



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

## **REGIONAL TRANSIT BOARD**

**Monday, July 9, 1990**

**4:30 to 7:00 p.m.**

**Embassy Suites Hotel, University Room  
175 East 10th Street, St. Paul**

The Regional Transit Board will be meeting on Monday, July 9, to conduct an indepth discussion on light rail transit planning activities and issues.



handout

**REGIONAL TRANSIT BOARD**  
**RETREAT**

**to Discuss RTB's  
Strategic Plan for LRT  
Funding Success in the 1991 State  
Legislative Session**

**4:30 p.m. to 7:00 p.m.  
Monday, July 9, 1990  
Embassy Suites Hotel  
University Room  
175 East 10th Street, St. Paul**

**AGENDA**

<u>Estimated Time</u>		<u>Requested Action</u>
	I. Welcome; Purpose of Meeting; Objectives-M. Ehrlichmann	
	<b>Part I:</b>	
	II. Transportation Study Board-Status Report-J. Hollander	Information
	III. RTB's Regional LRT Coordination Plan-Status Report-J. Hollander	Information
	IV. The Central Corridor (Group 'A') LRT Starter Line-Status Report-J. Hollander	Information
	V. Proposed Action Plan-Technical Studies Proposed-J. Hollander	Discussion and Direction
	A. Verify Ridership Forecasts	
	B. Verify Capital Cost Estimates	
	C. Prepare Special Summary Report to the Legislature	
	VI. RTB's LRT Video-Premier Showing-S. Hanson	Information

(over)

*An Equal Opportunity Employer*

REGIONAL TRANSIT BOARD  
RETREAT  
to Discuss RTB's  
Strategic Plan for LRT  
Funding Success in the 1991 State  
Legislative Session

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DINNER AND INFORMAL DISCUSSIONS

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Estimated  
Time

Requested  
Action

**Part II:**

- |       |  |                                |
|-------|--|--------------------------------|
| VII.  | Funding Strategy for Regional LRT System-S. Munyon                             | Information                    |
| VIII. | Proposed Action Plan-Public Education and Advocacy Activities-S. Munyon, et al | Discussion<br>and<br>Direction |

- IX. Summary and Wrap Up-G. Andrews

**LIGHT RAIL TRANSIT  
PLANS AND PROGRESS**

**Prepared as Background Material  
for the  
Peer Review on LRT  
Implementation Methods and  
Organizational Alternatives**

**June 15, 1990**



**REGIONAL TRANSIT BOARD**

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

## Why is Light Rail Transit Needed?

- Projected 33% increase in metro area daily vehicle miles traveled (VMT); (57 million VMT in 2010 versus 43 million today).
- Projected 60% increase in metro area highway miles with peak hour congestion; (240 miles in 2010 versus 150 today).
- Projected 30%+ increase in commute travel times (approximately 27 minutes average in 2010 versus approximately 20 minutes average today).
- Downtown Minneapolis and downtown St. Paul both projected to grow by 25%; (Minneapolis CBD 120,000 jobs to 150,000; St. Paul CBD 50,000 jobs to 65,000).
- No new freeway routes planned; only freeway reconstruction and some new HOV lanes.
- New light rail transit systems in eight cities have proven their ability to attract more riders to transit (25 to 100%) than an all-bus system would have; (e.g., San Diego, Calgary, Edmonton, Portland, Buffalo, Pittsburgh, Sacramento, San Jose).
- New light rail transit systems in eight cities have proven their ability to carry passengers at lower operating costs per passenger and higher farebox returns than an all-bus system would have; (e.g., San Diego, Calgary, Edmonton, Portland, Buffalo, Pittsburgh, Sacramento and San Jose).
- New light rail transit systems are environmentally superior to bus systems in terms of noise (quieter), air quality (cleaner), and energy consumption (more efficient).

# Survey Indicates "Widespread Support" for Light Rail Transit Development and Funding

A recent Minnesota Poll indicates that Minnesotans strongly favor a light rail transit (LRT) system in the Metropolitan area. The poll, conducted by the Star Tribune and KSTP-TV, took place January 17-23, 1990. A random sampling of 800 adults was polled, with adjustments for "household size and weighted to reflect demographic estimates of the adult population." According to the poll, "one can be 95 percent confident that sampling and other random error will be no more than plus or minus 4 percentage points."

## SUPPORT FOR LRT:

*"Do you think it is a good idea for the Twin Cities to have a public light rail transit system?"*

Seven county metro area.....81%  
Statewide.....73%

## APPROVE LRT STATE FUNDING:

Seven county metro area.....68%  
Statewide.....58%

The support for construction of a light rail transit system by both Metropolitan Area residents, and those who live in greater Minnesota, reflects a unique commitment by Minnesota taxpayers for this project.

### Current Status of New Light Rail Transit Systems in North America

City/System	Year First Opened	Number of Lines Today	Current Daily Ridership	Extensions or Expansions Underway
1. Edmonton	1978	1+ 1 u.c.	25,000+	South line to University u.c./open 1990
2. Calgary	1981	3	105,000	1 km extension now u.c.; 4th line planned
3. San Diego	1981	2	50,000	3 additional lines now in design or planning
4. Buffalo	1985-86	1	30,000	2 extensions in planning
5. Portland	1986	1	20,000	West side line under design; others planned
6. Sacramento	1987	2	21,000	Extensions under design; others planned
7. Pittsburgh	1987-89	1	35,000	New line now in planning stage
8. San Jose	1987-91	1	8,000 (partial opening only)	New Tasman line in AA planning phase
9. Los Angeles	1990-92	2 u.c.	N/A	Several additional lines now being planned
10. Baltimore	1991-92	2 u.c.	N/A	A Silver Spring Bethesda line is planned
11. St. Louis	1993	1 u.c.	N/A	Groundbreaking May 1990
12. Dallas	1994-95	3 u.c.	N/A	Dallas LRT is now finally underway after many years of debate

u.c. = under construction



Status of the Central Corridor (Group 'A')  
Light Rail Transit System Demonstration Line  
May 1990

A. Current Capital Cost Estimate

<u>Major Components</u>	<u>Current Cost Estimate (1990 \$)</u>
1. 1/2 of downtown Minneapolis Tunnel (1.1 mile)	\$110 million ±10%
2. University Connector with two short tunnels (2.7 miles)	\$90 million ±10%
3. Midway Corridor to Capitol (6.2± miles) (3 alignment alternatives under study)	\$100 million ±10%
4. Capitol to downtown St. Paul—Surface (1.4 miles)	\$35 million ±10%
5. Yards and shops (operating base)	\$27.5 million ±10%
6. <u>Initial fleet of 25 light rail vehicles</u>	<u>\$37.5 million ±10%</u>
Total—Group 'A'/Central Corridor (11.4 miles±)	\$400 million ±10%

B. Current Annual Operating and Maintenance Cost Estimate:

- Hours of Service: 5:30 a.m. to 1:30 a.m.
- Approximately 40,000 annual vehicle hours and approximately 800,000 annual vehicle miles of service.
- Estimated annual cost: \$5.7 million ±10%

C. Current Daily and Annual Ridership Estimate (Year 2010):

- Daily - Range – 30,000-40,000
- Annual - Range – 9 million - 12 million

D. Current Schedule - Projected:

- |  |                   |
|--|-------------------|
| 1. Complete LRT Regional Coordination Plan; choose a final Midway Corridor alignment | Jan. 1991         |
| 2. Complete preliminary engineering/firm up cost and ridership estimates             |                   |
| - Hennepin County RRA portion  | approx. June 1991 |
| - Ramsey County RRA portion  | approx. June 1992 |
| 3. Purchase and clear right-of-way;  | 1991-1993         |
| Relocate utility lines   | 1991-1993         |
| Secure all permits/co-op agreements  |                   |
| 4. Complete final design (via either a conventional or turnkey contracting method)   | 1992-1993         |
| 5. Begin construction/procurement  | 1993-1994         |
| 6. Complete construction/procurement   | 1996-1997         |
| 7. Pre-revenue testing and start-up  | 1996-1997         |
| 8. Begin revenue service   | 1996-1997         |

(Note: A detailed schedule and budget will be prepared as part of the LRT Regional Coordination Plan, which will be finished and presented to the legislature by the end of the year.)

PROPOSED POLITICAL ADVOCACY ACTIVITIES

STRATEGIES PRIOR TO THE START OF THE 1991 LEGISLATIVE SESSION

1. Organize a group trip to Calgary and Portland LRT systems in September (State Legislators, Business leaders, Chamber of Commerce, media, RTB/MTC Board Members, key staff).  
Luncheons in Calgary and Portland with their peers to ask questions about Light Rail Transit and whether it is a "good investment and successful".
2. Establish a Speaker's Bureau and communication kits (video, slides, brochures, information packets, "fact" sheets, maps, etc.)
3. Establish a Speaker's Forum whereby the RTB would invite guest speakers/elected officials/business leaders from other cities that have implemented LRT or have recently passed major new transportation funding legislation.
4. Business advocacy groups/Chamber of Commerce organizations organized and more involved/pro-active in advocating need for LRT.
5. Labor advocacy groups/ Building Trades, Transit Workers, AFL-CIO, Teamsters
6. Environmental advocacy groups
7. Transit riders organized and more involved/pro-active in advocating need for LRT.
8. Get RTB/MTC Board Members organized and more involved/pro-active in advocating need for LRT.
9. Get County RRA Commissioners organized and more involved/pro-active in advocating need for LRT.
10. Talk with Governor Perpich and Peter Huchinson about need for his support- leadership on LRT.
11. Ongoing collection of endorsements for LRT and regional funding source

## TARGET GROUPS FOR LIGHT RAIL TRANSIT EDUCATION AND ADVOCACY

### **Government**

Governor/Department of Finance - Peter Hutchinson  
Minnesota Department of Transportatio - Len Levine  
Metropolitan Council  
Metropolitan Transit Commission  
Metropolitan Inter-County Association  
Association of Minnesota Counties  
Association of Townships  
University of Minnesota  
Association of Metropolitan Municipalities  
City Councils

### **Transportation**

Center for Transportation Studies  
Transportation Study Board  
Minnesota Transportation Alliance  
Alliance for Progressive Transit - Doug Ewald  
Womens Transportation Seminar  
Minnesota Public Transportation Association  
RTB Providers  
North Central Institute of Transportation Engineers  
All RTB Advisory Committees  
Coalition for Quality Transit

### **Labor/LRT Advocacy Group**

AFL-CIO - State Convention  
CLU - Hennepin and Ramsey  
AFSCME  
Teamsters - State and Drivers  
Building Trades (State and Local)  
State Convention  
Railroad Brotherhood

**Business/Metropolitan Business LRT Advocacy**

Minnesota Chamber - Wayne Gilbert  
St. Paul Chamber - Rich Hadley - Downtown  
Minneapolis Chamber  
Retail Merchants - Midway Business and Civic; Asian-American Business  
Organization (along Midway Corridor)  
Contractors  
Truckers  
AAA  
National Federation of Independent Businesses

**Environmental Groups and Trail Users**

Sierra Club  
The Nature Conservancy  
Committee on Urban Environment  
Cross Country Ski Clubs  
Snowmobilers  
Hiking Club  
Minnesota Park and Trail Council  
Bicyclists  
Horse Council

**Seniors**

Board on Aging  
AARP  
Grey Panthers  
Older Women's League  
Senior Federation

**Disabled**

State Council  
UHF  
Metro Center for Independent Living  
M.S. Society  
Minnesota Federation of the Blind  
Minneapolis Society for the Blind

**Civic Organizations**

Jaycees  
Lions  
Rotary  
Veterans

**Neighborhood Groups**

Metro Area Planning Area Councils  
League of Women Voters  
Minnesota Progressive Voters Alliance

**Future Possibilities:**

Poll by Senate District  
Precinct Caucuses--Initiate Advocacy Resolutions

July 1990

**LIGHT RAIL TRANSIT RESOLUTION**

**WHEREAS** the \_\_\_\_\_ supports improvement and additional capacity to our transportation system to move people; and

**WHEREAS** the \_\_\_\_\_ supports a transportation system that is multi-modal; and

**WHEREAS** the 1989 Minnesota State Legislature directed the Regional Transit Board to prepare a Light Rail Transit Development and Financial plan for the metropolitan region; and

**WHEREAS** the Regional Transit Board submitted to the Minnesota State Legislature its Light Rail Transit Regional Development and Financial Plan in a timely manner; and

**WHEREAS** the seven regional railroad authorities in the metropolitan region, the Metropolitan Council and the Regional Transit Board have concluded that implementation of light rail transit will be of benefit in reducing congestion and air pollution; and

**NOW, THEREFORE, BE IT RESOLVED** that the \_\_\_\_\_ supports the Regional Transit Board's phased development plan for a light rail transit system in the seven county metropolitan area with the first phase of construction between Minneapolis and St. Paul; and

**BE IT FURTHER RESOLVED** that the \_\_\_\_\_ supports a new regional tax for purposes of building a light rail transit system.

Proposed RTB  
LRT Action Plan &  
Estimated Budget Required

3. Establish a Speakers' Forum whereby the RTB would invite guest speakers/elected officials/business leaders from other cities that have implemented LRT or have recently passed major new transportation funding legislation (4-5 guest speakers @2,000 ea. travel expenses and stipend).	\$ 10,000.00
4. Miscellaneous/Contingencies @10%.	25,000.00
<hr/>	
TOTAL	\$250,000.00

Agenda Item VIII.

Proposed RTB  
LRT Action Plan and  
Estimated Budget Required

A. Technical Studies/Activities Proposed

- |   |              |
|---|--------------|
| 1. <u>Verify ridership estimates</u> for the Central Corridor LRT - verify by assembling a panel of national patronage forecasting experts to review and comment (Peer Review): | \$ 15,000.00 |
| 2. <u>Verify capital cost estimates</u> for the Central Corridor LRT - verify by getting a "construction contractor"-type estimate (consultant).                                | 50,000.00    |
| 3. <u>Prepare special report to the legislature which includes:</u>   | 100,000.00   |

1) The need for Regional LRT system (very convincing statements); 2) Regional LRT D&F Plan summary; 3) Coordination Plan summary; 4) Central Corridor final alignment and station sites chosen; 5) Capital costs and verification report; 6) Ridership and verification report; 7) Schedule; 8) Budget; 9) Funding plan; and, 10) Funding request.

Report to be a polished magazine-style format with lots of color photos, maps, bar charts, graphs and drawings - easy to read and comprehend - 500 copies (consultant).

B. Public Information and Advocacy Activities Proposed

- |  |           |
|--|-----------|
| 1. Organize an LRT fact-finding trip to Calgary and Portland LRT systems in late summer (state legislators, business leaders, Chamber of Commerce, media, RTB/MTC board members, key staff). | 25,000.00 |
| Luncheons in Calgary and Portland with their peers-ask questions about whether LRT is "successful", a "good investment", etc.  |           |
| 2. Establish a Speakers' Bureau and communications kits (videos, slides, brochures, information packets, "fact" sheets, maps, etc.).   | 25,000.00 |

(Public Information materials, brochures, maps, etc.)

## PLANNING CALENDAR

### June - Draft Tax Bill

Have peers review bill:

- Counties
- Randy Halvorson, Mn/DOT
- Nacho Diaz, Metropolitan Council
- Tom Johnson, Transportation Study Board
- Fred Corrigan, Transportation Alliance
- Jim Denn/Lisa Peterson, Truckers
- MEA / MFT

### July, August, September - Education/Advocacy Solicitation

Meetings with counties

Meetings with labor groups

Video presentation and meetings with business groups

Video presentation and meetings with environmental groups

Video presentation and meetings with citizen groups by

Meetings by legislative district - (prioritized by Transportation, Tax, Appropriations Committee members)

### September

Trip to Portland and Calgary

### October

Collect resolutions, endorsements of LRT and regional financing

### November and December

Finalize legislation, meet with legislators

**UPCOMING**

**LIGHT RAIL TRANSIT PRESENTATION TO INCLUDE PARTICIPANTS FROM THE FOLLOWING:**

1. Regional Board and Staff
2. County Commissioners and Staff
3. Environmental Advocacy Groups
4. Metropolitan Council Members and Staff
5. Minnesota Legislators and Staff
6. City and Municipalities officials



**PRESENTATION MATERIALS TO INCLUDE:**

- Light Rail Transit video
- RTB Communication Kit
  - New Brochure
  - Fact Sheet
  - Maps



REGIONAL TRANSIT BOARD

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REGIONAL TRANSIT BOARD  
METROPOLITAN COUNCIL MEMBERS

REGIONAL TRANSIT BOARD

CHAIR:

Michael Ehrlichmann  
Minneapolis

DISTRICT A:

John Finley  
St. Paul

DISTRICT B:

Richard Wedell  
Shoreview

DISTRICT C:

Jeff Spartz  
Minneapolis

DISTRICT D:

Sandra Hilary  
Minneapolis

DISTRICT E:

Elwyn Tinklenberg  
Blaine

METROPOLITAN COUNCIL

DISTRICT 4:

Minneapolis

DISTRICT 2:

Mike McLaughlin  
St. Paul

DISTRICT 1:

Liz Anderson  
St. Paul

DISTRICT 3:

James Senden  
New Brighton

DISTRICT 7:

Mary Häuser  
Birchwood

DISTRICT 4:

Minneapolis

DISTRICT 5:

David Fisher  
Minneapolis

CHAIR:

Steve Keefe  
Minneapolis

DISTRICT 6:

Joan Campbell  
Minneapolis

DISTRICT 11:

Dottie Rietow  
St. Louis Park

DISTRICT 8:

Donald Stein  
Coon Rapids

DISTRICT 10:

John Evans  
New Hope



REGIONAL TRANSIT BOARD

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DISTRICT F:

Ruth Franklin  
Anoka

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DISTRICT 9:

Ken Kunzman  
Ham Lake

DISTRICT 13:

Dirk DeVries  
Minnetonka

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DISTRICT G:

Norbert Theis  
Shakopee

---

DISTRICT 12:

Gertrude Ulrich  
Richfield

DISTRICT 14:

Marcy Waritz  
Chaska

---

DISTRICT H:

Edward Kranz  
Hastings

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DISTRICT 15:

Margaret Schreiner  
Eagan

DISTRICT 16:

Patrick Scully  
Hastings

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AT LARGE:

Doris Caraniças

AT LARGE:

Terrance O'Toole

FOR DISCUSSION PURPOSES:

Proposal for Seven County Region Sales Tax Legislation

Section 1. - Imposition of Tax

There is imposed an excise tax of an additional 1% on all retail sales made within the metropolitan area for which tax is imposed pursuant to Minnesota Statute 297A.

Section 2. - Definitions for Purposes of This Section

The terms used herein shall have the meanings given them in Minnesota Statutes 297 A and Minnesota Statutes 473.

Section 3. - Disposition of Proceeds

The proceeds from this metropolitan transit sales tax shall be divided equally. One-half of the proceeds shall be disbursed to the Regional Transit Board for the purpose of funding transit. One-half of the proceeds shall be disbursed to the Department of Transportation for the purpose of funding roadways, bridges and trail infrastructure improvements in the metropolitan area.

Section 4. Obligations of the Regional Transit Board

The Regional Transit Board shall use the proceeds of the metropolitan transit sales tax for the purpose of funding capital improvements for transit systems serving the metropolitan area including light rail transit and other transit systems provided by public or private entities and consistent with Regional Transit Board's implementation plan and the light rail transit regional development and financial plan developed pursuant to Minnesota Statute 473.399, Subd.2.

Section 5. Department of Transportation

The Commissioner of Transportation shall receive and distribute the transportation portion of the sales tax proceeds for capital improvement projects: Formula undetermined.

Section 6. -

Distribution of the transit component of the sales tax proceeds: Formula undetermined.

The funds for municipal state aid for cities in the metropolitan area will be disbursed on the basis: Formula undetermined.

Section 7

Any balance of funds remaining at the end of each fiscal year shall not revert to the state general fund.

Section 8

This article is effective on the \_\_\_\_\_ day of \_\_\_\_\_ 1991.

## LIGHT RAIL TRANSIT RESOLUTION

**WHEREAS** the 1989 Minnesota State Legislature directed the Regional Transit Board to prepare a Light Rail Transit Development and Financial plan for the metropolitan region; and

**WHEREAS** the Regional Transit Board submitted to the Minnesota State Legislature its Light Rail Transit Regional Development and Financial Plan in a timely manner; and

**WHEREAS** the seven regional railroad authorities in the metropolitan region, the Metropolitan Council and the Regional Transit Board have concluded that implementation of light rail transit will be of benefit in reducing congestion and air pollution; and

**WHEREAS** each of the seven metropolitan county regional railroad authorities signed a letter to the Urban Mass Transportation Administration requesting support for the development of the Minneapolis Northeast, the Hiawatha and the I-35W South Light Rail Transit Corridors,

**WHEREAS** the U.S. House Transportation Appropriations Subcommittee has adopted similar language in their subcommittee report.

**THEREFORE BE IT RESOLVED** that the Joint Light Rail Transit Advisory Committee urges inclusion of the following language in the U.S. Senate Transportation Appropriations Subcommittee Report:

### URBAN MASS TRANSPORTATION ADMINISTRATION

Minnesota-The Committee has included \$2,000,000 in Section 8 planning money to help Minnesota with the planning of the proposed light rail system in the Twin Cities. These funds are to be used for the necessary studies and environmental documents in order to make the following corridors eligible for federal design and construction funds:

- a) I-35W South to 96th Street
- b) Hiawatha to Federal GSA Building
- c) Minneapolis-Northeast to Northtown Shopping Center

June 13, 1990

PRELIMINARY FINDINGS  
LIGHT RAIL TRANSIT

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1. The Transportation Study Board feels that the State appropriately has a role in the development of LRT in the metropolitan area.
2. The Regional LRT Development and Financial Plan and recent RTB testimony indicate a number of potential benefits of Light Rail Transit. Some of these potential benefits are: increased transit ridership due to improved quality, reliability and frequency of transit service; better cost-effectiveness than an all-bus system; and help in relieving congestion in the downtown areas and in highly congested commuter corridors. However, the Transportation Study Board would like more quantification of these benefits. Therefore, the Metropolitan Council and RTB, with the support of the Regional Rail Authorities, should substantiate the goals, cost-effectiveness and need for Light Rail Transit to the Transportation Study Board.
3. The Regional LRT Development and Financial Plan proposes a twenty-year system of 120 miles at a cost of approximately \$2 billion in 1988 dollars. The Metropolitan Council and the RTB should be asked to explain the need and feasibility of this plan.
4. The LRT priority stated in the Regional LRT Development and Financial Plan is the "core system" made up of the Central Corridor, the downtown circulation systems in Minneapolis and St. Paul, and the central yard and shop facility. The Transportation Study Board agrees that this core system should be the first priority. However, the Transportation Study Board has concerns about the cost of the core system, ~~particularly~~ <sup>including</sup> the proposed tunnels. The RTB and the Rail Authorities should be asked to explain the need and feasibility of these and other elements of the core system.
5. The cost for the core system in the Development and Financial Plan was stated as \$300 million while recent RTB testimony indicates that the cost has now risen to \$400 million. The Transportation Study Board has concerns about the ability of the RTB and the Rail Authorities to control the cost of LRT construction. The RTB and Rail Authorities should be asked to demonstrate a clear plan for controlling costs.

6. The authority to design and construct Light Rail Transit currently rests with the seven county Regional Railroad Authorities. If the state provides LRT financing, the Legislature will want a clearly identified accountable party responsible for the expenditure of those funds. The RTB is currently preparing an LRT Coordination Plan at the direction of the Legislature which should address organizational issues. The RTB should be asked to report preliminary findings of the LRT Coordination Plan to the Transportation Study Board as soon as possible.
  
7. The LRT Development and Financial Plan recommends that a source of funding be a regional tax. The Transportation Study Board supports the concept of local and regional funding for LRT construction. Funding obtained from a regional source should also be available for other transportation facility needs. Additional analysis should be conducted to determine the financial implications of various regional funding sources.

## MAJOR COMPONENTS OF REGIONAL LRT COORDINATION PLAN

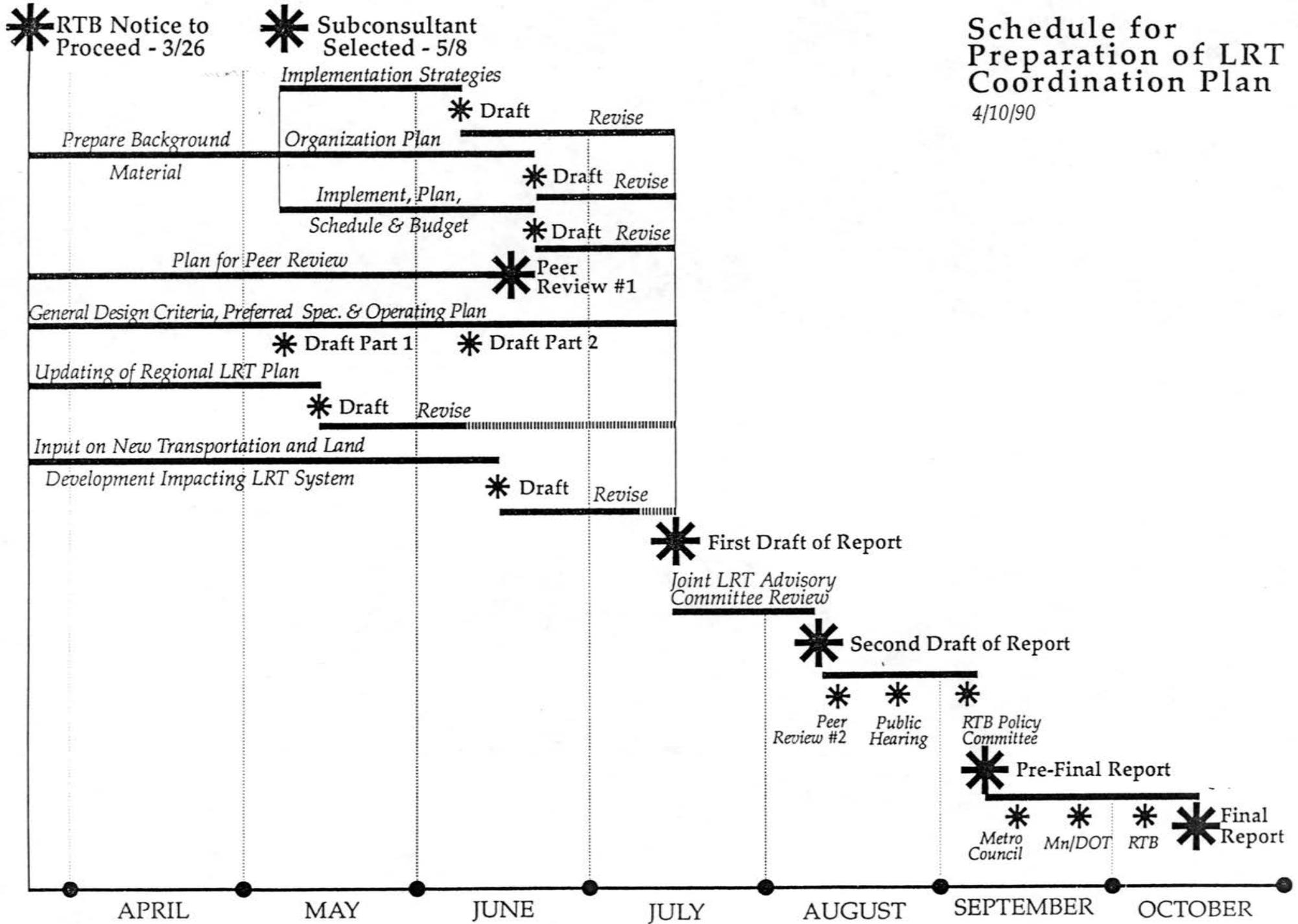
- Evaluation of Alternative LRT Implementation Strategies (i.e., turnkey, design/build, traditional, etc.)
- Evaluation of Alternative Agency Organizational Plans for Design and Construction
- Organizational Plan Within MTC for LRT Operations and Maintenance
- Master Program Schedule and Budget for Group A and Group B (All or Part) LRT Corridors
- General Design Criteria, Performance Specifications, and Operating Plan
- Process and Procedures for Updating the Regional LRT Plan
- Process and Procedures for Reviewing and Providing Input on Transportation and Land Developments Impacting the LRT System
- Peer Review and Public Hearing

## PURPOSE OF REGIONAL LRT COORDINATION PLAN

- Gain Agreement Among the RTB, Regional Railroad Authorities and the MTC on the Above Plan Components
- Demonstrate to the State Legislature that the RTB, Regional Railroad Authorities, and MTC Have the Consensus and the Capability to Efficiently Construct a Regional LRT System On-Time and Within Budget

# Schedule for Preparation of LRT Coordination Plan

4/10/90





**REGIONAL TRANSIT BOARD  
RETREAT**

**to Discuss RTB's  
Strategic Plan for LRT  
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**4:30 p.m. to 7:00 p.m.  
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University Room  
175 East 10th Street, St. Paul**

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5'	V. Funding Strategy for Regional LRT System-S. Munyon	Information
3'	VI. Update on Public Information and Advocacy Activities-S. Munyon	Information
15'	VII. RTB's LRT Video-Premier Showing-S. Hanson	Information

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5:15 DINNER AND INFORMAL DISCUSSIONS

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(over)

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to Discuss RTB's  
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**Part II: Discussion & Directions**

- |     |       |  |                                |
|-----|-------|--|--------------------------------|
| 15' | VIII. | Proposed Action Plan-Technical Studies Proposed-J. Hollander                         | Discussion<br>and<br>Direction |
|     |       | A. Verify Ridership Forecasts  |                                |
|     |       | B. Verify Capital Cost Estimates   |                                |
|     |       | C. Prepare Special Summary Report to the Legislature                                 |                                |
| 45' | IX.   | Proposed Action Plan-Public Information and Advocacy Activities-<br>S. Munyon, et al | Discussion<br>and<br>Direction |

- X. Summary and Wrap Up-J. Hollander

June 13, 1990

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LIGHT RAIL TRANSIT

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4. The LRT priority stated in the Regional LRT Development and Financial Plan is the "core system" made up of the Central Corridor, the downtown circulation systems in Minneapolis and St. Paul, and the central yard and shop facility. The Transportation Study Board agrees that this core system should be the first priority. However, the Transportation Study Board has concerns about the cost of the core system, <sup>including</sup> particularly the proposed tunnels. The RTB and the Rail Authorities should be asked to explain the need and feasibility of these and other elements of the core system.
5. The cost for the core system in the Development and Financial Plan was stated as \$300 million while recent RTB testimony indicates that the cost has now risen to \$400 million. The Transportation Study Board has concerns about the ability of the RTB and the Rail Authorities to control the cost of LRT construction. The RTB and Rail Authorities should be asked to demonstrate a clear plan for controlling costs.

6. The authority to design and construct Light Rail Transit currently rests with the seven county Regional Railroad Authorities. If the state provides LRT financing, the Legislature will want a clearly identified accountable party responsible for the expenditure of those funds. The RTB is currently preparing an LRT Coordination Plan at the direction of the Legislature which should address organizational issues. The RTB should be asked to report preliminary findings of the LRT Coordination Plan to the Transportation Study Board as soon as possible.
  
7. The LRT Development and Financial Plan recommends that a source of funding be a regional tax. The Transportation Study Board supports the concept of local and regional funding for LRT construction. Funding obtained from a regional source should also be available for other transportation facility needs. Additional analysis should be conducted to determine the financial implications of various regional funding sources.

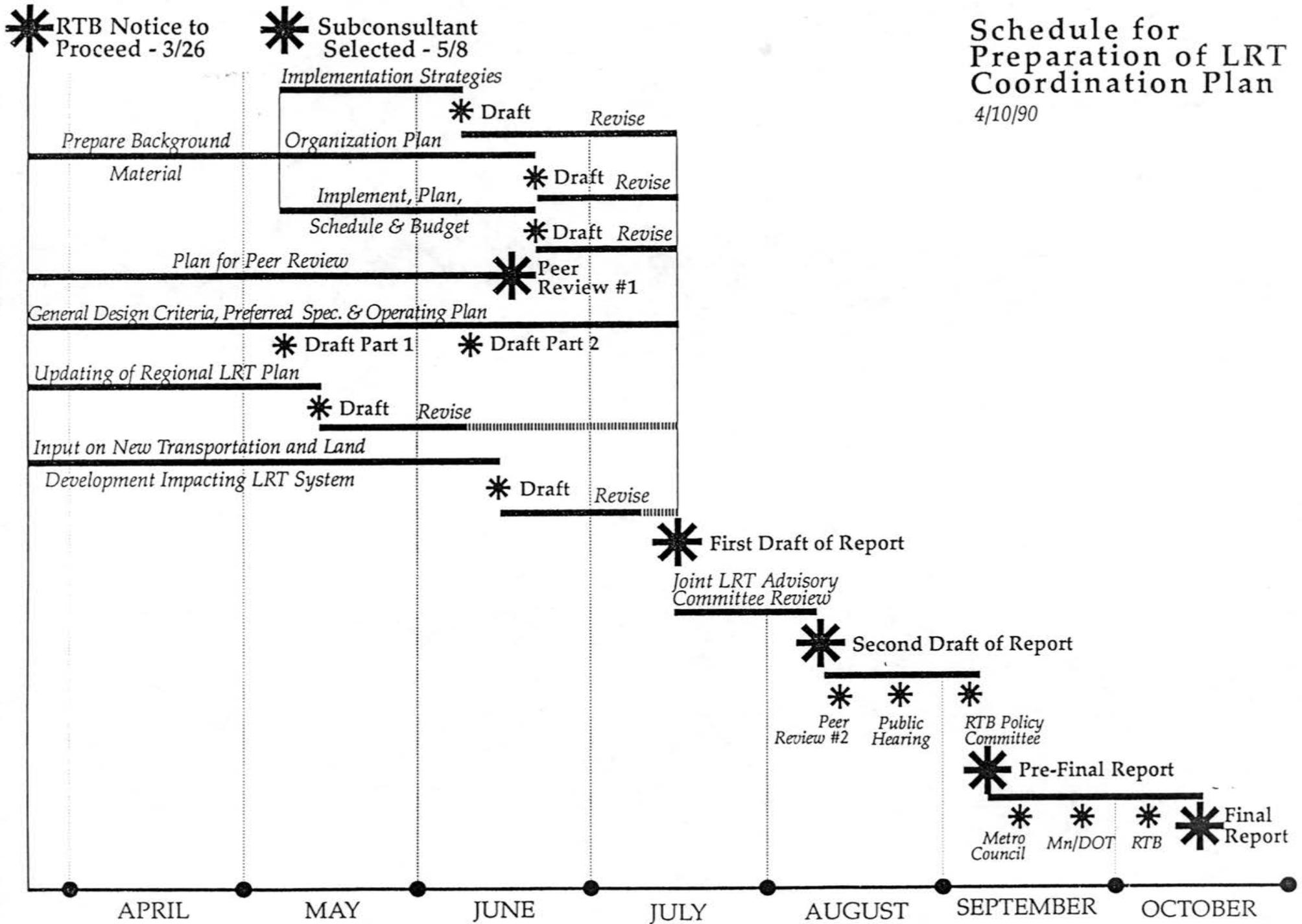
## MAJOR COMPONENTS OF REGIONAL LRT COORDINATION PLAN

- Evaluation of Alternative LRT Implementation Strategies (i.e., turnkey, design/build, traditional, etc.)
- Evaluation of Alternative Agency Organizational Plans for Design and Construction
- Organizational Plan Within MTC for LRT Operations and Maintenance
- Master Program Schedule and Budget for Group A and Group B (All or Part) LRT Corridors
- General Design Criteria, Performance Specifications, and Operating Plan
- Process and Procedures for Updating the Regional LRT Plan
- Process and Procedures for Reviewing and Providing Input on Transportation and Land Developments Impacting the LRT System
- Peer Review and Public Hearing

## PURPOSE OF REGIONAL LRT COORDINATION PLAN

- Gain Agreement Among the RTB, Regional Railroad Authorities and the MTC on the Above Plan Components
- Demonstrate to the State Legislature that the RTB, Regional Railroad Authorities, and MTC Have the Consensus and the Capability to Efficiently Construct a Regional LRT System On-Time and Within Budget

Schedule for Preparation of LRT Coordination Plan  
4/10/90



**LIGHT RAIL TRANSIT  
PLANS AND PROGRESS**

**Prepared as Background Material  
for the  
Peer Review on LRT  
Implementation Methods and  
Organizational Alternatives**

**June 15, 1990**



**REGIONAL TRANSIT BOARD**

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

## Why is Light Rail Transit Needed?

- Projected 33% increase in metro area daily vehicle miles traveled (VMT); (57 million VMT in 2010 versus 43 million today).
- Projected 60% increase in metro area highway miles with peak hour congestion; (240 miles in 2010 versus 150 today).
- Projected 30%+ increase in commute travel times (approximately 27 minutes average in 2010 versus approximately 20 minutes average today).
- Downtown Minneapolis and downtown St. Paul both projected to grow by 25%; (Minneapolis CBD 120,000 jobs to 150,000; St. Paul CBD 50,000 jobs to 65,000).
- No new freeway routes planned; only freeway reconstruction and some new HOV lanes.
- New light rail transit systems in eight cities have proven their ability to attract more riders to transit (25 to 100%) than an all-bus system would have; (e.g., San Diego, Calgary, Edmonton, Portland, Buffalo, Pittsburgh, Sacramento, San Jose).
- New light rail transit systems in eight cities have proven their ability to carry passengers at lower operating costs per passenger and higher farebox returns than an all-bus system would have; (e.g., San Diego, Calgary, Edmonton, Portland, Buffalo, Pittsburgh, Sacramento and San Jose).
- New light rail transit systems are environmentally superior to bus systems in terms of noise (quieter), air quality (cleaner), and energy consumption (more efficient).

# Survey Indicates "Widespread Support" for Light Rail Transit Development and Funding

A recent Minnesota Poll indicates that Minnesotans strongly favor a light rail transit (LRT) system in the Metropolitan area. The poll, conducted by the Star Tribune and KSTP-TV, took place January 17-23, 1990. A random sampling of 800 adults was polled, with adjustments for "household size and weighted to reflect demographic estimates of the adult population." According to the poll, "one can be 95 percent confident that sampling and other random error will be no more than plus or minus 4 percentage points."

## SUPPORT FOR LRT:

*"Do you think it is a good idea for the Twin Cities to have a public light rail transit system?"*

Seven county metro area.....81%  
Statewide.....73%

## APPROVE LRT STATE FUNDING:

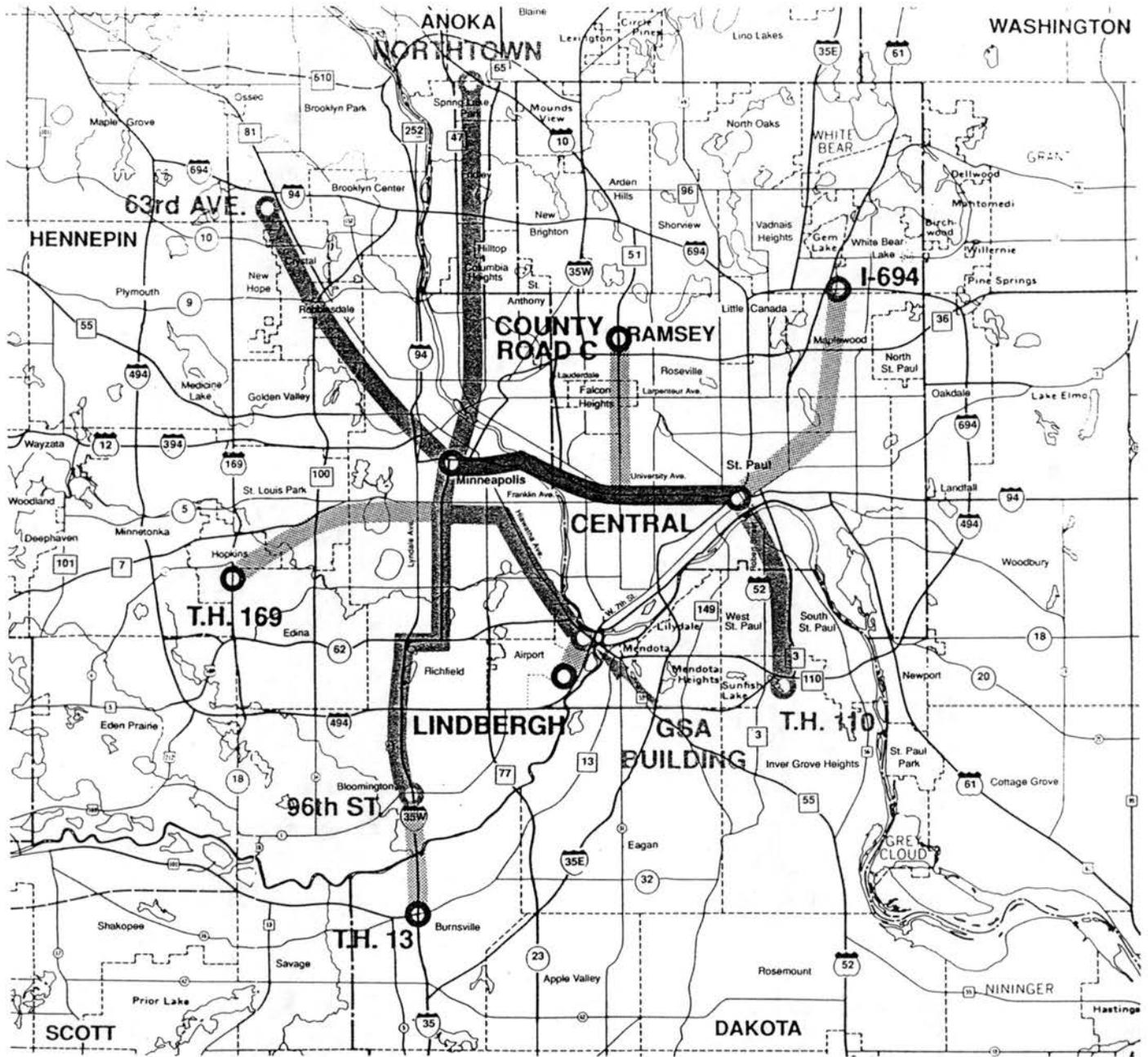
Seven county metro area.....68%  
Statewide.....58%

The support for construction of a light rail transit system by both Metropolitan Area residents, and those who live in greater Minnesota, reflects a unique commitment by Minnesota taxpayers for this project.

### Current Status of New Light Rail Transit Systems in North America

City/System	Year First Opened	Number of Lines Today	Current Daily Ridership	Extensions or Expansions Underway
1. Edmonton	1978	1+ 1 u.c.	25,000+	South line to University u.c./open 1990
2. Calgary	1981	3	105,000	1 km extension now u.c.; 4th line planned
3. San Diego	1981	2	50,000	3 additional lines now in design or planning
4. Buffalo	1985-86	1	30,000	2 extensions in planning
5. Portland	1986	1	20,000	West side line under design; others planned
6. Sacramento	1987	2	21,000	Extensions under design; others planned
7. Pittsburgh	1987-89	1	35,000	New line now in planning stage
8. San Jose	1987-91	1	8,000 (partial opening only)	New Tasman line in AA planning phase
9. Los Angeles	1990-92	2 u.c.	N/A	Several additional lines now being planned
10. Baltimore	1991-92	2 u.c.	N/A	A Silver Spring Bethesda line is planned
11. St. Louis	1993	1 u.c.	N/A	Groundbreaking May 1990
12. Dallas	1994-95	3 u.c.	N/A	Dallas LRT is now finally underway after many years of debate

u.c. = under construction



**LEGEND**

-  GROUP A
-  GROUP B
-  GROUP C

LIGHT RAIL TRANSIT DEVELOPMENT AND FINANCIAL PLAN

**STAGING FOR MAXIMUM 10-YEAR LRT PLAN**



Status of the Central Corridor (Group 'A')  
Light Rail Transit System Demonstration Line  
May 1990

A. Current Capital Cost Estimate

<u>Major Components</u>	<u>Current Cost Estimate (1990 \$)</u>
1. 1/2 of downtown Minneapolis Tunnel (1.1 mile)	\$110 million ±10%
2. University Connector with two short tunnels (2.7 miles)	\$90 million ±10%
3. Midway Corridor to Capitol (6.2± miles) (3 alignment alternatives under study)	\$100 million ±10%
4. Capitol to downtown St. Paul—Surface (1.4 miles)	\$35 million ±10%
5. Yards and shops (operating base)	\$27.5 million ±10%
6. <u>Initial fleet of 25 light rail vehicles</u>	<u>\$37.5 million ±10%</u>
Total—Group 'A'/Central Corridor (11.4 miles±)	\$400 million ±10%

B. Current Annual Operating and Maintenance Cost Estimate:

- Hours of Service: 5:30 a.m. to 1:30 a.m.
- Approximately 40,000 annual vehicle hours and approximately 800,000 annual vehicle miles of service.
- Estimated annual cost: \$5.7 million ±10%

C. Current Daily and Annual Ridership Estimate (Year 2010):

- Daily - Range -- 30,000-40,000
- Annual - Range -- 9 million - 12 million

D. Current Schedule - Projected:

- |  |                   |
|--|-------------------|
| 1. Complete LRT Regional Coordination Plan; choose a final Midway Corridor alignment | Jan. 1991         |
| 2. Complete preliminary engineering/firm up cost and ridership estimates             |                   |
| - Hennepin County RRA portion  | approx. June 1991 |
| - Ramsey County RRA portion  | approx. June 1992 |
| 3. Purchase and clear right-of-way;  | 1991-1993         |
| Relocate utility lines   | 1991-1993         |
| Secure all permits/co-op agreements  |                   |
| 4. Complete final design (via either a conventional or turnkey contracting method)   | 1992-1993         |
| 5. Begin construction/procurement  | 1993-1994         |
| 6. Complete construction/procurement   | 1996-1997         |
| 7. Pre-revenue testing and start-up  | 1996-1997         |
| 8. Begin revenue service   | 1996-1997         |

(Note: A detailed schedule and budget will be prepared as part of the LRT Regional Coordination Plan, which will be finished and presented to the legislature by the end of the year.)

FOR DISCUSSION PURPOSES:

Proposal for Seven County Region Sales Tax Legislation

Section 1. - Imposition of Tax

There is imposed an excise tax of an additional 1% on all retail sales made within the metropolitan area for which tax is imposed pursuant to Minnesota Statute 297A.

Section 2. - Definitions for Purposes of This Section

The terms used herein shall have the meanings given them in Minnesota Statutes 297 A and Minnesota Statutes 473.

Section 3. - Disposition of Proceeds

The proceeds from this metropolitan transit sales tax shall be divided equally. One-half of the proceeds shall be disbursed to the Regional Transit Board for the purpose of funding transit. One-half of the proceeds shall be disbursed to the Department of Transportation for the purpose of funding roadways, bridges and trail infrastructure improvements in the metropolitan area.

Section 4. Obligations of the Regional Transit Board

The Regional Transit Board shall use the proceeds of the metropolitan transit sales tax for the purpose of funding capital improvements for transit systems serving the metropolitan area including light rail transit and other transit systems provided by public or private entities and consistent with Regional Transit Board's implementation plan and the light rail transit regional development and financial plan developed pursuant to Minnesota Statute 473.399, Subd.2.

Section 5. Department of Transportation

The Commissioner of Transportation shall receive and distribute the transportation portion of the sales tax proceeds for capital improvement projects: Formula undetermined.

Section 6. -

Distribution of the transit component of the sales tax proceeds: Formula undetermined.

The funds for municipal state aid for cities in the metropolitan area will be disbursed on the basis: Formula undetermined.

Section 7

Any balance of funds remaining at the end of each fiscal year shall not revert to the state general fund.

Section 8

This article is effective on the \_\_\_\_\_ day of \_\_\_\_\_ 1991.

Agenda Item VIII.

**Proposed RTB  
LRT Action Plan and  
Estimated Budget Required**

A. Technical Studies/Activities Proposed

- |   |              |
|---|--------------|
| 1. <u>Verify ridership estimates</u> for the Central Corridor LRT - verify by assembling a panel of national patronage forecasting experts to review and comment (Peer Review). | \$ 15,000.00 |
| 2. <u>Verify capital cost estimates</u> for the Central Corridor LRT - verify by getting a "construction contractor"-type estimate (consultant).                                | 50,000.00    |
| 3. <u>Prepare special report to the legislature which includes:</u>   | 100,000.00   |
- 1) The need for Regional LRT system (very convincing statements); 2) Regional LRT D&F Plan summary; 3) Coordination Plan summary; 4) Central Corridor final alignment and station sites chosen; 5) Capital costs and verification report; 6) Ridership and verification report; 7) Schedule; 8) Budget; 9) Funding plan; and, 10) Funding request.

Report to be a polished magazine-style format with lots of color photos, maps, bar charts, graphs and drawings - easy to read and comprehend - 500 copies (consultant).

B. Public Information and Advocacy Activities Proposed

- |  |           |
|--|-----------|
| 1. Organize an LRT fact-finding trip to Calgary and Portland LRT systems in late summer (state legislators, business leaders, Chamber of Commerce, media, RTB/MTC board members, key staff). | 25,000.00 |
| Luncheons in Calgary and Portland with their peers-ask questions about whether LRT is "successful", a "good investment", etc.  |           |
| 2. Establish a Speakers' Bureau and communications kits (videos, slides, brochures, information packets, "fact" sheets, maps, etc.).   | 25,000.00 |

(Public Information materials, brochures, maps, etc.)

Proposed RTB  
LRT Action Plan &  
Estimated Budget Required

3. Establish a Speakers' Forum whereby the RTB would invite guest speakers/elected officials/business leaders from other cities that have implemented LRT or have recently passed major new transportation funding legislation (4-5 guest speakers @2,000 ea. travel expenses and stipend).	\$ 10,000.00
4. Miscellaneous/Contingencies @10%.	25,000.00
<hr/>	
TOTAL	\$250,000.00

## PROPOSED POLITICAL ADVOCACY ACTIVITIES

### STRATEGIES PRIOR TO THE START OF THE 1991 LEGISLATIVE SESSION

1. Organize a group trip to Calgary and Portland LRT systems in September (State Legislators, Business leaders, Chamber of Commerce, media, RTB/MTC Board Members, key staff).  
Luncheons in Calgary and Portland with their peers to ask questions about Light Rail Transit and whether it is a "good investment and successful".
2. Establish a Speaker's Bureau and communication kits (video, slides, brochures, information packets, "fact" sheets, maps, etc.)
3. Establish a Speaker's Forum whereby the RTB would invite guest speakers/elected officials/business leaders from other cities that have implemented LRT or have recently passed major new transportation funding legislation.
4. Business advocacy groups/Chamber of Commerce organizations organized and more involved/pro-active in advocating need for LRT.
5. Labor advocacy groups/ Building Trades, Transit Workers, AFL-CIO, Teamsters
6. Environmental advocacy groups
7. Transit riders organized and more involved/pro-active in advocating need for LRT.
8. Get RTB/MTC Board Members organized and more involved/pro-active in advocating need for LRT.
9. Get County RRA Commissioners organized and more involved/pro-active in advocating need for LRT.
10. Talk with Governor Perpich and Peter Hutchinson about need for his support- leadership on LRT.
11. Ongoing collection of endorsements for LRT and regional funding source

## TARGET GROUPS FOR LIGHT RAIL TRANSIT EDUCATION AND ADVOCACY

### **Government**

Governor/Department of Finance - Peter Hutchinson  
Minnesota Department of Transportatio - Len Levine  
Metropolitan Council  
Metropolitan Transit Commission  
Metropolitan Inter-County Association  
Association of Minnesota Counties  
Association of Townships  
University of Minnesota  
Association of Metropolitan Municipalities  
City Councils

### **Transportation**

Center for Transportation Studies  
Transportation Study Board  
Minnesota Transportation Alliance  
Alliance for Progressive Transit - Doug Ewald  
Womens Transportation Seminar  
Minnesota Public Transportation Association  
RTB Providers  
North Central Institute of Transportation Engineers  
All RTB Advisory Committees  
Coalition for Quality Transit

### **Labor/LRT Advocacy Group**

AFL-CIO - State Convention  
CLU - Hennepin and Ramsey  
AFSCME  
Teamsters - State and Drivers  
Building Trades (State and Local)  
State Convention  
Railroad Brotherhood

**Business/Metropolitan Business LRT Advocacy**

Minnesota Chamber - Wayne Gilbert  
St. Paul Chamber - Rich Hadley - Downtown  
Minneapolis Chamber  
Retail Merchants - Midway Business and Civic; Asian-American Business  
Organization (along Midway Corridor)  
Contractors  
Truckers  
AAA  
National Federation of Independent Businesses

**Environmental Groups and Trail Users**

Sierra Club  
The Nature Conservancy  
Committee on Urban Environment  
Cross Country Ski Clubs  
Snowmobilers  
Hiking Club  
Minnesota Park and Trail Council  
Bicyclists  
Horse Council

**Seniors**

Board on Aging  
AARP  
Grey Panthers  
Older Women's League  
Senior Federation

**Disabled**

State Council  
UHF  
Metro Center for Independent Living  
M.S. Society  
Minnesota Federation of the Blind  
Minneapolis Society for the Blind

**Civic Organizations**

Jaycees  
Lions  
Rotary  
Veterans

**Neighborhood Groups**

Metro Area Planning Area Councils  
League of Women Voters  
Minnesota Progressive Voters Alliance

**Future Possibilities:**

Poll by Senate District  
Precinct Caucuses--Initiate Advocacy Resolutions