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August 20, 2018

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

SPECIAL MEETING OF THE REGIONAL TRANSIT BOARD

Monday, March 25, 1991
Mears Park Centre, Room A
Immediately following the 4:00 p.m.
Meeting of the Policy Committee

AGENDA

A. Call to Order and Roll Call

B. Approval of Agenda

C. Discussion of Transit Legislation

D. Public Comment

Michael J. Ehrlichmann
Chair

RTB COMMUNITY TRANSIT MEETINGS

Date/Time	Location
Wednesday, March 27, 1991 7:00 p.m. *(co-sponsored by Hallie Q. Brown Community Center)*	Martin Luther King Center (Club Room C) 270 Kent Street at Iglehart St. Paul
Tuesday, April 2, 1991 7:00 p.m. *(co-sponsored by Urban League of Minneapolis)*	Sabathani Community Center (Library) 310 East 38th Avenue Minneapolis
Wednesday, April 3, 1991 7:00 p.m.	Minneapolis American Indian Center (Auditorium, 2nd level) 1530 East Franklin Avenue Minneapolis
Tuesday, April 9, 1991 7:00 p.m. *(co-sponsored by Urban League of Minneapolis)*	Pilot City Regional Center (Canteen, lower level) 1315 Penn Avenue North Minneapolis
Thursday, April 11, 1991 6:30 p.m. *(co-sponsored by CLUES)*	Our Lady of Guadalupe Church Concord St. at Lafayette Highway 3 St. Paul
Tuesday, April 16, 1991 7:00 p.m. *(co-sponsored by Lao Family Community)*	Jackson Magnet School (Gymnasium/Cafeteria) 437 Edmund Avenue St. Paul

NOTE
DATE CHANGE

Introduced by Kelso, Pauly, Bodahl, Limmer

March 21, 1991
Referred to Committee on TRANSPORTATION

H.F. No. 1021

Companion S.F. No. _____

Reproduced by PHILLIPS LEGISLATIVE SERVICE

A bill for an act

relating to metropolitan transit; providing for financial assistance to and the administration of opt-out transit service programs; amending Minnesota Statutes 1990, sections 473.375, subdivisions 13 and 15; 473.377, subdivision 1; and 473.388.

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

Section 1. Minnesota Statutes 1990, section 473.375, subdivision 13, is amended to read:

Subd. 13. [FINANCIAL ASSISTANCE.] The board may provide financial assistance to the commission and other providers as provided in sections 473.371 to 473.377 and 473.382 to 473.449 in furtherance of and in conformance with the implementation plan of the board, and shall provide financial assistance to transit service programs as provided in section 473.388. The board may not use the proceeds of bonds issued by the council under section 473.39 to provide capital assistance to private, for-profit operators of public transit.

Sec. 2. Minnesota Statutes 1990, section 473.375, subdivision 15, is amended to read:

Subd. 15. [PERFORMANCE STANDARDS.] The board may establish performance standards for recipients of financial assistance, except for recipients of financial assistance under section 473.388.

Sec. 3. Minnesota Statutes 1990, section 473.377, subdivision 1, is amended to read:

Subdivision 1. [REQUIREMENT.] The transit board shall prepare, submit to the council, and adopt an implementation plan as provided in section 473.161. The services and systems management component of the board's plan must include a description of the special transportation service provided under section 473.386. The board shall prepare an implementation plan meeting the requirements of this section and submit the plan to the council by August 1, 1986, and thereafter at a time prescribed by the council. The provisions of this section do not apply to recipients of financial assistance under section 473.388.

Sec. 4. Minnesota Statutes 1990, section 473.388, is amended to read:

473.388 [~~REPLACEMENT~~ OPT-OUT TRANSIT SERVICE PROGRAM.]

Subdivision 1. [PROGRAM ESTABLISHED.] ~~A replacement~~ An opt-out transit service program is established to continue the metropolitan transit service demonstration program established in Minnesota Statutes 1982, section 174.265, as provided in this section.

Subd. 2. [~~REPLACEMENT~~ OPT-OUT TRANSIT SERVICE; ELIGIBILITY.] The transit board ~~may~~ shall provide assistance under the program to a statutory or home rule charter city or town or combination thereof, that:

(a) is located in the metropolitan transit taxing district;

(b) is not served by the transit commission or is served only with transit commission bus routes which begin or end within the applying city or town or combination thereof; and

(c) has fewer than four scheduled runs of metropolitan transit commission bus service during off-peak hours defined in section 473.408, subdivision 1.

Eligible cities or towns or combinations thereof may apply on behalf of a transit operator with whom they propose to contract for service.

The board may not provide assistance under this section to a statutory or home rule charter city or town unless the city or town,

(i) was receiving assistance under Minnesota Statutes 1982, section 174.265 by July 1, 1984,

(ii) had submitted an application for assistance under that section by July 1, 1984, or

(iii) had submitted a letter of intent to apply for assistance under that section by July 1, 1984, and submits an application for assistance under this section by July 1, 1988. A statutory or home rule charter city or town has an additional 12-month extension if it has notified the board before July 1, 1988, that the city or town is in the process of completing a transportation evaluation study that includes an assessment of the local transit needs of the city or town.

Subd. 3. [APPLICATION FOR ASSISTANCE.] An application for assistance under this section must:

(a) describe the existing service provided to the applicant by the transit commission, including the estimated number of passengers carried and the routes, schedules, and fares;

(b) describe the transit service proposed for funding under the demonstration program, including the anticipated number of passengers and the routes, schedules, and fares; and

(c) indicate the total amount of available local transit funds, the portion of the available local transit funds proposed to be used to subsidize ~~replacement~~ opt-out services, and the amount of assistance requested for the ~~replacement~~ opt-out services.

Subd. 4. [FINANCIAL ASSISTANCE.] The board ~~may~~ shall grant the requested financial assistance if it determines that the proposed service is ~~consistent with the approved implementation plan and is~~ intended to replace the service to the applying city or town or combination thereof by the transit commission ~~and that the proposed service will meet the needs of the applicant at least as efficiently and effectively as the existing service~~, if any, and that the proposed service will provide for the transportation of persons for hire, or that the assistance will be used for transit-related purposes.

The amount of assistance which the board ~~may~~ shall provide

under this section may not exceed the sum of:

(a) the portion of the available local transit funds which the applicant proposes to use to subsidize the costs of the proposed service, including, but not limited to, costs of operations, personnel, administration, equipment, and property; and

(b) an amount of financial assistance bearing an identical proportional relationship to the amount under clause (a) as the total amount of financial assistance to the transit commission bears to the total amount of taxes collected by the board under section 473.446. The board shall pay the amount to be provided to the recipient from the assistance the board would otherwise pay to the transit commission.

Assistance provided by the board to the recipient must be spent for transit-related purposes. Assistance that is not spent in the budget year in which it is provided may be retained by the recipient and carried over to the next budget year. Assistance that is not spent in the budget year in which it is provided may not be retained for more than two additional years. After that time, the recipient must deposit any unspent assistance in the state general fund.

For purposes of this section "available local transit funds" means 90 percent of the tax revenues which would accrue to the board from the tax it levies under section 473.446 in the applicant city or town or combination thereof.

Subd. 5. [OTHER ASSISTANCE.] A city or town receiving assistance under this section may also receive assistance from the board under section 473.384. In applying for assistance under that section an applicant must describe the portion of the available local transit funds which are not obligated to subsidize replacement service and which the applicant proposes to use to subsidize additional service. An applicant which has exhausted its available local transit funds may use any other local subsidy funds to complete the required local share.

Subd. 6. [ASSUMPTION OF PROGRAM.] The board shall certify to the commissioner of transportation when it ~~has adopted an~~

~~approved interim implementation plan and~~ is ready to assume responsibility for the metropolitan transit service demonstration program administered by the commissioner under Minnesota Statutes 1982, section 174.265. On receipt of the certification the commissioner shall make no further contracts under that program and shall assign all contracts then in effect under that program to the board, and the contracts at that time become obligations of the board.

Subd. 7. [ANNUAL REPORTS.] Before December 1 of each year, the recipient of assistance under this section shall prepare a report for the preceding fiscal year containing, in addition to other matters as the recipient may consider proper, the following:

(a) the activities of the recipient during the period covered by the report; and

(b) a complete accounting of the financial accounts and affairs of the recipient during the fiscal year.

A copy of each report must be filed with the board, the metropolitan council, the legislature, and the governor by November 30 of each year.

Sec. 5. [APPLICATION.]

Sections 1 to 4 apply in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

be paid from appropriations for that purpose.

(b) Notwithstanding any other provisions of law, all fines and forfeited bail money from violations of statutes governing the maximum weight of motor vehicles, collected from persons apprehended or arrested by employees of the state of Minnesota, by means of stationary or portable scales operated by these employees, shall be paid by the person or officer collecting the fines or forfeited bail money, on or before the tenth day after the last day of the month in which the collections were made, to the county treasurer of the county where the violation occurred. Five-eighths of these receipts shall be transmitted by that officer to the state treasurer and shall be credited ~~to the highway user tax distribution fund~~ as follows: 62 percent to the transportation services fund; 29 percent to the county state-aid highway fund; and 9 percent to the municipal state-aid street fund. Three-eighths of these receipts shall be credited to the general revenue fund of the county.

Sec. 18. [EFFECTIVE DATE.]

Sections 1 to 17 are effective July 1, 1991.

ARTICLE 8

METROPOLITAN TRANSPORTATION DEVELOPMENT

Section 1. [174.35] [LIGHT RAIL TRANSIT.]

The commissioner of transportation may plan, acquire, construct, and equip light rail transit facilities in the metropolitan area as provided in this section, sections 473.399 to 473.3996, and sections 3 to 13 and may exercise the powers granted in chapter 174 as necessary for this purpose.

Sec. 2. Minnesota Statutes 1990, section 398A.04, subdivision 8, is amended to read:

Subd. 8. [TAXATION.] Before deciding to exercise the power to tax, the authority shall give six weeks published notice in all municipalities in the region. If a number of voters in the region equal to five percent of those who voted for candidates for governor at the last gubernatorial election present a petition within nine weeks of the first published notice to the secretary of state requesting that the matter be submitted to

popular vote, it shall be submitted at the next general election. The question prepared shall be:

"Shall the regional rail authority have the power to impose a property tax?

Yes .....

No ....."

If a majority of those voting on the question approve or if no petition is presented within the prescribed time the authority may levy a tax at any annual rate not exceeding ~~0.04835~~ 0.024175 percent of market value of all taxable property situated within the municipality or municipalities named in its organization resolution. Its recording officer shall file in the office of the county auditor of each county in which territory under the jurisdiction of the authority is located a certified copy of the board of commissioners' resolution levying the tax, and each county auditor shall assess and extend upon the tax rolls of each municipality named in the organization resolution the portion of the tax that bears the same ratio to the whole amount that the net tax capacity of taxable property in that municipality bears to the net tax capacity of taxable property in all municipalities named in the organization resolution. Collections of the tax shall be remitted by each county treasurer to the treasurer of the authority.

Sec. 3. Minnesota Statutes 1990, section 473.399, is amended by adding a subdivision to read:

Subd. 4. [FEDERAL FUNDING.] The regional transit board and the commissioner of transportation shall jointly seek federal assistance for light rail transit facilities in the metropolitan area in accordance with the board's regional transit plan. No political subdivision in the metropolitan area may apply for or be a recipient of federal assistance for light rail transit planning or facilities, except in conjunction with an application for assistance by the board and the commissioner.

Sec. 4. Minnesota Statutes 1990, section 473.3993, subdivision 2, is amended to read:

Subd. 2. [PRELIMINARY DESIGN PLAN.] "Preliminary design

plan" means a light rail transit plan that ~~identifies~~ includes:

(1) preliminary plans for the physical design of facilities, at approximately the ten percent engineering level, including location, length, and termini of routes; general dimension, elevation, alignment, and character of routes and crossings; whether the track is elevated, on the surface, or below ground; approximate station locations; and related park and ride, parking, and other transportation facilities; and a plan for handicapped access; and

(2) preliminary plans for intermodal coordination with bus operations and routes; ridership; capital costs; operating costs and revenues; and funding ~~for final design, construction, and operation, and an implementation method~~.

Sec. 5. Minnesota Statutes 1990, section 473.3993, is amended by adding a subdivision to read:

Subd. 2a. [PRELIMINARY ENGINEERING PLAN.] "Preliminary engineering plan" means a light rail transit engineering plan that includes the items in the preliminary design plan, but with greater detail and specificity including, at a minimum:

(1) preliminary engineering plans for the physical design of the facilities, at approximately the 30 percent engineering level, and appropriate performance specifications for the elements required for final design plans under subdivision 3, clause (1); and

(2) plans for the physical design of facilities, at approximately the 30 percent level, and appropriate specifications for all elements required for final design plans under subdivision 3, clause (2); a funding plan for final design, construction, and operation; and an implementation method.

Sec. 6. Minnesota Statutes 1990, section 473.3993, subdivision 3, is amended to read:

Subd. 3. [FINAL DESIGN PLAN.] "Final design plan" means a light rail transit plan that includes the items in the preliminary design and preliminary engineering plan for the facilities proposed for construction, but with greater detail

and specificity. The final design plan must include, at a minimum:

(1) final plans for the physical design of facilities, including the right-of-way definition; environmental impacts and mitigation measures; intermodal coordination with bus operations and routes; and civil engineering plans for vehicles, track, stations, parking, and access, including handicapped access; and

(2) final plans for civil engineering for electrification, communication, and other similar facilities; operational rules, procedures, and strategies; capital costs; ridership; operating costs and revenues; financing for construction and operation; an implementation method; and other similar matters.

The final design plan must be stated with sufficient particularity and detail to allow the proposer to begin the acquisition and construction of operable facilities. If a turn-key implementation method is proposed, instead of civil engineering plans the final design plan must state detailed design criteria and performance standards for the facilities.

Sec. 7. Minnesota Statutes 1990, section 473.3994, is amended to read:

473.3994 [LIGHT RAIL TRANSIT; ~~DESIGN~~ FACILITY PLANS.]

Subd. 1a. [PRELIMINARY DESIGN PLANS.] The regional transit board shall establish a procedure for preparing preliminary design plans for light rail transit facilities in the metropolitan area. The board shall ensure the completion of preliminary design plans that are needed to implement the board's regional transit plan, to qualify for federal funds in accordance with the board's plan, and to prepare proposals for engineering and construction projects in a timely and cost-effective manner. The board shall consult the joint light rail transit advisory committee in preparing the preliminary design plans.

Subd. 2. [PRELIMINARY DESIGN PLANS; PUBLIC HEARING.] ~~Before preparing final design plans for a light rail transit facility, the~~ A political subdivision ~~proposing the~~ that has prepared preliminary design plans for a proposed facility must

hold a public hearing on the physical design component of the preliminary design plans. The proposer must provide appropriate public notice of the hearing and publicity to ensure that affected parties have an opportunity to present their views at the hearing.

Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At least 30 days before the hearing under subdivision 2, the proposer shall submit the physical design component of the preliminary design plans to the governing body of each statutory and home rule charter city, county, and town in which the route is proposed to be located. The city, county, or town shall hold a public hearing, except that a county board need not hold a hearing if the county board membership is identical to the membership of the regional railroad authority submitting the plan for review. Within 45 days after the hearing under subdivision 2, the city, county, or town shall review and approve or disapprove the plans for the route to be located in the city, county, or town. A local unit of government that disapproves the plans shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval. Failure to approve or disapprove the plans in writing within 45 days after the hearing is deemed to be approval, unless an extension of time is agreed to by the city, county, or town and the proposer.

Subd. 4. [PRELIMINARY DESIGN PLANS; REGIONAL TRANSIT BOARD REFERRAL.] If the governing body of one or more cities, counties, or towns disapproves the preliminary design plans within the period allowed under subdivision 3, the proposer may refer the plans, along with any comments of local jurisdictions, to the regional transit board. The board shall hold a hearing on the plans, giving the proposer, any disapproving local governmental units, and other persons an opportunity to present their views on the plans. The board may conduct independent study as it deems desirable and may mediate and attempt to resolve disagreements about the plans. Within 90 days after the referral, the board shall review the plans submitted by the

proposer and may recommend amended plans to accommodate the objections presented by the disapproving local governmental units.

Subd. 4a. [PRELIMINARY ENGINEERING PLANS.] (a) Before beginning final design on a proposed facility, the commissioner shall submit the physical design component of preliminary engineering plans to the governing body of each statutory and home rule city, county, and town in which the route is proposed to be located. Within 60 days after the submission of the plans, the city, county, or town shall review and approve or disapprove the plans for the route located in the city, county, or town. A local unit of government that disapproves the plans shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval. Failure to approve or disapprove the plans in writing within the time period is considered to be approval, unless an extension is agreed to by the city, county, or town and the commissioner.

(b) If the governing body of one or more cities, counties, or towns disapproves the plans within the period allowed under paragraph (a), the commissioner may refer the plans, along with any comments of local jurisdictions, to the regional transit board. The board shall review the preliminary engineering plans under the same procedure and with the same effect as provided in subdivision 4 for preliminary design plans.

Subd. 5. [FINAL DESIGN PLANS.] (a) Before beginning construction, the proposer commissioner shall submit the physical design component of final design plans to the governing body of each statutory and home rule city, county, and town in which the route is proposed to be located. Within 60 days after the submission of the plans, the city, county, or town shall review and approve or disapprove the plans for the route located in the city, county, or town. A local unit of government that disapproves the plans shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval. Failure to approve or disapprove the plans in

writing within the time period is deemed to be approval, unless an extension is agreed to by the city, county, or town and the ~~proposer~~ commissioner.

(b) If the governing body of one or more cities, counties, or towns disapproves the plans within the period allowed under paragraph (a), the ~~proposer~~ commissioner may refer the plans, along with any comments of local jurisdictions, to the regional transit board. The board shall review the final design plans under the same procedure and with the same effect as provided in subdivision 4 for preliminary design plans.

Subd. 6. [COUNTY APPROVAL.] The proposer of a light rail transit facility in the metropolitan area ~~must~~ shall submit the preliminary and final design plans for the facility to the governing board of the county in which the route is proposed to be located for approval or disapproval. The proposer of the facility may not proceed with construction of the facility without the approval of the county.

Subd. 7. [COUNCIL REVIEW.] Before proceeding with construction of a light rail transit facility, ~~a regional rail authority established under chapter 398A must~~ the proposer of the facility shall submit preliminary design plans, preliminary engineering plans, and final design plans to the metropolitan council. The council ~~must~~ shall review the plans for consistency with the council's development guide and comment on the plans.

Subd. 8. [METROPOLITAN SIGNIFICANCE.] This section does not diminish or replace the authority of the council under section 473.173.

Sec. 8. Minnesota Statutes 1990, section 473.3996, is amended to read:

473.3996 [LIGHT RAIL TRANSIT FACILITY ~~DESIGN~~ PLANS; REVIEW ~~BY BOARD~~.]

Subdivision 1. [PRELIMINARY DESIGN AND ENGINEERING PLANS; BOARD REVIEW.] Before submitting the physical design component of final design plans of a light rail transit facility for local review under section 473.3994, subdivision 5, the proposer shall

submit preliminary design and preliminary engineering plans to the regional transit board for review. The board shall review the ~~preliminary design~~ plans to determine the compatibility of the plans with other light rail transit plans and facilities in the metropolitan area, the adequacy of the plans for operation and maintenance of facilities, the adequacy of the plans for handicapped accessibility, and the conformity of the plans with the council's transportation policy plan and the board's regional light rail transit plan prepared under section 473.399. The board shall submit the plans to the transit commission for review and recommendations on specifications and other matters affecting operation and maintenance of facilities. The board shall submit the plans to the council for review and recommendations on the conformity of the plans with the council's transportation policies. The board may comment on any aspect of the plans. The board has 90 days to complete its review, unless an extension of time is agreed to by the proposer. If the board determines that the plans do not satisfy the standards stated in this subdivision, the board shall recommend modifications in the plans that are necessary in order to satisfy the board. After adopting or amending the regional plan required by section 473.399, the board may again review any previously reviewed preliminary design plans and recommend modifications that are necessary to satisfy the board.

Subd. 2. [FINAL DESIGN PLANS; BOARD APPROVAL.] Before acquiring or constructing light rail transit facilities, other than land for right of way, the proposer shall submit final design plans to the regional transit board for review. The board shall review the final design plans under the same procedure and schedule and according to the same standards as provided for its review of preliminary design plans. The board shall either approve the plans, or if it determines that the plans do not satisfy the standards, disapprove the plans, in whole or in part, and recommend modifications in the plans that are necessary to secure approval. A proposer may not proceed with acquisition or construction of a light rail transit

facility, other than land for right of way, unless the final design plans for the facility have been approved by the board. ~~Following approval of final design plans by the board, if a regional railroad authority wishes to select a bid or a response to a request for proposal that is more than ten percent higher than the capital costs indicated in the final design plans for the facility, the authority may not proceed with construction until it has resubmitted the final design plans to the transit board for further review and approval or disapproval. The board has ten working days to review and approve or disapprove and recommend modification, unless an extension of time is agreed to by the authority.~~

Subd. 3. [PRELIMINARY DESIGN PLANS; DEPARTMENT REVIEW.] Preliminary design plans adopted after the effective date of this subdivision must be submitted to the commissioner of transportation for review. The commissioner shall review the plans for engineering and financial feasibility and may recommend modifications. The commissioner shall complete the review within 90 days, unless the agency submitting the plan agrees to an extension of time.

Sec. 9. [473.3997] [LIGHT RAIL DESIGN AND CONSTRUCTION; DEPARTMENT OF TRANSPORTATION.]

Subdivision 1. [RESPONSIBILITY.] All light rail transit facilities in the metropolitan area must be constructed by or under contract with the commissioner of transportation. The commissioner shall prepare all preliminary engineering plans and final design plans for light rail transit facilities in the metropolitan area. The commissioner may authorize a regional railroad authority in the metropolitan area to prepare preliminary engineering plans for light rail transit facilities projects approved by the regional transit board. A regional railroad authority may not prepare final design plans for or construct light rail transit facilities except under a contract with the commissioner.

Subd. 2. [INTERGOVERNMENTAL COORDINATION.] The commissioner shall incorporate into the engineering and final

design plans appropriate elements of the preliminary design plans of regional railroad authorities. The commissioner shall consult with regional and local agencies of government in preparing the plans. The commissioner may enter into agreements for engineering, design, and construction services with a regional railroad authority, a city, or a regional agency. The commissioner shall include the metropolitan transit commission in planning and engineering decisions, particularly the system components of light rail facilities. The commissioner may by agreement authorize the transit commission to complete project components, including acquisition and testing of vehicles or system components.

Sec. 10. [CENTRAL CORRIDOR FACILITIES.]

Subdivision 1. [PRELIMINARY ENGINEERING PLAN.] The commissioner of transportation shall prepare preliminary engineering plans for light rail transit facilities in the central corridor and the two downtowns and for associated yards, shops, and system support facilities. The commissioner shall submit the plans for review in the manner provided under sections 473.3994 and 473.3996 by July 1, 1992.

Subd. 2. [TUNNEL.] The commissioner may not construct underground light rail transit facilities, except that the commissioner may enter into agreements providing for underground construction if the additional cost of underground construction are paid by the city or the regional railroad authority in which the facility is located.

Subd. 3. [OWNERSHIP.] By January 1, 1993, the commissioner shall present to the legislature a plan for transferring or sharing ownership in the land and facilities for light rail transit in the corridor, and providing for maintenance of the facilities. The plan must be prepared in consultation with the regional transit board, the metropolitan transit commission, and affected local government units.

Subd. 4. [REPORT TO LEGISLATIVE COMMISSION.] The commissioner shall report to the legislative advisory commission on transportation on the status of the preliminary engineering

plans, including cost estimates, for the central corridor by November 15, 1991.

Sec. 11. [REPEALER.]

Minnesota Statutes 1990, section 473.3994, subdivision 6, and Laws 1989, chapter 339, section 21, is repealed.

Sec. 12. [EFFECTIVE DATE.]

Section 2 is effective for taxes levied in 1991, payable in 1992, and thereafter.

Sec. 13. [APPLICATION.]

Sections 1 to 12 apply in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

ARTICLE 9

TRANSPORTATION STUDIES

Section 1. [161.53] [RESEARCH ACTIVITIES.]

The commissioner shall expend for trunk highway research in each fiscal year a sum equal to one percent of the total amount appropriated to the commissioner from the trunk highway fund in that fiscal year. The commission shall expend this money for (1) conducting research to improve the design, construction, maintenance, management, and environmental compatibility of trunk highways; (2) conducting research to improve the development of transportation policies with respect to energy efficiency and economic development; (3) conducting programs for implementing and monitoring research results; and (4) developing transportation education and outreach activities. Of the amount the commissioner shall expend 0.15 percent, but not exceeding $800,000 in any fiscal year, for research activities performed by the center for transportation studies of the University of Minnesota.

Sec. 2. [DEPARTMENT OF TRANSPORTATION; CORRIDOR STUDIES.]

The commissioner of transportation shall study and report to the governor and legislature the feasibility and desirability of establishing a comprehensive system of multilane divided highways connecting all regional centers with the Twin Cities metropolitan area. The study must include:

(1) existing highways on corridors between regional centers

and the metropolitan area;

(2) improvements to bring all highways in these corridors to expressway standards;

(3) the cost of these improvements;

(4) the role of these improvements in the department of transportation's trunk highway programming priorities; and

(5) a schedule for completing these improvements.

The commissioner shall complete the study and submit the report not later than January 15, 1992.

Sec. 3. [3.862] [ADVISORY COMMISSION ON TRANSPORTATION.]

Subdivision 1. [COMMISSION ESTABLISHED.] A legislative advisory commission on transportation is established, consisting of five members of the house of representatives and five members of the senate. The members of the house of representatives must be appointed by the speaker of the house. The members of the senate must be appointed by the subcommittee on committees of the committee on rules and administration. Appointments are for two-year terms beginning July 1 of each odd-numbered year. Vacancies must be filled in the same manner as the original appointments.

Subd. 2. [OFFICERS.] The commission shall elect a chair and vice-chair from among it members. The chair must alternate biennially between a member of the house and a member of the senate. The vice-chair must be a house member when the chair is a senate member, and a senate member when the chair is a house member.

Subd. 3. [STAFF.] The commission may employ professional, technical, consulting, and clerical services. The commission may use legislative staff to provide legal counsel, research, secretarial, and clerical assistance.

Subd. 4. [EXPENSES AND REIMBURSEMENT.] The members of the commission may receive per diem when attending meetings and other commission business. Members, employees, and legislative staff must be reimbursed for expenses actually and necessarily incurred in the performance of their duties under the rules governing legislators and legislative employees.

Sec. 4. [3.863] [CONTINUING STUDIES.]

The legislative advisory commission on transportation shall perform the following duties on a continuing basis:

(1) review and develop transportation policies for the state;

(2) monitor and provide oversight for state transportation programs, expenditures, and activities;

(3) review, develop, and coordinate legislative initiatives affecting state and local transportation agencies; and

(4) propose special studies to the legislature, and conduct the studies at the direction of the legislature.

Sec. 5. [3.864] [SPECIAL STUDIES.]

Subdivision 1. [REPORTS.] The legislative advisory commission on transportation shall conduct the studies directed in this section and report on the studies not later than January 15, 1992.

Subd. 2. [HIGHWAY PLANNING PROCESS.] The commission shall review the department of transportation's policies and procedures for identifying, evaluating, prioritizing, and implementing trunk highway development projects. In making this study, the commission shall not propose, identify, or otherwise select any specific project or category of projects. The commission shall report to the legislature and the commissioner of transportation on the results of the study. The report must make recommendations to:

(1) the commissioner of transportation with respect to changes in the department's policies and procedures; and

(2) the legislature with respect to changes in law governing those policies and procedures.

Subd. 3. [HIGHWAY JURISDICTION.] The commission shall conduct a study of the functional classification of all street and highways in Minnesota. The study shall include:

(1) development of a state jurisdiction plan, which must include:

(i) criteria for determining the functional class of each street and highway in the state;

(ii) identification of the appropriate jurisdiction of each street and highway, based on functional class; and

(iii) criteria for determining when jurisdiction should be based on factors other than functional class;

(2) recommendations for implementing the jurisdiction plan; and

(3) recommendations for changes in law to facilitate future jurisdiction transfers.

The commission shall report to the legislature and the commissioner of transportation on the results of the study.

Subd. 4. [ENVIRONMENTAL RESTRICTIONS.] The commission shall study environmental review and permitting processes that govern transportation projects. The study must include:

(1) current environmental restrictions on transportation projects, including requirements for environmental impact assessments and statements and compliance with local, state, and federal environmental regulations;

(2) the necessity for those restrictions;

(3) alternatives to existing restrictions; and

(4) recommended methods for simplifying, coordinating, and streamlining environmental review processes without adversely affecting the environment.

Subd. 5. [LIGHT RAIL TRANSIT.] The commission shall review and report to the legislature on any preliminary engineering plans for light rail transit adopted by the commissioner of transportation under article 8.

Subd. 6. [STATE-AID OFFICE.] The commission shall study the role of the office of state aid within the department of transportation. The study must include:

(1) the current and historical role of the office of state aid in the development of state-aid standards and the distribution of state-aid funds;

(2) a review of the office's decision-making processes;

(3) accountability within the department of transportation for state-aid decisions; and

(4) recommendations for changes in the statutes affecting

the office.

Subd. 7. [STATE-AID DISTRIBUTION.] The commission shall study all unresolved issues relating to distribution of the county state-aid highway fund and the municipal state-aid street fund. These issues may include, but need not be limited to:

(1) formulas for distributing money in these funds;

(2) methods of measuring and quantifying factors used in those formulas;

(3) the role of screening boards in this distribution;

(4) methods of mitigating reductions in state aid that might result to one or more counties from various changes in state aid formulas and distribution procedures; and

(5) appropriate levels of state participation in the cost of constructing and maintaining county state-aid highways and municipal state-aid streets.

Subd. 8. [LOCAL PARTICIPATION IN TRUNK HIGHWAY PROJECTS.] The commission shall study the appropriate role of local units of government in assisting in the cost of projects to construct or reconstruct trunk highways. The study must include a recommendation of guidelines to govern the extent of that participation and the types of projects for which participation is feasible and desirable.

Subd. 9. [INCREASED USE OF HIGH-OCCUPANCY VEHICLES.] The commission shall study the feasibility and desirability of increasing incentives for the use of high-occupancy vehicles such as carpools, vanpools, and transit. The commission shall study and evaluate, among other things, each of the following incentives:

(1) tax incentives to employees;

(2) tax incentives and other incentives to employers;

(3) parking charges designed to discourage single-occupant vehicles and promote high-occupancy vehicles;

(4) road pricing on freeways and other commuting routes;

(5) staggered work hours;

(6) expanded availability and reduced cost of regular-route transit; and

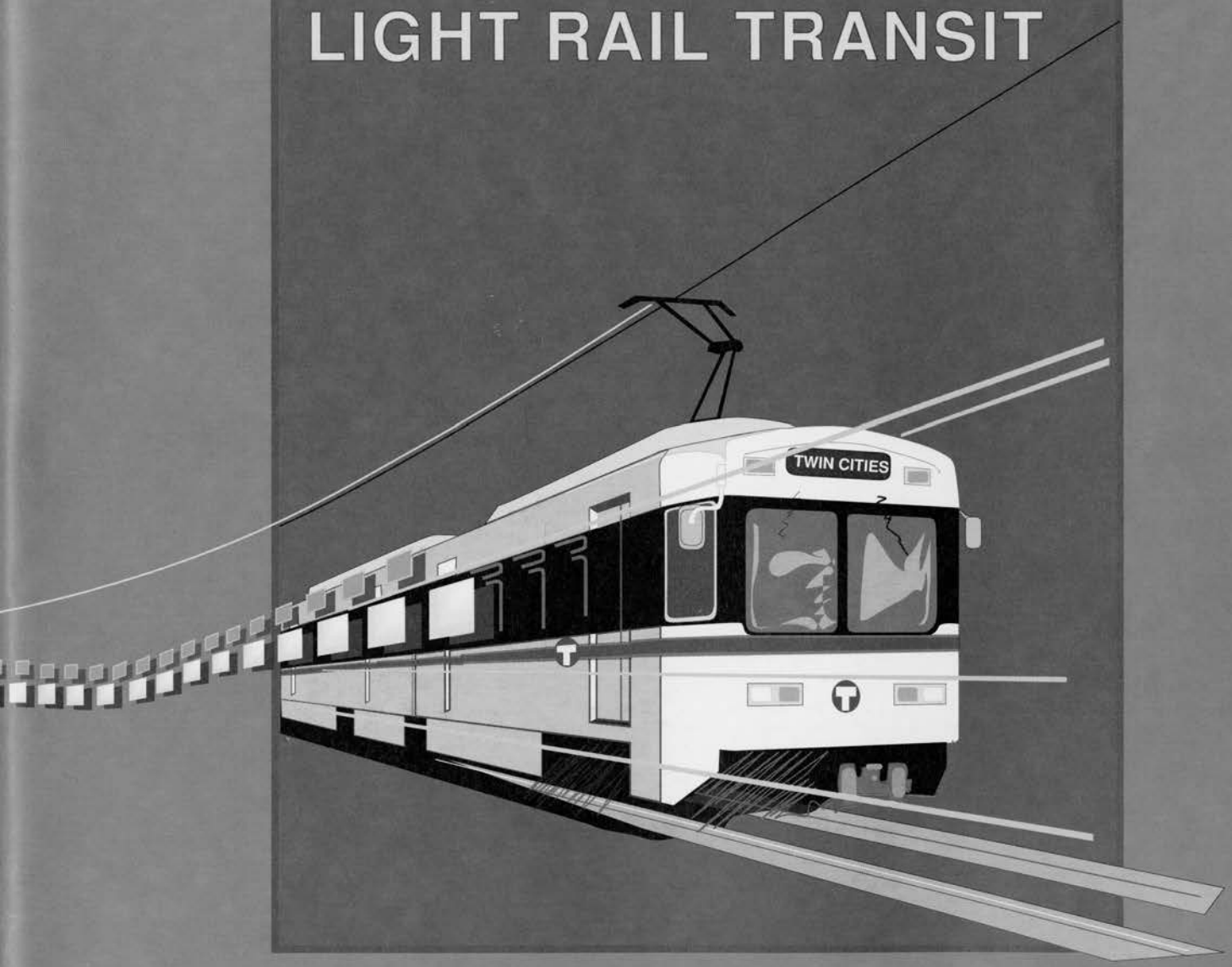
(7) increased use of demand-responsive transit to meet the needs of persons otherwise automobile dependent.

Sec. 6. [EFFECTIVE DATE.]

Sections 1 to 5 are effective June 1, 1991.

SHAPING OUR FUTURE

THE FACTS ABOUT LIGHT RAIL TRANSIT



REGIONAL TRANSIT BOARD

LIGHT RAIL TRANSIT IS AN OPPORTUNITY TO SHAPE THE FUTURE

This booklet explains what light rail transit is, why LRT is important to the Twin Cities region, and how it will help maintain our quality of life, our strong central cities and our mix of transportation choices. It shows where LRT is proposed and how it could be funded.

BENEFITS OF LRT

Light rail transit is an economical alternative to the automobile that can benefit the Twin Cities region in many ways. LRT can:

- Reduce congestion.
- Improve transit service.
- Reduce air pollution.
- Reduce dependence on petroleum.
- Reduce noise.
- Preserve land resources.
- Support economic development.
- Manage special event traffic.

CAUTIONS ABOUT LRT

Light rail transit is being carefully designed and implemented to ensure that the above benefits are realized, and that:

- Capital cost estimates are realistic.
- Ridership forecasts are conservative.
- Operating and maintenance costs are reasonable.
- Implementation schedules are achievable.
- Environmental and neighborhood impacts are addressed.

With this conservative approach, LRT can become a valuable part of a balanced transportation system for the Twin Cities metropolitan area.

Over 72 million trips were made on public transit in the Twin Cities in 1990.

PEOPLE DEPEND ON TRANSIT

Many people in the Twin Cities metropolitan area depend on public transit as their primary mode of transportation. In fact:

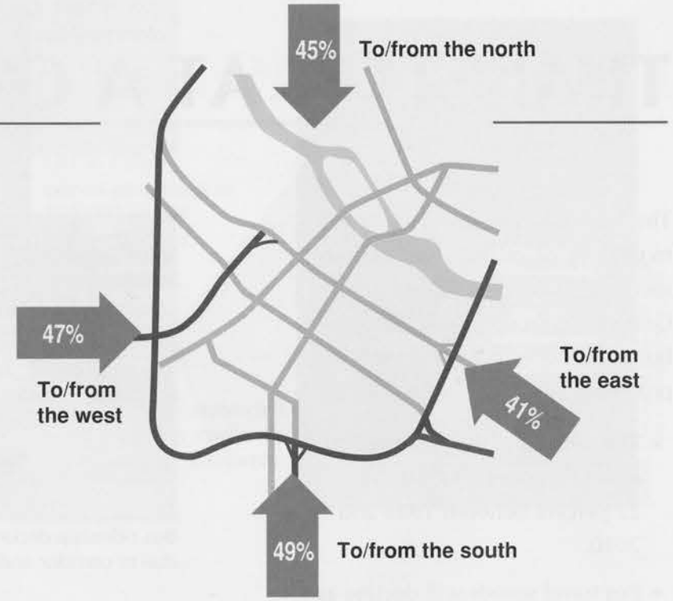
- Depending on the corridor, 41 to 49 percent of people traveling to downtown Minneapolis during the peak hours get there by bus.
- Thirty to 40 percent of the people traveling to downtown St. Paul during the peak hours get there by bus.
- Twenty percent of University of Minnesota students go to school by bus on an average day.
- Ten percent of households in the region have no automobile. Many households with one car have more than one worker in the family. Even multiple-car families frequently have trip needs when a car is not available.

Twenty percent of University of Minnesota students use the bus to get to school.

Over 40 percent of peak hour commuters in downtown Minneapolis and St. Paul ride the bus.

- Over 240,000 people in the Twin Cities are over 65. The percentage of people over 65, many of whom are transit riders, will continue to increase.
- About 200,000 people in the Twin Cities metropolitan area have disabilities that prevent them from driving.
- The Twin Cities region has one of the largest all-bus systems in the United States. It is one of the largest metropolitan areas in the United States that does not have a rail transit system.
- Eighteen metropolitan areas in the United States have rail transit systems in operation and at least 22 other cities are building or planning to build rail transit systems.

PERCENT OF PEOPLE FROM EACH CORRIDOR THAT TRAVEL TO DOWNTOWN MINNEAPOLIS BY BUS DURING THE PEAK HOURS



Source: 1987 Minneapolis Cordon Count

200,000 people in the Twin Cities have disabilities that prevent them from driving.

"Where we have put light rail in place, it has also increased the bus patronage in those areas."
James Mills, Chair, San Diego Metropolitan Transit Development Board

TRANSIT IS AT A CROSSROADS

The Twin Cities region is expected to grow to 2.6 million, a 12 percent increase, in the next two decades. Growth means economic vitality, but growth does not come without problems.

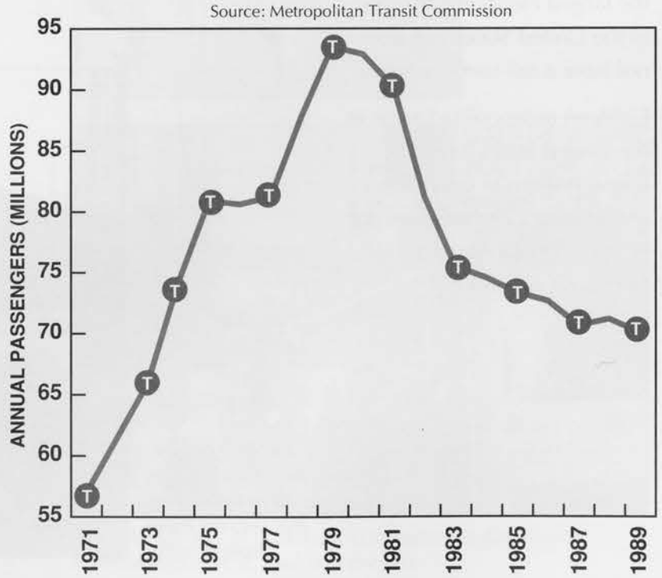
- The number of trips people make is expected to grow by 22 percent between 1988 and 2010.
- Bus travel speeds will decline as congestion increases, making buses less competitive with the automobile.
- The need for reverse commuting from the central cities to the suburbs is increasing.

Freeways provide a high speed, high capacity backbone for the street and highway system and dramatically reduce congestion on local streets. Transit also needs a "fixed guideway", high speed, high capacity backbone to improve the quality of service and make transit more competitive with the automobile. LRT provides these advantages for transit.

Bus ridership declines when bus speeds decline due to corridor and downtown congestion.

BUS RIDERSHIP TRENDS IN THE TWIN CITIES METROPOLITAN AREA

Source: Metropolitan Transit Commission



LRT in Calgary carries an average of 105,000 people every workday.

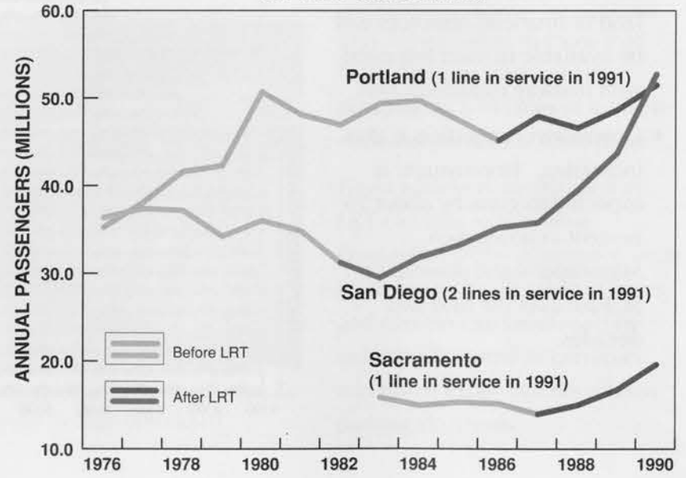
The national Transportation Research Board defines LRT as follows: "Light rail transit is a metropolitan electric railway system characterized by its ability to operate as single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or, occasionally, in streets and to board and discharge passengers at track or car-floor level."

- LRT will have top speeds of 50-60 mph and average speeds of 20-30 mph, including stops, compared to typical bus speeds of 12-18 mph.
- LRT will have a capacity of 6,000 to 8,000 passengers per hour per direction.
- LRT will be supported by a high quality bus system.
- LRT will have station platforms that are level with the car floors and will be fully accessible to everyone.

LRT is being constructed in a freeway median in San Jose, California.

PHOTO - GUADALUPE CORRIDOR PROJECT PUBLIC INFORMATION OFFICE

LRT HAS INCREASED OVERALL TRANSIT SYSTEM RIDERSHIP IN MID-SIZE CITIES



SOURCE: Interviews with cities.

"Congestion costs the Twin Cities region $360 million per year."
Texas Transportation Institute, Houston

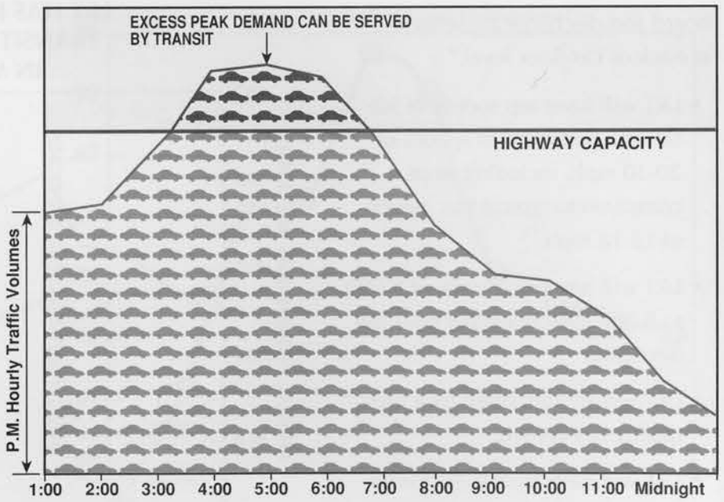
LRT REDUCES CONGESTION

The transportation system in the Twin Cities metropolitan area is not keeping pace with population and employment growth.

- Vehicle miles of travel are expected to grow by 37 percent between 1988 and 2010, and travel patterns are becoming more dispersed throughout the region.
- The Minnesota Department of Transportation predicts that there will be over 200 miles of congested regional highways in the metropolitan area by the year 2010. It is unlikely that land or financial resources will be available to meet this need with freeway expansion only.
- Downtown congestion is also increasing. Employment is expected to grow by about 25 percent in downtown Minneapolis and downtown St. Paul over the next two decades.

Over 200 miles of the regional highway system will be congested by the year 2010.

TRANSIT HELPS REDUCE PEAK HOUR CONGESTION



The average bus speed in downtown Minneapolis is less than five miles per hour during peak hours.

LRT has made transit more competitive with the automobile in Edmonton by operating in a tunnel through downtown.

- Bus lanes in downtown Minneapolis are full during the peak hours. Average downtown bus speeds are less than five miles per hour during peak hours. Consequently, it now takes a bus 20 minutes to get through downtown.

Fixed guideway transit such as LRT can help reduce congestion in radial corridors by shortening the duration and reducing the severity of peak hour congestion. For example, it has been estimated that LRT will attract at least 1,200 new riders during the peak hour in the I-35W corridor. This is equivalent to more than half a freeway lane in each direction or two lanes of traffic in each direction on a local street.

Fixed guideway transit such as LRT can also help relieve congestion in the downtown areas by reducing the number of buses and cars on city streets and by reducing the need to construct additional expensive downtown parking structures.

"LRT is quieter, and there's more room. The service is excellent."

Portland resident

LRT IMPROVES TRANSIT SERVICE

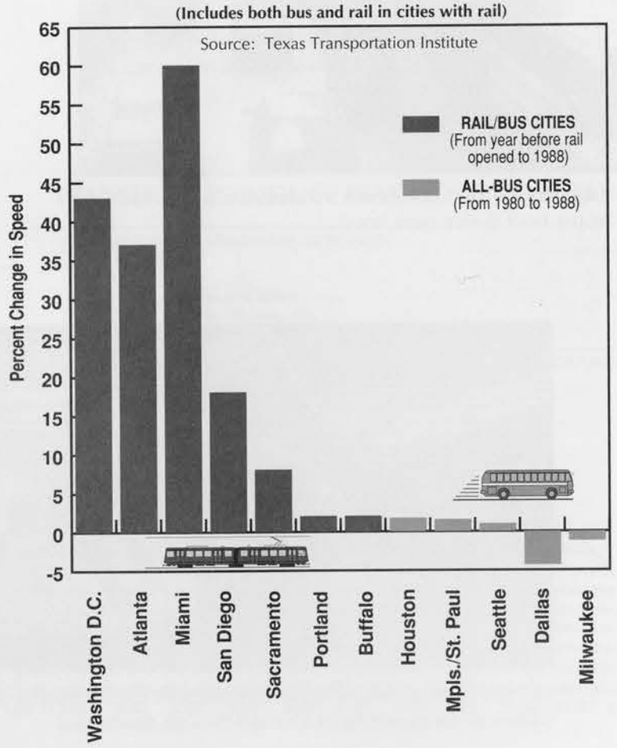
LRT will offer better service and will be more competitive with the automobile than buses. Recent passenger surveys on several new rail transit lines have shown that more than one-third of the riders were former automobile drivers.

- **LRT will improve transit reliability.** Schedules are not affected by traffic congestion, accidents or inclement weather.
- **LRT will provide a better quality ride than buses.** Today's light rail vehicles are very comfortable and quiet.
- **LRT will provide more frequent service.** LRT service will be provided at least every ten minutes during peak hours, at least every 15 minutes during mid-day, and at least every 30 minutes in the evenings.
- **LRT will increase reverse commute service to suburban jobs** because LRT trains will operate in both directions, with stops at all stations.

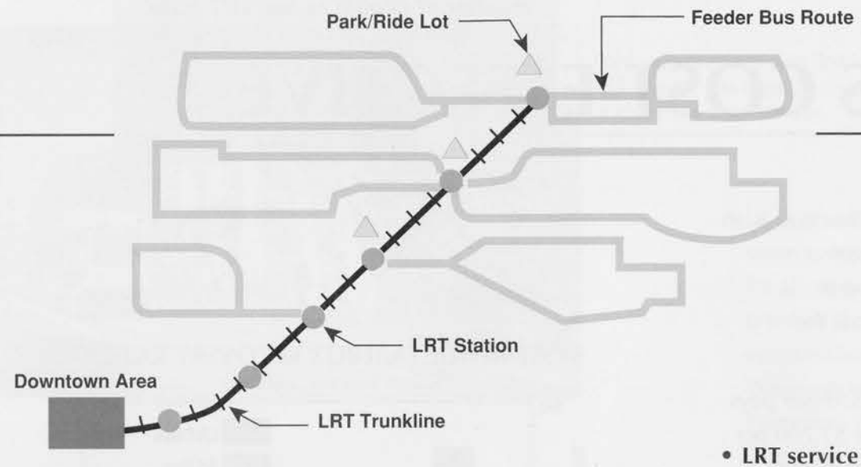
PERCENT CHANGE IN SYSTEMWIDE AVERAGE TRANSIT OPERATING SPEEDS OVER TIME

(Includes both bus and rail in cities with rail)

Source: Texas Transportation Institute



LRT COORDINATES TRANSIT SERVICE WITH FEEDER BUSES AND AUTOMOBILES



This new Pittsburgh light rail line carries 35,000 passengers per day.

Winter cities like Edmonton, Calgary, Buffalo and Boston (pictured) have found LRT to be reliable in all types of weather.

- **LRT service will be faster** than buses and more competitive with automobiles because it will operate in exclusive right-of-way separated from other traffic.
- **LRT will provide easy access for persons with disabilities** because it will have level boarding – the floor of the vehicle will be at the same level as the floor of the station platform.
- **LRT will improve passenger safety.** LRT systems typically have about one-half as many accidents as all-bus systems and about one-tenth as many accidents as automobiles on an urban freeway.
- **LRT will be economical.** LRT fares will be the same as regular route bus fares.

It would take over 400 cars or six articulated buses to carry the same number of people as one LRT train.

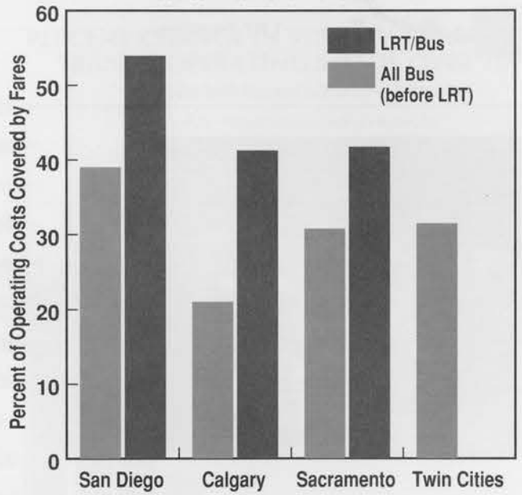
LRT IS COST-EFFECTIVE

Transit, whether rail or bus, is an economical choice of transportation. Several comparisons illustrate the economies of LRT:

- The average U.S. driver pays $34 per week or $1,700 per year to commute to work. The average U.S. transit fare is $14 per week or $730 per year.
- LRT/bus systems typically have a higher farebox recovery than all-bus systems. That is, a higher percentage of operating costs are covered by passenger fares due to increased ridership and decreased operating costs.
- LRT can handle ridership surges or future growth at a lower cost than with buses because LRT vehicles have more standing space and light rail cars can easily be added to a train.
- An LRT/bus system can cost less to operate than an all-bus system when comparing the same level of service. A three-car LRT train with one driver can carry 500 passengers – six times as many passengers as one articulated bus.
- An LRT vehicle has a 20-30 year life; a bus has a 10-12 year life.
- If buses only were used to provide the same level of service as is proposed with a combined LRT/bus system, a similar capital investment would be needed for exclusive busways, vehicles and other improvements.

SYSTEMWIDE FAREBOX RECOVERY RATIOS

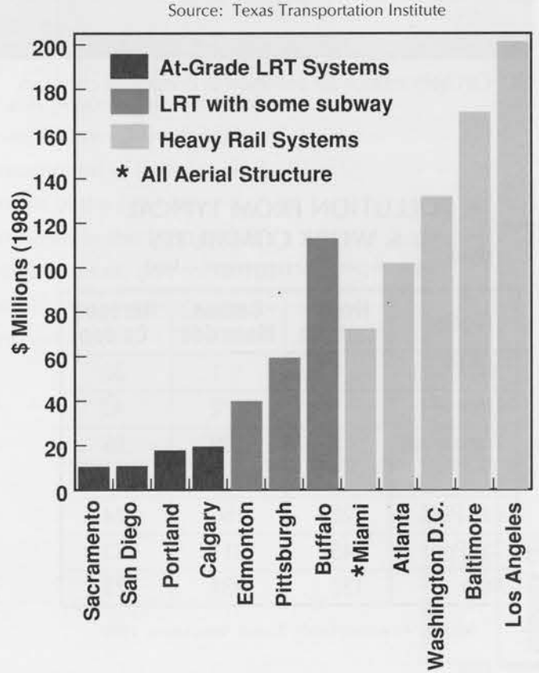
Source: Interviews with Cities



Portland constructed its first LRT line for less than the engineering cost estimate.

PER MILE CAPITAL COSTS OF RAIL TRANSIT SYSTEMS

Source: Texas Transportation Institute



- LRT can achieve about the same speed, but can be built for about one-fourth to one-half the cost, of heavy rail systems like those in Washington D.C., San Francisco, Atlanta and Chicago. Heavy rail systems must be fully grade-separated because they receive electrical power from a third rail. Light rail systems do not have to be grade-separated and use a less expensive vehicle.

The LRT system proposed for the Twin Cities region will use time-proven, readily available technology, thus reducing capital and maintenance costs. Designs and materials will be attractive but moderate in cost, easy to install and inexpensive to maintain. Grade-separations will be used only where they are needed to address difficult topographic or operational concerns and where it has been shown that they are cost-effective in addressing those concerns.

"Transit – light rail and buses – has been a key part of our attainment of clean air in Portland."

G. B. Arington, TriMet, Portland

LRT RESPECTS THE ENVIRONMENT

- **LRT is clean.** Electric motor propulsion means no fumes from light rail vehicles although there are some emissions from power plants generating the electricity. Because LRT will slow the increase in traffic from cars and buses, air pollutants from those sources will also be reduced.
- **LRT is quiet.** An LRT train generates about the same noise level as one automobile and much less than a diesel bus. The noise from LRT is not constant as is highway traffic; and, unlike diesel buses, LRT has no acceleration roar.
- **LRT takes less right-of-way than highways.** LRT can carry as many people in the peak hour as a six to eight lane freeway, yet requires only one-third of the right-of-way. Because less land is needed for LRT, natural resources and scarce urban lands are easier to preserve and protect.

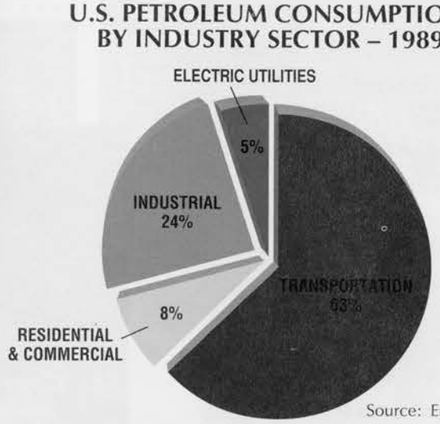
LRT can help reduce air pollution in congested corridors.

POLLUTION FROM TYPICAL U.S. WORK COMMUTES
(grams per 100 passenger – km)

Mode	Hydro-carbons	Carbon Monoxide	Nitrogen Oxides
Heavy rail	0.2	1	30
Light rail	0.2	2	43
Transit bus	12	189	95
Van Pool	22	150	24
Car Pool	43	311	43
Auto	130	934	128

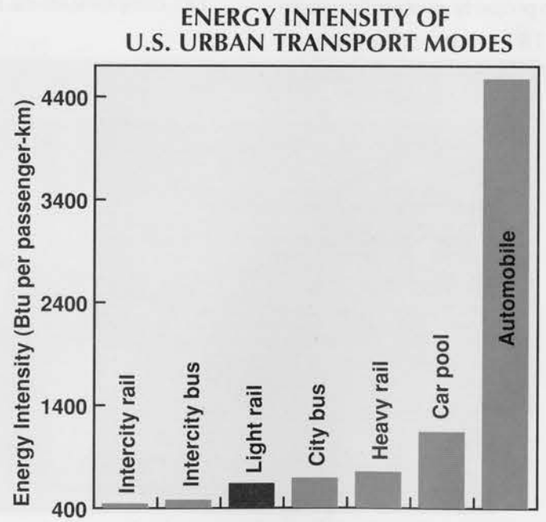
Source: American Public Transit Association, 1989

Calgary has found that LRT is quiet, clean and energy efficient.



Source: Energy Information Administration/ Monthly Energy Review, December 1989

- **LRT is energy efficient.** LRT is powered by electricity rather than petroleum. Because LRT attracts people from cars and buses, it slows growth in the consumption of petroleum. Sixty percent of the petroleum consumed in the U.S. is from foreign sources, and more than half of U.S. consumption is for transportation.



Source: World Watch Institute

"Commercial land values commonly increase 100-300 percent around rail stations."
Rice Center Research Institute, Houston Texas

LRT SUPPORTS LOCAL LAND USE PLANS

Land uses and land use density along LRT lines will continue to be controlled by each city through its zoning authority. Station area planning will be based on guidelines of the Metropolitan Council and will be coordinated with the cities along each corridor.

- LRT can be designed to enhance and buffer nearby neighborhoods through landscaping and other design features. As was done in Portland, designers will work with property owners to ensure that LRT is compatible with established neighborhoods.

LRT complements the Pioneer Courthouse Square in Portland.

This LRT station is located near a suburban neighborhood in Calgary.

PHOTO - CYMIE PAYNE

"Sculpture with a D" is a painted aluminum relief by Sam Gilliam, in the Davis Square subway station, Somerville, MA.

PHOTO - SACRAMENTO REGIONAL TRANSIT

Tile artwork by artist Enrique Ortiz Villegas was incorporated into an LRT station in Sacramento.

- LRT will take less right-of-way than the expansion of highways and, thus, will protect limited urban land resources. This is especially important in downtowns where land values are high and the land requirements for streets and parking would be extensive without transit.
- Convenient access to rail transit often increases property values. A study conducted by the Rice Center Research Institute in Houston, Texas found that commercial land values commonly increased 100-300 percent around rail transit stations.

PHOTO - SACRAMENTO REGIONAL TRANSIT

LRT is a natural part of the streetscape in Sacramento.

LRT operates in a downtown tunnel in Pittsburgh.

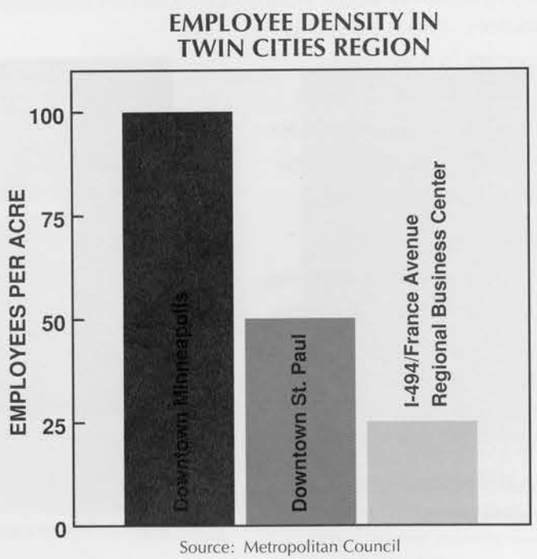
"The quality of public transit greatly affects the success of our projects."

K. Field and B. Swirsky, CEOs, Bramalea Ltd, Toronto

LRT STRENGTHENS ECONOMIC DEVELOPMENT

- LRT can help keep central cities strong by maintaining transportation choices for employees and by reducing downtown congestion and parking demand. A study by the Rice Center Research Institute found that cities with rail transit typically have healthier downtown retail activity than those with all-bus systems.
- As more service jobs develop in the suburbs, employers are looking for reverse commuting transit capability to attract employees living in the central cities. LRT, with a connecting local bus system, can serve work trips to suburban centers.
- LRT can help attract business and employees to the region because it can help the overall transportation system work better and give employees better transportation choices.
- LRT can increase commercial land values in downtowns and near suburban stations. The Rice Center estimates that commercial space rents increase at least ten percent when near a rail transit station. Ninety percent of new office development inToronto has occurred around rail transit stations.
- LRT stations can help focus development by reinforcing local land use goals. The presence of transit stations can encourage long-term commitments from developers and investors. San Diego estimates that nearly $1 billion in real estate growth has occurred along the 16-mile South Line since it opened in July 1981.
- LRT can reinforce the hundreds of millions of dollars of private and public investment made in downtown Minneapolis and St. Paul.
- The image of a city is strongly influenced by its transportation system. LRT can contribute to a positive metropolitan image, supporting efforts to attract new industry and jobs.

San Diego worked with a private developer to integrate this LRT station into a new office building.



Source: Metropolitan Council

PHOTO - THE PHOTOGRAPHIC SURVEY CORP. LTD.

Yonge Street in Toronto before rail transit (1950s).

PHOTO - THE TORONTO TRANSIT COMMISSION

Yonge Street in Toronto after rail transit (1980s).

One reason Atlanta was selected for the 1996 Summer Olympics was "the existence of rapid transit, and the ability to handle large numbers of people."

Jimmy Carnes, Site Chairman, 1996 Summer Olympics

LRT HELPS MANAGE SPECIAL EVENTS

- LRT can help attract large special events to the Twin Cities region because its ability to handle large crowds and ridership surges has been proven.
- LRT carried 6.7 million passengers during the Calgary Olympics with no impact on service reliability.
- Atlanta was selected over Minneapolis for the 1996 Summer Olympic Games, in part because Altanta has a rail transit system and the Twin Cities region does not.

PHOTO - CALGARY TRANSIT

6.7 million people rode the LRT "C train" during the Calgary Winter Olympic Games in 1988.

The Metrodome in downtown Minneapolis will host the Super Bowl in 1992.

PHOTO - MINNEAPOLIS CONVENTION AND VISITORS ASSOCIATION

Conventions of up to 35,000 attendees are already scheduled for the new Minneapolis Convention Center.

PHOTO - CAPITOL AREA ARCHITECTUAL PLANNING BOARD

Traffic management and parking are major challenges during events like the Taste of Minnesota.

- LRT offers flexibility because service and capacity can be increased by simply adding vehicles to trains and increasing service frequency. This cannot be done as easily or economically with an all-bus fleet because of the number of additional vehicles and drivers required.
- Cities with LRT use it to handle large volumes of traffic during special events. Examples are the Rose Festival in Portland, the Stampede in Calgary, Expo '86 in Vancouver and the Commonwealth Games in Edmonton.

PHOTO - ST. PAUL WINTER CARNIVAL ASSOCIATION

The Winter Carnival attracts thousands of people to St. Paul each year.

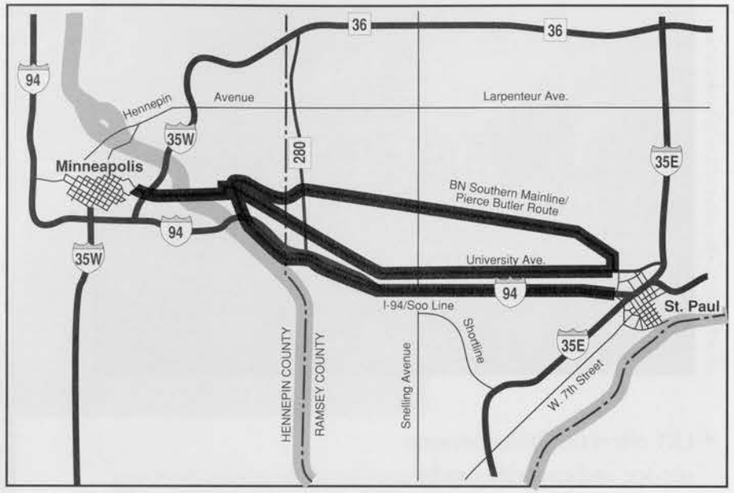
LRT helps handle ridership surges during the Rose Festival in Portland.

LRT will provide rail transit service to the State Capitol, the University of Minnesota, the Metrodome and to downtown St. Paul and Minneapolis.

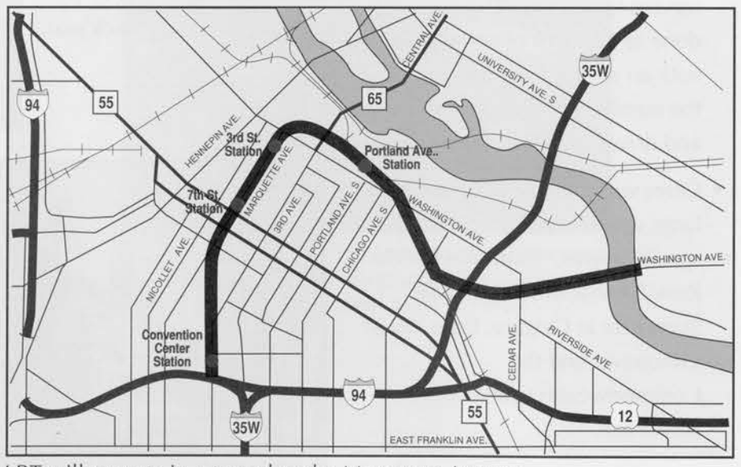
LRT: THE FIRST LINE-DOWNTOWN

The first elements of light rail transit to be built in the Twin Cities metropolitan area will create a core system, including two downtown distribution systems and a central operations and maintenance facility. This Group A system will provide rail transit service to the University of Minnesota, the State Capitol area, the Metrodome, the Midway commercial area and the two metro centers. Key features are:

- A 1.1 mile tunnel under Marquette Avenue in downtown Minneapolis.
- An LRT line which will cross the Washington Avenue bridge, pass through the West and East Banks of the University of Minnesota, then follow an alignment soon to be determined (most likely the Soo Line railroad and I-94), through the Midway area of St. Paul, to the State Capitol, and on into downtown St. Paul.
- A transit mall in downtown St. Paul running along Cedar Avenue and Fourth Street.



There are three alternative alignments in the Central Corridor.



LRT will operate in a tunnel under Marquette Avenue in downtown Minneapolis.

TO DOWNTOWN

PHOTO - NEIL KVEBERG

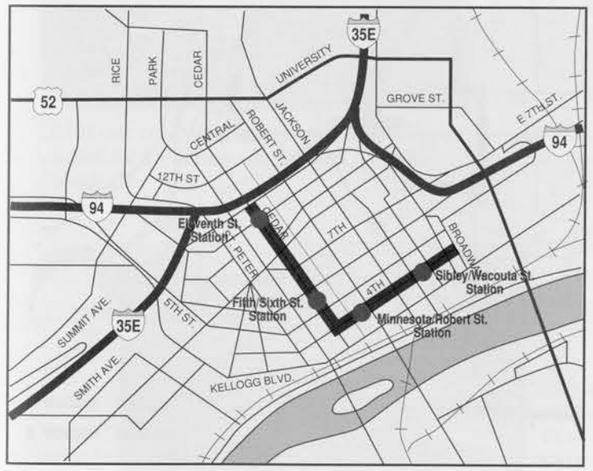
The Central Corridor will serve the State Capitol area and downtown St. Paul.

PHOTO - NEIL KVEBERG

The Group A system includes service to downtown Minneapolis.

PHOTO - GEORGE HEINRICH

LRT will also serve the University of Minnesota.



LRT will operate in a transit mall through downtown St. Paul.

- Service to an estimated 32,500 daily riders. Additional riders will use this line when other LRT corridors are built.
- Estimated capital cost of $645 million (assuming the Soo Line/ I-94 alignment).

Draft Environmental Impact Statements have been published for the Hennepin County and Ramsey County segments of the Central Corridor. Preferred alignments have been identified but have not yet been approved.

If sufficient funding becomes available in 1991, LRT could be operating in the Central Corridor as soon as 1997.

Every metropolitan area that has built a new LRT system is now expanding its LRT system.

LRT: THE GROUP B SYSTEM

Most of the corridors in the second phase of the regional LRT system are less than ten miles long, providing service to densely populated areas in the region. The five Group B corridors are:

- Hiawatha Corridor extending southeast out of Minneapolis to the General Services Administration building. This corridor would eventually be extended to the Twin Cities International Airport and to the Mall of America in Bloomington.
- Minneapolis South Corridor extending south out of Minneapolis along or near I-35W to about 96th Street in Bloomington. This corridor would eventually be extended across the Minnesota River to Burnsville in Dakota County.
- Minneapolis Northeast Corridor extending north out of Minneapolis along University Avenue in Anoka County, to the Northtown Shopping Center in Blaine.

GROUP B CORRIDORS

The Minneapolis Northwest Corridor will extend to 63rd Avenue in Brooklyn Park.

- Minneapolis Northwest Corridor extending northwest along Highway 55 and the Burlington Northern railroad to 63rd Avenue in Brooklyn Park.
- St. Paul South Corridor extending south from St. Paul to Eagan in Dakota County.

The Hiawatha Corridor will provide service to the Twin Cities International Airport.

LRT is one of several transit alternatives being studied for the Minneapolis South (I-35W) Corridor.

The Minneapolis Northeast Corridor will provide service to the Northtown area in Anoka County.

The St. Paul South Corridor will cross the Mississippi River, extending LRT service into Dakota County.

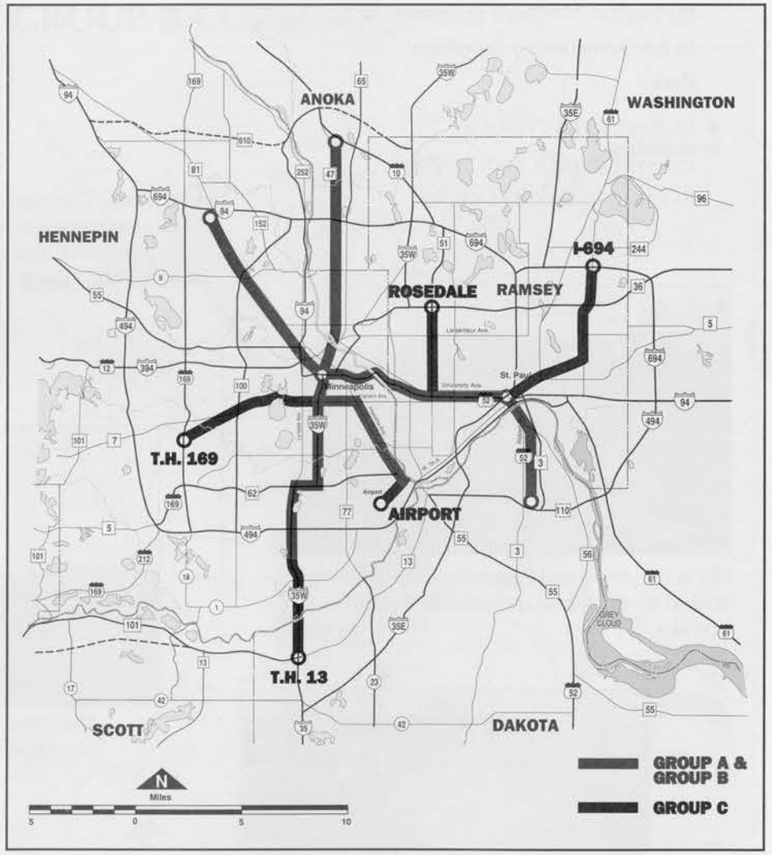
The completed long-range LRT system will carry over 200,000 passengers per day. Many thousands more will ride other forms of transit.

LRT: FUTURE PLANS

The third phase in the regional LRT plan will add:

- The St. Paul Northwest Corridor which will serve the State Fairgrounds and the Roseville area.
- An extension of the Hiawatha Corridor which will serve the Twin Cities International Airport and the Mall of America in Bloomington.
- The Minneapolis Southwest Corridor which will provide service to St. Louis Park, Hopkins, Minnetonka, Edina, Eden Prairie and Chaska.
- The St. Paul Northeast Corridor which will serve northeast St. Paul, Vadnais Heights, North St. Paul Maplewood and White Bear Lake.
- An extension of the Minneapolis South (I-35W) Corridor which will serve Burnsville, Apple Valley and Lakeville in Dakota County.

GROUP C CORRIDORS

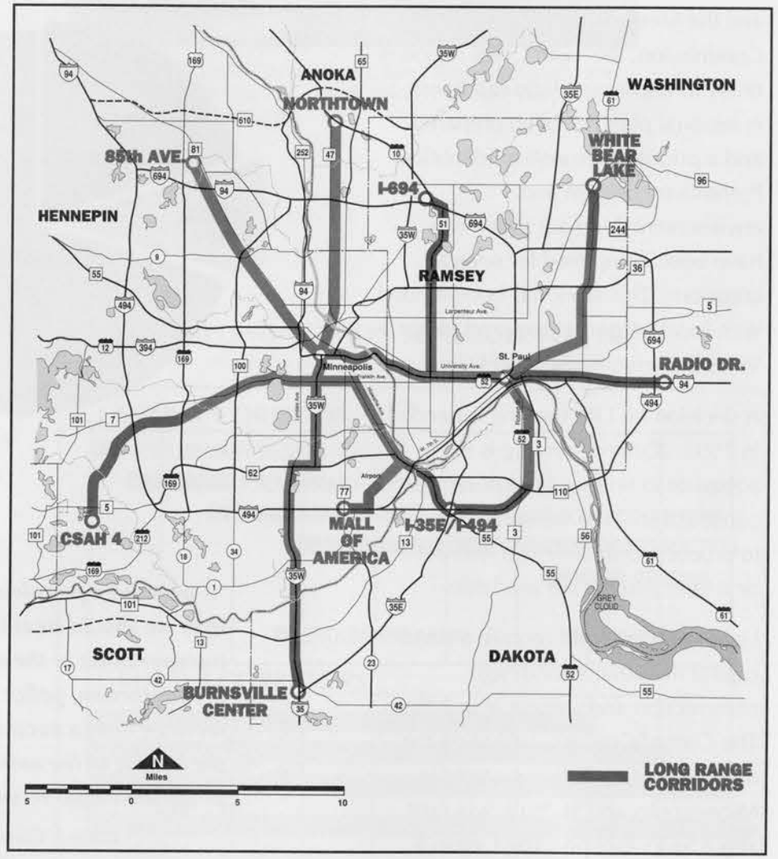


The long-range LRT plan provides guidance for preserving rights-of-way, making land use planning decisions, and determining funding levels and construction schedules. The long-range LRT plan includes extensions of most LRT corridors into the outlying suburbs and a new corridor from St. Paul to Woodbury in Washington County.

The regional LRT plan and corridor priorities will be updated every two years based on:

- Selection of final corridor alignments and station locations.
- Completion of environmental reviews.
- Significant changes in capital costs.
- Significant changes in patronage forecasts.
- Local and agency approvals.
- Readiness for construction.
- Funding availability.
- Any other significant changes in the projected performance of the corridor.

THE LONG-RANGE PLAN



"Sixty-eight percent of people in the metropolitan area and 58 percent of people statewide say the state should help pay for LRT."

1990 Minnesota Poll

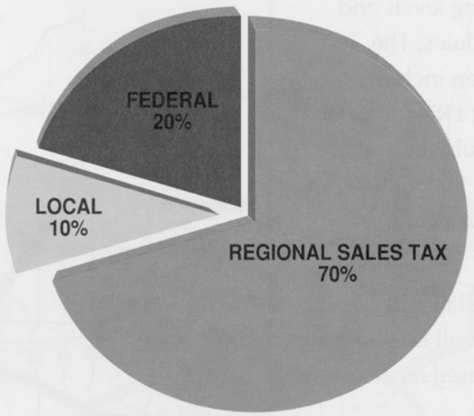
LRT: THE FINANCIAL PLAN

Through the combined efforts of the Regional Transit Board, the County Regional Railroad Authorities, Mn/DOT, the Metropolitan Council and the Metropolitan Transit Commission, the Twin Cities region is ready to implement light rail transit. A regional plan has been prepared and a priority core system identified. Preliminary designs and environmental impact statements have been completed for several corridors. This work has been funded with local property taxes and Motor Vehicle Excise Taxes (MVET).

A decision on LRT funding is needed in 1991. Current funding is not adequate to finance final design and construction. The region is prepared to proceed to final design within the next year if funds are available.

Light rail transit will require a major capital investment for design, construction and vehicle acquisition. The Central Corridor, including the downtown distribution systems in Minneapolis and St. Paul, will cost about $645 million. The Group B corridors will cost an additional $1.2 billion.

PROPOSED FUNDING PLAN FOR REGIONAL LRT SYSTEM



"If we want a petroleum-efficient society, then we should treat the financing of public transportation in the same way we treat fire protection, police and other public services — as a necessary public service for the benefit of the entire community as well as the individual served."

Louis J. Gambaccini, former Commissioner of the New Jersey Department of Transportation

Dallas, Los Angeles, Sacramento, San Diego (pictured), and San Jose are funding LRT construction, in whole or in part, with regional sales taxes.

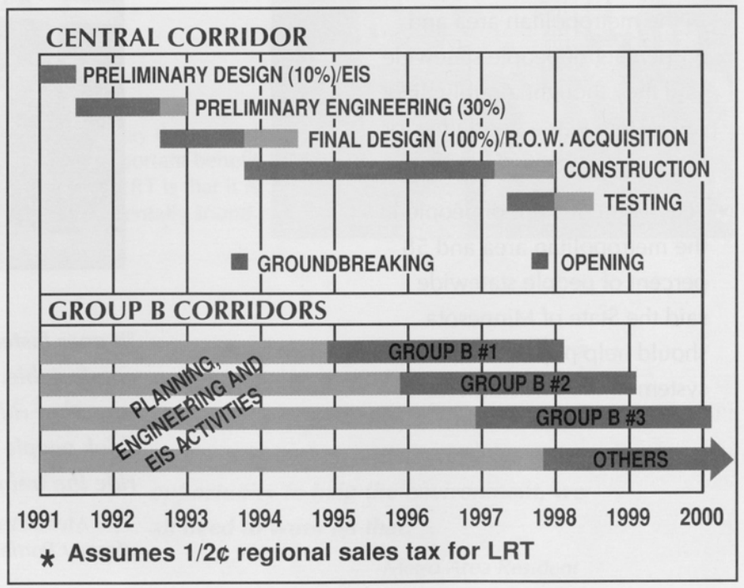
The Regional Transit Board and the Joint LRT Advisory Committee have recommended a one-cent regional sales tax for transportation in the Twin Cities metropolitan region. One-half would be used to construct LRT. The other half would be distributed to counties and cities in the seven-county metropolitan area for other transit and highway projects. At least five U.S. cities with rail transit have used a sales tax to fund LRT.

The RTB and the County Regional Railroad Authorities are seeking federal funding for three Group B LRT corridors: Minneapolis South (I-35W), Hiawatha and Minneapolis Northeast. The LRT financial plan assumes that at least $350 million in federal funds will be secured (about 20 percent of the cost of the regional LRT system).

With the current schedule, the first LRT line would open in 1997 if the recommended funding is approved by the Legislature in 1991. This schedule will be delayed a year for every year funding is postponed.

IMPLEMENTATION SCHEDULE FOR LRT*

(Source: Regional LRT Coordination Plan, January 1991)



"I like to ride the trolley [LRT] because it's quicker, I don't have a car, I meet lots of people, it's great sightseeing, and it's fun."

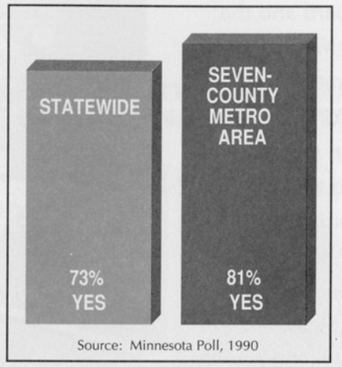
San Diego Resident

THE PEOPLE'S OPINIONS

People in the Twin Cities metropolitan area want light rail transit and they are willing to pay for it, according to two public opinion polls completed in 1990.

The Minnesota Poll, conducted by the Star Tribune and KSTP, surveys a representative sampling of Minnesotans for opinions on important issues. Transportation and LRT were the topics of a statewide Minnesota Poll conducted in January, 1990.

- Eighty-one percent of people in the metropolitan area and 73 percent of people statewide said they thought a public light rail system was a good idea for the Twin Cities.
- Sixty-eight percent of people in the metropolitan area and 58 percent of people statewide said the State of Minnesota should help pay for an LRT system in the Twin Cities.



Source: Minnesota Poll, 1990

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

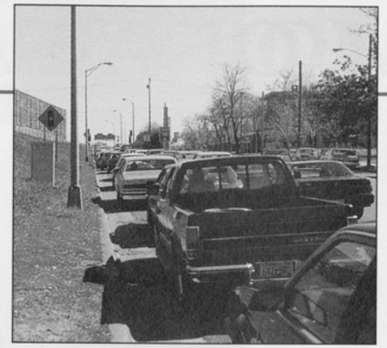
People favor LRT three to one over widening freeways.

"It goes faster. It's more comfortable. It's a smoother ride. And I think people just like to ride the trains."

Metro Area Resident (former Portland resident)

The Regional Transit Board commissioned a public opinion poll with Minnesota Opinion Research, Inc. (MORI), a widely recognized and respected polling firm, in February 1990. Residents of the seven-county metropolitan area were interviewed in a comprehensive survey of transit. Key results were:

- Building LRT was favored more than two-to-one over expanding bus service, three-to-one over widening existing freeways, and seven-to-one over carpools and more bus lanes.
- Respondents said the most important factors in deciding to ride LRT will be how convenient LRT is to the passenger's destination, and if it allows the passenger to avoid traffic jams.
- Respondents said that the most important benefit of LRT is that it would relieve traffic congestion. The second most important benefit is that it would be environmentally sound.



People believe congestion relief is the most important benefit of LRT.

"The thing I hate most about commuting to work is the congestion on Highway 94 and also paying the parking. It's pretty expensive. If I could avoid those two things, I'd certainly use light rail transit."

Metro Area Resident

People say the second most important benefit of LRT is that it is environmentally sound.

"From my point of view, I think that it's a great help. The light rail system would cut down on auto pollution, it would cut down on the congestion, and anytime we get an opportunity to help the environment, we all need to work on that."

Metro Area Resident

"Investment in transportation is an investment in America's future."

Samuel K. Skinner,
U.S. Secretary of Transportation, 1991

LRT: PART OF A BALANCED TRANSPORTATION SYSTEM

The future will bring many changes to the Twin Cities metropolitan area. National, state and regional experts say that population and employment will continue to grow in the region and that employment in the two downtowns will continue to increase. All current information indicates that congestion will increase. Bus travel speeds will decline and bus ridership will suffer. The Twin Cities region needs ways to reduce the neighborhood and environmental impacts of expanding transportation facilities.

The decisions we make today – even a decision to do nothing – about transportation, the environment, and many other public issues will influence the character and quality of life in the Twin Cities region for many years to come. In the 1990s, the metropolitan area can decide to do nothing and live with congestion and a declining bus transit system, or the region can make a commitment to a transit option that is more competitive with the automobile – light rail transit.

Light rail will serve high density areas like downtown St. Paul, downtown Minneapolis and the University of Minnesota.

Both freeways and light rail transit will be needed to meet future demand in congested corridors.

High Occupancy Vehicle lanes like this one on I-394 will serve some corridors.

Light rail, as well as other transit systems, will be fully accessible to persons with disabilities.

Buses and light rail service will be coordinated to improve neighborhood transit services and provide expanded reverse commute service to suburban jobs.

Community based transit will provide expanded transit service to suburban areas.

Light rail transit is the high speed, high capacity backbone the Twin Cities region needs to realize the potential economic and environmental benefits of a strong, competitive transit system.

The Twin Cities region has laid the groundwork to implement LRT. People support the concept and the public financing of light rail transit. The region, through the Regional LRT Coordination Plan, has gone on record supporting a regional sales tax to pay for LRT construction.

Now the decision rests with the Legislature. Approval of funding in 1991 will allow LRT to be constructed on schedule for a 1997 opening. If funding is not approved, LRT will be delayed indefinitely.

With legislative and public support, LRT can become a valuable part of a balanced transportation system for the Twin Cities metropolitan area.

This booklet was based on the Regional Light Rail Transit Plan mandated by 1989 state legislation. Two documents were prepared by the Regional Transit Board and the Joint LRT Advisory Committee, made up of representatives from the County Regional Railroad Authorities (CRRA), the Metropolitan Transit Commission (MTC), and the Minnesota Department of Transportation (Mn/DOT). The LRT Regional Development and Financial Plan was approved in February 1990. The LRT Regional Coordination Plan was approved in December 1990. The Regional LRT Plan will be updated every two years.

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Sam Sivanich, Hennepin County RRA
Ray Waldron, MTC

If you have questions on the regional planning and coordination of LRT or would like to receive more information or an LRT videotape presentation, call:

Regional Transit Board: 292-8789
TDD: 229-2715

If you have specific questions on LRT in your locality, call your county regional railroad authority:

Anoka County:	**421-4760 (Ext. 1171)**
TDD:	**784-7013**
Carver County:	**448-3435**
Dakota County:	**891-7030**
Hennepin County:	**348-9260**
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Scott County:	**492-2775 or 496-8105**
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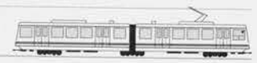
TDD:	**439-3220**



March 1991

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REGIONAL TRANSIT BOARD
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SPECIAL MEETING OF THE REGIONAL TRANSIT BOARD

Monday, March 25, 1991
Mears Park Centre, Room A
Immediately following the 4:00 p.m.
Meeting of the Policy Committee

AGENDA

A. Call to Order and Roll Call

B. Approval of Agenda

C. Discussion of Transit Legislation

D. Public Comment

Michael J. Ehrlichmann
Chair

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 3/25

BOARD OR COMMITTEE: Bd

Member Name	Present	Vote	Vote	Vote	Vote	Vote	Vote	Vote	Vote
ISSUE									
Mike Ehrlichmann	✓								
Doris Caranicas (P)	✓								
~~John Finley (A&F)~~	✓								
Ruth Franklin, Chair (P)	✓								
Ed Kranz (A&F)									
Sandra Hilary (P)	✓								
Terry O'Toole (P)	✓								
Open (P)									
~~Norbert Theis (P)~~	✓								
El Tinklenberg (Chair-P)	✓								
Richard Wedell (A&F)	✓								

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