



Minnesota Regional Transit
Board: Records.

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

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, October 7, 1991
Mears Park Centre Chambers
4:00 p.m.

AMENDED AGENDA

- A. CALL TO ORDER AND ROLL CALL**
- B. APPROVAL OF AGENDA**
- C. APPROVAL OF MINUTES**
 - 1. Policy Committee Meeting of September 23, 1991
- D. CHAIR'S REPORT**
 - 1. Driver of the Month Award - George Skrypek, Diamond Cab Company
 - 2. Certificates of Appreciation for Former Advisory Committee Members
 - 3. Advisory Committee Appointments
- E. EXECUTIVE DIRECTOR'S REPORT**
- F. REPORT OF THE POLICY COMMITTEE**
Sandra Hilary, Chair
 - 1. Research Contract with Center for Transportation Studies
 - 2. Review and Comment on St. Paul South Light Rail Transit Corridor Environmental Assessment Worksheet (EAW) and Draft Scoping Decision Document
 - 4. Review of Metropolitan Council's High Occupancy Facilities Plan
- G. OTHER BUSINESS**
- H. RECESS FOR EXECUTIVE SESSION REGARDING DEPARTMENT OF HUMAN RIGHTS AGREEMENT WITH REGIONAL TRANSIT BOARD**
- I. PUBLIC COMMENT**

Michael J. Ehrlichmann
Chair



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1. Policy Committee Meeting of September 23, 1991*

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G. OTHER BUSINESS

1. Advisory Committee Appointments

H. PUBLIC COMMENT

Michael J. Ehrlichmann
Chair

* Material to be mailed later.

**REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET**

DATE: _____

BOARD OR COMMITTEE: Bd

Member Name Present Vote Vote Vote Vote Vote Vote Vote Vote

ISSUE

Mike Ehrlichmann ✓

Maryann Campo ✓

Doris Caranicas ✓

Sharon Feess ✓

John Finley

Ruth Franklin ✓

Val M. Higgins ✓

Sandra Hilary ~~OK~~ ✓

Don Scheel ✓

Richard Wedell ✓

Tom Workman ✓

Visitors

Mike Robertson

Carlin Kottler

Jean Elliquant

Sharon McCandless

Virgin Carroll

Esther Newcome

7/1/91 Dirk de Vries
mff Tom Wear

Staff

ga, sh, dw, sh, em
ml



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
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612/229-2700

**Minutes of the Meeting of the
POLICY COMMITTEE
Mears Park Centre, Room A
September 23, 1991**

MEMBERS PRESENT: Sandra Hilary, Chair; Maryann Campo; John T. Finley, Val M. Higgins and Richard Wedell

OTHERS PRESENT: Michael J. Ehrlichmann, RTB Chair; Michael Robertson, Legal Counsel; Richard Braun, Director of the Center for Transportation Studies (CTS); Tom Weaver, Metropolitan Transit Commission (MTC); Emil Brandt, Karen Lyons, Nacho Diaz, Metropolitan Council; Gregory Andrews, Judy Hollander, Garneth Peterson, Howard Blin, Stephanie Eiler, Mary Fitzgerald, RTB Staff

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

RESEARCH CONTRACT WITH CENTER FOR TRANSPORTATION STUDIES (CTS)

Hollander reviewed the staff report dated September 12 and explained the historical relationship between the Regional Transit Board and the Center for Transportation Studies. When the Legislature created the RTB in 1984, it charged the agency with performing transit research. Ehrlichmann said contracting with CTS for research projects is far less expensive than if the RTB had to retain its own research staff.

Braun reviewed the programs and activities of the center. Wedell moved and Finley seconded:

That the Policy Committee recommend that the Regional Transit Board enter into an agreement with the Center for Transportation Studies for \$123,000 to support two research proposals and CTS administration, as itemized below:

1. *Ultrafine Atomization of Alcohol Fuels for Improved Starting and Reduced Emissions*, David Kittelson and Megan Arnold, \$34,734
2. *Remote Sensing of Particulate Emissions from Heavy-Duty Transit Vehicles*, David Hofeldt and David Kittelson, \$48,080;
3. Center for Transportation Studies, University of Minnesota, \$40,000.

Funds are available in the 1991 budget for the two research projects in Project Number 91-26, Planning and Implementation of New Services. Funding for CTS administration (\$40,000) will be budgeted in 1992 since this is a calendar year expense.

The motion carried unanimously.

The chair asked Braun for his opinion on whether LRT will ever be built. Braun said he hopes the current arrangement with the Metropolitan Council will resolve the obstacles and provide a hard look at where LRT fits, look at enhancing transit in the entire Metro Area and develop consensus on enhancing the current bus system, HOV lanes and other transit modes. Ehrlichmann said the problem is finding funds. Braun said first consensus must be reached. Hilary said the problem is that everyone continues to change the agreement to meet their own expectations. Policy-makers determined what must happen through hundreds of hours of meetings only to be shot down by the newspapers and people who were very far removed from the process. We need a stronger expression of support from academia. Because CTS legislation was in the same bill as LRT, Braun said he attended every hearing in the last session. Legislators are the key decision-makers. Campo said it was never clear where the consensus had to be. Metro Area leadership was not willing to go to the outstate legislators for support. Braun agreed, but if you ask for a tax you have to assure people that they will not be cheated of current monies. They are afraid of sending more money outstate or spending on other, non-LRT projects. Something has to be done to fix the current split.

Wedell cited City's Edge; the theme is that our cities are ringed by roadways and, by extension, high tech companies and well-paid jobs are outside the city. This is a national issue. With the development of these business on the outer beltways you find nodes similar to the Central Business Districts. The companies are further linked with electronic systems. The business people are mainly concerned about their highway system, but the social implications are severe. They do not come into the city but they move around it and between suburbs. People are asking for community to community linkage, but states have built roads on the spoke model.

Returning to Campo's observations, Finley said there was light rail consensus until some people tried to make it seem that there was not. That perception became a red herring. There were champions for light rail, but people who did not like the corridor or alignment claimed there was no agreement even though everyone involved had reached 100-percent consensus. He asked Braun what the problem was, turf or the issue of lack of consensus? Braun said he is not an expert on the politics of transportation, but it hurt when two rail authorities had two different stories. Finley said all the rail authorities signed off on the Coordination and Development and Financial Plans. No legislator on the committee ever read the document they asked for and received. How can that be overcome?

Hilary said this is an important issue for the board and she is not sure the people from the Metropolitan Council can get it through either. She asked Braun what tack the board should take and if he believes there should be light rail in the Metro Area. Braun said he believes in a family of solutions that includes light rail, HOV, and capital improvements. Hilary said she thinks everyone agrees, but the board is worried that we never get to the point of breaking ground. Finley said metering and those things are a given and can be funded with existing law under the gas tax. Light rail must be funded differently and no one thinks other elements should be pushed aside. It may be that we appear to be saying

"light rail or nothing," and that we are advocating only one mode of transit, which is incorrect. Braun said that was the impression that is left--first there has to be a better understanding between urban and rural officials about the division of transportation dollars. Rural people think more money will be diverted to the cities to finish the project while cities think that if they tax themselves at a higher rate it will mean that more money will go elsewhere.

Higgins asked if we should look to CTS for leadership. Braun said there are three professional staff at the center so they are not in a good position to take the lead, nor is he sure CTS would be credible in this area.

Hilary said all the political elements were involved and many, many people signed off. Now the Metro Council has been designated to make sense of all this without any input and they do not seem to have the political clout that the seven metro area counties have, so she has very little hope for the project. Another question: if there will not be light rail service, how can congestion be reduced? There are HOV lanes, but people don't seem to be using them.

Ehrlichmann said light rail had more consensus than other public projects and he does not think that is the issue. The problem is that no one has the money or the authority to build. There is community concern on what criteria will be used to make choices. Ultimately the Legislature will have to decide. Discussion turned to the capacity of I-35W. Hilary commented that the committee members rarely have a person before them of whom these questions can be asked.

Finley returned to the chair's feeling that the Metro Council study will not produce the desired results because counties and municipalities, which set up the criteria with the help of council staff, are not involved in the decision-making process on what evaluation criteria should be used for light rail and what weight those criteria will have when comparing that to HOV or other modes in their inter-modal study. Without the involvement of elected people or their staffs, it may be very hard to build consensus after the decisions have already been made by appointed officials. He has never had a response to his letter and the issue has been unheeded. It is a technical, not a turf, matter.

Another issue is the corridors. There are practical problems that have nothing to do with planning concerns, such as triggering 15 years of lawsuits (35E lawsuits went on for 30 years). Some people don't think the entire system should wait just because of the "best" corridor. It cannot happen fast enough without getting into the same problems of having to remove homes because the corridor is now too built up.

Finley said the I-94 freeway will be totally rebuilt in the next few years. If the LRT central corridor is not built within the next four years it will not be done in our lifetimes.

Hilary thanked Braun for sharing his perceptions with the committee.

REVIEW AND COMMENT ON ST. PAUL SOUTH LIGHT RAIL TRANSIT CORRIDOR ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW) AND DRAFT SCOPING DECISION DOCUMENT

Eiler reviewed the staff report, dated September 9, as revised and distributed before today's meeting. Finley moved and Higgins seconded, with the proviso that ridership projections should be included in the report:

The Policy Committee recommends that the Regional Transit Board accept the following comments on the St. Paul South Light Rail Corridor Environmental Assessment Worksheet and Draft Scoping Decision Document:

1. The project description in the final Scoping Decision Document should include the estimated cost and ridership for the project.
2. The evaluation of transit service in the Environmental Impact Statement (EIS) should address transit service characteristics, including total transit ridership for both the "build" (LRT) and "no-build" alternatives.
3. The EIS should address the siting process for the possible relocation of the International Airport and its potential ramifications for future LRT service.

The motion was unanimously approved. Finley pointed out there was a meeting last week, chaired by Commissioner Chapdelaine, at which there were concerns raised about the focus on Lafayette. County commissioners are out in the neighborhoods, not downtown St. Paul, drawing the lines, which is one of their concerns about the way the Metro Council may evaluate these plans. Hilary said that the mad hatter aspect of this is the endless meetings--she cannot imagine that ten years from now we will be building a "B" corridor since right now we cannot start the "A" corrido.

LIGHT RAIL TRANSIT REEVALUATION UPDATE

Eiler reviewed the September 16 staff report. Blin distributed the traffic work program and discussed some of the related financial issues. LRT funding is less a technical issues than a political one. He described the funding sources of other LRT systems in the United States. In response to Campo's question, Hilary said the Minneapolis sales tax is specifically dedicated to the Convention Center so when those bonds are paid the tax must be removed. It would be difficult for a municipality to levy for light rail because it is really a regional service. The Legislature may have done all it can do. In response to her question, Blin said the question of whether Minneapolis could levy a tax for light rail was never addressed, but there was discussion about a city paying for additional enhancements to the original design. No action was taken.

REVIEW OF METROPOLITAN COUNCIL'S HIGH-OCCUPANCY VEHICLE (HOV) FACILITIES PLAN

Blin reviewed the staff report dated September 17, 1991. Finley asked if there will be information available on costs per passenger. Blin said staff has requested it. Hilary stated her concern that there is very little experience with HOV. Hollander said among

transportation experts the sane lane of I-394 is generally considered successful. It carries more people than the other lanes. Blin added that throughout the country there is a perception that sane lanes don't work, but in fact they carry fewer vehicles with more people in each vehicle. The question is whether they are creating more carpool riders and the experience of other cities indicates that they do.

Finley disagreed. An HOV lane carries 30 percent more people than any of the other lanes. A normal lane, according to the Metro Council, carries 1.2 people per vehicle, while there are automatically two people in each vehicle using the HOV lane. It would be very difficult to determine whether the car with two people in a car moved over from the mixed use lane. Higgins said the construction problems on I-394 are monumental because people cannot figure out how to get on and off. Wedell said transportation experts count people, not vehicles. The question is whether HOV lanes influence people to think about getting into carpools. Higgins said perceptions may change when the freeway is open. Wedell said people need information on how to use it and what is happening. Finley moved and Wedell seconded:

That the Policy Committee recommend that the Regional Transit Board approve the comments contained in the September 17, 1991 staff report for transmittal to the Metropolitan Council.

The motion was unanimously approved.

OTHER BUSINESS

Hollander announced that the Metro Council will begin its review of transit at a meeting on Tuesday, September 24. There being no other business, the meeting was adjourned.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of September 23, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 21st day of October 1991.

REGIONAL TRANSIT BOARD

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

DATE: October 7, 1991
TO: Chair and Members of the Regional Transit Board
FROM: Mike Kuehn, Community Relations Coordinator *MK*
SUBJECT: Recognition of outgoing Advisory Committee Members

At the Board meeting on October 7, the outgoing members of the Transit Accessibility Advisory Committee and Rideshare Advisory Committees will be presented a certificate of appreciation for their service. Former members of the advisory committees to be recognized are:

Transit Accessibility Advisory Committee

Jesse Ellingworth
Corbin Kidder

Rideshare Advisory Committee

Virginia Carroll
Bob Owens
Brenda Knapper
Peter Liupakka
Charles LeRoux

Persons who are unable to attend the board meeting will have their certificates sent to them.

cc: Gregory L. Andrews

REGIONAL TRANSIT BOARD

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

DATE: October 7, 1991
TO: Chair and Members of the Regional Transit Board
FROM: Mike Kuehn, Community Relations Coordinator *MK*
SUBJECT: Appointment to the Rideshare Advisory Committee

ACTION REQUESTED

The board is asked to approve the selection of three more individual board members' recommendations for appointment to the Rideshare Advisory Committee.

BACKGROUND

When the Regional Transit Board approved appointments to the Transit Accessibility and Rideshare Advisory Committee at the September 16 meeting, four positions remained to be filled to the Rideshare Advisory Committee. Since that time, three additional board members have selected persons for the Rideshare Advisory Committee and are now asking the full board to approve their recommendation.

FINDINGS AND CONCLUSIONS

The additional members to the Rideshare Advisory Committee that board members have recommended are:

| | | |
|-------------------------|---|----------------|
| District E | - | Steve Billings |
| District H | - | Doug Hoskin |
| Disabled Representative | - | Roger Blohm |

RECOMMENDATION

That the Regional Transit Board approve these recommendations for appointment to the Rideshare Advisory Committee.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
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229-2700

REPORT OF THE POLICY COMMITTEE

At its meeting of September 23, 1991, the Regional Transit Board's Policy Committee took the following action:

Research Contract with Center for Transportation Studies

The Policy Committee recommends that the Regional Transit Board enter into an agreement with the Center for Transportation Studies for \$123,000 to support two research proposals and CTS administration, as itemized below:

1. *Ultrafine Atomization of Alcohol Fuels for Improved Starting and Reduced Emissions*, David Kittelson and Megan Arnold, \$34,734
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3. The EIS should address the siting process for the possible relocation of the International Airport and its potential ramifications for future LRT service.

Review of Metropolitan Council's High-Occupancy Facilities Plan

The Policy Committee recommends that the Regional Transit Board approve the comments contained in the September 17, 1991 staff report for transmittal to the Metropolitan Council.

Other Business

The committee received an update on the light rail transit corridor reevaluation for the RTB's Five-Year Transit Plan and the LRT Regional Development and Financial Plan.

Sandra Hilary
Chair

mff
9/24/91

Room B

MEMORANDUM

TO: Michael J. Ehrlichmann
Chair, Regional Transit Board

FROM: Michael Robertson and
Shannon K. McCambridge

DATE: October 4, 1991

RE: Closing the Meeting

Minnesota Statute § 471.705, subd. 1d(b)(e) explains the procedure for closing a meeting. It states:

Before closing a meeting, a public body shall state on the record the specific grounds permitting the meeting to be closed and describe the subject to be discussed.

Pursuant to the above-mentioned statute, the following statement should be made by you at the Board meeting:

Since counsel is currently present, I believe now would be an appropriate time to address the Board's pending litigation before the Minnesota Department of Human Rights, specifically the Commissioner's charge regarding the comparable fares issue and proposed Conciliation Agreement. I recommend that the meeting be closed pursuant to Minn. Stat. § 471.705, subd. 1d(e) on the grounds of the attorney-client privilege so that we can seek legal counsel regarding this litigation matter. Is there a motion to close the meeting?

Having received authority to close this section of the meeting, will counsel and Board members please proceed into Conference Room ___ for a brief discussion of the pending litigation.

After the closed session, the following statement should be made by you:

Pursuant to discussion during the closed session, counsel is authorized to [Option: engage in settlement negotiations of the Commissioner's charge/_____].

SKM:KN7s



REGIONAL TRANSIT BOARD

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

DATE: September 19, 1991
TO: Regional Transit Board
FROM: Michael J. Ehrlichmann, Chair
SUBJECT: Appointments

Dick Wedell, Chair of the Marketing Committee, and I have discussed the membership of the Marketing Committee and recommend that the board make the following appointments to the committee.

Todd Paulson was recently elected Chair of the Metropolitan Transit Commission and is a suburban elected official. Michael Vallez is a construction engineer with a major construction company. Carole Faricy has indicated her willingness to continue to serve on the committee. in this in continuing to serve. She has a strong background in transit and in marketing. The goal is to maintain a strong representation on the committee from the public and private sectors.

Don Scheel has expressed an interest in serving on the Audit Advisory Committee; with his broad experience in government, he will be a valuable asset to the committee.

RECOMMENDATION

That the Regional Transit Board approve the appointment of Todd Paulson and Michael Vallez to the Regional Transit Board's Marketing Committee;
and

That the Regional Transit Board approve the appointment of Don Scheel to the Audit Advisory Committee.

The above appointments are effective immediately upon approval by the board.

mff



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