



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 20, 1992
4 p.m.

AGENDA

- A. CALL TO ORDER AND ROLL CALL
- B. APPROVAL OF AGENDA
- C. APPROVAL OF MINUTES
 - 1. Regional Transit Board Meeting, April 6, 1992
- D. CHAIR'S REPORT
- E. MEMBERS' REPORTS
- F. EXECUTIVE DIRECTOR'S REPORT
- G. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE
(Ruth Franklin, Chair)
 - 1. December 1991 Financial Statements
 - 2. Metropolitan Transit Commission 1992 Budget Amendment
 - 3. Minnesota Valley Transit Authority Park and Ride Study
 - 4. 1990 Southwest Metro Transit Contract Amendment
 - 5. Western Suburbs Route 55 Contract with Metropolitan Transit Commission
 - 6. Special Neighborhood Shuttle Service for the I-35W Draft Environmental
Impact Statement Public Hearing
 - 7. Report of the Audit Advisory Committee
 - a. Audit of Roseville Area Circulator Transit Program, 1990
 - b. Audit of White Bear Area Transit Service, 1990
 - c. Southwest Metro Area Transit Commission, 1990
 - d. Audit of Minnesota Rideshare Program, 1986, 1987 and 1988

- e. Audit of Dakota County Volunteer Transportation, 1990
- f. Audit of Transporter Program of Human Services, Inc., in Washington County, Minnesota (HSD), 1990 Dakota County Volunteer Transportation, 1990
- g. Audit of Medicine Lake Lines Contracts, 1984, 1985, 1986, 1987, 1988, 1989 and 1990
- h. Audit of ABC Weekender Contracts, 1990
- i. Audit of Northeast Suburban Transit (NEST), 1990

H. REPORT OF THE MARKETING COMMITTEE
(Richard Wedell, Chair)

I. OTHER BUSINESS

J. PUBLIC COMMENT

Michael J. Ehrlichmann
Chair

mff
4/14/92



REGIONAL TRANSIT BOARD

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

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
April 6, 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; Jim LeTourneau and James Olson, Yellow Taxi Service Corporation; Gregory L. Andrews, Judy Hollander, Howard Blin, Ed Kouneski, Stephanie Eiler, Suzanne Hanson, Becky Scudder, Sherry Munyon, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The chair called the meeting to order at 4:05 p.m. and roll was taken.

APPROVAL OF AGENDA

Franklin moved and Scheel seconded that the agenda be approved. The motion carried unanimously.

APPROVAL OF MINUTES

Hilary moved and Hunt seconded approval of the following minutes:

Administration and Finance Committee Meeting, March 9, 1992
Regional Transit Board Meeting, March 16 1992
Legislative Committee Meeting, March 23, 1992

The motion carried unanimously.

CHAIR'S REPORT

Munyon reviewed her April 2 memorandum that was distributed before the meeting. It was noted that Page 5 should be corrected to reflect that H.F. 2605 refers to a sales tax on gasoline. Responding to Hilary's questions, she said it is unlikely that the gas tax mechanism will make it out of committee. The gender balance legislation has passed out of the House and Senate and will affect the board's MTC appointments. Scheel distributed the new map of Metro Council districts.

Campo said the light rail transit bonding bill, which is virtually dead, would have enabled this Region to pursue federal funds. Munyon said there will be no appropriation; however, if the gas tax revenues for transit infrastructure provisions are approved, those funds could be used as the local match. The chair said the legislators spent a great deal of time on LRT governance, but very little time on funding sources. No matter how it is structured, work cannot go forward on light rail without money.

Hilary asked if the disability community is aware of the provisions for Metro Mobility in the House and Senate bills. Munyon said they are aware, but some of their lobbyists like the Senate provision that permits using other funds. Caranicas questioned that reasoning because it would put paratransit into competition with regular route for funds. Unfortunately, there were 200 people at the recent transit rally, but at the House committee hearings there were only three people, all from the Regional Transit Board. The chair noted that an amendment has been introduced that would make the state regulations comply with the Americans with Disabilities Act. No action was taken.

EXECUTIVE DIRECTOR'S REPORT

Intermodal Surface Transportation Efficiency Act (ISTEA) Presentation

Blin reviewed the provisions of the act. There is a lot of confusion right now about the act because the federal government has not yet completed development of the regulations. A subcommittee of the Technical Advisory Committee of the Transportation Advisory Board is studying the local effects of this legislation. He used slides to illustrate its major provisions, but stressed that the funds have been authorized by Congress, but not appropriated. In fact, the Bush Administration has requested a lower appropriation than the current amount.

Northeast Corridor Light Rail Transit Draft Environmental Impact Statement

Eiler reviewed her March 27, 1992 staff report. Since this corridor is no longer recommended for implementation in the near future, it is very unlikely it will be built in the near future. Workman moved and Feess seconded:

That the Regional Transit Board approve the Findings and Conclusions in the March 27, 1992 staff report and forward them to the the Anoka County Regional Railroad Authority and Hennepin County Regional Railroad Authority.

The motion carried unanimously.

OTHER BUSINESS

There being no other business, Hilary moved and Scheel seconded that the meeting be adjourned. The motion was unanimously approved; the meeting adjourned at 5:25 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of April 6, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 20th day of April 1992.



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

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of April 13, 1992, the committee approved the following recommendations:

December 1991 Financial Statements

That the Regional Transit Board receive the unaudited December 1991 financial statements and direct that they be placed on file.

Metropolitan Transit Commission 1992 Budget Amendment

That the Regional Transit Board authorize its executive director to:

1. Amend the Metropolitan Transit Commission 1992 Operating Budget by decreasing the line item for tires by \$365,000 and increasing the line item for security by the same amount.
2. Amend the Metropolitan Transit Commission 1992 Capital Budget to include \$365,000 for the purposes of capitalizing tire lease costs. The additional capital costs are to be paid with Federal Transit Administration Section 9 funds.
3. Submit to the Metropolitan Council an amendment to the Transportation Improvement Program to include the capitalization of tire lease costs.

Minnesota Valley Transit Authority Park and Ride Study

That the Regional Transit Board authorize its executive director to amend the Minnesota Valley Transit Authority contract (Contract No. 91/18/11-13), increasing the total by \$18,000 to an amount not to exceed \$2,833,810.

1990 Southwest Metro Transit Contract Amendment

That the Regional Transit Board authorize its executive director to amend the Southwest Metro Transit Commission contract (Contract No. 89/12/04-16), increasing the total contract amount by \$12,293 to an amount not to exceed \$1,006,149 for the period of January 1, 1990 through December 31, 1990.

Western Suburbs Route 55 Contract with Metropolitan Transit Commission

That the Regional Transit Board authorize its executive director to enter into a contract with the Metropolitan Transit Commission to operate the Western Suburbs Route 55 service in an amount not to exceed \$619,003 for the period of April 1, 1992 through March 31, 1993.

Special Neighborhood Shuttle Service for the I-35W Draft Environmental Impact Statement Public Hearing

That the Regional Transit Board authorize the Metropolitan Transit Commission to provide bus service and transit supervision for the I-35W Draft Environmental Impact Statement public hearing neighborhood shuttle service on May 14, 1992 for an amount not to exceed \$1,000 from funds provided by the RTB in the 1992 MTC budget.

Report of the Audit Advisory Committee

Audit of Roseville Area Circulator Transit Program, 1990

That the Regional Transit Board adopt the findings and recommendations of the staff audit report dated December 10, 1991, as amended.

Audit of White Bear Area Transit Service, 1990

That the Regional Transit Board adopt the findings and recommendations of the staff audit report dated January 28, 1992.

Southwest Metro Area Transit Commission, 1990

That the Regional Transit Board adopt the finding/recommendation A of the staff audit report dated January 7, 1992, and table recommendation B until further information can be obtained.

Audit of Minnesota Rideshare Program, 1986, 1987 and 1988

That the Regional Transit Board adopt the findings and recommendations of the staff audit report dated January 17, 1992.

Audit of Dakota County Volunteer Transportation, 1990

That the Regional Transit Board adopt the findings and recommendations of the staff audit report dated January 9, 1992.

Audit of Transporter Program of Human Services, Inc., in Washington County, Minnesota (HSD), 1990 Dakota County Volunteer Transportation, 1990

That the Regional Transit Board adopt the findings and recommendations of the staff audit report dated March 6, 1992.

Audit of Medicine Lake Lines Contracts, 1984, 1985, 1986, 1987, 1988, 1989 and 1990

That the Regional Transit Board adopt the findings and recommendations of the staff audit report dated February 20, 1992.

Audit of ABC Weekender Contracts, 1990

That the Regional Transit Board adopt the findings and recommendations of the staff audit report dated February 11, 1992.

Audit of Northeast Suburban Transit (NEST), 1990

That the Regional Transit Board adopt the findings and recommendations of the staff audit report dated March 23, 1992.

Ruth Franklin
Chair

4/14/92
mff

REGIONAL TRANSIT BOARD

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

DATE: April 20, 1992

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

FROM: Sherry Munyon, Deputy Chair

SUBJECT: '92 Legislative Wrap-Up

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

Traffic Congestion Reduction Act. This bill contained the provision which prohibited right turns at an intersection in front of a transit bus that is stopped to load or unload passengers at an intersection; prohibited parking at a transit stop used by an accessible bus, if the stop is marked by a sign that bears the international accessible symbol; the energy emergency allocation provision; and the High Occupancy Vehicle (HOV) Lane Demonstration Project.

It also contained the following non-RTB initiatives: allows signage to be installed on Highway 94 designating the exit for the Metro State University in downtown St. Paul. (Sen. Kelly); 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 (Rep. Weaver); and provided for an Afton scenic route (Rep. Hanson).

This bill was killed on the floor of the House.

Light Rail Transit Bonding Legislation

S.F. 2145 Authors: Kroening, Pappas
H.F. 2305 Authors: Mariani, Carruthers

This bill was killed in the House Metro Affairs Committee

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.

Passed in both bodies - it is anticipated that the Governor will sign it.

Vision for Transit Bonding Legislation

S.F. 2144 Authors: Merriam, Pappas, Langseth, Laidig, Novak
H.F. 2191 Authors: Kalis, Simoneau

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 bond request was amended to a 3-year authorization in the amount of \$65 million.

This has passed both bodies - it is anticipated that the Governor will sign it.

Status of Metro Mobility Supplemental Appropriation Request

Our request was 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.

The legislature appropriated \$1.5 million for Metro Mobility.

Transportation and Transit Funding Legislation

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

Neither funding bill passed - the House never heard the funding bill before committee deadline

Miscellaneous Legislation

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, and has been signed by the Governor.

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

This legislation provides for gender balance in multi-member agencies.

Governor did not sign.

S.F. 2755 Author: Sen. Doug Johnson
H.F. 2940 Author: Rep. Paul Ogren

Extension of sales tax to local government is extended to our metro agencies as well.

We succeeded in obtaining a sales tax exemption for vehicles and an exemption on fuels. However, parts will be taxed and it is expected to cost the MTC about 3/4 of a million dollars in the next year.

AL C
 APRIL 15, 1992
 8861

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0 \$ 8,961,000	\$ 9,010,000	
0 \$ 2,596,000	\$ 2,645,000	
\$ 2,214,000	\$ 2,214,000	
\$ 4,151,000	\$ 4,151,000	
APPROPRIATION CHANGE		
1992	1993	
2,000,000		

in the national highway system established under the federal Intermodal Surface Transportation Efficiency Act of 1991, and the process to be used in making these designations. The commissioner shall receive public comment on these programs, processes, systems, and funding sources.

The commissioner of transportation shall establish an advisory board to advise the commissioner on designation in Minnesota of highways to be included in the national highway system established under the federal Intermodal Surface Transportation Efficiency Act of 1991. The committee must be composed of citizens who have demonstrated an interest and involvement in the improvement of highways and other forms of surface transportation in Minnesota. No more than 20 percent of the members may be highway engineers. The advisory committee shall function from the date of the commissioner's appointments to it until November 30, 1993. The commissioner shall not propose to the United States secretary of transportation any highways in Minnesota for inclusion in the national highway system, or take any other steps that would lead to such a designation, without first consulting with the advisory board.

Subd. 5. Aeronautics

10,000

This appropriation is from the state airports fund for the advisory council on metropolitan airports planning.

Subd. 6. Greater Minnesota Transit Assistance

440,000

This appropriation is from the general fund.

Sec. 3. REGIONAL TRANSIT BOARD

1,500,000

This appropriation is for Metro Mobility, and is notwithstanding any restriction in Laws 1991, chapter 233, section 3. Any unencumbered balance remaining in the first year does not cancel but is available for the second year of the biennium.

Sec. 4. PUBLIC SAFETY

Subdivision 1. Total

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BERNARD H. RIDDER, 1883-1975

BERNARD H. RIDDER JR. CHAIRMAN EMERITUS

SAINT PAUL
PIONEER PRESS
 EDITORIALS

FUNDING FOR TRANSIT

Here's one new tax
 that should pass

With all of the proposed tax increases on the legislative table, this did not seem like a year in which this newspaper's editorialists would have to beg for a tax hike. On behalf of current and potential transit users in the Twin Cities, we're now begging.

In each of the last two years, key members of the Minnesota Senate have come forward with a bill to increase state support for highways and transit, only to see it blocked in the House. That response is particularly unfortunate this year — for two important reasons:

The new surface transportation act enacted last year by Congress includes increased funding and flexibility for states and metro areas to address transit needs. But the additional federal dollars must be matched by state dollars. And Minnesota has no ready funding source for transit. (In contrast, there are millions in constitutionally dedicated revenues available from the gasoline tax and other sources to build and repair highways.)

Metro agencies and local units of government have lined up solidly behind a compromise plan to improve transit that calls for a scaled-back light rail system with up to two lines, enhanced bus service centered around a network of transit hubs, and a program of highway-related improvements such as park-and-ride lots and high-occupancy vehicle lanes. But implementation of the bus service portions of the plan will require about \$10 million a year in new operating funds — money that the financially strapped regional transit agencies simply do not have.

Key members of the Senate responded with a bill that called for a 5-cent-a-gallon increase in the gasoline tax for highways, along with a sales tax on the labor portion of auto repairs that would be earmarked for transit. Gov. Arne Carlson did not like that approach, but did support increasing the gasoline tax by 3 cents a gallon over three years for highways and imposing a new sales tax on gasoline at the wholesale level to boost funding for transit.

But House leaders apparently aren't keen about either plan. Some apparently favor a constitutional amendment to permit the use of state highway dollars for transit, but they haven't advanced any legislation to do so.

Meanwhile, House leaders appear content to sit by while transit continues to suffer. And that is exactly what will happen. Metro transit agencies — already struggling to meet the mounting cost of service for the disabled — will be forced to consider new fare increases and service cuts. The results will be new declines in ridership and, inevitably, more service cuts.

While the end of the legislative session is quickly — and mercifully — drawing near, there still is time for lawmakers to provide the modest amount of money necessary to begin building transit as a viable alternative to single-occupant cars. There is still time to end the cycle of debilitating fare increases and service cuts.

**House
 leaders
 appear
 content to sit
 by while
 transit
 continues to
 suffer.**

CRIME LEGISLATION

Reason may prevail

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AN ACT

1

2 relating to transportation; providing procedures for
3 design, approval, and construction of light rail
4 transit; establishing corridor management committee;
5 providing for resolution of disputes; changing
6 membership and responsibilities of the light rail
7 transit joint powers board; amending Minnesota
8 Statutes 1990, sections 174.32, subdivision 2;
9 473.167, subdivision 1; 473.399, subdivision 1;
10 473.3993; 473.3994, subdivisions 2, 3, 4, 5, 7, and by
11 adding subdivisions; 473.3996; 473.4051; Minnesota
12 Statutes 1991 Supplement, sections 473.3997; and
13 473.3998; proposing coding for new law in Minnesota
14 Statutes, chapter 174; repealing Minnesota Statutes
15 1990, sections 473.399, subdivisions 2 and 3;
16 473.3991; 473.3994, subdivision 6; and Laws 1991,
17 chapter 291, article 4, section 20.

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

19 Section 1. Minnesota Statutes 1990, section 174.32,
20 subdivision 2, is amended to read:

21 Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] (a) The
22 transit assistance fund receives money distributed under section
23 297B.09. Eighty percent of the receipts of the fund must be
24 placed into a metropolitan account for distribution to
25 recipients located in the metropolitan area and 20 percent into
26 a separate account for distribution to recipients located
27 outside of the metropolitan area. Except as otherwise provided
28 in this subdivision, the regional transit board created by
29 section 473.373 is responsible for distributing assistance from
30 the metropolitan account, and the commissioner is responsible
31 for distributing assistance from the other account. Money

1 placed-in-the-metropolitan-account-is-available-for-distribution
2 to-regional-railroad-authorities-established-under-chapter-398A
3 in-the-metropolitan-area, by-the-commissioner-of-transportation
4 as-provided-in-paragraph-(b):

5 (b)-The-commissioner-shall-request-applications-from-all
6 eligible-regional-railroad-authorities.--The-commissioner-shall
7 establish-a-reasonable-deadline-for-submittal-of-applications.
8 The-commissioner-may-not-distribute-more-than-60-percent-of-the
9 available-funds-to-a-single-recipient.--Before-distributing
10 money-to-any-regional-railroad-authority, the-commissioner-shall
11 submit-the-applications-to-the-regional-transit-board-for
12 approval.--The-commissioner-may-distribute-funds-only-with-the
13 approval-of-the-board.--Before-approving-any-application-for
14 funds-for-construction, the-board-shall-report-to-the
15 legislature-on-the-use-and-planned-distribution-of-construction
16 funds.

17 Sec. 2. [174.35] [LIGHT RAIL TRANSIT.]

18 The commissioner of transportation may exercise the powers
19 granted in this chapter and chapter 473, as necessary, to plan,
20 design, acquire, construct, and equip light rail transit
21 facilities in the metropolitan area as defined in section
22 473.121, subdivision 2.

23 Sec. 3. Minnesota Statutes 1990, section 473.167,
24 subdivision 1, is amended to read:

25 Subdivision 1. [CONTROLLED ACCESS HIGHWAYS; AND TRANSIT
26 FIXED-GUIDEWAYS; COUNCIL APPROVAL.] Before acquiring land for or
27 constructing a controlled access highway or transit
28 fixed-guideway in the area, the state transportation department
29 or local government unit proposing the acquisition or
30 construction shall submit to the council a statement describing
31 the proposed project. The statement must be in the form and
32 detail required by the council. Immediately upon receipt of the
33 statement, the council shall transmit a copy to the regional
34 transit board, which shall review and evaluate the project in
35 relationship to the board's implementation plan and report its
36 recommendations and comments to the council. The council shall

1 also review the statement to ascertain its consistency with its
2 policy plan and the development guide. No project may be
3 undertaken unless the council determines that it is consistent
4 with the policy plan and implementation plan. This approval is
5 in addition to the requirements of any other statute, ordinance
6 or rule.

7 Sec. 4. Minnesota Statutes 1990, section 473.399,
8 subdivision 1, is amended to read:

9 Subdivision 1. [GENERAL REQUIREMENTS.] (a) The transit
10 board shall adopt a regional light rail transit plan, as
11 ~~provided-in-this-section~~ part of the implementation plan
12 pursuant to section 473.161, to ensure that light rail transit
13 facilities in the metropolitan area will be acquired, developed,
14 owned, and capable of operation in an efficient, cost-effective,
15 and coordinated manner as an integrated and unified system on a
16 multicounty basis in coordination with buses and other
17 transportation modes and facilities. To the extent practicable,
18 the board shall incorporate into its plan appropriate elements
19 of the plans of regional railroad authorities in order to avoid
20 duplication of effort.

21 (b) The regional plan required by this section must be
22 adopted by the board before ~~any-regional-railroad-authority~~ the
23 commissioner of transportation may begin construction of light
24 rail transit facilities and before ~~any-authority-is-eligible-for~~
25 ~~state-financial-assistance~~ the commissioner may expend funds
26 appropriated or obtained through bonding for constructing light
27 rail transit facilities. Following adoption of the regional
28 plan, each regional railroad authority ~~or-other-developer-of~~
29 ~~light-rail-transit-in-the-metropolitan-area~~ and the commissioner
30 of transportation shall act in conformity with the plan. Each
31 ~~authority-or-proposer~~ The commissioner shall prepare or amend
32 ~~its-comprehensive-plan-and-preliminary-and~~ the final design
33 plans as necessary to make the plans consistent with the
34 regional plan.

35 (c) Throughout the development and implementation of the
36 plan, the board shall contract for or otherwise obtain

1 engineering services to assure that the plan adequately
2 addresses the technical aspects of light rail transit.

3 Sec. 5. Minnesota Statutes 1990, section 473.3993, is
4 amended to read:

5 473.3993 [LIGHT RAIL TRANSIT FACILITY PLANS; DEFINITIONS.]

6 Subdivision 1. [APPLICATION.] The definitions in this
7 section apply to sections 473.3994 and 473.3996.

8 Subd. 2. [PRELIMINARY DESIGN PLAN.] "Preliminary design
9 plan" means a light rail transit plan that identifies:

10 (1) preliminary plans for the physical design of
11 facilities, including location, length, and termini of routes;
12 general dimension, elevation, alignment, and character of routes
13 and crossings; whether the track is elevated, on the surface, or
14 below ground; approximate station locations; and related park
15 and ride, parking, and other transportation facilities; and a
16 plan for handicapped access; and

17 (2) preliminary plans for intermodal coordination with bus
18 operations and routes; ridership; capital costs; operating costs
19 and revenues, and sources of funds for operating subsidies;
20 funding for final design, construction, and operation; and an
21 implementation method.

22 The preliminary design plan includes the preliminary or
23 draft environmental impact statement for the light rail transit
24 facilities proposed.

25 Subd. 2a. [PRELIMINARY ENGINEERING PLAN.] "Preliminary
26 engineering plan" means a light rail transit plan that includes
27 the items in the preliminary design plan for the facilities
28 proposed for construction, but with greater detail and
29 specificity to satisfy final environmental impact statement
30 requirements.

31 Subd. 3. [FINAL DESIGN PLAN.] "Final design plan" means a
32 light rail transit plan that includes the items in the
33 preliminary design plan and the preliminary engineering plan for
34 the facilities proposed for construction, but with greater
35 detail and specificity needed for construction. The final
36 design plan must include, at a minimum:

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

6 (2) final plans for civil engineering for electrification,
7 communication, and other similar facilities; operational rules,
8 procedures, and strategies; capital costs; ridership; operating
9 costs and revenues, and sources of funds for operating
10 subsidies; financing for construction and operation; an
11 implementation method; and other similar matters.

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

18 Sec. 6. Minnesota Statutes 1990, section 473.3994,
19 subdivision 2, is amended to read:

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

21 Before preparing final design plans are prepared for a light
22 rail transit facility, the ~~political-subdivision-proposing-the~~
23 facility commissioner of transportation and the regional
24 railroad authority or authorities in whose jurisdiction the line
25 or lines are located must hold a public hearing on the physical
26 design component of the preliminary design plans. The proposer
27 commissioner of transportation and the regional railroad
28 authority or authorities in whose jurisdiction the line or lines
29 are located must provide appropriate public notice of the
30 hearing and publicity to ensure that affected parties have an
31 opportunity to present their views at the hearing. The
32 commissioner shall summarize the proceedings and testimony, and
33 maintain the record of a hearing held under this section,
34 including any written statements submitted.

35 Sec. 7. Minnesota Statutes 1990, section 473.3994,
36 subdivision 3, is amended to read:

1 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At
2 least 30 days before the hearing under subdivision 2, the
3 proposer commissioner of transportation and the regional
4 railroad authority or authorities in whose jurisdiction the line
5 or lines are located shall submit the physical design component
6 of the preliminary design plans to the governing body of each
7 statutory and home rule charter city, county, and town in which
8 the route is proposed to be located. The city, county, or town
9 shall hold a public hearing, except that a county board need not
10 hold a hearing if the county board membership is identical to
11 the membership of the regional railroad authority submitting the
12 plan for review. Within 45 days after the hearing under
13 subdivision 2, the city, county, or town shall review and
14 approve or disapprove the plans for the route to be located in
15 the city, county, or town. A local unit of government that
16 disapproves the plans shall describe specific amendments to the
17 plans that, if adopted, would cause the local unit to withdraw
18 its disapproval. Failure to approve or disapprove the plans in
19 writing within 45 days after the hearing is deemed to be
20 approval, unless an extension of time is agreed to by the city,
21 county, or town and, the proposer commissioner of
22 transportation, and the regional railroad authority or
23 authorities in whose jurisdiction the line or lines are located.

24 Sec. 8. Minnesota Statutes 1990, section 473.3994,
25 subdivision 4, is amended to read:

26 Subd. 4. [PRELIMINARY DESIGN PLANS; REGIONAL-TRANSIT-BOARD
27 METROPOLITAN COUNCIL REFERRAL.] If the governing body of one or
28 more cities, counties, or towns disapproves the preliminary
29 design plans within the period allowed under subdivision 3,
30 the proposer commissioner of transportation and the regional
31 railroad authority or authorities in whose jurisdiction the line
32 or lines are located may refer the plans, along with any
33 comments of local jurisdictions, to the regional-transit
34 board metropolitan council. The board council shall hold a
35 hearing on the plans, giving the proposer commissioner of
36 transportation and the regional railroad authority or

CHAPTER No. 501
S.F. No. 2510

1 authorities in whose jurisdiction the line or lines are located,
2 any disapproving local governmental units, and other persons an
3 opportunity to present their views on the plans. The board
4 council may conduct independent study as it deems desirable and
5 may mediate and attempt to resolve disagreements about the
6 plans. Within 90 days after the referral, the board council
7 shall review the plans submitted by the ~~proposer~~ commissioner of
8 transportation and the regional railroad authority or
9 authorities in whose jurisdiction the line or lines are located
10 ~~and may recommend amended plans~~ the council shall decide what
11 amendments to the plans, if any, must be made to accommodate the
12 objections presented by the disapproving local governmental
13 units. The commissioner and the regional railroad authority
14 shall make the amendments to the plans before continuing the
15 planning and designing process.

16 Sec. 9. Minnesota Statutes 1990, section 473.3994,
17 subdivision 5, is amended to read:

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

32 (b) If the governing body of one or more cities, counties,
33 or towns disapproves the plans within the period allowed under

1 review the final design plans under the same procedure and with
2 the same effect as provided in subdivision 4 for preliminary
3 design plans.

4 Sec. 10. Minnesota Statutes 1990, section 473.3994,
5 subdivision 7, is amended to read:

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

12 Sec. 11. Minnesota Statutes 1990, section 473.3994, is
13 amended by adding a subdivision to read:

14 Subd. 10. [CORRIDOR MANAGEMENT COMMITTEE.] A corridor
15 management committee shall be established to advise the
16 commissioner of transportation in the design and construction of
17 light rail transit in each corridor to be constructed. The
18 corridor management committee shall consist of the members of
19 the light rail transit joint powers board established pursuant
20 to section 473.3998 and one representative from each city in
21 which the corridor is located. Additionally, the commissioner
22 of transportation, the chair of the metropolitan council, the
23 chair of the regional transit board, and the chair of the
24 metropolitan transit commission shall each appoint a member to
25 the committee. For the corridor between Minneapolis and St.
26 Paul, the University of Minnesota shall appoint one member to
27 the committee. The member representing the regional transit
28 board shall chair the committee.

29 The corridor management committee shall advise the
30 commissioner of transportation and the regional railroad
31 authority or authorities in whose jurisdiction the line or lines
32 are located on issues relating to the alternatives analysis,
33 environmental review, preliminary design, preliminary
34 engineering, final design, implementation method, and
35 construction of light rail transit.

36 Sec. 12. Minnesota Statutes 1990, section 473.3994, is

1 amended by adding a subdivision to read:

2 Subd. 11. [REGIONAL RAILROAD AUTHORITY REVIEW.] The
3 commissioner must submit to each regional rail authority in
4 which the corridor is located, for review and approval, the
5 following:

6 (1) preliminary design and preliminary engineering plans;
7 and

8 (2) final design plans.

9 The commissioner must submit major contract changes during
10 construction to each regional rail authority in which the
11 corridor is located for review and comment.

12 Sec. 13. Minnesota Statutes 1990, section 473.3994, is
13 amended by adding a subdivision to read:

14 Subd. 12. [ALTERNATIVES ANALYSIS; ENVIRONMENTAL REVIEW.]
15 For light rail transit lines to be constructed in the
16 metropolitan area, the regional railroad authority or
17 authorities in whose jurisdiction a line or lines are to be
18 constructed and the commissioner of transportation shall jointly
19 prepare an alternatives analysis, the environmental review
20 documents required, and the preliminary engineering plan. The
21 council must approve the design for the alternatives analysis
22 and the completed alternatives analysis. The department of
23 transportation shall be the responsible governmental unit.

24 Sec. 14. Minnesota Statutes 1990, section 473.3994, is
25 amended by adding a subdivision to read:

26 Subd. 13. [DISPUTE RESOLUTION.] In the event of a dispute
27 between any of the parties arising from the parties' respective
28 authority and responsibility under this section or section
29 473.3998, the dispute shall be submitted to the metropolitan
30 council for final resolution by any party to the dispute. The
31 metropolitan council shall establish by July 1, 1992, a process
32 to ensure a prompt and speedy resolution of the dispute. This
33 process shall allow the parties to provide evidence and
34 testimony in support of their positions.

35 Sec. 15. Minnesota Statutes 1990, section 473.3996, is
36 amended to read:

1 473.3996 [LIGHT RAIL TRANSIT FACILITY DESIGN PLANS; REVIEW
2 BY BOARD.]

3 Subdivision 1. [PRELIMINARY DESIGN PLANS.] Before
4 submitting the physical design component of final design plans
5 of a light rail transit facility for local review under section
6 473.3994, subdivision 5, the ~~proposer~~ commissioner of
7 transportation and the regional railroad authority or
8 authorities in whose jurisdiction the line or lines are located
9 shall submit preliminary design plans to the regional transit
10 board for review. The board shall review the preliminary design
11 plans to determine the compatibility of the plans with other
12 light rail transit plans and facilities in the metropolitan
13 area, the adequacy of the plans for handicapped accessibility,
14 and the conformity of the plans with the regional light rail
15 transit plan prepared under section 473.399. The board may
16 comment on any aspect of the plans. The board has 90 days to
17 complete its review, unless an extension of time is agreed to by
18 the ~~proposer~~ commissioner of transportation and the regional
19 railroad authority or authorities in whose jurisdiction the line
20 or lines are located. If the board determines that the plans do
21 not satisfy the standards stated in this subdivision, the board
22 shall recommend modifications in the plans that are necessary in
23 order to satisfy the board. After adopting or amending the
24 regional plan required by section 473.399, the board may again
25 review any previously reviewed preliminary design plans and
26 recommend modifications that are necessary to satisfy the board.

27 Subd. 2. [FINAL DESIGN PLANS.] Before acquiring or
28 constructing light rail transit facilities, other than land for
29 right of way, the ~~proposer~~ commissioner of transportation shall
30 submit final design plans to the regional transit board for
31 review. The board shall review the final design plans under the
32 same schedule and according to the same standards as provided
33 for its review of preliminary design plans. The board shall
34 either approve the plans, or if it determines that the plans do
35 not satisfy the standards, disapprove the plans, in whole or in
36 part, and recommend modifications in the plans that are

1 necessary to secure approval. ~~A-proposer~~ The commissioner may
2 not proceed with acquisition or construction of a light rail
3 transit facility, other than land for right of way, unless the
4 final design plans for the facility have been approved by the
5 board. Following approval of final design plans by the board,
6 if ~~a-regional-railroad-authority~~ the commissioner wishes to
7 select a bid or a response to a request for proposal that is
8 more than ten percent higher than the capital costs indicated in
9 the final design plans for the facility, the ~~authority~~
10 commissioner may not proceed with construction until ~~it~~ the
11 commissioner has resubmitted the final design plans to the
12 transit board for further review and approval or disapproval.
13 The board has ten working days to review and approve or
14 disapprove and recommend modification, unless an extension of
15 time is agreed to by the ~~authority~~ commissioner.

16 Sec. 16. Minnesota Statutes 1991 Supplement, section
17 473.3997, is amended to read:

18 473.3997 [FEDERAL FUNDING; LIGHT RAIL TRANSIT.]

19 ~~By-July-17-1992,~~ (a) The regional transit board, the
20 ~~regional-rail-authorities,~~ and the commissioner of
21 transportation, and the affected regional rail authorities shall
22 jointly prepare any a joint application for federal assistance
23 for light rail transit facilities in the metropolitan area. The
24 application must be reviewed and approved by the metropolitan
25 council before it is submitted by the board and the
26 commissioner. In reviewing the application the council must
27 consider the information submitted to it under section 473.3994,
28 subdivision 9. The board, ~~the-rail-authorities,~~ and the
29 commissioner must consult with the council in preparing the
30 application. ~~The-application-may-provide-for-metropolitan~~
31 ~~regional-railroad-authorities-to-design-or-construct-light-rail~~
32 ~~transit-facilities-under-contract-with-the-commissioner.~~

33 (b) Until the application described in paragraph (a) is
34 submitted, no political subdivision in the metropolitan area may
35 on its own apply for federal assistance for light rail transit
36 planning or construction.

1 Sec. 17. Minnesota Statutes 1991 Supplement, section
2 473.3998, is amended to read:

3 473.3998 [LIGHT RAIL TRANSIT JOINT POWERS BOARD.]

4 A light rail transit joint powers board shall be formed
5 under section 471.59 ~~to implement light rail transit final~~
6 ~~design and construction of the corridors funded solely with~~
7 ~~federal and county funds. The board shall consist of~~
8 ~~a~~ consisting of one voting member from the metropolitan transit
9 commission, the department of transportation, the regional
10 transit board, the metropolitan council, and the regional rail
11 authorities of Hennepin, Ramsey, Anoka, Washington, Dakota,
12 Scott, and Carver counties, ~~plus an additional voting member~~
13 ~~from a county regional rail authority with a corridor in which~~
14 ~~final design has begun.~~

15 The board shall review and approve light rail transit
16 system standards to be used by the commissioner in designing and
17 building a light rail transit facility and shall review and
18 approve the plan for community involvement and the marketing
19 program. The board shall advise the corridor management
20 committee established pursuant to section 473.3994, subdivision
21 10, and the commissioner on the method of implementation. All
22 members of the board shall be members of the corridor management
23 committee established pursuant to section 473.3994, subdivision
24 10.

25 Sec. 18. Minnesota Statutes 1990, section 473.4051, is
26 amended to read:

27 473.4051 [LIGHT RAIL TRANSIT OPERATION.]

28 The transit commission shall operate regional railroad
29 authority light rail transit facilities and services upon
30 completion of construction of the facilities and the
31 commencement of revenue service using the facilities. The
32 regional railroad authority commissioner of transportation and
33 the commission may not allow the commencement of revenue service
34 until after an appropriate period of acceptance testing to
35 ensure satisfactory performance. In assuming the operation of
36 the system, the transit commission must comply with section

1 473.415. The commission shall coordinate operation of the light
2 rail transit system with bus service to avoid duplication of
3 service on a route served by light rail transit and to ensure
4 the widest possible access to light rail transit lines in both
5 suburban and urban areas by means of a feeder bus system. ~~If~~
6 ~~the-regional-plan-prepared-by-the-transit-board-under-section~~
7 ~~473.399-calls-for-construction-and-operation-of-light-rail~~
8 ~~transit-facilities-in-a-jurisdiction-whose-governing-body-has~~
9 ~~chosen-not-to-organize-and-proceed-under-chapter-398A, the board~~
10 ~~may-authorize-the-transit-commission-to-implement-the-plan-in~~
11 ~~that-area.~~

12 Sec. 19. [REPEALER.]

13 Minnesota Statutes 1990, sections 473.399, subdivisions 2
14 and 3; 473.3991; and 473.3994, subdivision 6, are repealed.

15 Laws 1991, chapter 291, article 4, section 20, is repealed.

16 Sec. 20. [APPLICATION.]

17 This act applies in the counties of Anoka, Carver, Dakota,
18 Hennepin, Ramsey, Scott, and Washington.

REGIONAL TRANSIT BOARD

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

DATE: April 17, 1992
TO: Chair and Members of the Board
FROM: Dale Ulrich, Comptroller
SUBJECT: Supplemental Information, December, 1991 Financial Statements

Attached are several schedules which respond to questions asked about the December, 1991 (year end) RTB financial statements at the April Administration and Finance Committee meeting.

The first, "1", is a listing of individual consulting and professional service expenditures, with a brief description of the purpose of each expenditure.

The second schedule, "2", lists non-local travel expenditures by individual eligible person, local travel by work program.

The final schedule, "3", compares revenues and expenditures for 1990 and 1991; the third column compares 1991 results to 1990.

CONSULTING

GENERAL FUND

DORSEY & WHITNEY	40,950.00	Washington representation
FAEGRE & BENSON	75.00	
MARY O'HARA ANDERSON	30,254.83	Metro Mobility
UNIVERSITY OF MN	4,998.00	Transportation questionnaire
ILIUM ASSOCIATES	457.50	Legislative Focus Groups
MISC	86.78	
TOTAL GENERAL FUND	76,822.11	

SPECIAL REVENUE FUNDS

MANUEL PADRON	23,562.47	LRT
DONALD MACDONALD	1,050.00	LRT
MET COUNCIL	15,000.00	I-35W Forecasting
TOTAL SPECIAL REVENUE FUNDS	39,612.47	

PROFESSIONAL SERVICES

GENERAL FUND

INTERPRETERS	3,546.50	for hearing impaired
KERR TRANSPORTATION SERVICES	150.00	drug policy
TOP TEMPORARY	701.66	temp receptionist
MET COUNCIL	7,773.33	Shared Employees
EMERT DESIGN	387.50	office planning
EUGENE WILLIAMS	216.00	office installation
LEGAL SYSTEMS SERVICE CORP	2,491.85	Flex benefits
ADP	2,613.89	Payroll service
MCGLADREY & PULLEN	13,800.00	Annual audit
TERRILL & ASSOCIATES	1,500.00	Staff training
MORGAN WILLIAMS & ASSOCIATES	16,515.00	PIO
WESTERN PRESS	908.85	PIO
SOUND CLIPS	1,301.00	PIO
NATIONAL EASTER SEAL/DAVID CAPOZZI	991.49	Metro Mobility
INTERACTIVE ILLUSIONS	450.00	PIO
ILIUM ASSOCIATES	69,865.00	Marketing
MISC	195.02	
TOTAL GENERAL FUND	123,407.09	

SPECIAL REVENUE FUNDS

INTERPRETER	45.00	
MCGLADREY & PULLEN	20,000.00	Metro Mobility computer
STRGAR-ROSCOE-FAUSCH	3,857.06	LRT
TOTAL SPECIAL REVENUE FUNDS	23,902.06	

1991 TRAVEL

	<u>NON-LOCAL</u>	<u>LOCAL</u>
GENERAL FUND		
MICHAEL EHRLICHMANN	11,392.11	
STEVE JOHNSON	4,278.52	
SHERRY MUNYON	3,000.69	
STEVE THOMPSON	1,773.00	
MISC	66.00	
TOTAL POLICY MANAGEMENT	20,510.32	20,217.53
GREG ANDREWS	1,313.65	
TOTAL EXECUTIVE DIRECTOR	1,313.65	3,077.81
JUDITH HOLLANDER	1,587.65	
TOTAL PLANNING & PROGRAM ADMIN	1,587.65	2,275.08
VIRGINIA BEACH	941.33	
TOTAL ELDERLY & DISABLED	941.33	1,880.09
TOTAL RIDESHARE PLANNING		268.01
HOWARD BLIN	660.17	
GARNETH PETERSON	973.42	
RANDY ROSVOLD	739.31	
TOTAL TRANSIT PLANNING	2,372.90	4,261.43
CYNTHIA CURRY	495.90	
ED KOUNESKI	1,616.91	
LEN SIMICH	532.29	
TOTAL TRANSIT PROGRAMS	2,645.10	6,743.06
TOTAL GENERAL ADMIN		112.15
TOTAL FINANCE		731.39
TOTAL PERSONNEL		468.18
JOE CARUSO	564.00	
SUZANNE HANSON	188.00	
TOTAL PIO	752.00	2,731.78
MICHAEL KUEHN	406.50	
TOTAL COMMUNITY RELATIONS	406.50	262.41
TOTAL GENERAL FUND	30,529.45	43,028.92
SPECIAL REVENUE FUNDS		
STEPHANIE EILER	1,497.85	
DAVID MINISTER	729.77	
SHERRY MUNYON	1,113.00	
TOTAL LRT	3,340.62	740.37
TOTAL NEW SERVICES		740.60
TOTAL SPECIAL REVENUE FUNDS	3,340.62	1,480.97

REGIONAL TRANSIT BOARD
 COMBINED STATEMENT OF REVENUE, EXPENDITURES, AND CHANGES IN FUND BALANCE
 ACTUAL VS ACTUAL - GENERAL AND SPECIAL REVENUE FUND TYPES
 FOR YEARS ENDED DECEMBER 31, 1990 & 1991

	1990 ALL FUNDS	1991 ALL FUNDS	VARIANCE FAVORABLE/(UNFAVORABLE)
BEGINNING FUND BALANCE	\$13,810,935	\$5,541,837	(\$8,069,298)
REVENUE			
PROPERTY TAX	\$58,303,350	\$58,852,650	\$549,301
STATE APPROPRIATIONS	\$24,615,000	\$24,103,000	(\$512,000)
FEDERAL GRANTS	\$670,494	\$531,131	(\$139,363)
INTEREST	\$879,592	\$545,277	(\$334,315)
AGENCY REIMBURSEMENT	\$679,019	\$1,529,875	\$850,856
MISCELLANEOUS	\$448,433	\$131,177	(\$317,256)
TOTAL REVENUE	\$85,595,887	\$85,693,110	\$97,223
EXPENDITURES			
SALARIES & BENEFITS	\$1,666,870	\$1,628,220	\$38,450
MEMBER PER DIEMS	\$33,400	\$34,550	(\$1,150)
CONSULTING	\$832,703	\$116,435	\$716,268
LEGAL FEES	\$137,346	\$150,160	(\$12,814)
PROFESSIONAL SERVICES	\$124,746	\$147,309	(\$22,563)
MET COUNCIL CHARGEBACKS	\$238,358	\$244,000	(\$5,642)
LOCAL TRAVEL	\$57,753	\$44,510	\$13,243
NON-LOCAL TRAVEL	\$119,363	\$33,870	\$85,493
MATERIALS & SUPPLIES	\$50,268	\$24,373	\$25,895
OCCUPANCY/TELEPHONE	\$186,918	\$197,532	(\$10,614)
PUBLIC COMMUNICATIONS	\$117,654	\$68,494	\$49,160
EQUIPMENT RENTAL/MAINTENANCE	\$37,100	\$31,922	\$5,178
INSURANCE	\$44,290	\$12,913	\$31,377
CAPITAL EXPENDITURES	\$284,535	\$35,035	\$249,500
EMPLOYEE RECRUITMENT/DEVELOPMENT	\$10,851	\$15,834	(\$4,983)
TRANSIT PROGRAMS/GRANTS	\$89,723,229	\$84,854,911	\$4,868,318
TOTAL EXPENDITURES	\$93,665,184	\$87,640,068	\$6,025,116
EXCESS/(DEFICIENCY) REVENUE OVER EXPENDITURES	(\$8,069,297)	(\$1,946,958)	\$6,122,339
FUND BALANCE			
TRANSFERS			
BOARD AUTHORIZATIONS			\$0
COST ALLOCATIONS	\$0	\$0	\$0
NET TRANSFERS	\$0	\$0	\$0
ENDING FUND BALANCE	\$5,541,838	\$3,594,679	(\$1,946,959)

W