



Minnesota Regional Transit  
Board: Records.

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

**MEETING OF THE  
REGIONAL TRANSIT BOARD**

**Mears Park Centre Chambers  
April 6, 1992  
4 p.m.**

**AGENDA**

- A. CALL TO ORDER AND ROLL CALL**
- B. APPROVAL OF AGENDA**
- C. APPROVAL OF MINUTES**
  - 1. Administration and Finance Committee Meeting, March 9, 1992
  - 2. Regional Transit Board Meeting, March 16, 1992
  - 3. Regional Transit Board Meeting, March 23, 1992
- D CHAIR'S REPORT**
  - 1. Driver of the Month Award - James Olson, Yellow Taxi Service Corporation
- E. MEMBERS' REPORTS**
- F. EXECUTIVE DIRECTOR'S REPORT**
  - 1. Intermodal Surface Transportation Efficiency Act Presentation
  - 2. Northeast Corridor Light Rail Transit Draft Environmental Impact Statement
- G. OTHER BUSINESS**
- H. 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  
REGIONAL TRANSIT BOARD  
March 16, 1992**

**MEMBERS PRESENT:** Michael J. Ehrlichmann, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val M. Higgins; Sandra Hilary; Ruby Hunt; Tom Sather; Don Scheel; Tom Workman

**OTHERS PRESENT:** Dirk deVries and Emil Brandt, Metropolitan Council, Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Dale Ulrich, Howard Blin, Ed Kouneski, Mike Opatz, Sherry Munyon, Suzanne Hanson, Mary Fitzgerald, RTB staff

**CALL TO ORDER AND ROLL CALL**

The chair called the meeting to order at 4 p.m. and roll was taken.

**APPROVAL OF AGENDA**

The agenda was amended, adding "Members' Reports" and distributed prior to the start of the meeting. Caranicas moved and Feess seconded that the amended agenda be approved. The motion carried unanimously.

**APPROVAL OF MINUTES**

Caranicas moved and Hilary seconded approval of the following minutes:

Policy Committee Meeting, March 2, 1992  
Regional Transit Board Meeting, March 2, 1992  
Legislative Committee Meeting, March 2, 1992

The motion carried unanimously.

**CHAIR'S REPORT**

The chair reviewed his appointment of liaisons to other agencies and advisory committees of the board and his memorandum of March 10, 1992 regarding appointments to standing committees: Caranicas moved and Scheel seconded:

That the Regional Transit Board appoint Tom Workman to the Policy Committee; and

That the Regional Transit Board appoint Tom Sather to the Administration and Finance Committee.

These appointments are effective immediately.

The motion was unanimously approved.

### **MEMBERS' REPORTS**

Franklin, who is a member the Transportation Advisory Board (TAB), explained its structure and role. It is composed of officials from counties and cities--seven county commissioners, ten mayors appointed by the Association of Metropolitan Municipalities (AMM), eight citizens appointed by the Metropolitan Council and representatives from the Minnesota Department of Transportation, Regional Transit Board, Metropolitan Airports Commission, and Pollution Control Agency. It has Policy, Light Rail, Aviation, and Executive Committees. Its Technical Advisory Committee (TAC) is made up of technical people from the agencies and city engineers who study the technical elements of programs and projects and report to TAB.

TAB determines the allocation of federal funds for the Seven County Metropolitan Area and it is currently taking a greater interest in transit than it had in the past. Franklin introduced Emil Brandt, the TAB Coordinator, Metro Council.

Ehrlichmann said that the Metro Council, which is the federally designated Metropolitan Planning Organization (MPO) for this Region, will assume a stronger role than in the past in allocating new transit funds because of the new federal Intermodal Surface Transportation and Efficiency Act (ISTEA). New criteria are being developed for ranking projects and by the end of the year the project selection process will begin.

The chair reviewed the schedule of legislative hearings. The Legislative Audit Commission will release its report on regional transit planning on March 17. Last week there an amendment was introduced calling for the abolition of the RTB. After the effort was defeated on an eight to seven vote, legislators commented that they hoped the board would get the message, but the messages were contradictory. Some legislators said RTB should exercise more oversight of MTC; some said there should be less. The board was told to continue to provide Metro Mobility service in the suburban areas and to control the growth of the program.

Campo said the vote was purely partisan--IRs voted to keep the RTB but DFL'ers voted for its abolition. She said she has been very involved at the legislature and with the counties on LRT governance. She said she spoke with Commissioner Denn last week and asked how the Mn/DOT felt about this board. Denn said he is on record in support of its continued existence. Mary Anderson said research showed the Metro Council did not take a position supporting abolishing the agency and she does not want a planning body to be subcommittee. She has directed the the council lobbyist to support the RTB. Neither Mn/DOT nor the Metro Council want to assume this agency's responsibilities.

Ehrlichmann said agreement was reached on LRT governance after months of debate, but the House has made major modifications to that agreement, taking the counties out of the design and construction and giving responsibility for the Alternatives Analysis to Mn/DOT. LRT bonding was reduced to \$94 million, which allows us to pursue federal funds.

Hunt said that in the discussion of abolishing the RTB, one policy matter overlooked was the ramifications of making the Metro Council an operating agency. That should have been discussed at length. The "Vision for Transit" was developed since she joined the board in October but some legislators seem to think it is a Metro Council effort. Ehrlichmann said it is a product of RTB staff and was adopted as part of the Council's Transportation Policy Plan, but regardless, it is being very well received.

#### EXECUTIVE DIRECTOR'S REPORT

Andrews said staff has followed the effort to dissolve the agency very closely since their livelihoods are at stake. The LAC report discusses staff turnover and how difficult it is to hold people together under these circumstances. Staff is asking the board to set direction for the action plan to respond to the report. There was consensus that on March 23 there will be time to discuss the matter.

Munyon distributed summaries of legislation, copies of bills, and reviewed the schedule of hearings. In response to Hilary's question, she said this has been an outstanding year in terms of progress. The policy issues such as coordinating with other agencies were very well received. The legislators who voted to eliminate the board were from outstate. Rural legislators also complain that RTB spends too much on Metro Mobility without understanding the constraints under which it must operate. They continue to believe that RTB can eliminate trips because of the trip purpose. Some legislators feel the board is "too partisan," and some think LRT governance should be with RTB. They prefer that the counties not be involved.

Hunt said the Governor recommended \$1.5 million in additional funding for Metro Mobility. She asked about the status of RTB's funding request. Munyon said RTB asked for a \$5.5 million appropriation; and the Legislature will probably not increase the Governor's recommendation. The Governor has also proposed striking the prohibition against finding another source of funds. Hunt asked by what authority RTB can operate with a deficit; Ehrlichmann said we has no authority to do so and the board will have some hard choices to make if the \$5 million is not appropriated.

Campo asked staff to draft correspondence from the board to metropolitan legislators to clarify that RTB cannot refuse rides for certain purposes or impose income restrictions. The letter must be very simple and should be addressed to their homes. Ehrlichmann said he has made it clear there is no money in the regular route budget that can be diverted into Metro Mobility. Hilary said legislators need to understand that RTB did not make the rules; the Legislature did, along with regulations of the American with Disabilities Act. Members agreed that individual letters are preferable and legislators should be invited to call and schedule meetings.

**REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE**

Committee Chair Franklin moved the following recommendations that had been approved by the committee at its March 9 meeting; Scheel seconded the motion.

**Request for Proposal for Metro Mobility Smart Card Project**

That the Regional Transit Board approve issuance of a request for proposal for the Metro Mobility Smart Card Project.

**Roseville Area Circulator Contract Amendment and Extension**

Hilary questioned the source of the additional million dollars required under this contract. Andrews said the action extends the contract for an additional year. It is a regular route program and was budgeted. Franklin added that the provider must purchase additional equipment and this action assures that they would not incur any undue hardship if the contract is cancelled.

That the Regional Transit Board authorize its executive director to amend the Roseville Area Circulator contract (Contract No. 91-03/11/-01) increasing the total by \$1,066,948 to an amount not to exceed \$2,070,948 and extend the contract term for an additional two years to March 14, 1995.

**Recommended Service Plan and Contract Amendment for BE Line Expansion to the Mall of America**

Higgins asked how the service for Mall of America will be funded. Blin responded that money was budgeted for new service.

That the Regional Transit Board approve the BE Line service expansion to the Mall of America and authorize its executive director to amend the BE Line contract (Contract No. 91/08/19-09) by \$441,410 to an amount not to exceed \$859,147.

**Approval of Submission of Applications for Federal Funding**

1. That the Regional Transit Board approve submission of the following projects for federal funding:

	<u>Agency</u>	<u>Project</u>	<u>Federal Funds</u>
a.	RTB	Rideshare	\$572,000
b.	RTB	TDM Projects	\$120,000
c.	MTC	Coon Rapids Park and Ride Lot	\$640,000
d.	MTC	Bus Stop Lighting	\$120,000
e.	MTC	Bus Shelters	\$1,120,000
f.	MTC	Downtown St. Paul Transit Hub	\$800,000
g.	MTC	Bus Stop Signage	\$1,200,000

2. Approve an amendment to the 1992 Transportation Improvement Program for the projects listed above.
3. Approve an amendment to the 1992 MTC Capital Budget for Projects c through g listed above.

The motions were unanimously approved.

**Concurrence with Metropolitan Council Resolution on Bond Procedures, Resolution No. 92-03**

This item was separated from the other items because a roll call vote is required. Franklin moved and Caranicas seconded:

That the Regional Transit concurs in and agrees to be bound by Metropolitan Council Resolution 92-5, adopted by the council on February 13, 1992.

Responding the Hunt's request for clarification, Ulrich explained the new IRS regulations for general obligation bonds require this action. Bond Counsel Peter Seed has advised that the resolution agreeing to abide by federal law must be adopted by the board. On a roll call vote, the motion and Resolution No. 92-03 were unanimously approved.

**OTHER BUSINESS**

Franklin noted that a recent article regarding the City of St. Louis' light rail transit construction stated that the city may not have enough money to operate the system.

There being no other business, Hilary moved and Feess seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:10 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of March 16, 1992.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved this sixth day of April 1992.



**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  
March 10, 1992**

**MEMBERS PRESENT:** Ruth Franklin, Chair; Doris Caranicas; Don Scheel; Tom Workman

**MEMBERS EXCUSED:** Sharon Feess

**OTHERS PRESENT:** Michael J. Ehrlichmann; Maryann Campo, Regional Transit Board Members; Michael Robertson, legal counsel; Arnie Entzel, Amalgamated Transit Union; Dale Ulrich, Gregory L. Andrews, Judy Hollander, Howard Blin, Dave Jacobson, Jane Fitz, Mike Opatz, Paul Moline, Dan Murray, Cynthia Curry, Suzanne Hanson, Mary Fitzgerald, Regional Transit Board staff

Committee Chair Franklin called the meeting to order at 4 p.m. Caranicas moved and Scheel seconded that the amended agenda, adding Item 7, Federal Funding Applications, be approved. The motion carried unanimously.

**REQUEST FOR PROPOSAL (RFP) FOR METRO MOBILITY SMART CARD PROJECT**

Blin reviewed the staff report dated March 2, 1992. It is proposed that an RFP be issued to begin the process of selecting a consultant to assist with design of the Metro Mobility Smart Card project. There is no cost to the RTB for this project. Ehrlichmann said this is an ideal time to synchronize the development of the card with the recertification effort that is currently underway. Workman moved and Caranicas seconded:

That the Regional Transit Board approve issuance of a request for proposal for the Metro Mobility Smart Card Project.

The motion carried unanimously.

**ROSEVILLE AREA CIRCULATOR CONTRACT AMENDMENT AND EXTENSION**

Opatz reviewed the February 26, 1992 staff report. Responding to Workman's question, Ulrich said the new hourly rate will be funded from the transit fund currently used for that program. The only further issue is that we are dealing with resources that are anticipated but have never been appropriated. Opatz added that the contracts are written in such a way that they will allow RTB to cancel out of the contract if there is not enough money appropriated. Scheel moved and Caranicas seconded:

That the Regional Transit Board authorize its executive director to amend the Roseville Area Circulator contract (Contract No. 91-03/11/-01) increasing the total by \$1,066,948 to an amount not to exceed \$2,070,948 and extend the contract term for an additional two years to March 14, 1995.

Responding to Entzel's question, Opatz said National School Bus will own the vehicles. The motion was unanimously approved.

#### **OTHER BUSINESS**

The chair reminded members of the grand opening of the Roseville Hub on March 12. Opatz said the new vehicles will be on display at the grand opening.

Ehrlichmann said the members will be receiving the draft Legislative Audit Commission report on the RTB in the mail within the next day or two. He has requested and received authorization from the LAC to share it with the members but it is confidential and may not be shared with others until the final report is published.

Ehrlichmann briefly reviewed the schedule of this week's legislative hearings, including the hearings on funding and policy bills. The governor has recommended an increase of \$1.5 million for Metro Mobility and that the cap be lifted.

#### **RECOMMENDED SERVICE PLAN AND CONTRACT AMENDMENT FOR BE LINE EXPANSION TO THE MALL OF AMERICA**

Moline and Opatz reviewed the February 26 staff report. Workman moved and Caranicas seconded:

That the Regional Transit Board approve the BE Line service expansion to the Mall of America and authorize its executive director to amend the BE Line contract (Contract No. 91/08/19-09) by \$441,410 to an amount not to exceed \$859,147.

The motion carried unanimously.

#### **CONCURRENCE WITH METROPOLITAN COUNCIL RESOLUTION ON BOND PROCEDURES, RESOLUTION NO. 92-03**

Ulrich reviewed the March 2, 1992 staff report. The action is requested to conform with new regulations. Workman moved and Scheel seconded:

That the Regional Transit concurs in and agrees to be bound by Metropolitan Council Resolution 92-5, adopted by the council on February 13, 1992.

The motion carried unanimously.

#### **APPROVAL OF SUBMISSION OF APPLICATIONS FOR FEDERAL FUNDING**

Blin reviewed the staff reports of February 27 and March 9, 1992. The new 1991 Intermodal Surface Transportation and Efficiency Act (ISTEA) replaces the former Federal Aid Urban (FAU) program, which provided funding for highway and transit projects in the Region. It is administered locally by the Transportation Advisory Board

and allocates funds annually between regional entities. This application process has an extremely short schedule so the MTC and RTB staffs began preparing applications for funds before there was an opportunity to seek board and commission approval. Workman moved and Caranicas seconded:

That the Regional Transit Board:

1. Approve submittal of the following projects for federal funding:

	<u>Agency</u>	<u>Project</u>	<u>Federal Funds</u>
a.	RTB	Rideshare	\$572,000
b.	RTB	TDM Projects	\$120,000
c.	MTC	Coon Rapids Park and Ride Lot	\$640,000
d.	MTC	Bus Stop Lighting	\$120,000
e.	MTC	Bus Shelters	\$1,120,000
f.	MTC	Downtown St. Paul Transit Hub	\$800,000
g.	MTC	Bus Stop Signage	\$1,200,000

2. Approve an amendment to the 1992 Transportation Improvement Program for the projects listed above.
3. Approve an amendment to the 1992 MTC Capital Budget for Projects c through g listed above.

The chair commended Blin for his work on this project. Scheel asked how many signs could be purchased with \$1.5 million. Blin said currently in over two-thirds of the 14,000 MTC bus stops there are no signs. The motion was unanimously approved.

#### OTHER BUSINESS

There being no other business, Workman moved; Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 4:40 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 9, 1992.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved this sixth day of April 1992.



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**  
March 23, 1992

**MEMBERS PRESENT:** Michael J. Ehrlichmann, Chair; Doris Caranicas; Sharon Feess; Ruth Franklin; Val M. Higgins; Sandra Hilary; Ruby Hunt, Don Scheel; Tom Workman

**MEMBERS EXCUSED:** Maryann Campo and Tom Sather

**OTHERS PRESENT:** John Yunker and Jan Sandburg, Legislative Audit Commission; Michael Robertson, RTB Legal Counsel; Dick Graham, DARTS; Bev Auld, Tom Johnson, Bruce Nawrocki, Metropolitan Transit Commission; Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Judy Hollander, Dale Ulrich, Howard Blin, Ed Kouneski, Sherry Munyon, Mary Fitzgerald, RTB staff

The chair called the meeting to order at 4 p.m. This meeting was scheduled to allow the members and opportunity to ask questions of the legislative auditors and analyze the recommendations. No action was taken.

**LEGISLATIVE AUDIT COMMISSION REPORT**

The chair introduced John Yunker and Jan Sandburg who made a presentation to the board on the findings and recommendations of the Legislative Audit Commission's Regional Transit Planning Report, dated March 1992. Following the presentation, there was informal discussion of the recommendations in the report.

**OTHER BUSINESS**

There being no other business, the meeting was adjourned at 6 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of March 23, 1992.

Respectfully submitted,

Mary Fitzgerald  
Secretary

Approved this sixth day of April 1992.

## REGIONAL TRANSIT BOARD

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

**DATE:** March 31, 1992  
**TO:** Chair and Members of the Regional Transit Board  
**FROM:** Howard Blin, Planning Manager  
**SUBJECT:** Intermodal Surface Transportation Efficiency Act

On April 6 staff will present an overview of the new federal Intermodal Surface Transportation Efficiency Act of 1991.

HB:jmo

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

DATE: 4/6

BOARD OR COMMITTEE: Bd

**Member Name    Present    Vote    Vote    Vote    Vote    Vote    Vote    Vote    Vote**

**ISSUE**

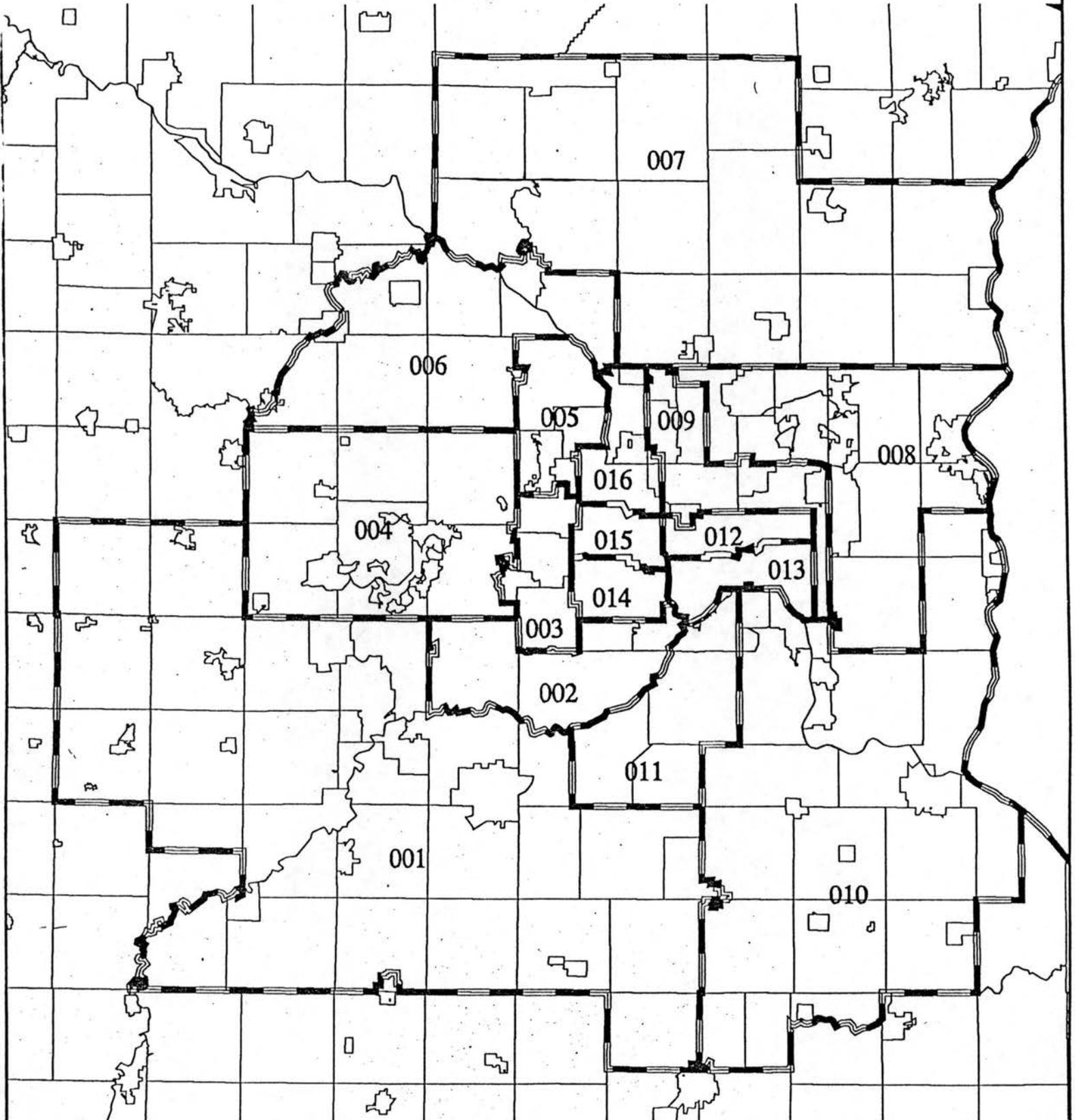
Mike Ehrlichmann	✓								
Maryann Campo									
Doris Caranicas	✓								
Sharon Feess	✓								
Ruth Franklin	✓								
Val M. Higgins	✓								
Sandra Hilary	✓								
Ruby Hunt	✓								
Tom Sather	✓								
Don Scheel	✓								
Tom Workman	✓								

**Visitors**

Arnie E  
E Baumbt & D. DeVries  
J. L. Tourman  
J. Olson  
M. Robertson

**Staff**

se, ht, cm  
sh, ga, bs, ek



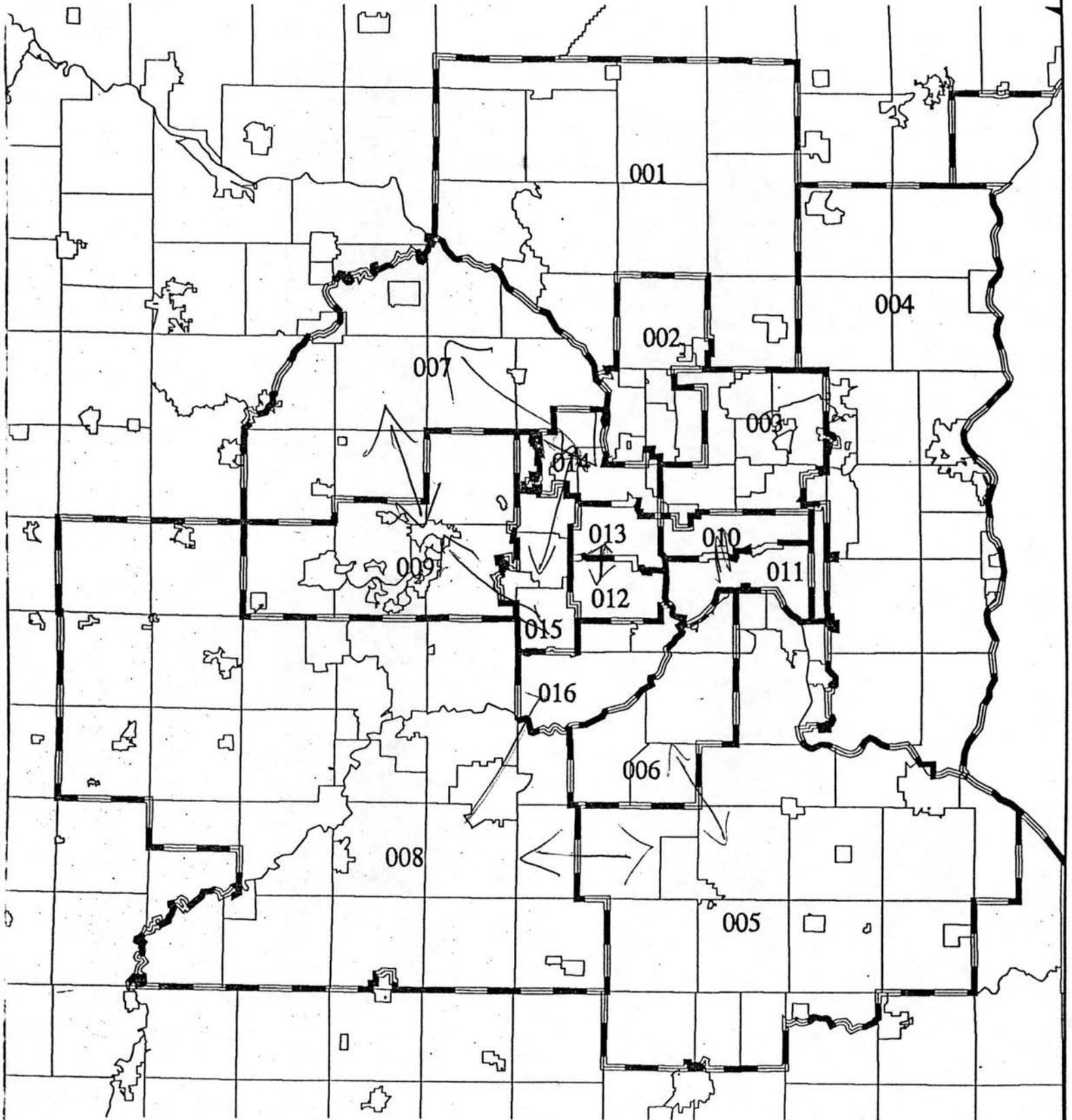
Report Name : District Populations  
 Plan Type : Met Council  
 Plan name : MCONE

District	Total Pop	Abs Dev	% Dev	Total18+ Pop:
001	136,289	-6,609	-4.62	93,078
002	161,453	18,555	12.98	124,611
003	127,362	-15,536	-10.87	103,277
004	151,962	9,064	6.34	112,721
005	145,305	2,407	1.68	108,208
006	142,858	-40	-0.03	96,893
007	142,322	-576	-0.40	94,852
008	154,487	11,589	8.11	110,007
009	137,813	-5,085	-3.56	105,907
010	140,077	-2,821	-1.97	98,666
011	143,396	498	0.35	100,363
012	133,924	-8,974	-6.28	98,136
013	138,311	-4,587	-3.21	107,183
014	143,698	800	0.56	113,246
015	141,550	-1,348	-0.94	116,340
016	145,388	2,490	1.74	111,193

=====  
 Plan Total: 2,286,195

=====  
 1,694,681

Largest Positive Deviation is: 18,555 12.98 Percent  
 Largest Negative Deviation is: -15,536 -10.87 Percent  
 Overall Range : 34,091 23.86 Percent



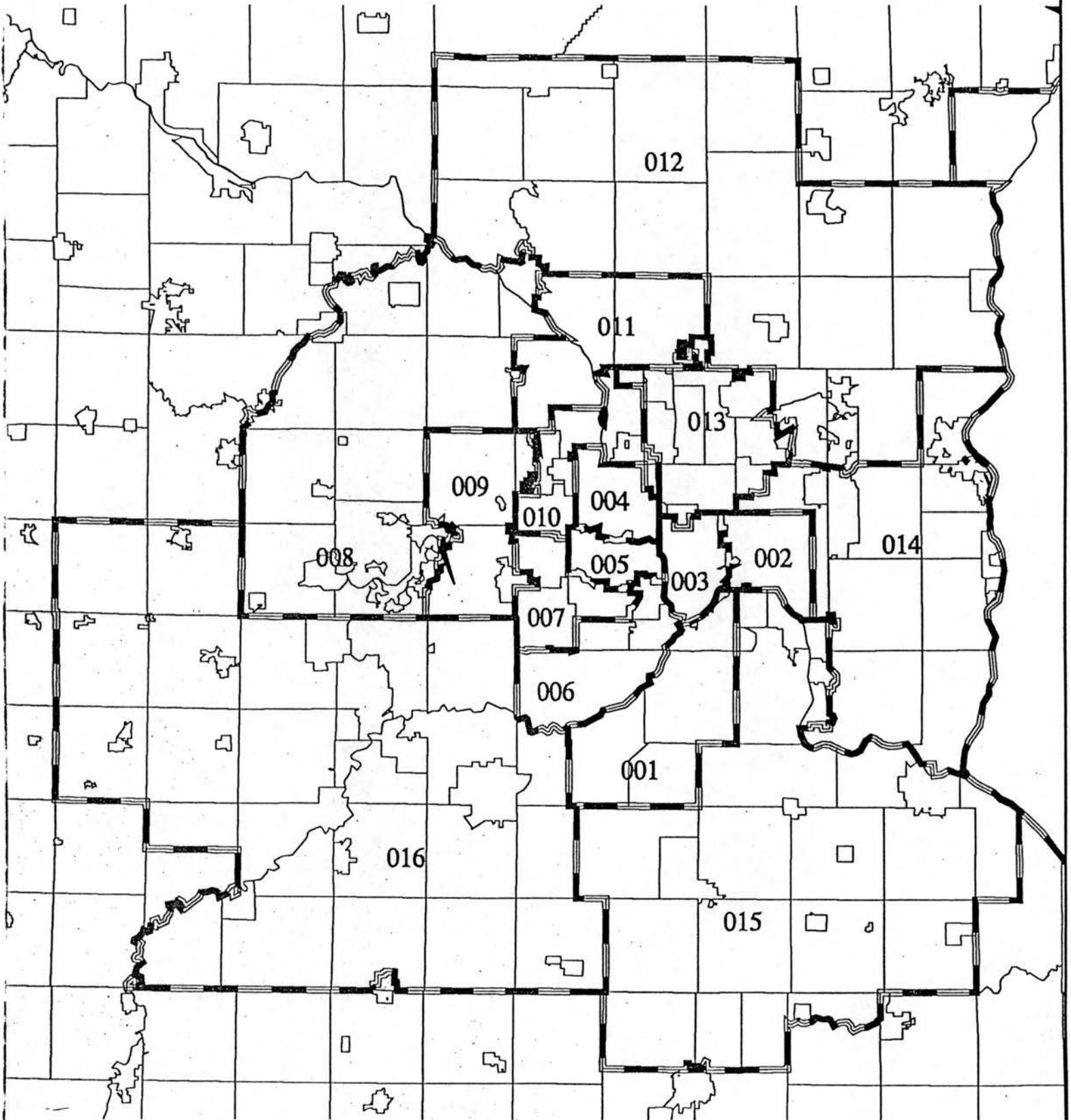
Report Name : District Populations  
 Plan Type : Met Council  
 Plan name : MCTWO

District	Total Pop	Abs Dev	% Dev	Total18+ Pop:
001	143,260	362	0.25	96,349
002	144,431	1,533	1.07	106,450
003	155,697	12,799	8.96	116,719
004	147,025	4,127	2.89	102,416
005	140,765	-2,133	-1.49	98,974
006	143,396	498	0.35	100,363
007	137,396	-5,502	-3.85	93,307
008	142,716	-182	-0.13	99,416
009	143,635	737	0.52	106,828
010	136,622	-6,276	-4.39	100,030
011	135,613	-7,285	-5.10	105,289
012	145,655	2,757	1.93	114,647
013	143,320	422	0.30	117,959
014	154,206	11,308	7.91	118,073
015	149,215	6,317	4.42	120,311
016	122,142	-20,756	-14.53	96,768

Plan Total: 2,286,195

1,694,681

Largest Positive Deviation is: 12,799 8.96 Percent  
 Largest Negative Deviation is: -20,756 -14.53 Percent  
 Overall Range : 33,555 23.48 Percent



Report Name : District Populations  
 Plan Type : Met Council  
 Plan name : MCTHREE

District	Total Pop	Abs Dev	% Dev	Total18+ Pop:
001	143,396	498	0.35	100,363
002	135,659	-7,239	-5.07	98,391
003	136,576	-6,322	-4.42	106,928
004	143,069	171	0.12	112,497
005	142,639	-259	-0.18	114,216
006	147,268	4,370	3.06	116,834
007	147,406	4,508	3.15	118,515
008	142,198	-700	-0.49	99,364
009	138,031	-4,867	-3.41	104,615
010	143,763	865	0.61	112,187
011	148,334	5,436	3.80	101,953
012	147,802	4,904	3.43	100,347
013	143,021	123	0.09	108,576
014	143,552	654	0.46	101,505
015	140,765	-2,133	-1.49	98,974
016	142,716	-182	-0.13	99,416

Plan Total: 2,286,195

1,694,681

Largest Positive Deviation is: 5,436 3.80 Percent  
 Largest Negative Deviation is: -7,239 -5.07 Percent  
 Overall Range : 12,675 8.87 Percent

Mary

## REGIONAL TRANSIT BOARD

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

DATE: April 2, 1992

TO: Tom Workman, Legislative Committee Chair  
Doris Caranicas, Legislative Committee Vice Chair  
Regional Transit Board Members

FROM: Sherry Munyon, Deputy Chair

SUBJECT: Legislative Update

The following materials provide an update on the Regional Transit Board's legislative program as well as transit legislation submitted by others.

### Omnibus Transit Policy Legislation

S.F. 1993 Authors: Flynn, DeCramer, Riveness, Novak and Laidig  
H.F. 2219 Authors: Alice Johnson, Kalis, Carruthers and Irv Anderson

Article 1 is the Traffic Congestion Reduction Act. The tax incentives which we attempted to provide employers and employees were stripped out of both bills in the tax committees hearings. The House bill was amended to make employer participation in surveying employee travel patterns and developing a commuter reduction plan voluntary instead of mandatory.

Senator Doug Johnson, Chair of Senate Tax Committee authorized us to work with the Minnesota Department of Revenue and Senate Tax Committee staff on tax incentives for the traffic reduction act which can then become part of our 1993 legislative agenda.

Article 2, Section 1 is the provision which prohibits right turns at an intersection in front of a transit bus that is stopped to load or unload passengers at an intersection.

This provision was deleted in the House but has been retained in the Senate.

Article 2, Section 2, prohibits parking at a transit stop used by an accessible bus, if the stop is marked by a sign that bears the international accessible symbol.

Article 2, Section 3, is the energy emergency allocation provision. This adds public transit operators under contract with the Regional Transit Board or MnDOT to be added to the state's list of priority users.

Article 2, Section 4, is our High Occupancy Vehicle (HOV) Lane Demonstration Project, beginning November 1, 1993 the Commissioners of Transportation and Public Safety

Page 2

shall jointly conduct a demonstration project using electronic technology to enforce HOV regulations. The commissioners shall submit a report evaluating the project to the legislature by January 1, 1994.

In the Senate bill an amendment was added which allows signage to be installed on Highway 94 designating the exit for the Metro State University in downtown St. Paul. (Sen. Kelly).

In the House bill an amendment was added which allows vehicles occupied by two or more persons, traveling routes other than 394, to be eligible for parking fee incentives in the newly constructed Minneapolis garages--if approved by the federal government (see pages 1 and 2 of H.F. 2219). (Rep. Weaver).

**Light Rail Transit Bonding Legislation**

S.F. 2145     Authors: Kroening, Pappas

This legislation passed out of the Senate Transportation and Metro Affairs Committees and has been to the Senate Finance Committee for action. Provides for \$9.2 million which is the minimum local match (20%) to obtain federal funds.

H.F. 2305     Authors: Mariani, Carruthers

The Chair of the House Metro Affairs Committee would not schedule a hearing for this bill and it has missed Policy Committee deadline.

It is our intention to try to amend the LRT bonding bill of \$94 million onto S.F. 1750 the transportation/transit funding bill.

**LRT Governance Legislation**

S.F. 2510     Author: Flynn

H.F. 2510     Author: Simoneau

This bill authorizes the Commissioner of Transportation to prepare final design and to construct light rail transit. It maintains roles for Regional Transit Board and the counties, Senate bill passed April 1, 1992.

**Vision for Transit Bonding Legislation**

S.F. 2144 Authors: Merriam, Pappas, Langseth, Laidig, Novak

The 5-Year bond request in the amount of \$116.5 million was amended to require a "progress" report to the legislature by the MTC regarding ridership to the 1994 legislature. The bill has been sent to the **floor** for action.

H.F. 2191 Authors: Kalis, Simoneau

The bond request was amended in the House to a 3-year authorization in the amount of \$65 million and requires the same report as the Senate bill.

I expect the 3-year bond authorization to pass in the amount of \$62 million on the House and Senate floors this week.

**Status of Metro Mobility Supplemental Appropriation Request**

Our request is for \$5,050,000

Governor's recommendation was only for \$1,500,000, the deficit incurred when the Regional Transit Board was required to roll back fares due to ADA regulations and the Department of Human Rights ruling.

H.F.

In the House Appropriations bill, they included the \$1.5 million from the Governor's budget, together with his language that would allow the board to transfer funds from another program to the Metro Mobility program if it chose.

S.F.

The Senate has no appropriation for Metro Mobility, nor have they included the language allowing transfer of funds. However, S.F. 1750 does have a provision to increase operating revenues for transit and if this passes, revenues will be available for the Metro Mobility deficit reduction.

**Transportation and Transit Funding Legislation**

S.F. 1750 Authors: Langseth, Mehrkens, DeCramer, Kelly  
H.F. 2949 Authors: Seaberg, Morrison, Mariani, Kelso, Tompkins

Defines highway to include transit, directs Commissioner of MnDOT to implement transit in all Minnesota cities by 1996.

H.F. 2605 Authors: Lieder, Pauly, Kalis

RTB projected operating revenue needs above current state appropriation:

1993	1994	1995
5.0		
4.0	9.0	14.0
<u>6.3</u>	<u>11.0</u>	<u>11.5</u>
15.3 million	20.0 million	25.5 million

Projected new metro transit operating revenues in S.F. 1750 (sales tax on vehicle repair)

1993	1994	1995
15.3	20.0	25.5

Projected new metro transit operating revenues in H.F. 2605 (sales tax on ~~vehicle repair~~ *gas*)

1993	1994	1995
12	12	12

On March 31, 1992 Representative Schafer placed an amendment on the table to H.F. 2650, (the companion to S.F. 1750) which would have mandated the Regional Transit Board to competitively not less than 10% of all regular route miles.

**Miscellaneous Legislation**

1. S.F. 1810 Author: Sen. Mondale  
H.F. 1909 Author: Rep. Farrell  
These bills had a provision which provided for additional use of LRT property to include bicycle and walking paths. Neither passed out of committee.

2. S.F. 1914 Author: Sen. Cohen  
H.F. 2341 Author: Rep. Orenstein  
This legislation is for greater Minnesota transit systems and changes date of payment to them. The bills have passed on both House and Senate floors,

3. S.F. 1770 Author: Sen. Frank  
H.F. 2375 Author: Rep. Mariani  
Legislation to statutorily designate the Transportation Accessibility Advisory Committee. This bill has passed in both the House and Senate.

4. H.F. 1114 Author: Rep. Kalis  
S.F. 768 Author: Sen. Pappas

This legislation provides for gender balance in multi-member agencies it has passed both the House and Senate and has been sent to the Governor for his signature.

The bills state that no person of the overrepresented gender may be appointed or reappointed to a vacant agency position if the number of members on if after the appointment or reappointment the number of members of one gender would be greater the one-half the membership--in case of an agency with an even number of members--or one-half the membership plus one, in the case of an agency such as ours with an odd number of members.

The effective date is 7/1/92

5. S.F. 2755 Author:  
H.F. 2940  
Extension of sales tax to local government is extended to our metro agencies as well. We have been working to maintain our exemption, however--vehicles are all that are being exempt--we continue to negotiate on a parts exemption as well.

**Index of Attachments: Available if you want copies:**

1. S. F. 1993 Senate Omnibus Transit Policy Legislation
2. H.F. 2219 House Omnibus Transit Policy Legislation
3. Summary Omnibus Transit Policy Legislation
  
4. Resolution from House Energy Committee in support of H.F. 2219
  
5. Minnesota Chamber letter opposing S.F. 1993/H.F. 2219
6. Corrigan/Alliance memo supporting S.F. 1993/H.F. 2219
  
7. S.F. 2144 Senate Vision for Transit & MTC Fleet Replacement Bonding Bill
8. H.F.2191 House Vision for Transit & MTC Fleet Replacement Bonding Bill
  
9. S.F. 2145 Senate Light Rail Transit Bonding Bill
10. H.F. 2305 House Light Rail Transit Bonding Bill
  
11. Joint Powers Board Resolution
  
12. S.F. 2510 Summary Senate Light Rail Transit Governance Bill
13. H.F. 2510 Summary of House Ligh Transit Governance bill  
Senate bill passed April 1, House bill waiting for action--  
amendments anticipated
  
14. Summary of LRT Governance bill
  
15. Pages from H.F.\_\_\_\_\_ which contains the \$1.5 million Metro Mobility supplemental appropriation
  
16. S.F. 1750 Senate Transportation/Transit Funding Bill
17. H.F. 2605 House Transportation/Transit Funding Bill
18. Summary of Transit Funding bill
  
19. Document from Minnesota Legislative Reference Library with regressive index of existing sales tax base and other option to expand base.
  
20. Rep. Schafer amendment

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21. S.F. 1770      Transportation Accessibility Advisory Committee statutory designation  
This legislation passed in both bodies and has been sent to the Governor for his signature
  
22. Pages form S.F. 2755 which provide for sales tax application to purchase by RTB/MTC.
  
23. S.F. 768      Senate Gender Balance bill
24. H.F. 1114      House Gender Balance bill

## REGIONAL TRANSIT BOARD

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

**DATE:** March 27, 1992

**TO:** Chair and Members of the Regional Transit Board

**FROM:** Stephanie Eller, AICP  
Senior Planner, LRT Development 

**SUBJECT:** Northeast Corridor LRT Final Environmental Impact Statement

### SUMMARY

Anoka County Regional Railroad Authority (ACRRA) and Hennepin County Regional Railroad Authority (HCRRA) have issued a Final Environmental Impact Statement for the Northeast Corridor LRT project. This report follows distribution of the Draft EIS in May 1991 and Preliminary Design Plans (10% completion level) in August 1991. The Final EIS offers supplemental information requested in comments submitted on the Draft EIS, and responds to those comments.

This memorandum represents staff comments from the RTB and MTC on the Final EIS. Action is requested to approve these comments for transmittal to the Board, and subsequently to the two rail authorities.

### BACKGROUND

When the two RRA's began environmental work on the Northeast LRT Corridor, it was one of the planned regional LRT system's "B" corridors, identified as appropriate for implementation after construction of the "A" corridor between downtown Minneapolis and downtown St. Paul. After completing the regional LRT plan in February 1991, the RTB reevaluated LRT corridor priorities and recommended an initial two-corridor LRT system for the region in November, 1991. The Metropolitan Council included the RTB's recommended two-corridor system in the February 1992 Regional Transit Facilities Plan. The two LRT corridors recommended are the Central and I-35W/South Corridors. The Northeast Corridor is therefore unlikely to be built in the near future.

### DISCUSSION

RTB and MTC staff reviewed the Final EIS in light of the comments the agencies had submitted previously on the Draft EIS and the Preliminary Design Plans. In general, where additional information was available, it was given. Cost estimates include operating and maintenance costs completed by the RTB's consultant last fall. For areas in which no additional design work has been completed, such as station layouts and feeder bus plans, the Final EIS states that these issues will be addressed in future preliminary

engineering work. It should be noted that the present feeder bus plan for the corridor calls for timed-transfer stations at Broadway, Lowry, and Mississippi Streets as well as at 37th and 57th stations, as noted in the FEIS.

Because this corridor is no longer recommended for implementation in the near future in the Regional Transit Facilities Plan, the minimal nature of several of the responses may be appropriate. The potential future station at St. Anthony Parkway, for example, could be included in a future environmental review process for proposed interchange improvements at that location. However, at least two issues will require additional attention should this corridor be reconsidered in the future: the number of stations in Columbia Heights, and the interaction of the proposed LRT service with existing heavy rail service in the corridor.

The RTB previously commented that five stations were unnecessary to serve the Columbia Heights portion of the alignment. The Final EIS does not reduce the number of stations, and does not identify which of the five might be eliminated in the future.

As noted in the RTB's previous comments, this corridor uses a portion of Burlington Northern's main line right-of-way, an active freight corridor and the route used by Amtrak. Neither the Draft nor the Final EIS addresses existing rail service in the corridor, or the interaction that would result from adding light rail transit as proposed. No documentation of coordination between the rail authorities and the two railroads involved, BN and the Soo Line, is provided in either EIS.

#### **FINDINGS AND CONCLUSIONS**

Should the Northeast Corridor be considered for implementation in the future, the Anoka County Regional Railroad Authority and the Hennepin County Regional Railroad Authority should:

- o Reduce the number of stations in the Columbia Heights portion of the corridor.
- o Document existing heavy rail activity in the corridor, the interaction of light rail transit with that activity, and coordination with the two railroads involved.

#### **RECOMMENDATION**

That the Policy Committee accept and recommend to the Board the findings and conclusions stated above, for Board consideration and appropriate action.