



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

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

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, April 1, 1991
Mears Park Centre Chambers
4:00 p.m.

AGENDA

- A. CALL TO ORDER AND ROLL CALL**
- B. APPROVAL OF AGENDA**
- C. APPROVAL OF MINUTES**
 - 1. Regional Transit Board Meeting of March 4, 1991
 - 2. Administration and Finance Committee Meeting of March 11, 1991
 - 3. Regional Transit Board Meeting of March 18, 1991
- D. CHAIR'S REPORT**
 - 1. Driver of the Month Award
 - 2. Legislative Report
- E. REPORT OF THE POLICY COMMITTEE**
Elwyn Tinklenberg, Chair
 - 1. City of Minneapolis Urban Mass Transit Administration Grant Application,
Phase II Nicollet Mall Shuttle Project
- F. OTHER BUSINESS**
- G. PUBLIC COMMENT**

Michael J. Ehrlichmann
Chair



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

Minutes of the Meeting of the
ADMINISTRATION AND FINANCE COMMITTEE
Mears Park Centre, Room A
March 11, 1991

MEMBERS PRESENT: Ruth Franklin, Chair; John T. Finley, Ed Kranz; Richard Wedell

OTHERS PRESENT: Michael J. Ehrlichmann and Terrance O'Toole, Regional Transit Board; Mike Christenson; Beverly Auld and Marcia Diers, Metropolitan Transit Commission; Bob Rossman, Amalgamated Transit Union; Gregory Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Len Simich, Clete Luberts, Suzanne Hanson, Sherry Munyon, Robert Dietrick and Mary Fitzgerald, Regional Transit Board (RTB) staff

The meeting was called to order at 4:05 p.m. and roll was taken. Wedell moved and Kranz seconded that the agenda be approved. The motion was unanimously approved.

DECEMBER 1990 FINANCIAL STATEMENTS

Luberts reviewed the statements that had been distributed prior to the meeting being convened. He noted that these statements have not yet been audited and that cancellations and abatements from the seven counties, which will be received soon, will result in changes to the "Taxes Receivable" and "Deferred Revenue" accounts. Wedell moved and Kranz seconded:

That the Administration and Finance Committee recommend:

That the Regional Transit Board receive the December 1990 financial statements and direct that they be placed on file.

The motion was unanimously approved.

TARGETED GROUP BUSINESS PROGRAM

Dietrick reviewed the March 4, 1991 staff report. Under M.S. 474.142, metropolitan agencies are encouraged to develop a program to purchase from small, targeted group businesses owned by women, minorities and persons with disabilities. In response to Wedell's question, Ulrich said RTB spends approximately \$500,000 per year for discretionary services and supplies, which is very small compared to the other metropolitan agencies. Wedell moved and Kranz seconded:

That the Administration and Finance Committee recommend:

That the Regional Transit Board adopt the Targeted Group Business Program, dated March 1, 1991, to comply with Minnesota Statute 473.142.

The motion was unanimously approved.

TRAVEL DEMAND MANAGEMENT DEMONSTRATION PROJECT

Simich reviewed the staff report dated February 28, 1991. Wedell moved and Finley seconded:

That the Administration and Finance Committee recommend:

That the Regional Transit Board allocate funding, not to exceed \$10,000, from the 1991 Travel Demand Management Demonstration budget for travel demand management activities to be undertaken at the Lafayette Park/Space Center in St. Paul.

The motion was unanimously approved.

APPROVAL OF 1991 MINNESOTA RIDESHARE CONTRACT

Simich reviewed the March 4, 1991 staff report. Kranz asked if the Minnesota Rideshare (MnRs) revenue source for operating expenses of \$614,928 in state and local funding can be diverted to other areas. Simich said that \$300,000 represents the total RTB subsidy from FAU federal funds for highway projects, a percentage of which is given to transit for capital acquisition. The chair, who serves on the Transportation Advisory Board (TAB), said under the FAU program, proposals are solicited and reviewed against certain criteria, but for the past two years there has not been enough money left over to solicit projects. It was agreed at the last TAB meeting to contribute \$100,000 specifically to Rideshare. Hollander added that the \$314,000 in state funds represents the local match for federal funds. Transit operations are not eligible for FAU funding. Finley moved and Wedell seconded:

That the Administration and Finance Committee recommend:

That the Regional Transit Board authorize the executive director to enter into a contract for calendar year 1991 with the Metropolitan Transit Commission to provide rideshare services through Minnesota Rideshare in an amount not to exceed \$614,928.

The motion was unanimously approved.

ROSEVILLE AREA CIRCULATOR: DEMONSTRATION ANALYSIS, PROPOSED FUNDING ARRANGEMENT, SERVICE CHANGES AND 1991 CONTRACT RENEWAL

Simich reviewed the March 4, 1991 staff report. He noted that Morley Bus Company has been purchased by National School Bus Company. Wedell asked if the buses can be painted to identify them as part of the regional transit system. Simich responded that contract specifications can include that stipulation. Wedell said the RTB's Marketing Committee should discuss this issue. Wedell said that the Rideshare on-board survey showed that many riders on the circulator are younger than the norm and heard about the service by word-of-mouth. Simich reviewed the recommended service changes. Wedell moved and Finley seconded:

That the Administration and Finance Committee recommend:

That the Regional Transit Board approve the recommended service changes to the Roseville Area Circulator and authorize its executive director to enter into an agreement with the National School Bus Company to operate the Roseville Area Circulator for the period March 13, 1991 through March 14, 1993 in an amount not to exceed \$1,004,000.

The motion was unanimously approved.

DISCOUNT FOR PAYROLL DEDUCTION MONTHLY PASS SALES

Blin reviewed the March 4 staff report. Finley moved and Kranz seconded:

That the Administration and Finance Committee recommend:

That the Regional Transit Board direct the Metropolitan Transit Commission to continue providing discounts for the payroll deduction pass program until July 1991 to allow an examination of other options.

This element of the March 1, 1991 fare changes was tabled by the board. MTC revenues are reduced by \$500,000 annually as a result of offering the discount to employers. Finley asked how MTC will handle the additional shortfall. Auld responded that they will make additional cuts in their budget; she asked that RTB establish a time certain when the discount will be eliminated so that MTC can plan on deeper cuts if they are necessary. MTC needs to determine now how much will have to be cut in 1991 because if cuts are taken in the last six months of the year, they will have to be more severe. Franklin advised that MTC plan the cuts in any event. If the staff recommendation is accepted by the board, MTC will lose four more month's revenue for this year. That revenue may not have materialized and fuel prices have been dropping. Finley said the situation has changed in the last two weeks and, depending on legislative action, there may not be as drastic a loss as originally anticipated. The motion was unanimously approved.

REPORT OF THE AUDIT ADVISORY COMMITTEE

Committee Vice Chair Kranz moved approval of the following audit reports, contingent upon the entire board having received copies of the audit reports. Wedell seconded the motion.

Audit of Senior Transportation Program 1988 and 1989

That the Administration and Finance Committee recommend:

That the Regional Transit Board approve the final audit reports on the Senior Transportation Program for 1988 and 1989 as presented, including the additional staff recommendations that result in net audit adjustments of zero dollars.

Audit of Scott County Transportation Service, 1986 and 1987

That the Administration and Finance Committee recommend:

That the Regional Transit Board approve the final audit reports of the Scott County Transportation Service for 1986 and 1987 as presented, which results in the release of \$675 of the amounts retained for the subject years.

Audit of White Bear Area Transit Service, 1986, 1987, 1988 1989

That the Administration and Finance Committee recommend:

That the Regional Transit Board approve the final audit reports on the White Bear Area Transit Service for 1986, 1987, 1988 and 1989 as presented, including the staff recommendations that result in the release of \$3,325 of the amount retained for the subject years and the additional recommendation concerning daily limits in its subcontracts. The payment due the provider will be withheld pending satisfactory compliance with the separate agreement pertaining to working capital.

Audit of Westonka Rides, 1986, 1987, 1988 and 1989

That the Administration and Finance Committee recommend:

That the Regional Transit Board approve the final audit reports on Westonka Rides for 1986, 1987, 1988 and 1989, including the additional staff recommendations that result in a net reimbursement due to the Regional Transit Board of \$1,734.

The motion was unanimously approved.

Other Business

Andrews updated the members on presentations before legislative committees.

There being no other business, Wedell moved and Kranz seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 4:50 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Administration and Finance Committee meeting of March 11, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this first day of April 1991.



REGIONAL TRANSIT BOARD

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

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre, Room 2A
March 18, 1991

MEMBERS PRESENT: Michael J. Ehrlichmann, Chair; Doris Caranicas; Ruth Franklin; Sandra Hilary; Ed Kranz; Terrance O'Toole; Norbert Theis; Elwyn Tinklenberg and Richard Wedell

MEMBERS EXCUSED: John T. Finley

OTHERS PRESENT: Arnie Entzel, Amalgamated Transit Union; Michael Christenson, Metropolitan Transit Commission (MTC); Dirk deVries and Karen Lyons, Metropolitan Council; Gregory Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Randy Rosvold, Paul Moline and Mary Fitzgerald, Regional Transit Board (RTB) staff

The meeting was called to order at 4:00 p.m. and roll was taken. O'Toole moved and Caranicas seconded approval of the agenda; the motion was unanimously approved.

CHAIR'S REPORT:

The chair reported that he attended the American Public Transit Association meeting in Washington on coalition building. Other cities are experiencing the same difficulties that the Twin Cities Metropolitan Area is in providing paratransit service. The Americans with Disabilities Act regulations will be issued in July 1991. Regarding the initiative by Hennepin County Commissioner Andrew and Anoka County Commissioner McCarron to secure federal funds for LRT in the Northwest Corridor, Ehrlichmann said the RTB would ultimately have to approve a federal grant application for \$60 million in federal funds to be matched with \$190 million realized through bond sales serviced by a Hennepin County levy. No request for such action has been received at this point. Congressman Oberstar has asked that the three metro area representatives present the request to him.

EXECUTIVE DIRECTOR'S REPORT

Andrews distributed copies of the March 15 letter from the Department of Revenue that was sent to all special taxing district treasurers, which indicates the reduction in the July 15 Homestead and Agriculture Credit.

Status of High Subsidy Routes

Rosvold reviewed the March 12 staff report on the implementation schedule for RTB policy direction regarding MTC high subsidy routes. He used maps to identify the weekday and weekend services that will be eliminated or restructured.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Committee Chair Franklin reviewed the actions taken at the committee meeting of March 11, 1991.

December 1990 Financial Statements

Franklin moved and Caranicas seconded:

That the Regional Transit Board receive the unaudited December 1990 financial statements and direct that they be placed on file.

The motion was unanimously approved.

Targeted Group Business Program

Franklin moved and Caranicas seconded:

That the Regional Transit Board adopt the Targeted Group Business Program, dated March 1, 1991, to comply with Minnesota Statute 473.142.

The motion was unanimously approved.

Travel Demand Management Demonstration Project

Franklin moved and Caranicas seconded:

That the Regional Transit Board allocate funding, not to exceed \$10,000, from the 1991 Travel Demand Management Demonstration budget for travel demand management activities to be undertaken at the Lafayette Park/Space Center in St. Paul.

The motion was unanimously approved.

Approval of 1991 Minnesota Rideshare Contract

Franklin moved and Tinklenberg seconded:

That the Regional Transit Board authorize the executive director to enter into a contract for calendar year 1991 with the Metropolitan Transit Commission to provide rideshare services through Minnesota Rideshare in an amount not to exceed \$614,928.

This said that while he will support the motion, it seems that the program does not seem to be making any headway for the investment. Ehrlichmann said he shares those concerns and asked that the Request for Proposal (RFP) for market research include information on Rideshare in order to identify methods to strengthen the program.. Franklin said marketing Rideshare is an important element of the I-394 and I-35W programs. This said new emphasis should be placed on employer efforts to persuade their employees to join the program. The motion was unanimously approved.

Roseville Area Circulator: Demonstration Analysis, Proposed Funding Arrangement, Service Changes and 1991 Contract Renewal

Franklin moved and Tinklenberg seconded:

That the Regional Transit Board approve the recommended service changes to the Roseville Area Circulator and authorize its executive director to enter into an agreement with the National School Bus Company to operate the Roseville Area Circulator for the period March 13, 1991 through March 14, 1993 in an amount not to exceed \$1,004,000.

The motion was unanimously approved.

Discount for Payroll Deduction Monthly Pass Sales

Franklin moved and Hilary seconded:

That the Regional Transit Board direct the Metropolitan Transit Commission to continue providing discounts for the payroll deduction pass program until July 1991 to allow an examination of other options.

Tinklenberg asked if an examination of other options will be conducted and what the costs will be. Blin said RTB and MTC staff are studying a commuter check program, a \$15 voucher program, a program contingent upon the employer also offering a contribution, and other methods of providing employer deductions. In response to Caranicas' question, he said this discount will be on top of the deep discount program available to everyone. Christenson said MTC agrees with the staff position but would like this clarified with a definite end date of July 1, 1991. Hilary moved and Caranicas seconded that the motion be amended to state that the payroll deduction pass program will be terminated on July 1, 1991.

Tinklenberg said he would support the amendment, but that staff should be directed to continue to examine possible incentives for employers to continue to sell or make passes available without RTB involvement in providing an additional subsidy and report back to the board. Vote was taken on the amendment, the motion was unanimously approved.

Ehrlichmann said he would like to vote to eliminate the pass altogether right now because of the funding crisis. We need to attract a group to use the buses, but this is a luxury we cannot afford. Perhaps an alternative can be developed to serve the same purpose. The motion, as amended, was unanimously approved.

Report of the Audit Advisory Committee

Audit of Senior Transportation Program 1988 and 1989

Franklin moved and Tinklenberg seconded that the the following final audit reports be approved. Theis questioned why some of the audits are only completed through 1987. Ulrich said RTB relies on the work of the Minnesota Department of Transportation (Mn/DOT) audit staff because it is a saving for the board. Mn/DOT was responsible for these contracts before RTB was created and RTB assumed the responsibility from Mn/DOT in 1986.

That the Regional Transit Board approve the final audit reports on the Senior Transportation Program for 1988 and 1989 as presented, including the additional staff recommendations that result in net audit adjustments of zero dollars.

Audit of Scott County Transportation Service, 1986 and 1987

That the Regional Transit Board approve the final audit reports of the Scott County Transportation Service for 1986 and 1987 as presented, which results in the release of \$675 of the amounts retained for the subject years.

**Audit of White Bear Area Transit Service, 1986, 1987, 1988
1989**

That the Regional Transit Board approve the final audit reports on the White Bear Area Transit Service for 1986, 1987, 1988 and 1989 as presented, including the staff recommendations that result in the release of \$3,325 of the amount retained for the subject years and the additional recommendation concerning daily limits in its subcontracts. The payment due the provider will be withheld pending satisfactory compliance with the separate agreement pertaining to working capital.

Audit of Westonka Rides, 1986, 1987, 1988 and 1989

That the Regional Transit Board approve the final audit reports on Westonka Rides for 1986, 1987, 1988 and 1989, including the additional staff recommendations that result in a net reimbursement due to the Regional Transit Board of \$1,734.

The motion was unanimously approved.

There being no other business, Tinklenberg moved and Theis seconded to adjourn the meeting. The motion was unanimously approved and the meeting adjourned at 4:30 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of March 18, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary
Regional Transit Board

Approved this first day of April 1991.



REGIONAL TRANSIT BOARD

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

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD

Mears Park Centre Chambers
March 4, 1991

MEMBERS PRESENT: Michael J. Ehrlichmann, Chair; Doris Caranicas; Ruth Franklin; Sandra Hilary; Terrance O'Toole; Norbert Theis; Elwyn Tinklenberg and Richard Wedell

OTHERS PRESENT: Charles Weaver, Legal Counsel; Mary O'Hara Anderson; Gregory Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Suzanne Hanson, Stephanie Eiler, Ed Kouneski, Garneth Peterson, Kathy Grochowski, Regional Transit Board (RTB) staff

The meeting was called to order at 4:05 p.m. and roll was taken. Caranicas moved and O'Toole seconded approval of the agenda; the motion was unanimously approved.

APPROVAL OF MINUTES

O'Toole moved and Caranicas seconded that the minutes of the following meetings be approved:

1. Administration and Finance Committee Meeting of February 11, 1991
2. Committee of the Whole Committee Meeting of February 11, 1991
3. Administration and Finance Committee Meeting of February 19, 1991, (with the change to Page 2, 4th paragraph should read, Shakopee not Southwest Metro.)
4. Regional Transit Board Meeting of February 19, 1991
5. Policy Committee Meeting of February 25, 1991

The motion was unanimously approved.

CHAIR'S REPORT:

The Chair recognized and thanked, Board member, Ruth Franklin for her work at the Transportation Advisory Board (TAB), for securing along with staff, an additional \$100,000 for FAU Rideshare funds.

The Chair announced the joint Metropolitan Transit Commission/Regional Transit Board meeting, Tuesday, March 5 at, 4:00 p.m. in the MTC Chambers, regarding budget issues.

The Chair, announced the joint meeting between the Regional Transit Board and the Metropolitan Council, on March 14, 5:00 p.m. in the RTB Chambers. to discuss the RTB budget as it relates to the Implementation Plan and the Five-Year Plan, as well as any issues that relate to the activities of the long-range planning of the Metropolitan Council and the RTB role in transit planning.

Franklin moved and Caranicas seconded:

That the Regional Transit Board approves Resolution 91-03, "Resolution that the Board express its gratitude and appreciation to R. David Minister for his service to the agency, and that the Board extend its sincere best wishes to R. David Minister for continued success in all his future endeavors.

The motion was unanimously passed.

The Chair recognized Metro Mobility driver, Milt Peterson as the Driver of the Month. Doris Caranicas presented the award to Mr. Peterson.

Judy Hollander, Director of Planning and Programs gave a brief presentation of the Federal Surface Transportation Act.

REPORT OF THE POLICY COMMITTEE

Tinklenberg moved and Hilary seconded:

That the Regional Transit Board approve the comments contained in the February 13, 1991 Policy Committee memorandum to the City of Robbinsdale and the Metropolitan Council.

The motion was unanimously approved.

Tinklenberg moved and O'Toole seconded:

That the Regional Transit Board approve the plans for the Rosedale Transit Hub Facility as outlined in the February 15, 1991 Policy Committee memorandum.

The motion was unanimously approved.

Tinklenberg moved and Hilary seconded.

That the Regional Transit Board approve the Midway Light Rail Transit Corridor Draft Environmental Impact Statement as it is presented.

The motion was approved with one nay vote from Norbert Theis

OTHER BUSINESS

Franklin moved and Caranicas seconded:

The the Board amend the 1991 RTB Budget, as adopted December 3, 1990, and subsequently amended on December 17, 1990 by adding \$1,565,000 to the MTC subsidy, by recognizing decreased revenues of \$1,906,257 and decreased expenditures of \$3,337,706. The proposed revised budget reflects total sources of \$93,929,984 and total uses of \$92,994,623 with an estimated ending fund balance at 12/31/91 of \$935,631.

The motion was unanimously passed.

Caranicas moved and Tinklenberg seconded:

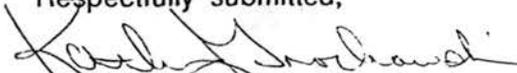
To authorize the Executive Director to amend the following 1991 regular route service contracts: North Suburban Lines, from \$882,114 to \$833,754; Valley Transit, from \$118,088 to \$108,237; and Western Suburban Route 55, from \$714,780 to \$589,105.

The motion was unanimously approved.

There being no other business, Caranicas moved and O'Toole seconded that the meeting be recessed until March 18, 1991 at 4:00 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of March 4, 1991.

Respectfully submitted,


Kathy Grochowski
Acting Secretary

Approved this 18th day of March, 1991.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
229-2700

REPORT OF THE POLICY COMMITTEE

At its meeting of March 25, 1991, the Regional Transit Board's Policy Committee met and took the following action:

City of Minneapolis Urban Mass Transit Administration Grant Application, Phase II Nicollet Mall Shuttle Project

The Policy Committee recommends:

That the Regional Transit Board approve the application from the City of Minneapolis for Urban Mass Transportation Administration Section 3 capital funding in the amount of \$8,000,000, and

That the Regional Transit Board approve an amendment to the 1991-1993 Transportation Improvement Program to incorporate the Nicollet Mall Shuttle Project, Phase II.

Elwyn Tinklenberg
Chair

mff
3/26/91

REGIONAL TRANSIT BOARD

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

DATE: March 18, 1991
TO: Chair and Members of the Policy Committee
FROM: Howard Blin, Planning Manager *HB*
SUBJECT: City of Minneapolis UMTA Grant Application--Phase II Nicollet Mall Shuttle

SUMMARY

The City of Minneapolis has requested RTB approval of an UMTA Section 3 grant application and an amendment to the 1991-1993 Transportation Improvement Program (TIP) for Phase II of the Nicollet Mall Shuttle project. Due to concerns discussed in this memorandum, action is requested to deny the application and TIP amendment.

This request is being presented to the Policy Committee for conceptual review of the shuttle project. Should the Policy Committee recommend approval, the application would be forwarded to the RTB Administration and Finance Committee for review.

BACKGROUND

Authority to Review

Minnesota Statute 473.375, Subdivision 8, requires the RTB to approve all applications for federal transit assistance from political subdivisions within the metropolitan area. In addition, the Urban Mass Transportation Administration (UMTA) requires that all projects for which federal capital funds are sought be included in the region's Transportation Improvement Program (TIP). Transit projects included in the TIP must be approved by the RTB for submittal to the Metropolitan Council for final approval. In this case, an amendment to the previously adopted 1991-1993 TIP is required.

History of Project

The shuttle project was recommended by the Nicollet Mall Implementation Board in its plans for redeveloping the mall. The shuttle would replace existing transit services on the mall and involve the transfer of passengers entering or leaving downtown on express buses to shuttle vehicles for the downtown portion of their trip. To a large extent, the concept is based on a shuttle system that has operated on Denver's Sixteenth Street Mall since 1982. In October 1990, RTB board members and staff accompanied representatives from the City, MTC, and Metropolitan Council on a tour of the Denver transit mall and shuttle system.

Nicollet Mall Shuttle Project

March 18, 1991

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In 1989, the RTB reviewed and approved a City grant application for UMTA Section 3 funding for Phase I of the project. This phase includes construction of a transit terminal and bus layover facility near the Minneapolis Convention Center. It was determined that this off-street layover facility was needed regardless of whether the shuttle was ultimately approved. Funding for Phase I was approved by UMTA in 1990.

Consideration of Phase II, which includes vehicle purchase and operations, was deferred to allow the City to address concerns regarding the need for a shuttle system and potential impacts from shuttle operations on the regular route transit system. The current application requests \$8.0 million in UMTA funding for purchase of shuttle vehicles, construction of a terminal at the north end of the mall and developing a refueling facility. No RTB funding is requested for vehicle purchases. Congressman Sabo was successful in earmarking \$8 million for the project in the federal transportation bill for fiscal year 1991. In order to make use of this funding, a Section 3 grant application must be submitted to UMTA and approved by the end of the federal fiscal year on September 30, 1991.

Project Description

The shuttle project is described in the attached executive summary of the grant application prepared by the City. The primary elements and operating characteristics of the shuttle are summarized below:

- South Terminal and Parking Ramp - Located on the site of the former Lemington Hotel, this facility would include a 2,000-car parking ramp built over a shuttle terminal with a capacity to accommodate seven regular route buses at any one time. The terminal would serve as a transfer point between the shuttle and express buses entering downtown from the south, in addition to providing space for bus layover. In the future, this facility could also be connected to an underground light rail transit station proposed for this area. As previously described, federal funding has been obtained for the transit terminal. Construction of the parking ramp and terminal is currently underway.
- North Terminal - This facility would be sited at the north end of the mall, near Washington Avenue, and provide for transfer between the shuttle and express buses entering downtown from the north. The north terminal could also be connected in the future to an underground light rail station proposed for this area.
- Vehicles - The type and number of shuttle vehicles is currently being evaluated by the City. The current preferred option is to purchase tandem units, which include a 37-foot bus to which a 35-foot trailer can be attached. Passengers would ride in both the bus and the trailer. This vehicle would use an alternative fuel, most likely compressed natural gas. The bus and trailer would have multiple doors to speed boarding. This vehicle would have a standard floor height, with steps leading up to the seating area. A lift would be used to provide access to persons with disabilities.

Another vehicle option being considered is a prototype bus being developed for the Denver shuttle. This bus would have a low floor and multiple doors to speed loading. The vehicle being developed for Denver would be diesel powered.

- Project Staging/Service Frequency - The City proposes to stage shuttle implementation, with the first stage operating only during the morning and evening peak periods and during the lunch period. The second phase would expand operations to include morning, afternoon and early evening off-peak hours. Service hours and frequencies are shown below:

Stage I	<u>Shuttle Frequency</u>
6:30 - 9:30 a.m.	90 seconds
11:00 - 1:30 p.m.	161 seconds
3:30 - 6:00 p.m.	90 seconds
Stage II	
9:30 - 11:00 a.m.	165 seconds
1:00 - 3:30 p.m.	165 seconds
6:30 - 7:00 p.m.	225 seconds

Should the project be approved at this time by the RTB, the City has scheduled the start of shuttle service for the Spring of 1993.

- Fares - To speed boarding, no fares would be charged on the shuttle.
- Operating Cost - The City estimates the annual operating cost for Stage I shuttle service at \$966,000. Some of this cost would be offset by savings on express routes, which would be shortened when terminated at the edge of downtown. Preliminary estimates by the City show these savings would total \$600,000 annually. This would leave a net additional cost for Stage I of \$366,000 annually. Stage II operations would add \$250,000 in annual costs. Since no existing express service would be shortened with Stage II shuttle service, there would be no savings in existing service.
- Funding - As previously noted, all capital costs for the project are proposed to be federally funded. The City further proposes to compensate the RTB for Phase I shuttle operating costs for the first year of service. Under this arrangement, the RTB would fund shuttle operating costs. The City would then provide up to \$500,000 in revenue generated through parking fees at the City's Third Avenue Distributor (TAD) parking garages to fund I-394 transit service. Under the federal funding agreements used to construct the TAD garages, parking revenues from the facility may be used to fund I-394 service. This funding proposal would be reviewed after one year to determine ongoing cost sharing arrangements.

DISCUSSION

The City's application describes several benefits the shuttle would offer. One of the primary objectives is to relieve peak-hour bus congestion on downtown streets. Currently, the contra-flow bus lanes on Marquette and Second Avenues operate at capacity during the peak hour. The majority of buses on these streets are express buses serving the I-35W and Northeast Corridors. With a shuttle, these routes would terminate on the edge of downtown, thereby reducing the number of buses through routed on downtown streets.

Another objective of the project is to improve downtown air quality, possibly through the use of alternatively fueled vehicles. At this time, however, it is questionable whether alternatively fueled vehicles can be procured that meet the operating requirements for a shuttle system. It is possible that, if approved, the shuttle would operate with diesel vehicles utilizing particulate trap technology.

Finally, the shuttle is seen as a means of improving the Nicollet Mall. By replacing existing buses with vehicles that are cleaner and quieter, the shuttle is intended to enhance the pedestrian environment on the mall. The shuttle would also bring express bus passengers to the Nicollet Mall, which is intended to benefit the downtown retail core.

Analysis

Implementing the Nicollet Mall Shuttle would involve major restructuring of regular route service to downtown Minneapolis. Since the downtown forms the core of the regional regular route system, the shuttle proposal must be carefully considered.

Staffs of the RTB, MTC and Metropolitan Council have evaluated the project. In addition, the RTB's Provider Advisory Committee has reviewed the shuttle proposal and forwarded an attached recommendation. The following analysis focuses on the overall need for a shuttle, service quality, operational impacts, and funding considerations.

- Need - The shuttle is proposed as a means of addressing downtown bus congestion. The Marquette and Second Avenue bus lanes are at capacity in the peak hour. If projections for growth in downtown employment are accurate, additional transit service will be required to meet increased demand.

In the short term, it is unlikely that funding will be available for significant expansion of express service to downtown. During this period, additional street capacity can be found by moving some express routes to Third Avenue South. During the recent reconstruction of the Nicollet Mall, the MTC did shift some routes to downtown. Although this does add to the walk time from the downtown core, the shorter distance from the start of routes at the Gateway Ramp to the entrance of I-35W results in reduced travel time for these routes. The MTC plans continued operation of some of these routes on Third Avenue now that the mall project is complete.

Over the long term, the need for the shuttle depends on whether light rail transit is built. Implementation of LRT, particularly in the I-35W corridor, will greatly reduce the number of buses entering downtown. Although LRT service along I-35W is at least several years away, it is likely that any additional buses needed to serve downtown during that period can be accommodated on downtown streets.

Should a decision be made not to build LRT, a shuttle may be necessary to handle increased bus service to downtown. Implementation of shuttle service can, however, be accomplished in less than two years, allowing a decision to operate a shuttle to be deferred until conditions warrant such a service.

- Service Quality - In the shuttle proposal, several improvements to service quality are cited. These include reduced travel time and climate controlled waiting areas. Due to higher operating speeds and improved schedule reliability, average travel times for outbound passengers would be reduced by four minutes. The high service frequency (90 seconds) and indoor shuttle terminals would also greatly minimize the amount of time outbound passengers would spend waiting outdoors for buses.

It is important to note, however, that these service improvements relate to outbound passengers in the afternoon peak hour. It is questionable whether the shuttle would improve service quality for inbound passengers in the morning peak. Inbound passengers would experience only minimal travel time savings, if any. In addition, the shuttle would not improve schedule reliability in the morning peak, when on-time performance is most critical.

A major concern with the shuttle proposal has been the transfer required by express bus passengers at the edge of downtown, the peak load points for these routes. Typically, such transfers result in decreased ridership. The City and its consultant have studied this issue and concluded that any negative ridership impacts would be mitigated by service quality improvements the shuttle would provide.

What is difficult to predict is the perceived effect of the transfer by passengers. Studies have shown that even where transfers cause no delay in travel times, transit riders resist changing vehicles. Particularly for inbound passengers, the loss of a one-seat ride may be seen as detracting from service quality. Any negative perception may be compounded as more suburban express service is restructured to a trunk and feeder system. A shuttle would then require two transfers, one downtown and another on the other end of the trip.

- Operating Impacts - A shuttle would significantly change downtown bus service. The most obvious changes would be on the mall itself where the number of daily buses would increase. The City maintains that any negative impacts from more buses would be mitigated by cleaner, quieter buses that are better spaced along the length of the mall.

In addition, local routes that currently operate on the mall would be shifted to Marquette and Second. Recent experience with the closing of Nicollet resulted in no ridership losses on these routes as they were temporarily moved off the mall.

Another consequence of a shuttle would be the need to spread the peak period for express service in the afternoon. Currently, the largest increment of express service is scheduled between 4:30 p.m. and 4:50 p.m. This so called "peak of the peak" is timed to correspond with the most common departure times from work. Due to the finite number of express buses that can load at the shuttle terminals at any one time, it would be necessary to spread the departure times for buses over a longer period. This would require passengers to adjust their travel patterns accordingly. In effect, the shuttle would solve peak-period bus congestion by spreading the departure times for express buses over a longer period.

Finally, there are concerns regarding the vehicles proposed for shuttle service. The bus currently being examined would use an alternative fuel such as natural gas. Use of an unproven alternative fuel technology on a critical link in the regional transit system creates concerns regarding the reliability and ongoing operating cost of the shuttle fleet. The buses would also have standard high floors. To speed boarding, low-floor vehicles would be preferable. Should the shuttle project be approved, vehicle specifications should be approved by the MTC.

- Funding - A major concern with the shuttle proposal has been funding the ongoing operating costs. The City now proposes to compensate the RTB for the first year of shuttle costs through revenues generated from the Third Avenue Distributor parking garages. This would involve an exchange of shuttle costs for funding of bus service operated along I-394, resulting in no net increase in required RTB regular route funding.

In conclusion, the shuttle proposal represents a promising solution to alleviating downtown bus congestion. The City is to be commended for undertaking a thorough examination of transit service issues related to the project. There remains, however, a high degree of uncertainty regarding ridership and operating impacts resulting from shuttle service. If conditions at this time warranted significant service expansion to downtown, for which funding were available, the need to solve downtown bus congestion might outweigh the risks involved in this project. Given existing budget constraints, it is very unlikely that more buses will be added to downtown streets in the near future. It does not, therefore, appear to be the time for major service changes the shuttle would require.

In the near term, the City should continue to work with the RTB, MTC and other regular route providers to explore potential improvements to service delivery in downtown Minneapolis.

FINDINGS AND CONCLUSIONS

1. The City of Minneapolis has submitted to the RTB for approval an application for Urban Mass Transportation Administration Section 3 capital funding of the Nicollet Mall Shuttle and an amendment to include the project in the 1991-1993 Transportation Improvement Program.

2. The shuttle system is proposed to relieve bus congestion in downtown Minneapolis and improve air quality. The shuttle would require the transfer of express bus passengers entering downtown from the north and south to shuttle vehicles for the downtown portion of their trip.
3. Federal funds totaling \$8 million have been congressionally earmarked for the purchase of shuttle vehicles. Stage I shuttle operating costs are estimated at \$966,000. Savings to existing regular route service are estimated at \$600,000 annually, leaving a net annual operating subsidy of \$366,000. The City proposes to compensate the RTB for this cost by providing funding derived from TAD garage parking revenues for I-394 service.
4. Downtown bus volumes do not, at this time, warrant implementation of a shuttle system. A shuttle should continue to be considered as a solution to potential downtown bus congestion in the future.
5. The City should work with the RTB and regular route providers to examine improvements to service delivery in downtown Minneapolis.

RECOMMENDATION

That the Regional Transit Board not approve the application from the City of Minneapolis for Urban Mass Transportation Administration Section 3 capital funding and an amendment to the 1991-1993 Transportation Improvement Program for the Nicollet Mall shuttle project.

HB:jmo

REGIONAL TRANSIT BOARD

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

DATE: January 7, 1991
TO: Regional Transit Board
FROM: Provider Advisory Committee (PAC)
SUBJECT: PAC Recommendations Regarding Nicollet Mall Shuttle Proposal

COMMITTEE DISCUSSION

During the December 5, 1990, Provider Advisory Committee meeting, PAC discussed and made recommendations on the Nicollet Mall Transit Shuttle proposal being made by the City of Minneapolis. The following are excerpts of the meeting minutes.

Nicollet Mall Shuttle Proposal

Randy Rosvold (RTB staff liaison to PAC) presented the City of Minneapolis Nicollet Transit Mall Shuttle Project Phase II application and identified questions that have been raised by RTB staff based on its review of the application. The primary questions raised and discussed by the committee involved service frequency, coordination with current and proposed services (including LRT), the need to transfer, the type of fuel that will be used, demonstrated reliability of alternative fuel buses, and who will pay for operations. Based on the discussion, Boyles moved and Morley seconded approval of the following recommendation:

That the Provider Advisory Committee, while seeing benefits in the proposal, believes the following three areas need to be resolved prior to approval of the Nicollet Transit Mall Shuttle Project application: 1) the region's ability to pay the \$2.5 million in ongoing operating costs; 2) the deviation from the fare policy that results from providing free rides and the precedent it sets; and 3) the potential negative impact that may result on other existing services funded by the RTB.

The motion carried unanimously.

RR:jmo

A Bill for an Act

relating to transportation; creating a joint metro mobility advisory committee; amending Minnesota Statute 256.

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

Section 1. Minnesota Statutes, 1991 Sec. 256 is amended to read:

Subd. 1. CREATION; MEMBERSHIP. The Regional Transit Board shall establish a joint metro mobility advisory committee to consist of the following members:

- (1) two members representing the Regional Transit Board, appointed by the Chair of the Board;
- (2) two members representing the Department of Human Services, appointed by the Commissioner;
- (3) one member representing the Department of Transportation, appointed by the Commissioner;
- (4) one member representing the Council of State Disability;
- (5) one member representing non-profit providers, appointed by the Commissioner of the Department of Human Services;
- (6) one member representing for-profit providers, appointed by the commissioner of the Department of Human Services;
- (7) one member representing the senior community, appointed by the Senior Federation;
- (8) one member representing the seven county metropolitan area, appointed by the Metropolitan Inter-County Association;

Subd. 2. ADMINISTRATION. The Regional Transit Board and the Department of Human Services shall provide staff and administrative services for the Committee. The organizations under Subd. 1 (4 thru 8) shall provide information, staff, and technical assistance for the Committee as needed.

Subd. 3. STUDIES. The Committee shall conduct a feasibility study of the consolidation and coordination of the existing metro mobility service trips with the existing Department of Human Services medical assistance service trips in the seven county metropolitan area. The Committee shall seek consultation from affected parties not included in Subd. 1; including but not limited to, Day Habilitation and Training Centers, nursing facilities (ICFs-MR).

Subd. 4. REPORT. The Commissioner of the Department of Human Services and the Chair of the Regional Transit Board shall submit their consolidation and coordination feasibility report to the Legislature and Governor not later than December 31, 1991. The Department of Human Services and the Regional Transit Board shall prepare recommendations to the 1992 Legislature based on the consolidation and coordination feasibility report.

1 A bill for an act

2 relating to transportation; authorizing the
3 commissioner of transportation to construct light rail
4 transit; abolishing the authority of metropolitan
5 regional rail authorities to levy a property tax for
6 light rail transit; imposing a one-half of one percent
7 sales tax in the metropolitan counties; requiring
8 plans; establishing a demonstration light rail transit
9 facility in the central corridor; amending Minnesota
10 Statutes 1990, sections 297A.02, by adding a
11 subdivision; 297A.44, subdivision 1; 398A.04, by
12 adding a subdivision; 473.399, by adding a
13 subdivision; 473.3993, subdivisions 2, 3, and by
14 adding a subdivision; 473.3994; 473.3996; and
15 473.4051; proposing coding for new law in Minnesota
16 Statutes, chapters 174 and 473; repealing Minnesota
17 Statutes 1990, section 473.3994, subdivision 6; and
18 Laws 1989, chapter 339, section 21.

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

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

21 The commissioner of transportation may plan, acquire,
22 construct, and equip light rail transit facilities in the
23 metropolitan area as provided in this section, sections 473.399
24 to 473.3996, and sections 11 and 12 and may exercise the powers
25 granted in this chapter as necessary for this purpose.

26 Sec. 2. Minnesota Statutes 1990, section 297A.02, is
27 amended by adding a subdivision to read:

28 Subd. 5. [METROPOLITAN SALES TAX.] Notwithstanding
29 subdivision 1, there is imposed an additional sales tax of
30 one-half of one percent on sales at retail that occur within the
31 metropolitan counties of Anoka, Carver, Dakota, Hennepin,
32 Ramsey, Scott, and Washington, and an additional compensating

1 use tax of up to one-half of one percent on uses of property
2 within those metropolitan counties, the sale of which would be
3 subject to the additional sales tax but for the fact the
4 property was sold outside the metropolitan counties.

5 For purposes of this subdivision, sales that occur within
6 the metropolitan counties do not include:

7 (1) the sale of tangible personal property that:

8 (i) without intermediate use, is shipped or transported
9 outside the metropolitan counties by the purchaser and
10 thereafter used in a trade or business or that is stored,
11 processed, fabricated, or manufactured into, attached to, or
12 incorporated into other tangible personal property transported
13 or shipped outside the metropolitan counties and thereafter used
14 in a trade or business outside of the metropolitan counties, and
15 that is not thereafter returned to a point within the
16 metropolitan counties, except in the course of interstate or
17 intrastate commerce (storage does not constitute intermediate
18 use); or

19 (ii) the seller delivers to a common carrier for delivery
20 outside the metropolitan counties, places in the United States
21 mail or parcel post directed to the purchaser outside the
22 metropolitan counties, or delivers to the purchaser outside the
23 metropolitan counties by means of the seller's own delivery
24 vehicles, and that is not thereafter returned to a point within
25 the metropolitan counties, except in the course of interstate or
26 intrastate commerce; or

27 (2) sales that would be described in section 297A.25,
28 subdivisions 6 and 21, if the words "metropolitan counties" were
29 substituted for the words "Minnesota" or "state of Minnesota" in
30 those clauses.

31 Sec. 3. Minnesota Statutes 1990, section 297A.44,
32 subdivision 1, is amended to read:

33 Subdivision 1. (a) Except as provided in paragraphs (b),
34 (c), and (d), all revenues, including interest and penalties,
35 derived from the excise and use taxes imposed by sections
36 297A.01 to 297A.44 shall be deposited by the commissioner in the

1 state treasury and credited to the general fund.

2 (b) All excise and use taxes derived from sales and use of
3 property and services purchased for the construction and
4 operation of an agricultural resource project, from and after
5 the date on which a conditional commitment for a loan guaranty
6 for the project is made pursuant to section 41A.04, subdivision
7 3, shall be deposited in the Minnesota agricultural and economic
8 account in the special revenue fund. The commissioner of
9 finance shall certify to the commissioner the date on which the
10 project received the conditional commitment. The amount
11 deposited in the loan guaranty account shall be reduced by any
12 refunds and by the costs incurred by the department of revenue
13 to administer and enforce the assessment and collection of the
14 taxes.

15 (c) All revenues, including interest and penalties, derived
16 from the excise and use taxes imposed on sales and purchases
17 included in section 297A.01, subdivision 3, paragraphs (d) and
18 (1), clauses (1) and (2), must be deposited by the commissioner
19 in the state treasury, and credited as follows:

20 (1) first to the general obligation special tax bond debt
21 service account in each fiscal year the amount required by
22 section 16A.661, subdivision 3, paragraph (b); and

23 (2) after the requirements of clause (1) have been met, the
24 balance must be credited to the general fund.

25 (d) The revenues, including interest and penalties, derived
26 from the taxes imposed on solid waste collection services as
27 described in section 297A.45 shall be deposited by the
28 commissioner in the state treasury and credited to the general
29 fund to be used for funding solid waste reduction and recycling
30 programs.

31 (e) The revenues derived from the taxes imposed on sales in
32 the metropolitan counties under section 297A.02, subdivision 5,
33 must be deposited by the commissioner in the state treasury to
34 be used as follows:

35 (1) 50 percent to the commissioner of transportation and
36 the regional transit board for purposes related to light rail

1 transit and coordination of transit within the metropolitan
2 counties;

3 (2) 25 percent to housing and redevelopment authorities in
4 the metropolitan counties for housing assistance purposes;

5 (3) five percent to the metropolitan parks and open space
6 commission; and

7 (4) 20 percent to the board of the arts for use in the
8 metropolitan counties.

9 Sec. 4. Minnesota Statutes 1990, section 398A.04, is
10 amended by adding a subdivision to read:

11 Subd. 8a. [RESTRICTION.] Notwithstanding subdivision 8, an
12 authority in the metropolitan area as defined in section
13 473.121, subdivision 2, may not impose a property tax.

14 Sec. 5. Minnesota Statutes 1990, section 473.399, is
15 amended by adding a subdivision to read:

16 Subd. 4. [FEDERAL FUNDING.] The regional transit board and
17 the commissioner of transportation shall jointly seek federal
18 assistance for light rail transit facilities in the metropolitan
19 area in accordance with the board's regional transit plan. A
20 political subdivision in the metropolitan area may not apply for
21 or be a recipient of federal assistance for light rail transit
22 planning or facilities, except in conjunction with an
23 application for assistance by the board and the commissioner.

24 Sec. 6. Minnesota Statutes 1990, section 473.3993,
25 subdivision 2, is amended to read:

26 Subd. 2. [PRELIMINARY DESIGN PLAN.] "Preliminary design
27 plan" means a light rail transit plan that ~~identifies~~ includes:

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

36 (2) preliminary plans for intermodal coordination with bus

1 operations and routes; ridership; capital costs; operating costs
2 and revenues; and funding for-final-design-construction-and
3 operation-and-an-implementation-method.

4 Sec. 7. Minnesota Statutes 1990, section 473.3993, is
5 amended by adding a subdivision to read:

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

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

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

21 Sec. 8. Minnesota Statutes 1990, section 473.3993,
22 subdivision 3, is amended to read:

23 Subd. 3. [FINAL DESIGN PLAN.] "Final design plan" means a
24 light rail transit plan that includes the items in the
25 preliminary design and preliminary engineering plan for the
26 facilities proposed for construction, but with greater detail
27 and specificity. The final design plan must include, at a
28 minimum:

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

34 (2) final plans for civil engineering for electrification,
35 communication, and other similar facilities; operational rules,
36 procedures, and strategies; capital costs; ridership; operating

1 costs and revenues; financing for construction and operation; an
2 implementation method; and other similar matters.

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

9 Sec. 9. Minnesota Statutes 1990, section 473.3994, is
10 amended to read:

11 473.3994 [LIGHT RAIL TRANSIT; DESIGN FACILITY PLANS.]

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

23 Subd. 2. [PRELIMINARY DESIGN PLANS; PUBLIC HEARING.]

24 ~~Before-preparing-final-design-plans-for-a-light-rail-transit~~
25 ~~facility, the~~ A political subdivision proposing the that has
26 prepared preliminary design plans for a proposed facility must
27 hold a public hearing on the physical design component of the
28 preliminary design plans. The proposer must provide appropriate
29 public notice of the hearing and publicity to ensure that
30 affected parties have an opportunity to present their views at
31 the hearing.

32 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At
33 least 30 days before the hearing under subdivision 2, the
34 proposer shall submit the physical design component of the
35 preliminary design plans to the governing body of each statutory
36 and home rule charter city, county, and town in which the route

1 is proposed to be located. The city, county, or town shall hold
2 a public hearing, except that a county board need not hold a
3 hearing if the county board membership is identical to the
4 membership of the regional railroad authority submitting the
5 plan for review. Within 45 days after the hearing under
6 subdivision 2, the city, county, or town shall review and
7 approve or disapprove the plans for the route to be located in
8 the city, county, or town. A local unit of government that
9 disapproves the plans shall describe specific amendments to the
10 plans that, if adopted, would cause the local unit to withdraw
11 its disapproval. Failure to approve or disapprove the plans in
12 writing within 45 days after the hearing is deemed to be
13 approval, unless an extension of time is agreed to by the city,
14 county, or town and the proposer.

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

30 Subd. 4a. [PRELIMINARY ENGINEERING PLANS.] (a) Before
31 beginning final design on a proposed facility, the commissioner
32 shall submit the physical design component of preliminary
33 engineering plans to the governing body of each statutory and
34 home rule charter city, county, and town in which the route is
35 proposed to be located. Within 60 days after the submission of
36 the plans, the city, county, or town shall review and approve or

1 disapprove the plans for the route located in the city, county,
2 or town. A local unit of government that disapproves the plans
3 shall describe specific amendments to the plans that, if
4 adopted, would cause the local unit to approve the plans.
5 Failure to approve or disapprove the plans in writing within the
6 time allowed is deemed to be approval, unless an extension is
7 agreed to by the city, county, or town and the commissioner.

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

15 Subd. 5. [FINAL DESIGN PLANS.] (a) Before beginning
16 construction, the proposer commissioner shall submit the
17 physical design component of final design plans to the governing
18 body of each statutory and home rule city, county, and town in
19 which the route is proposed to be located. Within 60 days after
20 the submission of the plans, the city, county, or town shall
21 review and approve or disapprove the plans for the route located
22 in the city, county, or town. A local unit of government that
23 disapproves the plans shall describe specific amendments to the
24 plans that, if adopted, would cause the local unit to withdraw
25 its disapproval. Failure to approve or disapprove the plans in
26 writing within the time period is deemed to be approval, unless
27 an extension is agreed to by the city, county, or town and the
28 proposer commissioner.

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

36 Subd. 6. [COUNTY APPROVAL.] The proposer of a light rail

1 transit facility in the metropolitan area must submit the
2 preliminary and final design plans for the facility to the
3 governing board of the county in which the route is proposed to
4 be located for approval or disapproval. The proposer of the
5 facility may not proceed with construction of the facility
6 without the approval of the county.

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

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

17 Sec. 10. Minnesota Statutes 1990, section 473.3996, is
18 amended to read:

19 473.3996 [LIGHT RAIL TRANSIT FACILITY DESIGN PLANS;
20 REVIEW BY-BOARD.]

21 Subdivision 1. [PRELIMINARY DESIGN AND ENGINEERING PLANS;
22 BOARD REVIEW.] Before submitting the physical design component
23 of final design plans of a light rail transit facility for local
24 review under section 473.3994, subdivision 5, the proposer shall
25 submit preliminary design and preliminary engineering plans to
26 the regional transit board for review. The board shall review
27 the ~~preliminary-design~~ plans to determine the compatibility of
28 the plans with other light rail transit plans and facilities in
29 the metropolitan area, the adequacy of the plans for operation
30 and maintenance of facilities, the adequacy of the plans for
31 handicapped accessibility, and the conformity of the plans with
32 the council's transportation policy plan and the board's
33 regional light rail transit plan prepared under section
34 473.399. The board shall submit the plans to the transit
35 commission for review and recommendations on specifications and
36 other matters affecting operation and maintenance of

1 facilities. The board shall submit the plans to the council for
2 review and recommendations on the conformity of the plans with
3 the council's transportation policies. The board may comment on
4 any aspect of the plans. The board has 90 days to complete its
5 review, unless an extension of time is agreed to by the
6 proposer. If the board determines that the plans do not satisfy
7 the standards stated in this subdivision, the board shall
8 recommend modifications in the plans that are necessary in order
9 to satisfy the board. After adopting or amending the regional
10 plan required by section 473.399, the board may again review any
11 previously reviewed preliminary design plans and recommend
12 modifications that are necessary to satisfy the board.

13 Subd. 2. [FINAL DESIGN PLANS; BOARD APPROVAL.] Before
14 acquiring or constructing light rail transit facilities, other
15 than land for right of way, the proposer shall submit final
16 design plans to the regional transit board for review. The
17 board shall review the final design plans under the
18 same procedure and schedule and according to the same standards
19 as provided for its review of preliminary design plans. The
20 board shall either approve the plans, or if it determines that
21 the plans do not satisfy the standards, disapprove the plans, in
22 whole or in part, and recommend modifications in the plans that
23 are necessary to secure approval. A proposer may not proceed
24 with acquisition or construction of a light rail transit
25 facility, other than land for right of way, unless the final
26 design plans for the facility have been approved by the
27 board. ~~Following approval of final design plans by the board,~~
28 ~~if a regional railroad authority wishes to select a bid or a~~
29 ~~response to a request for proposal that is more than ten percent~~
30 ~~higher than the capital costs indicated in the final design~~
31 ~~plans for the facility, the authority may not proceed with~~
32 ~~construction until it has resubmitted the final design plans to~~
33 ~~the transit board for further review and approval or~~
34 ~~disapproval. The board has ten working days to review and~~
35 ~~approve or disapprove and recommend modification, unless an~~
36 ~~extension of time is agreed to by the authority.~~

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

9 Sec. 11. [473.3997] [LIGHT RAIL DESIGN AND CONSTRUCTION;
10 DEPARTMENT OF TRANSPORTATION.]

11 Subdivision 1. [RESPONSIBILITY.] All light rail transit
12 facilities in the metropolitan area must be constructed by or
13 under contract with the commissioner. The commissioner shall
14 prepare all preliminary engineering plans and final design plans
15 for light rail transit facilities in the metropolitan area. The
16 commissioner may authorize a regional railroad authority in the
17 metropolitan area to prepare preliminary engineering plans for
18 light rail transit facilities projects approved by the regional
19 transit board. A regional railroad authority may not prepare
20 final design plans for or construct light rail transit
21 facilities except under a contract with the commissioner.

22 Subd. 2. [INTERGOVERNMENTAL COORDINATION.] The
23 commissioner shall incorporate into the engineering and final
24 design plans appropriate elements of the preliminary design
25 plans of regional railroad authorities. The commissioner shall
26 consult with regional and local agencies of government in
27 preparing the plans. The commissioner may enter into agreements
28 for engineering, design, and construction services with a
29 regional railroad authority, a city, or a regional agency. The
30 commissioner shall include the metropolitan transit commission
31 in planning and engineering decisions, particularly the system
32 components of light rail facilities. The commissioner may by
33 agreement authorize the transit commission to complete project
34 components, including acquisition and testing of vehicles or
35 system components.

36 Sec. 12. [473.3998] [CENTRAL CORRIDOR DEMONSTRATION

1 The transit commission shall operate ~~regional-railroad~~
2 ~~authority~~ light rail transit facilities and services upon
3 completion of construction of the facilities and the
4 commencement of revenue service using the facilities. The
5 ~~regional-railroad-authority~~ commissioner and the commission may
6 not allow the commencement of revenue service until after an
7 appropriate period of acceptance testing to ensure satisfactory
8 performance. In assuming the operation of the system, the
9 transit commission must comply with section 473.415. The
10 commission shall coordinate operation of the light rail transit
11 system with bus service to avoid duplication of service on a
12 route served by light rail transit and to ensure the widest
13 possible access to light rail transit lines in both suburban and
14 urban areas by means of a feeder bus system. If the regional
15 plan prepared by the transit board under section 473.399 calls
16 for construction and operation of light rail transit facilities
17 in a jurisdiction whose governing body has chosen not to
18 organize and proceed under chapter 398A, the board may authorize
19 the transit commission to implement the plan in that area.

20 Sec. 14. [REPEALER.]

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

1 PROJECT.]

2 Subdivision 1. [SCHEDULE.] The commissioner of
3 transportation shall construct, at a total cost not exceeding
4 \$350,000,000, a demonstration light rail transit facility and
5 associated yards, shops, and system support facilities in the
6 central corridor between the downtowns of Saint Paul and
7 Minneapolis. By November 15, 1991, the commissioner shall
8 report to the legislature on the status of the preliminary
9 engineering plans, including cost estimates, for the central
10 corridor. By July 1, 1992, the commissioner shall submit plans
11 for review in the manner provided under sections 473.3994 and
12 473.3996. By July 1, 1993, the commissioner shall present to
13 the legislature a plan for transferring or sharing ownership in
14 the land and facilities for light rail in the corridor and
15 maintaining the facilities. The plan must be prepared in
16 consultation with the regional transit board, the metropolitan
17 transit commission, and affected local government units. The
18 commissioner shall include in the plan specific strategies and
19 incentives to reduce reliance on single-occupancy passenger cars
20 and increase use of transit; the convenience, cost, comfort, and
21 speed of light rail as an incentive to increase use of transit;
22 and timelines for implementing the strategies and incentives.

23 Subd. 2. [IMPACT ON DEVELOPMENT.] In acquiring
24 rights-of-way and constructing the central corridor facility,
25 the commissioner shall attempt to mitigate negative impacts on
26 business affected by the construction and shall cooperate with
27 the governing bodies of Saint Paul and Minneapolis in
28 coordinating economic development along the corridor resulting
29 from construction of the facility.

30 Subd. 3. [EMPLOYMENT OPPORTUNITIES.] The commissioner of
31 transportation shall develop a plan to ensure employment of
32 economically disadvantaged persons in the construction of light
33 rail facilities.

34 Sec. 13. Minnesota Statutes 1990, section 473.4051, is
35 amended to read:

36 473.4051 [LIGHT RAIL TRANSIT OPERATION.]

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: April 1, 1991

BOARD OR COMMITTEE: RTB

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)

—

Visitors

B Auld, Greg Taylor

Dick de Vries

C Weaver

May O'Han Anderson

Staff

gh, dw, cm, hb, mf

br, se

Handout 4/1/91
Board Mtg

REGIONAL TRANSIT BOARD

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

DATE: April 1, 1991
TO: ~~Greg~~ Greg Andrews, Executive Director
FROM: Howard Blin, Planning Manager
SUBJECT: Nicollet Mall Shuttle

The following are suggested conditions to be placed on the Board's approval of the Nicollet Mall Shuttle grant application.

1. That the City of Minneapolis reimburse the RTB for the net cost to the region of shuttle operations for the first 18 months with cost sharing arrangements to be negotiated pending successful completion of the demonstration.
2. That the City of Minneapolis and MTC refine estimated shuttle operating costs and report those costs to the Regional Transit Board by June 1, 1991.
3. That the MTC review and ^{comment on} ~~approve~~ all plans and specifications for shuttle vehicles and any facilities associated with shuttle operations.