer.

31 (e) Following approval ~~or-recommendation~~ of preliminary  
32 design plans by the ~~council~~ board, the proposer may proceed with  
33 final design plans under subdivision 5. A proposer may not  
34 proceed with final design plans unless its preliminary design  
35 plans have been approved by the board.

36 Sec. 6. Minnesota Statutes 1988, section 473.169,

1 subdivision 5, is amended to read:

2 Subd. 5. [FINAL DESIGN PLANS.] (a) After the ~~approval~~  
3 local review of preliminary design plans under subdivision 3 ~~or~~  
4 review and approval of the plans by the ~~council~~-following  
5 ~~referral-to-the-council~~ board under subdivision 4, the proposer  
6 may prepare final design plans.

7 (b) Before proceeding with construction, the proposer ~~must~~  
8 shall submit the final design plans to the governing body of  
9 each statutory and home rule city, county, and town in which the  
10 route is proposed to be located. Within 60 days after the  
11 submission of the plans, the city, county, or town ~~must~~ shall  
12 review and approve or disapprove the plans for the route located  
13 in the city, county, or town. A local unit of government that  
14 disapproves the plan shall describe specific amendments to the  
15 plan that, if adopted, would cause the local unit to withdraw  
16 its disapproval. Failure to approve or disapprove the plans in  
17 writing within the time period is deemed to be approval, unless  
18 an extension is agreed to by the city, county, or town and the  
19 proposer. ~~if-the-final-design-plans-are-approved-by-each-city,~~  
20 ~~county,-and-town-in-which-the-route-is-proposed-to-be-located,~~  
21 ~~the-proposer-may-proceed-with-construction-on-that-route.~~

22 (c) ~~if-the-governing-body-of-one-or-more-cities,-counties,~~  
23 ~~or-towns-disapproves-the-final-design-plans-within-the-period~~  
24 ~~allowed~~ After review under paragraph (b), the proposer ~~may-refer~~  
25 shall submit the final design plans, along with any comments of  
26 local jurisdictions, to the ~~metropolitan-council~~ regional  
27 transit board. The ~~council-must~~ board shall review the final  
28 design plans under the same procedure, according to the same  
29 standards, and with the same effect as provided in subdivision 4  
30 for preliminary design plans, except that the board shall also  
31 review the final design plans to determine whether the plans  
32 conform to the approved regional management plan required by  
33 section 2.

34 (d) Following approval ~~or-recommendation~~ of final design  
35 plans by the ~~council~~ board, the proposer may proceed with  
36 construction. A proposer may not proceed with construction

1 unless its design plans have been approved by the board.

2 Sec. 7. Minnesota Statutes 1988, section 473.17, is  
3 amended to read:

4 473.17 [COOPERATION AND COORDINATION IN LIGHT RAIL  
5 TRANSIT.]

6 ~~Notwithstanding-section-473-398,~~ Subdivision 1. [REGIONAL  
7 AGENCIES.] The metropolitan council and the regional transit  
8 board shall cooperate with regional rail authorities in the  
9 study, planning, and design of regional rail authority light  
10 rail transit systems, and the metropolitan transit commission  
11 shall cooperate with regional rail authorities in the  
12 operational planning and operation of regional rail authority  
13 light rail transit systems.

14 Subd. 2. [COORDINATION BY REGIONAL TRANSIT BOARD.] The  
15 transit board shall ensure coordination of the activities of  
16 individual regional railroad authorities and shall ensure that  
17 light rail transit facilities in the metropolitan area are  
18 acquired, developed, owned, and operated in a coordinated manner  
19 as an integrated and unified system on a multicounty basis in  
20 coordination with buses and other transportation modes and  
21 facilities.

22 Subd. 3. [LIMITATION.] Nothing in this section should be  
23 interpreted to require the elimination of regional rail  
24 authorities or to forbid one or more authorities to act  
25 independently, so long as the activities are consistent with the  
26 coordination required by this section.

27 Sec. 8. Minnesota Statutes 1988, section 473.373,  
28 subdivision 1a, is amended to read:

29 Subd. 1a. [PURPOSE.] (a) The purposes of the board are:

30 (1) to foster effective delivery of existing transit  
31 services and encourage innovation in transit service;

32 (2) to increase transit service in suburban areas;

33 (3) to prepare implementation and financial plans for the  
34 metropolitan transit system;

35 ~~(3)~~ (4) to set policies and standards for implementing the  
36 transit policies and programs of the state and the transit

1 policies of the metropolitan council in the metropolitan area;

2 (5) to advise and work cooperatively with local  
3 governments, regional rail authorities, and other public  
4 agencies, transit providers, developers, and other persons in  
5 order to coordinate all modes of transit and to increase the  
6 availability of transit services;

7 ~~(4)~~ (6) to conduct transit research and evaluation; and

8 ~~(5)~~ (7) to administer state and metropolitan transit  
9 subsidies.

10 (b) The board shall arrange with others for the delivery  
11 and provision of transit services and facilities. The board  
12 shall avoid, to the greatest extent possible, direct operational  
13 planning, administration, and management of specific transit  
14 services and facilities.

15 (c) The board shall advise the council, the council's  
16 transportation advisory board, the department of transportation,  
17 local political subdivisions, and private developers on the  
18 transit aspects and effects of proposed transportation plans and  
19 development projects and on methods of improving the  
20 coordination, availability, and use of transit services as part  
21 of an efficient and effective overall transportation system.

22 Sec. 9. Minnesota Statutes 1988, section 473.373, is  
23 amended by adding a subdivision to read:

24 Subd. 2a. [MEMBERS.] (a) The board consists of 11 members  
25 appointed by the council.

26 (b) Eight members are appointed from each of the following  
27 agency districts:

28 (1) district A, consisting of council districts 1 and 2;

29 (2) district B, consisting of council districts 3 and 6;

30 (3) district C, consisting of council districts 4 and 5;

31 (4) district D, consisting of council districts 7 and 9;

32 (5) district E, consisting of council districts 8 and 10;

33 (6) district F, consisting of council districts 11 and 12;

34 (7) district G, consisting of council districts 13 and 14;

35 (8) district H, consisting of council districts 15 and 16.

36 The members must be residents of the districts for which

1 they are appointed and must be elected officials of statutory or  
2 home rule charter cities, towns, or counties. At least two of  
3 the members must be county board members, each from a different  
4 county. At least 30 days before the expiration of a term, or  
5 upon the occurrence of a vacancy, the council shall request  
6 nominations for the position from relevant organizations of  
7 local elected officials, such as the association of metropolitan  
8 municipalities, the metropolitan intercounty association, the  
9 association of urban counties, and the association of  
10 townships. A local unit of government that is not a member of  
11 an association of local elected officials may submit a  
12 nomination independently. The council shall make the  
13 appointment from the nominees submitted to it, to the extent  
14 possible consistent with the other requirements of this  
15 paragraph and with a fair representation of the diverse areas  
16 and constituencies affected by transit.

17 (c) Three citizen members with governmental or management  
18 experience are appointed to represent the interests of the  
19 metropolitan area at large. In making these appointments, the  
20 council shall follow the procedures required by section 473.141,  
21 subdivision 2.

22 (d) No single city or town may have more than three of its  
23 residents on the board at once.

24 (e) Appointments are subject to the advice and consent of  
25 the senate as provided in section 15.066.

26 Sec. 10. Minnesota Statutes 1988, section 473.373,  
27 subdivision 4, is amended to read:

28 Subd. 4. [TERMS.] The initial terms of members ~~and the~~  
29 ~~chair~~ appointed under ~~laws-19847-chapter-6547-article-37-section~~  
30 ~~1167 section 10~~ commence on ~~the first day after July 17, 19847~~  
31 ~~that the chair and at least seven other members have been~~  
32 ~~appointed and qualified and~~ July 1, 1989. The terms of members  
33 and the chair serving on the effective date of this section  
34 expire on the first day that the chair and eight members  
35 appointed under section 473.141 and this section 10 are  
36 appointed and qualified under section 473.141, subdivision

1 ~~4. By August 17, 1985, the appointing authorities shall appoint~~  
2 ~~a chair and eight members from the districts defined in section~~  
3 ~~473.141. The initial terms of members and the chair appointed~~  
4 ~~in 1985 are as follows: members representing commission~~  
5 ~~districts A, B, C, and D and the chair of the board, for terms~~  
6 ~~ending the first Monday in January of the year ending in the~~  
7 ~~numeral "7"; members representing commission districts E, F, G,~~  
8 ~~and H for terms ending the first Monday in January of the year~~  
9 ~~ending in the numeral "9." At least one of the members~~  
10 ~~appointed by the council must be 65 years of age or older at the~~  
11 ~~time of the appointment. The council shall appoint half of the~~  
12 ~~members initially appointed under subdivision 2a, paragraph (b),~~  
13 ~~to terms of two years and half to terms of four years.~~  
14 ~~Thereafter the term of each member and the chair appointed under~~  
15 ~~subdivision 2a, paragraph (b), is four years, subject to the~~  
16 ~~provisions on apportionment, successor qualification, removal,~~  
17 ~~and vacancy of section 473.141, subdivisions 4a, 5, and 6. The~~  
18 ~~council shall appoint two of the members initially appointed~~  
19 ~~under subdivision 2a, paragraph (c), to a term of two years and~~  
20 ~~one to a term of four years. Thereafter the term of each member~~  
21 ~~appointed under subdivision 2a, paragraph (c), is four years,~~  
22 ~~subject to the provisions on successor qualification, removal,~~  
23 ~~and vacancy of section 473.141.~~

24 Sec. 11. Minnesota Statutes 1988, section 473.373,  
25 subdivision 5, is amended to read:

26 Subd. 5. [CHAIR.] (a) The board shall elect a member to  
27 serve as the chair of the board for a term of two years.

28 (b) The chair is paid a per diem compensation for each  
29 meeting and other services as authorized by the board and is  
30 reimbursed for expenses as provided in section 473.141,  
31 subdivision 7, except that the chair's per diem is 1-1/2 times  
32 the per diem paid to members.

33 (c) The duties of the chair are:

34 (a) (1) to preside over all board meetings attended;

35 (b) (2) to serve as the principal a transit spokesperson

36 within the metropolitan area before the legislature, other state

1 and regional agencies, local units of government, and the  
2 general public;

3 (e) (3) to present to the governor and the legislature,  
4 after approval by the council, the board's financial plan for  
5 public transit in the metropolitan area;

6 (d) (4) to convene and preside at an annual regional  
7 transit conference of transit providers, operators, and users;  
8 and

9 (e) (5) to perform other duties assigned by law or by the  
10 board.

11 Sec. 12. Minnesota Statutes 1988, section 473.375,  
12 subdivision 8, is amended to read:

13 Subd. 8. [GIFTS; GRANTS.] The board may apply for, accept  
14 and disburse gifts, grants, or loans from the United States, the  
15 state, or from any person on behalf of itself or any of its  
16 contract recipients, for any of its purposes. It may enter into  
17 an agreement required for the gifts, grants, or loans and may  
18 hold, use, and dispose of money or property received therefrom  
19 according to the terms of the gift, grant, or loan. The board  
20 may not be a recipient of federal operating or capital  
21 assistance distributed by formula or block grant. ~~The board may~~  
22 ~~not be a recipient of federal discretionary capital grants for~~  
23 ~~light rail and other fixed-guideway transit systems.~~

24 No political subdivision within the metropolitan area may  
25 apply for federal transit assistance unless its application has  
26 been submitted to and approved by the board.

27 Sec. 13. Minnesota Statutes 1988, section 473.375,  
28 subdivision 13, is amended to read:

29 Subd. 13. [FINANCIAL ASSISTANCE.] The board may provide  
30 financial assistance to the commission and other providers as  
31 provided in sections 473.371 to 473.449 in furtherance of and in  
32 conformance with the implementation plan of the board. The  
33 board may not use the proceeds of bonds issued by the council  
34 under section 473.39 to provide capital assistance to private,  
35 for-profit operators of public transit.

36 Sec. 14. Minnesota Statutes 1988, section 473.404,

1 subdivision 2, is amended to read:

2 Subd. 2. [MEMBERSHIP.] The transit commission consists  
3 of ~~three~~ five members appointed by the transit board. One  
4 member must be a resident of the city of Minneapolis, one must  
5 be a resident of the city of St. Paul, ~~and one~~ two must reside  
6 in the service area of the commission outside of Minneapolis and  
7 St. Paul, and one may reside anywhere in the metropolitan area.  
8 At least one of the two members appointed as residents of the  
9 service area outside of the two cities must reside in the  
10 commission's full-peak and off-peak service area, as defined for  
11 tax purposes in section 473.446. Appointments are ~~not~~ subject  
12 to the advice and consent of the senate as provided in section  
13 15.066. Appointments are not subject to the advice and consent  
14 of the senate.

15 Sec. 15. Minnesota Statutes 1988, section 473.404,  
16 subdivision 3, is amended to read:

17 Subd. 3. [TERMS.] (a) The term of each member of the  
18 commission is three years and until a successor is appointed and  
19 qualified.

20 (b) The initial terms of members authorized in 1984  
21 commence on the first day after August 1, 1984, that all three  
22 members have been appointed and qualified. One member must be  
23 appointed to an initial term of one year, one to an initial term  
24 of two years, and one to an initial term of three years. The  
25 terms of members of the transit commission appointed and serving  
26 on August 1, 1984, pursuant to Minnesota Statutes 1982, section  
27 473.141, expire on the day that the terms of members appointed  
28 pursuant to this section commence.

29 (c) The initial terms of the two added members, first  
30 appointed in 1989, commence August 1, 1989. One member must be  
31 appointed to an initial term of two years and one to an initial  
32 term of three years.

33 Sec. 16. Minnesota Statutes 1988, section 473.404,  
34 subdivision 5, is amended to read:

35 Subd. 5. [QUALIFICATION.] Each member of the commission  
36 must have transit, governmental, or management experience. A

1 member shall not during a term of office be a member of the  
2 metropolitan council, the regional transit board, the  
3 metropolitan waste control commission, the metropolitan airports  
4 commission, the metropolitan sports facilities commission, or  
5 any other independent regional commission, board, or agency, or  
6 hold any judicial office. Each member shall qualify by taking  
7 and subscribing to the oath of office prescribed by the  
8 Minnesota Constitution, article 5, section 5. The oath, duly  
9 certified by the official administering it, must be filed with  
10 the metropolitan council.

11 Sec. 17. [TRANSIT COMMISSION; LIGHT RAIL.]

12 The transit commission shall be the operator of a light  
13 rail transit system upon completion of construction of a light  
14 rail transit facility, shops, yards, or line segment by a  
15 regional rail authority.

16 Sec. 18. [APPLICATION.]

17 Sections 2 to 17 apply in the counties of Anoka, Carver,  
18 Dakota, Hennepin, Ramsey, Scott, and Washington.

19 Sec. 19. [REPEALER.]

20 Minnesota Statutes 1988, sections 473.1691 and 473.398, are  
21 repealed.

April 17, 1989

STATEMENT

*A.C.*

Some members of the Regional Transit Board have heard from several sources that the chairman of the Board has made derogatory and insulting remarks about the Metropolitan Council and the RTB. These persistent rumors require a response.

The chairman's apparent lack of consideration for the reputation of the Board and its members is regrettable and we request an apology for these remarks.

SUITE 600

331 SECOND AVENUE SOUTH

MINNEAPOLIS, MINNESOTA 55401



JAMES R. HELTZER, EXECUTIVE DIRECTOR

Development Agency Information 348-7100

Public Housing Authority 342-1400

Writer's Direct Number \_\_\_\_\_

April 14, 1989

The Honorable Tony Scallon, Chair  
Committee of Whole  
Minneapolis City Council  
Room 307, City Hall  
Minneapolis, MN 55401

Subject: RiverCity Trolley Project  
Increase in UMTA Grant Request

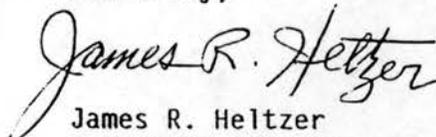
Dear Council Member Scallon:

In the attached letter to the MCDA, Minnegasco Inc. has quantified additional inkind service which it intends to provide to the RiverCity Trolley System. These services, designed to assist the City to implement the Trolley system, may also qualify as a local match for UMTA grant funds to cover certain eligible project costs not previously included in the budget. These items include acquisition cost for the fueling station site, engineering and legal fees, administrative and overhead costs plus a contingency line item of 5%.

We have prepared the attached budget to include these items plus a resources summary showing the potential increased UMTA grant and the source of local matching funds.

Recommendation: It is recommended that the UMTA grant request be increased to the amount of \$1,326,238.00.

Sincerely,

  
James R. Heltzer  
Executive Director

This report was prepared by Theresa Cunningham. For further information call me at 342-1330 or Jerry Luesse at 342-1346.

April 6, 1989

Jim Heltzer  
Executive Director  
Minneapolis Community Development Agency  
Suite 600  
331 Second Avenue South  
Minneapolis, MN 55401

Dear Mr. Heltzer:

Minnegasco is proud to be able to participate with the MCDA in the submittal of an Alternative Fuel Initiative grant application to the Urban Mass Transportation Administration on behalf of the RiverCity Trolley Project. With the growing concern over the environment in the Twin Cities area, public commitment to improving the area's air quality through the AFI represents good public policy.

Minnegasco is committed to the success of the RiverCity Trolley service. Minnegasco's contribution to the program will be through cash equivalence in the form of equipment and in-kind services (to be detailed in a subsequent agreement with the MCDA). Following is Minnegasco's estimate of our planned contributions:

Cash equivalence in the form of:

CNG & LNG Fueling equipment	\$179,125
-----------------------------	-----------

In-Kind Services

Engineering design & installation of CNG fueling system	\$ 50,000
---	-----------

Subcontractor selection consulting	\$ 4,000
------------------------------------	----------

Administrative service to design & develop project and grant.	\$ 6,000
---	----------

Marketing & commercialization of fuel initiative over 3 year period.	\$300,000
--	-----------

Purchase and use of 5th engine for initial emissions testing.	\$ 7,000
---	----------

Development and implementation of a 7 year monitoring and evaluation program.	\$ 16,000
---	-----------

Driver and mechanic training over initial 7 years.	\$ 7,500
--	----------

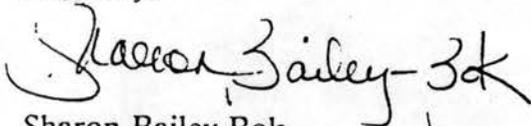
TOTAL	\$569,625
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Minnegasco's contribution to the RiverCity Trolley project is contingent on receipt of the grant based on the grant application as currently drafted. Minnegasco reserves the right to revise its contribution to the project if the grant is amended.

Minnegasco will provide the above stated services except for the monitoring and evaluation program and training through December 31, 1990. Minnegasco will participate in the monitoring & evaluation, and training programs through December 31, 1997.

Minnegasco is pleased to be a part of this exciting public/private venture to place into service the first natural gas mass transit system in the Twin Cities area. We would like to commend the MCDA staff (in particular Jerry Leusse, Dick Victor, Theresa Cunningham and John Bruhn) who have done an excellent job of managing this project over the past several months to bring it to this most critical stage. We would like to thank them for their hard work and look forward to working with you and them in the future to put the RiverCity Trolley, an environmental first in mass transit, on the streets.

Sincerely,



Sharon Bailey-Bok  
Director, Market Development

cc: Minnegasco  
Charlie Applequist  
Steve Johnson  
Dan Petrik

MCDA  
Jerry Leusse

MINNEAPOLIS  
RIVERCITY TROLLEY

EXHIBIT C  
4/14/89

AFI-CAPITAL & START-UP BUDGET

COMPONENT DESCRIPTION	ESTIMATED COST
Vehicle Cost	\$500,000
Engine	\$24,000
Converter Kit	\$48,000
Emissions Testing	\$30,000
Training	\$40,000
Evaluation	\$40,000
Site Acquisition	\$130,000
Construct Site & Structure	\$300,000
CNG/LNG Fuel Equipment	\$275,000
Marketing & Promotions	\$124,000
Vehicle Fuel Tanks	\$42,000
Professional Services	\$40,000
Repair Parts Inventory	\$10,000
Contingency on above items (5%)	\$80,150
MCDA Admin (2%)	\$33,663
City Overhead (3%)	\$51,504
Start-up & Operating Reserve	\$405,104
<b>TOTAL COST</b>	<b>\$2,173,421</b>
<b>RESOURCES</b>	<b>AMOUNT</b>
UMTA Potential Funding	\$1,326,238
Local Funding	\$847,183
MCDA	292,115
Minnegasco	262,953
Private Sector	292,115
<b>TOTAL RESOURCES</b>	<b>\$2,173,421</b>

# REGIONAL TRANSIT BOARD

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

## AMENDMENT TO 1989-1991 TRANSIT IMPLEMENTATION PLAN TRANSIT PROJECTS ANNUAL ELEMENT

### FLEET IMPROVEMENT

<u>Recipient</u>	<u>Project Description</u>	<u>Funding Sources</u>	<u>Federal Share (1,000's)</u>	<u>Total Cost (1,000's)</u>	<u>Grant Status</u>
MCDA	Purchase 4 rubber tired trolley vehicles fueled exclusively by natural gas for downtown trolley service	UMTA Section 3	1,326	2,173	Application to be made to UMTA

REGIONAL TRANSIT BOARD

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

DATE: March 27, 1989  
TO: Administration and Finance Committee  
FROM: Ed Kouneski, Programs Manager  
Liz Carpenter, Project Administrator  
SUBJECT: Minneapolis Community Development Agency UMTA Grant Application

SUMMARY

The Minneapolis Community Development Agency (MCDA) has prepared a grant application for federal funding from the Urban Mass Transportation Administration's Alternative Fuels Initiative grant program. The AFI grant program is a Section 3, Capital Discretionary Grant. Under state law, all such applications must be approved by the RTB. In addition, this Section 3 grant requires an amendment to the Transportation Improvement Program (TIP). Action is requested to approve the grant application and the amendment to the TIP.

BACKGROUND

In September 1988, the Urban Mass Transportation Administration (UMTA) established a \$35.1 million Alternative Fuels Initiative (AFI) grant program to combat traffic congestion and vehicle emissions. Under the AFI program, UMTA provides funding for states, local public bodies and agencies for mass transit projects that utilize alternative fuels.

As outlined in the January 5, 1989 memorandum to the Policy Committee, the Minneapolis Community Development Agency (MCDA) and Minnegasco, Inc., with technical assistance from RTB staff, submitted a preliminary draft proposal to UMTA requesting \$1,074,750 from the AFI grant program to operate the proposed RiverCity Trolley. UMTA has recently asked the MCDA to submit a formal application.

DISCUSSION

Under the proposal, the MCDA will be responsible for administering the program and will select a provider to operate a four vehicle rubber tire RiverCity Trolley through a competitive bidding process by July, 1989. The trolley system is designed to serve downtown visitors and workers, and increase the mobility downtown between employment centers, the riverfront, the new convention center and retail areas.

The key elements of the RiverCity Trolley proposal include:

- A substantial public/private partnership between the MCDA, UMTA, Minnegasco and the downtown business community for operating and capital funding.
- The use and comparison of two types of natural gas as fuel, compressed natural gas (CNG) and liquefied natural gas (LNG).