



Minnesota Regional Transit
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Regional Transit Board/Opt-Out Policymakers Meeting

Thursday, October 17, 1991

Agenda

- | | | |
|----|------------------------------|-------------------|
| 1. | Welcome/Purpose of Meeting | Chair Ehrlichmann |
| 2. | Introduction of Participants | |
| 3. | Historical Background | Len Simich |
| 4. | Input Process | Len Simich |
| 5. | Prioritization of Issues | Beverly Miller |
| 6. | Next Steps | Len Simich |
| 7. | Meeting Close | Chair Ehrlichmann |

OPT-OUT/RTB ISSUES

A. HIGH PRIORITY

1. Capital Expenditures

Concern: Opt-Out communities pay twice for the buses they use. Once through the debt service levy and once through their contract with the provider. This is inequitable and eliminates competition in transit services.

Action: Identify and evaluate options which can address both concerns.

2. Defining Roles and Responsibility

Concern: Regional oversight versus local control. How should RTB Board and staff relate to Opt-out Boards and staff? What is the process for addressing issues?

Action: Implementation of process for resolving policy issues. Work together to resolve these concerns. Build trust and team orientation. Equal emphasis on nurturing transit efforts and oversight.

3. Projecting Annual Available Revenue

Concern: Neither the RTB nor Opt out communities know how much property tax revenue will be available for the next year's service. Need to make certain calculations are done in accordance with legislative intent.

Action: RTB staff and Opt-out staff meet with County Auditors to emphasize importance of accurate and early calculation. Learn the system better to assist our own projections.

4. Fund Reserve/Fund Carryover/ Cash Advancements

Concern: Currently the system is biased toward spending all allocated funds. Opt-out systems have no fund balance to cope with unforeseen needs, growth and revenue shortfalls.

Action: Establish an opt-out fund reserve by allowing annual carryover of unspent tax levy for advancements, new service initiatives, growth and revenue shortfalls.

5. 3% Audit Retainage Policy

Concern: Retaining 3% of the contract amount until an audit by the RTB is complete creates a hardship for small providers and cities.

Action: Waiver of three percent retainage contract clause.

6. Accessibility Plan Per ADA

Concern: In accordance with the law, all providers must make their systems accessible. The impact of ADA on the allocation of new MTC buses to opt-out systems must be addressed.

Action: Work with RTB staff to develop a schedule for transit accessibility which complies with the law and is not fiscally onerous.

7. Legislative Issues

Concern: Position taken by the RTB and Opt-out communities before the legislature can be mutually exclusive.

Action: Work together to develop united transit platform. Communicate throughout the session on new changes in legislation.

B. MEDIUM PRIORITY

1. Non opt-out residents using opt-outs services

Concern: How can opt-out communities respond to bus overloads as a result of high non-resident ridership and demands for expanded services. Can non opt-out communities transit taxes be used to support service these residents are actually using? Should a fare surcharge or community funding participation plan be examined?

Action: Survey the riders to determine city of residence. Explore funding participation plans with communities and RTB.

2. MTC Hourly Rates

Concern: Service in each of the opt-out communities is currently provided the MTC. The rates the MTC bid for each system vary greatly. Is it equitable?

Action: Examine the variances between the programs. Determine if collectively we can influence cost/rate containment measures.

3. County Coordination With Opt-Out Services

Concern: Scott County, Carver County and Dakota County all participate in the provision of transportation service in their respective county. Is there a duplication of service?

Action: Examine the county programs and the relationship between services operating in same areas. Increase communication between programs.

C. LOW PRIORITY

1. Tax Feathering

Concern: Communities which receive no mid-day service are tax feathered. To implement mid-day service money must be there. Service can't be implement without money; can't change tax rate without service.

Action: Establishment of opt-out reserve to fund service. Cities should have the option to "unfeather" their tax levy if they desire to increase the amount of money available for funding transit.

2. Fare Structure/Policies

Concern: The transit fare structure should be reviewed annually so that it is realistic. Opt out systems should have the flexibility of diverging from the metropolitan fare structure, particularly if their services offer features not typically found in regular route or paratransit systems.

Action: Work together with RTB to explore opportunities for seeking additional revenue through fares.

TRANSPORTATION

V-A STREET AND HIGHWAY GENERAL FUNDING

An efficient transportation system is a vital element in planning for physical, economic, and social development at the state, regional, and local levels. Funding for current roadway maintenance reconstruction, and construction of new streets and highways in developing areas is a significant major element of a competitive and safe transportation system. Due to past declining state revenues there has been a tendency by the Legislature to divert much needed roadway funds to state general expenditure. This trend must be reversed and funding expanded to at least pace inflation plus growth to insure high quality transportation within the state and metropolitan region.

THE AMM URGES THE LEGISLATURE TO PROVIDE AN ADEQUATE LEVEL OF FUNDS SO THAT NEEDED STREET AND HIGHWAY MAINTENANCE MAY BE CONTINUED, NECESSARY NEW STREET AND HIGHWAY CONSTRUCTION MAY OCCUR, AND THE MUNICIPAL STATE AID FUND LEVEL CONTINUES GROWTH.

V-B METROPOLITAN TRANSIT SYSTEM GENERAL FUNDING

Because of the large economically diverse population but rather compact nature of the Twin City Metropolitan Area, it is an absolute necessity to provide an effective and efficient public mass transit service augmented by a variety of programs, such as Rideshare and Project Mobility, to protect the economic viability of the area. Without a good transit system, the Metropolitan Highway system would not just be crowded, it would be totally inadequate. Many elderly and handicapped persons residing in the area primarily because of access to unique services would be almost totally immobile. Due to statutory constraints, there are no funding resources available for other units of government to pick up the difference if the programs are allowed to deteriorate. Therefore, legislative funding of transit programs through the RTE should be a high priority.

THE AMM REQUESTS THE LEGISLATURE TO CONSIDER THE METROPOLITAN TRANSIT PROGRAMS AS HIGH PRIORITY AND FUND THEM SUFFICIENTLY. FUNDING ALTERNATIVES SHOULD INCLUDE THE STATE GENERAL FUND, MOTOR VEHICLE EXCISE TAX, THE FARE BOX, PROPERTY TAX, AND SERVICE EFFICIENCIES.

V-C TRANSPORTATION SERVICES FUND.

The 1991 Legislature eliminated transfer of any MVET funds to the Highway Users Fund for Highway maintenance and construction thus reversing the 1980 legislative intent to over time dedicate 100% MVET to Highways (75%) and Transit (25%). A Transportation Services Fund was created for minimal activities and with minimal funding.

If the Legislature can not or will not use MVET for Highway funding then it should consider the recommendations of the Transportation Study Board and Minnesota Transportation Alliance which suggests using MVET to fund statewide transit needs and related non highway construction activities currently funded from the Users Fund. These are Dept. of Public Safety, Tourism, River Parkway, Safety Council and several others which are at best questionable gas tax expenditures.

THE AMM ENDORSES THE CONCEPT OF REMOVING NON HIGHWAY CONSTRUCTION AND MAINTENANCE ACTIVITIES FROM THE STATE TRUNK HIGHWAY FUND AND THE EXPANSION OF A TRANSPORTATION SERVICES FUND FOR THESE ACTIVITIES AND A TRANSIT FUND FOR MASS TRANSIT BOTH OF WHICH SHOULD BE FUNDED FROM DEDICATED MVET FUNDS.

V-D TRANSPORTATION (HIGHWAY AND TRANSIT) FUNDING ALTERNATIVES

The need for both Highway and transit funding has been increasing significantly in the past several years while the resources dedicated or generally used for these purposes have either not kept pace or been diverted for other state priorities. The legislature solved the funding dilemma in 1980 but unfortunately did not implement its solution. Transit needs in the Metropolitan Area have become critical since in many cases Highway expansion is physically or financially prohibitive. Capacity expansion can only be solved by transit alternatives implementation. Funding should be multi source with growth capability. Therefore, the AMM believes it is time once again to solve the problem but this time on a permanent basis.

THE AMM SUPPORTS A COMBINED STRATEGY OF GAS TAX INCREASES TO KEEP PACE WITH HIGHWAY MAINTENANCE AND CONSTRUCTION NEEDS AND A DEDICATED MVET FOR TRANSIT FUNDING EXPANSION AND HIGHWAY NON CONSTRUCTION RELATED ACTIVITIES. IF THE LEGISLATURE CANNOT ASSURE STATUTORY DEDICATION OF THE MVET FUNDS THEN A CONSTITUTIONAL SOLUTION SHOULD BE IMPLEMENTED.

V-E HIGHWAY AND TRANSIT INTEGRATION

An efficient Transportation System consists of both high quality roadway and high quality transit opportunities. These two elements must be considered together from early planning through implementation especially in high growth Metropolitan areas where the travel needs tend to glut to excess capacity new or expanded highways as soon as they are opened for use. The AMM understands that to some degree this is done in planning and that transit is considered somewhat when determining funding priorities for highway construction, however, it is felt that the integration of highway and transit is minimal and should be significantly increased.

THE AMM URGES EXISTING AGENCIES INVOLVED IN MAJOR HIGHWAY AND TRANSIT PLANNING AND IMPLEMENTATION TO INTEGRATE THESE ACTIVITIES TO ENSURE AN EFFICIENT TRANSPORTATION SYSTEM. CRITERIA USED TO DETERMINE HIGHWAY FUNDING FOR CONSTRUCTION AND EXPANSION SHOULD BE REVIEWED AND UPDATED TO REQUIRE INCLUSION OF TRANSIT MODES AND OPPORTUNITIES, WHEN APPROPRIATE. ONLY WHEN THIS IS ACCOMPLISHED WILL THE TRANSPORTATION SYSTEM BE TRULY EFFICIENT AND COST EFFECTIVE.

V-F HIGHWAY JURISDICTIONAL REASSIGNMENT, TURNBACKS, AND FUNDING

Many commissions, boards, organizations, and now the legislatively reconstituted Transportation Study Board have studied or are to study the possibility of reclassifying many roadways in the state as to appropriate use classifications and jurisdiction. This reassignment in the metropolitan area is estimated to shift \$6.1 million annually from the state and \$1.2 million annually from the counties to the cities for an increase of \$7.3 million annually for general maintenance and life cycle treatment (i.e. sealcoat, overlays, etc.). Current state law provides that the state and/or county may declassify a trunk highway and turn it back to a local unit of government. The only provision is that it must be in good condition. The unit receiving the highway does not have the option to refuse title and must, thereafter, maintain the turned back road. Although reassignments or turnbacks may be added to the MSA system, there may not be enough maintenance funds for the new mileage, and the receiving city will lose the opportunity of new MSA road designation until its mileage allocation catches up to the turnback mileage. Reassignment may be appropriate, but will have a profound effect on city finances and future ability to maintain good road systems, especially if certain criteria are not met and finance alternatives established. Therefore, the AMM offers the following as a guide to continuing discussion and ongoing studies.

THE AMM SUPPORTS JURISDICTIONAL REASSIGNMENT OR TURNBACK OF ROADS ON A PHASED BASIS BASED ON FUNCTIONAL CLASSIFICATION AND OTHER APPROPRIATE CRITERIA SUBJECT TO A CORRESPONDING MECHANISM FOR FUNDING OF ROADWAY IMPROVEMENTS AND CONTINUING MAINTENANCE SINCE CITIES DO NOT CURRENTLY HAVE THE FINANCIAL CAPACITY TO ABSORB THE ADDITIONAL ROADWAY RESPONSIBILITIES WITHOUT NEW FUNDING SOURCES. THE EXISTING MUNICIPAL TURNBACK FUND IS NOT ADEQUATE BASED ON CONTEMPLATED TURNBACKS.

V-G TRANSPORTATION UTILITY

Many cities are experiencing aging infrastructure, especially streets which are in need of replacement but because of few funding options continue to deteriorate. Chapter 429 bonds issued without election require a minimum of 20 percent assessment. However, the courts require a benefit proof that the assessment

has actually increased the property value by the assessment value. For street replacement this is nearly impossible. Strict levy limits have prohibited full levy for the cost but further a general levy for full cost of street replacement might be very unfair to non benefiting property as well as higher valued classes of property. A general referendum to replace streets in one aging neighborhood would undoubtedly not pass in an entire city. The only remaining option is to legislatively establish a new funding mechanism that creates fairness. The best model available is a utility district similar to one the created for stormsewers which allows assessment annually for shared use on a volumn basis.

THE AMM REQUESTS THE LEGISLATURE TO ESTABLISH A TRANSPORTATION UTILITY AUTHORITY FOR CITIES TO USE FOR STREET MAINTENANCE AND RECONSTRUCTION SIMILAR TO THE EXISTING STORM SEWER UTILITY.

V-H '3C' TRANSPORTATION PLANNING PROCESS - ROLE OF ELECTED OFFICIALS

The transportation planning process in the Twin City Metropolitan Area has been developed in response to a variety of federal and state laws and regulations. The Metropolitan Council (MC) was formally designated by the Legislature in 1974 (1974 MRA) as the agency responsible for the administration and coordination of said planning process. Included within this designation is the responsibility for long range comprehensive transportation planning commonly referred to as the '3C' process (continuous, comprehensive, and cooperative). Federal law and regulations at one time required that principal elected officials of general purpose local governments be part of the planning process. When the Legislature designated the MC as the transportation planning agency for the metropolitan area, it also mandated the establishment of an "advisory body" to assist the MC and Metropolitan Transit Commission (MTC), now Regional Transit Board, in carrying out their responsibilities. This advisory body is the Transportation Advisory Board (TAB) and contains 17 local elected officials among its membership of about 30 officials. Although, the Federal Regulations no longer require exclusive local official representation as the MC, they still maintain local official involvement in the MC and '3C' process. In addition, the current elected official participation and '3C' process has worked reasonably well in this Metropolitan Area.

THE AMM SUPPORTS AS A MINIMUM THE CONTINUATION OF THE CURRENT LOCAL ELECTED OFFICIALS INVOLVEMENT IN THE '3C' PROCESS. IF MODIFICATION IS CONSIDERED, THE AMM URGES GREATER LOCAL OFFICIAL INPUT IN THE SELECTION PROCESS OF THE TRANSPORTATION PLANNING AGENCY.

V-I LARGE TRUCKS (TRIPLE TRAILERS)

The trucking industry has recently proposed to the state legislature to allow truck tractor and trailer combinations of up to 110 feet on Minnesota State Highways. Due to offtracking of rear wheels, acceleration distance needs, and time and distance required for safe passing, current legal lengths are pushing the limit of safety and physical ability of our interstate and trunk highway systems. Longer tractor/trailor combinations would only exacerbate these conditions beyond tolerable limits. To upgrade the Highway System to accommodate longer units would be very expensive reducing funding resources for other much needed critical projects. Once allowed on the interstate and designated trunk route highways there would undoubtedly be pressure to provide access to various local areas which would be prohibitive in cost for local upgrading and unacceptable for safety, Therefore,

THE AMM RECOGNIZES THAT THERE IS PENDING FEDERAL LEGISLATION PROHIBITING EXTENSION OF LONG TRUCKS INTO ADDITIONAL STATES, BUT UNTIL PASSAGE, URGES THE LEGISLATURE TO NOT INCREASE TRUCK TRACTOR AND TRAILER COMBINATION LENGTH LIMITS BEYOND CURRENT LIMITS DUE TO UNACCEPTABLE COST FOR HIGHWAY CONSTRUCTION AND FOR PROTECTION OF PUBLIC SAFETY.

V-J CITY SPEED LIMITS

A bill has been introduced which would grant cities the authority to set speed limits on city roads and streets. This policy of local authority for free standing rural or out state cities may be feasible but could be extremely dangerous and confusing in the metropolitan area. The seven county metropolitan area is made up of 140 contiguous cities and a number of townships. Because of the compactness of cities in this area, it is often impossible to determine when one has crossed a boundary from one city to the next. If one city changes its limits, its neighbor would either have to also change or post many additional signs on each street crossing a boundary. This system would be costly, extremely confusing to individuals, and might cause some legal problems in case of accidents. Therefore,

THE AMM SUPPORTS SPEED LIMIT CONTROL OF CITY ROADS AND STREETS AS CURRENTLY PROVIDED BY LAW AND OPPOSES CHANGES TO GRANT GENERAL SPEED LIMIT CONTROL TO INDIVIDUAL CITIES.

V-K SEAT BELTS

The Legislature passed a no penalty mandatory seat belt usage law in 1986 and added some modest penalties effective beginning August 1, 1988. Originally, a violator could be stopped and ticketed for non use of a seat belt. However, when penalties were added, a non

use ticket could only be issued incidental to being stopped or detained for another traffic violation. Compliance went from 32% to 45% when penalties were added. The change to ticketing incidental to another violation caused a reduction from 98,000 tickets to 80,000 tickets.

THE AMM SUPPORTS A CHANGE IN THE SEAT BELT STATUTES WHICH WOULD ALLOW ENFORCEMENT AUTHORITIES TO ISSUE CITATIONS FOR SEAT BELT VIOLATIONS WITHOUT FIRST HAVING TO ENFORCE OTHER TRAFFIC CODE VIOLATIONS.

V-L REGIONAL TRANSIT SYSTEM

The purpose of a Transportation System is to provide mobility for people and accessibility to and for economic development and services. The most effective system will make maximum use of all transit alternatives and strategies where they are most appropriate, thus, creating a truly integrated system. Exclusive reliance on only freeways is imprudent and possibly cost prohibitive primarily due to social and economic upheaval of established neighborhoods for right of way acquisition. Transit improvements are imperative, but even with implementation of various load increasing strategies, the capacity is finite and will reach unacceptable saturation limits within the foreseeable future. The AMM supports more coordination and integration of Transit and Highway planning and implementation.

THE REGIONAL TRANSIT SYSTEM SHOULD BE A COMBINATION OF SHORT AND LONG HAUL SYSTEMS AND BE INCLUDED IN ALL PLANNING DOCUMENTS AT ALL LEVELS INCLUDING ENVIRONMENTAL IMPACT STATEMENT STUDIES.

THE LONG HAUL SYSTEM SHOULD INCLUDE HOV LANES, EXPRESS BUSES, AND THE LIGHT RAIL TRANSIT SYSTEM WHICH SHOULD BE BUILT WHEN IT IS APPROPRIATE AND FINANCIALLY FEASIBLE IN EACH CORRIDOR OF THE AREA TO CONNECT RESIDENTS TO JOB, RETAIL, AND COMMERCIAL CENTERS.

THE SHORT HAUL SYSTEM SHOULD INCLUDE A VARIETY OF MODES, INCLUDING A TAXI SYSTEM, BUSES, PEDESTRIAN AND BICYCLE FACILITIES, AND PARK AND RIDE FACILITIES, ADEQUATE TO CONNECT THE LONG HAUL SYSTEM AND REGIONAL CENTERS, MAJOR TRIP GENERATORS AND COMMUNITIES, BOTH URBAN AND SUBURBAN.

BUS SYSTEMS AND ESPECIALLY LRT SYSTEMS SHOULD INCLUDE AMPLE REGIONAL PARK AND RIDE FACILITIES FOR AUTOMOBILES, MOTORCYCLES AND BICYCLES, WITH EASY ACCESS, CONSISTENT WITH THE PLANNING OF A REGIONAL ENTITY TO ACCOMMODATE THE NEEDS OF THE PUBLIC. FEEDER SYSTEMS SHOULD BE A MAJOR CONSIDERATION FOR BUS PARK AND RIDE AND LRT STATIONS. PLANS SHOULD BE CONSIDERED TO USE VAN POOLS AND BICYCLES AND WALKING TO FEED THE PARK AND RIDE FACILITIES FOR EXPRESS BUSES AND LRT.

ALL TRANSIT MODES AND TRANSPORTATION SYSTEM MANAGEMENT POLICIES SHOULD BE GIVEN EQUAL CONSIDERATION NOW AND IN THE FUTURE IN ORDER TO PROVIDE THE BEST TRANSPORTATION SYSTEM POSSIBLE TO THE METROPOLITAN AREA.

THE FINANCING FOR THE REGIONAL SYSTEM SHOULD BE BORNE IN PROPORTION TO THE BENEFIT OR SERVICES RECEIVED.

V-M MSA SCREENING COMMITTEE

The Metropolitan Highway Districts 5 and 9 were combined in 1989/90 administratively to form one Metropolitan Highway District within the MNDOT structure. By law the MSA screening committee consists of one member from each Highway District and first class city. Technically, the combining of Districts 5 and 9 reduces the membership by one from the metro area. This was not intended by MNDOT. Therefore;

THE AMM REQUESTS THAT THE STATUTES BE MODIFIED TO PRESERVE TWO SEATS ON THE MSA SCREENING COMMITTEE FROM THE METROPOLITAN HIGHWAY DISTRICT.

V-N METROPOLITAN TAX

N-1 REGIONAL TAX

A number of agencies have suggested the use of a special Metropolitan Tax for various purposes. The AMM membership has had extensive discussion on this issue, and given the reality that a metro tax will continue to be considered, the AMM offers the following position:

THE AMM MEMBERSHIP FEELS THAT ANY NEW METROPOLITAN TAX SHOULD BE RELATED TO A SPECIFIC NEED THAT CAN BE IDENTIFIED AS CRITICAL TO THE METROPOLITAN AREA AND THAT CURRENT FINANCIAL OR TAX RESOURCES CANNOT BE USED OR DIVERTED FROM LESSOR PRIORITY ACTIVITIES.

N-2 REGIONAL TAX PRINCIPLES

If it is shown that an activity is in critical need of funding and that there is no current source that can be used, then certain principles should be applied.

ANY NEW METRO GENERATED TAX OR REVENUE SOURCE SHOULD NOT BE USED AS A REASON TO REDUCE CURRENT OR FUTURE STATE ALLOCATIONS FOR ANY ACTIVITY OR REDIRECT METRO TARGETED STATE AGENCY FUNDS TO OTHER REGIONS.

A NEW TAX AND ITS SOURCE, TO THE DEGREE POSSIBLE, SHOULD BE RELATED TO THE USE.

A NEW TAX SHOULD BE IMPOSED AS BROADLY AS POSSIBLE AND TO THE GREATEST EXTENT POSSIBLE ON THE USER OR LARGEST BENEFICIARY OF THE ACTIVITY FUNDED.

THE TAX OR REVENUE SOURCE SHOULD BE STABLE.

THE FUNDS SHOULD BE DEDICATED TO THE STATED PURPOSE, NOT ACCOUNTED FOR IN OR THROUGH THE STATE GENERAL FUND, AND SPENT ONLY ON METROPOLITAN PROJECTS.

THE TAX OR REVENUE SOURCE CHOSEN SHOULD BE ONE THAT WILL NOT RESTRICT LOCAL GOVERNMENT REVENUE OPTIONS OR IMPACT LOCAL GOVERNMENT NEEDS FOR FUTURE CRITICAL ACTIVITIES.

N-3 TRANSPORTATION TAX

The AMM does feel that Transportation needs are becoming critical in the Metropolitan Area and that LRT must be examined within the context of the total Transportation system. A proposal has been brought forward by the Regional Transit Board to fund LRT

AMM SUPPORTS THE CONCEPT OF A METROPOLITAN TAX FOR METROPOLITAN TRANSPORTATION NEEDS, INCLUDING LRT WITH THE FOLLOWING CONSIDERATION: (1) TAXES SUCH AS THE MOTOR FUELS, MOTOR VEHICLE EXCISE TAX, SALES TAX, AND PAYROLL TAX SHOULD BE INVESTIGATED; AND (2) THE PROPERTY TAX AND GENERAL INCOME TAX SHOULD NOT BE CONSIDERED.

V-0 AIRPORT POLICY

In 1987, the Minnesota State Legislature adopted the "Dual-Track" strategy for airport planning. One track focuses on a new airport option; the other on improvements at the existing airport. The choice will be made when economic, operational, environmental and cost benefits studies are completed by 1996. The Metropolitan Council has identified a search area in Northern Dakota County within which a major airport could be located. Meanwhile, the Metropolitan Airport Commission must determine by the end of 1991 a long range plan to ensure capacity at the Minneapolis St. Paul International Airport. By the end of 1995, the Metropolitan Airports Commission must also identify a specific airport site within the search area identified by the Metropolitan Council. In 1996, both the Metropolitan Council and the Metropolitan Airports Commission must prepare recommendations on major airport long-term development for consideration by the Minnesota State Legislature.

THE AMM RECOMMENDS AND SUPPORTS THE CONTINUATION OF THE DUAL TRACK PROCESS TO ASSURE THAT ALL OPTIONS ARE PROPERLY REVIEWED, AS AIRPORT ISSUES ARE BEING CONSIDERED. THE AMM ENCOURAGES THE METROPOLITAN COUNCIL AND THE METROPOLITAN AIRPORTS COMMISSION,

WHETHER CONSIDERING A NEW SITE OR REDEVELOPMENT OF THE EXISTING SITE, TO THOROUGHLY STUDY THE SOCIETAL AND ECONOMIC IMPACTS OF BOTH SITES IN THE FOLLOWING AREAS: ENVIRONMENT, SOCIAL, SITE AREA, GENERAL LAND USE AND COST. THE AMM ALSO ENCOURAGES THE METROPOLITAN COUNCIL AND THE METROPOLITAN AIRPORTS COMMISSION TO CONSIDER THE INFRASTRUCTURE COSTS AT BOTH SITES AS WELL AS THE COST-BENEFITS RATIO OF ALL CLASSIFICATIONS OF PROPERTY FOR THE AREAS SURROUNDING BOTH SITES, AS STUDIES ARE COMPLETED ON POSSIBLE EXPANSION OF THE EXISTING MINNEAPOLIS-ST. PAUL AIRPORT AND/OR RELOCATION OF THE AIRPORT TO A NEW SITE. THE ASSOCIATION OF METROPOLITAN MUNICIPALITIES ENCOURAGES THE 1992 LEGISLATURE TO SHORTEN AND EXPEDITE THE PLANNING PROCESS REQUIRED FOR REVIEW OF POSSIBLE EXPANSION OR RELOCATION OF THE NEW MAJOR AIRPORT, AIRPORT DEVELOPMENT PLANNING AND ENVIRONMENTAL ANALYSIS.

V-P BIKEWAY GRANTS PROGRAM

Increased support should be provided for innovative and inter modal transportation programs. Dependency on the automobile should be lessened. All Minnesota governments should continue to encourage increased energy conservation, travel-demand management, ride-share programs, bicycle facilities, alternative fuels, and research and education for such options.

It is in urban areas that the attractiveness of the bicycle as a mode of transportation is maximized. Traffic calming projects have been shown to reduce the severity and number of accidents, reduce air and noise pollution and improve urban streets for non-motor users. With the increased awareness of health and fitness, the environmental benefits and cost effectiveness of bicycling, more and more Minnesotans are looking for safe and convenient bicycle transportation opportunities. Local governments have expressed interest in the bicycle grant program.

IN KEEPING WITH THIS COMMITMENT, THE LEGISLATURE SHOULD RESTORE FUNDING FOR THE BIKEWAY GRANTS PROGRAM. THE MINNESOTA COMPREHENSIVE BICYCLE PLAN RECOMMENDS THAT "A GRANT PROGRAM BE ESTABLISHED AND IMPLEMENTED TO DEVELOP BICYCLE FRIENDLY ZONES IN URBAN AREAS." THIS PROGRAM WOULD INCLUDE BUT NOT BE LIMITED TO CONSTRUCTION OF BOTH ON AND OFF ROAD BICYCLE FACILITIES, PUBLIC EDUCATION, PROMOTION AND MONITORING.

V-Q OPTOUT

 In 1981, the Minnesota Legislature established the Transit Service Demonstration Program under Statute 174.265 (which was repealed in 1984 as a demonstration program). Opt-out transit systems operate under Statute 473.388 under which they qualify for transit funds equivalent to 90 percent of the property taxes levied for transit in their communities. The legislature recognized that little of the transit monies collected from the suburbs were actually

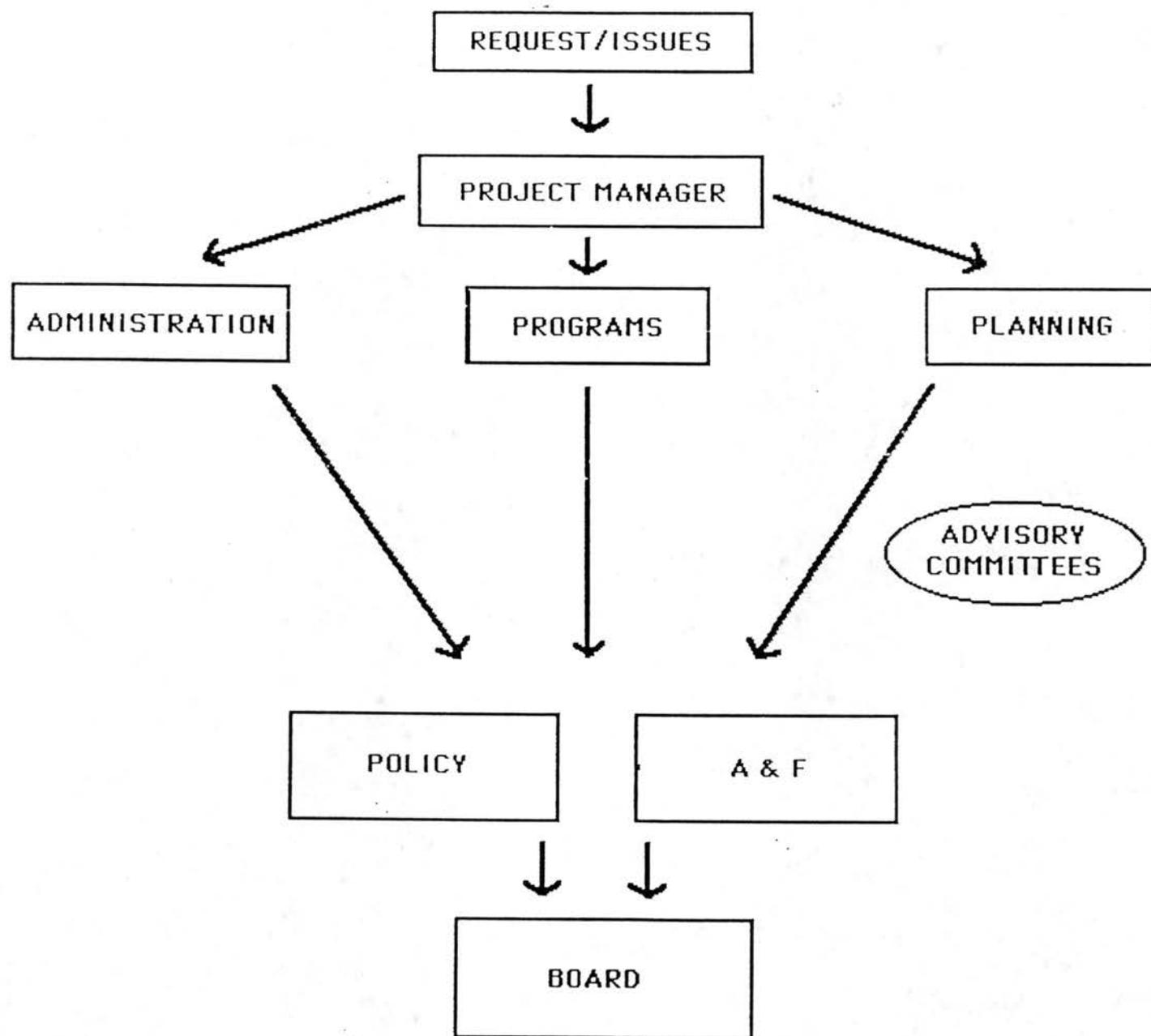
providing those areas with transit services. With changing demographics caused by suburban growth, not only was transit needed, but suburban legislative support was becoming more and more critical for continued transit funding. Opt-out was designed to fill this void by allowing suburbs at the end of efficient transit services in their areas. The Regional Transit Board (RTB) is responsible for overseeing the opt-out program. The opt-out program includes five transit systems serving 12 metro-area communities.

Several issues of regional significance have been identified as areas of concern by the opt-out systems. (1.) The opt-out community taxpayers pay twice for capital equipment. The first payment is made through the debt service levy annually made by the RTB to acquire vehicles for the MTC. The second payment is made when each opt out community contracts with a service provider (presently the MTC), and in doing so, pays both operating and capital costs. The RTB should take a lead role in eliminating this inequity and concurrently promote competition between the public and private sector. (2.) The regional fare structure should be reviewed annually so that it is realistic. The opt-out systems should have the flexibility of diverging from the metropolitan fare structure, particularly if their services offer features not typically found in regular route or para transit systems. (3.) The RTB should encourage the concept of "opt-in" whereby communities otherwise ineligible for opt out may have a greater say in the type of transit service they receive from the MTC instead of "taking what they get." Such a program would foster the involvement of other municipalities which will benefit the Regional Transit System through services better matched to community needs and increased ridership.

THE AMM URGES THE LEGISLATURE TO DIRECT THE RTB TO; (1) DEFINE AND ESTABLISH A REGIONAL CAPITAL FUNDING PROGRAM THAT ELIMINATES DOUBLE PAYMENT FOR CAPITAL EQUIPMENT FOR OPT OUT AND SUBURBAN TRANSIT PROVIDERS, (2) ANNUALLY REVIEW THE REGIONAL FARE STRUCTURE AND PROVIDE GREATER FLEXIBILITY TO SET FARES COMMENSURATE WITH SERVICE LEVELS, AND (3) ENCOURAGE THE CONCEPT OF "OUT-IN" PROVIDING GREATER MUNICIPAL INVOLVEMENT IN TRANSIT SERVICES.

*RTB
should take
to bear.*

PROCESS FOR RESOLVING MAJOR POLICY ISSUES



REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: Oct 12, 1991

BOARD OR COMMITTEE: Board

Member Name	Present	Vote							
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ISSUE

Mike Ehrlichmann

Maryann Campo

Doris Caranicas

Sharon Feess

Ruby Hunt
John Finley

Ruth Franklin

Val M. Higgins

Sandra Hilary

Don Scheel

Richard Wedell

Tom Workman

Visitors

See Andrea, MVTA

Staff

M. Robertson
Bary Stork
D. Harbuck SWA
B. Miller MVTA
J. Class
Jarvis Entzel
M. Christ
Bob Kutler, SWA
Glen M. Kee MVTA
Jim DeLuda MVTA
Shella Classon MVTA
Shawn White Maple Grove Transit
Nairobi MTC
N. Ding, John Yarger LAC
Ron SW MT

JH, LS, GA, MF, RR
D.V. MO
H.B.

7/1/91
mff