



Ramsey County Regional Railroad Authority.
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John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

AGENDA

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tuesday, March 28, 1989

10:30 A.M. - LARGE CONFERENCE ROOM - 316

1. Minutes of the February 28, 1989 Meeting.
2. Chairman's Comments
3. * Approve and authorize final payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$16,544.09 for Task I - Work Program for comprehensive LRT Plan.
4. * Approve and authorize payments to Strgar-Roscoe-Fausch, Inc. in the total amount of \$36,581.07.
5. Delegation of Payment Authorization - Discussion
6. Update on Comprehensive LRT Plan - Discussion
7. Decision Schedule for Comprehensive LRT Plan - Discussion
8. Work sessions on Comprehensive LRT Plan - Discussion
9. North American LRT Systems - Information Brief - Discussion
10. Review proposed bills and consider position on light rail transit legislation.

* Action is Required.

MINUTES

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

February 28, 1989

The regular meeting of the Board of Ramsey County Regional Railroad Authority was held on Tuesday, February 28, 1989, at 10:40 A.M. in the Large Conference Room of 316, Court House. Vice-Chairman McCarty called the meeting to order.

MEMBERS PRESENT: Vice Chairman Duane McCarty
Commissioner Diane Ahrens
Commissioner Ruby Hunt
Commissioner Hal Norgard
Commissioner Donald Salverda
Commissioner Warren Schaber

MEMBERS ABSENT: Chairman John Finley

ALSO PRESENT: James Van Houdt, Ed Glaubitz, Robert Clarkson, Patrick O'Malley, James Tolaas, Jill Goski, Ken Stevens, James Bower, Terry Schutten, Chuck Wiger, Kris Wendorff represented the County Attorney's Office, Frances Glendenning

1. Minutes - of the February 14, 1989 Board Meeting.

Commissioner Norgard moved the following recommendation, sedconded by Commissioner Salverda.

The Ramsey County Regional Railroad Authority approves the minutes of the regular meeting of the Board held on February 14, 1989, as written.

Roll Call: Ayes - 6, Nays - 0
Motion carried.

2. Chairman's Comments

Vice Chairman McCarty suggested as the Chairman is not present today, that we should ask the Commissioners who went on the trip to Calgary, Portland, Sacramento to make any comments at this time.

Commissioner Schaber said it was a very informative trip, interesting and worthwhile, but extremely hectic as far as space and time was concerned. Commissioner Ahrens agreed.

Kathy DeSpiegelaere addressed the Board as another trip has been planned on March 28th to the same three cities, Ramsey County has offered to put it together, not to pay for it, but to make the same tour, to make arrangements

with the transit officials in the three cities where people would be going, the invitation went out to the members of the Technical Committee, Inter-governmental Committee and some business groups. We have had some people expressing interest, the letters indicating interest are due to Commissioner Finley by March 1st. At this time there are six or eight people who have expressed interest in going on this trip, and we will be acting as the travel agent.

In answer to Commissioner Hunt's question if anyone from St. Paul is going, and Ms. DeSpiegelaere said Peggy Reichert has indicated she will go.

Commissioner Ahrens said that as a result of what they had observed on the trip, there is a need for a total system application which is very hard to come by when each individual county is doing their own study. It is very important that the counties who may not even be as far along as we are be brought up to date, in terms of what the implications are, and what we are doing, and how other systems have been put together. There is more of a relationship to us than the other systems, so she called the MICA Office and suggested that MICA might want to consider bringing Harry Fraser down here. He was their guide in Calgary, and we feel very positive about him, and the man in Sacramento, Mr. Wiley, was very good too, they might want to bring two people. We should talk to the MICA Board and have a session and flush out the government issues relating to light rail. She did make this suggestion, but whether or not they would want to do that, she does not know. It would be good to have all the commissioners of other counties be enlightened, as she does not believe that any other counties besides Hennepin and ours have gone on this trip. Ms. DeSpiegelaere added that members of Anoka County had gone.

Commissioner Ahrens feels there is a need for a general discussion of the issues, the governmental issues, we need to know where these fall. Everyone on this Board except Commissioner Norgard has made this trip, and she wanted the members to know that from this trip one of the greatest things she learned was about the governance issues in planning.

Commissioner Hunt suggested that we pass a motion to be forwarded to MICA, and Commissioner Schaber agreed.

Commissioner Ahrens would move that the MICA Board hold a seminar on light rail, particularly related to the governance issues, and that representatives from either Calgary or Sacramento be invited to make the presentation. She is suggesting that MICA set this up.

Commissioner Norgard recommended that Hennepin County be invited, too, as well as members of the RTB, and possibly legislators as well.

Commissioner Schaber and Commissioner Ahrens did discuss this, and he agrees that if we could broaden it to invite legislators as anyone who attended would be helpful to us. Commissioner Schaber feels he has a much better perception now that he has made the trip and understands the concerns we share about governance.

Commissioner Ahrens is just suggesting that MICA set this up, this should go to the MICA Board, and then let their Board would decide who is to be invited.

Ms. DeSpiegelaere commented that the Legislature is bringing some people in from Sacramento and Vancouver to speak to the issue of governance related to LRT. The date that she has been given is March 10th. These are two people who worked with RTB on their panel of LRT people to review material. The person in Vancouver was instrumental in the Edmonton and Calgary system, as well.

Commissioner Salverda asked if the Chamber of Commerce would be invited to this also. Commissioner Ahrens feels this is open for discussion by the MICA Board. Commissioner Salverda feels the more information that is shared the better, people should know what is going on.

Commissioner Schaber would like to know if the meeting with the Legislators was for the governance issues, or was this to look at systems. Ms. DeSpiegelaere said the information she received this morning was that the meeting is with two sub-committees, one is the Metro Affairs, and the other is a sub-committee on Transportation, both in the House. They are expecting a presentation from the four Regional Rail Authority Chairs, an update, five to ten minutes, followed by a panel discussion with these two people, and this is to be on governance, she thinks, but is not sure.

Commissioner Schaber said it is critical that this governance issue be discussed and considered.

Ms. DeSpiegelaere said there had been a problem setting the date for this meeting, the first one she heard was March 3rd, and now this morning she is told that March 10th. Apparently there had been some conflict with the NACo Conference, some people are leaving Friday from the counties.

Vice-Chairman McCarty said he personally cannot see where there would be any duplication of effort, and he would still support the motion that has been made regarding MICA having a seminar.

Commissioner Ahrens moved the following recommendation, seconded by Commissioner Hunt.

WHEREAS, transit officials from cities where light rail transit have been constructed have information that can be beneficial to the Twin Cities metropolitan area; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority Commissioners suggest that the Metropolitan Inter County Association conduct a seminar on light rail transit, particularly related to governance issues associated with it; and, Be It Further

RESOLVED, That Harry Fraser of Calgary be contacted to participate in the seminar, and if he is unavailable, Mike Wiley of Sacramento be requested to provide information on LRT at the seminar.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

3. Update on Hennepin County Regional Railroad Authority LRT Progress

Vice Chairman McCarty thanked Ken Stevens of Hennepin County for coming to the meeting today.

Mr. Stevens addressed the Board, he will run through the comprehensive plan, which was developed by Hennepin County, the process Ramsey County is currently in, and give some sense of some time frame that Hennepin County is on with respect to the LRT project.

Hennepin County started their comprehensive plan process following 1987 Legislation that directed Hennepin to complete a comprehensive plan for light rail transit in Hennepin County by July 1 of 1988, they completed the study in a little less than a year, and the date on it is June 21, 1988. In this study they have two elements which he will talk about, one is the 20 year long range program, the other is the State One system, or what they call eight year program.

Mr. Steven displayed maps for long term, including from downtown Minneapolis the Hiawatha Corridor, following out to the airport which would then be tunneled under the runways of the Lindbergh terminal, following 34th Avenue, with a station at the Charter Terminal, down to 80th and over to the proposed Fashion Mall of America, it included a south alignment on 35W, this would generally follow the alignment of I-35 except when you get the Crosstown, there becomes another alternative, and that is an existing Soo Line RR alignment that provides an alternative. He pointed out that in each case there are some arrows that indicate that they have looked long range at future opportunities to connect the other counties.

In the Southwest corridor, this would follow the alignment that Hennepin County purchased back in 1980 and added to in 1984 following the 29th Street one block north of Lake Street in an existing railroad corridor, connecting

with property owned by Hennepin County, out to Hopkins, and then the CNW alignment that is currently abandoned, with future lines to Scott and Carver Counties. There is an existing railroad that parallels the new I-394 facility, when this was being implemented (I-394) Hennepin County went on record as supporting light rail transit as the transit alternative in that corridor, and instead you have the high occupancy vehicle lanes. There is an existing railroad that parallels Highway 55, took a look at it, but decided they would do nothing with it in the short term, pending the completion of I-394 and we get a feel of how it works. On the assumption that it works as predicted there would be no need for rail transit there, however, the corridor is there for future reference. The NW corridor follows from Osseo, follows the BN railroad right of way to Olson Memorial Highway, follows the highway into downtown Minneapolis.

The long range plan also included a study with Anoka County for a corridor that would access the developing areas in southern Anoka County, to provide them with a means to get into downtown Minneapolis. They have since completed this study, with Anoka County, today Anoka County Rail Authority is viewing the results of that study, they will also be voting on the adoption of their comprehensive plan as they are proposing to proceed with further engineering analysis of combinations of the University, Central Avenue, BN alignments in this corridor.

The Midway Corridor - the Hennepin County plan showed a University Avenue connection that terminated at Oak Street, they stopped at Oak Street as it offers them an opportunity to connect with whatever alignment Ramsey County selects in the Midway Corridor, so they stopped well short of the County line. This will provide them with the opportunity to connect with whatever alignment Ramsey County selects in the Midway Corridor. This concludes the discussion of the twenty year program.

Mr. Stevens showed an overhead which they consider to be the first stage system, again University connector, the Hiawatha Corridor to 46th Street which is the northerly edge of Minnehaha Park, and they stopped there so that they can coordinate the construction through the park with the highway project. The highway project is ongoing south of Lake Street, funds are available to continue the project into Minneapolis, but they are not yet available to go south, and they need to coordinate the LRT with the highway project through the park area. The Metropolitan Airports Commission and the City of Bloomington have requested that they extend the environmental impact statement that they are currently conducting out through the MAC property and to the Fashion Mall of America.

On the south, they had originally anticipated 35W down to Crosstown with resolution of the remainder of 35W being held up pending the resolution of the Mn/DOT - Met Council environmental impact study that is currently under way. They have since, however, stopped it so that they are not going beyond the 29th Street rail corridor, and leaving the entire section by resolution of the Mn/DOT Met Council EIS.

In the Southwest Corridor they terminate at Hopkins, just west of what is now Trunk Highway 169 (Old County Road 18). In the Northwest Corridor they stop just short of 694 and this is at 63rd Avenue North. Again, in this corridor, the City of Brooklyn Park has request that they extend their environmental impact statement out to 85 Avenue North, and they have agreed to include that segment in the EIS. Mr. Stevens added that in case, where a City has come to Hennepin and asked that we extend the studies, such as the airport, Bloomington and Brooklyn Park, they have agreed to do that with the proviso that they pay for half of the incremental cost of including that in the study. In each case the cities have agreed to do that.

Downtown Minneapolis area - Hennepin County was proposing a tunnel in a T shape configuration. Met Council is on record as saying that it is too expensive, and instead it should be at grade. City of Minneapolis was also supporting at an grade as opposed to tunnel because of the cost consideration.

Hennepin County has gone into preliminary engineering which they are currently doing following the development of their comprehensive plan, they entered into a contract with BRW for preliminary engineering on that first stage system which Mr. Stevens showed this Board. In addition to the first-stage system, we agreed to look at both tunnel alternatives and at grade alternatives in downtown core of Minneapolis. The initial graphic which he had shown a tunnel was connected to a north-south spine. As they got further into preliminary engineering, they found that the geology, which provides for the low cost tunneling, the limestone was non-existent in some areas to provide them an access to the Northwest Corridor. This meant that their tunnel alignment shifted, and they ended up with a tunnel alignment that is basically under Marquette Avenue, down to Franklin, about Third Avenue, this is now being pushed over with a portal at Portland Avenue. What is pushing it is the geology, the prevalence and thickness and competency of the limestone ledge to support the tunnel. That has meant that the Hiawatha Corridor instead of coming through as originally planned is now bent over to follow a rail corridor which is all owned by the Soo Line, so that all of these south lines, together with the 35W when it is completed can come into a south portal, all the south lines will go through the City of Minneapolis, likewise the north lines will all be routed through the tunnel, meaning that it greatly facilitates the transfer aspect. Mr. Stevens pointed out the points where you would be able to get on if you were on a through-routed line, if not through-routed, you could get off at any stations, and wait for a through train.

Mr. Stevens added that this alignment also allows access to the retail businesses on Nicollet Mall, and to the transit patrons on Second Avenue. Where they are today with this alignment is that their Board has directed them to present this option to the City of Minneapolis for their review and comment, if this is a tunnel alignment that meets with their approval. The City of Minneapolis Council is very much in favor of this tunnel alignment according to feedback they have received. This alignment if you are thinking about a tunnel makes a lot more sense to the City.

This is where Hennepin is at with preliminary engineering, they continue to study various alignments, the environmental impact statement they feel will be available in May of this year, the preliminary design process has been started

in some of the outlying corridors, they have completed a preliminary design in the Northwest Corridor between Bryant Avenue and 63rd Avenue North in Brooklyn Park. The County Rail Authority is holding a public hearing as the 1987 legislation required on March 14, 1989, this date then triggers the clock running for all the municipalities that are impacted to also hold a public hearing on the preliminary design in their corridor. Likewise, this means that each City has 45 days in which to approve or disapprove the preliminary design. They have now broken the corridor legs apart, and will wait for the central area where they have the major alternative, like at grade or below grade, the Hiawatha implications and so on, until the environmental impact statement is completed.

Mr. Stevens said that Hennepin is working very closely with the Ramsey County staff, the Anoka County Staff and the staffs of other seven rail authorities who have not been as actively involved, in trying to establish system standards for the LRT system. Hennepin County as they developed the plan eight months ago, their comprehensive plan did include an outline of some system standards, the other counties and their reaction to that said that if Hennepin County adopts these, does that mean that the others are tied to those standards. Hennepin allowed that it would. The other counties did not view that too favorably, and that is appropriate. Hennepin has since backed off that position, and said that they would wait until the other counties have an opportunity to review the systems, provide Hennepin with input into those standards before Hennepin makes a decision. Consequently, the Hennepin Board has not adopted a systems standard. They are continuing to work with the Rail Authority Staffs, work with the Met Council Chairs Advisory Committee on LRT, and this group was waiting for the Ramsey Board to complete their view of the other systems to get a better feel for the different access issues. They also had a meeting last week with the United Handicapped Federation, and the members of every other handicapped group in the area to discuss system standards, not only access, but how do we facilitate the use of the system by the visually impaired, the hearing impaired, and the handicapped, epileptic groups. There was a lot of good input from this group. Another meeting will be scheduled when they put some materials together for that.

The final item Mr. Stevens wished to discuss was the Status Report of their UMTA Grant. Earlier they had been considering a request to UMTA for \$99 million for capital project for their yard and shop facility and vehicles for their first stage system. UMTA had led them to believe to the extent that they asked the regional bodies to move ahead at breakneck speed to include that application in their planning documents for the region, only to find that when they got the grant application prepared, and met with representatives of Ramsey County, Met Council, Hennepin County, RTB, and the UMTA administrator in Washington, only to find that these funds were not available to Hennepin. While the Administrator viewed the application favorably, the fact remains that there was not \$100 million in the pot to give to anyone. As a result of that meeting, they said go back home, and restructure your application, look for a minimal, operable segment that costs less than \$100 million, and if we did that, they would look at that as they think they have \$24 million or 24% to provide.

Hennepin has been looking at potential minimal operable segments, and they think that the University Avenue connector is a minimal operable segments that could stand on its own merits, and could be costed out to be less than \$100 million, that segment would include a part of the yard and shop facility, and six vehicles, and that then becomes what they term as a stand-alone system. If nothing else is built, could you feasibly operate this segment of a line, and they need to have that kind of a view of it in order for UMTA to consider any kind of a grant application. Hennepin has not submitted anything as yet, they are again led to believe by UMTA that if we are to do it, we should do it post haste, because the UMTA Administrator is going to be changing jobs. The only way they would do that is with a qualifying letter that says that this grant in no means prohibits any further grant request by Hennepin County or any other County in the region, that this is a singular grant for this singular segment, and should we want to add to or come back to for other grant requests for other lines within Hennepin County, or outside Hennepin County by any other Rail Authority body, that this grant should not have an impact on that. As a condition of the grant, they would need to sign off on that.

Mr. Stevens summed up, this is where Hennepin County is at, they continue to do preliminary engineering, they continue to work on the EIS, continue to work with the other cities for their approval of the preliminary design.

Commissioner Hunt asked Mr. Stevens to comment on a sketch which was shown, and he said that this sketch was drawn by BRW in response to the question, if you could put light rail transit at grade in downtown Minneapolis, and if you put it at grade, can you still use the high platform access. This showed the high platform, and steps to the platform, the handicapped access ramp would be behind the drawing, so it does not show up very well. This also shows that contrary to what was seen in Calgary, where Calgary's interest in building a transit system, that is why they built it for transit. They integrated it into the downtown, but not with the care and attention that the downtown retail commercial community would be mad if we were to do it here. This was an attempt to show how you can integrate this high platform facility into the store fronts in a way that would be acceptable to them, and to show that it can be done in a pleasing way without just putting it in front of the building, as the people may not be able to see in or out of the buildings, which the building owners are concerned with. High platforms can be made to be a pleasing part of the downtown streetscape.

Commissioner Ahrens mentioned the trip to Sacramento, and other cities, regarding tunneling, and it was suggested that we be very cautious about tunneling in the system, as if you tunnel, you will use up so much of the resource that you have, that your system will be very limited, in terms of whether it will get built or not. She asked how the cost of the Hennepin Tunneling would affect the ability for Ramsey to fund our system.

Mr. Stevens said that is a very appropriate question, if you spend more money for tunneling, this means there is less money to go farther out which is the basic premise you are dealing with. So, then the propriety of taking funds to do this, becomes the question. When they do that, and it is the view of the

Met Council that they scale this whole thing down, and see what you can do for 1 mill of property tax, so it becomes the policy decision, what is the political will of the Hennepin County RR Authority Board to spend more property tax in support of the system, but they have gone on record that they are only willing to go to half of the legislative authority in support of light rail transit, they would look at regional resources, state wide resources, private sector development cost recovery issues, federal funding, and whatever else may be left for them to build the system. They know that they are short of money, they know that the tunnel increases the cost, but probably not as much as you anticipate, given that the location he pointed out, as low cost tunneling is available in downtown Minneapolis. Mr. Stevens pointed out the numerous problems you get into when you go into the street, utilities, cable tv, steamlines, which would drive the cost of the at grade construction up. They feel by being in a tunnel underground they can operate more dependably, not interfering with surface traffic, if you are at grade, you still have accidents, things that can disrupt it. By doing it underground downtown they believe they can operate with few trains, reduced maintenance costs, and save something on the operational cost to offset the higher capital cost. So, the Hennepin Board has taken the position that even though it costs more, they think it is not that much more, and they want to do it right the first time, they don't want to come back later based on decisions that may be ruled by economics.

Vice-Chairman McCarty asked about the level loading question, and whether or not this may affect Hennepin County.

Mr. Stevens replied, that Hennepin was moving to the point where they were hoping to get decisions from the other counties by now so that they could incorporate them into the preliminary designs. They have some latitude in that decision, but they are also looking at a turnkey implementation method, whereby they would prequalify some vendors to then complete the design do construction, and provide a system for them. The longer they wait, in order for those vendors to complete the design they have to have some specifications for them to work from. In terms of dates a month or two is not going to bother them, but at a meeting there was a reference to November as to a timeframe when that decision might be forthcoming, This puts a crimp in their plans if they are to wait, it will affect their schedule dramatically.

Vice-Chairman McCarty said the November date is for the finalization of our comprehensive plan, the draft comprehensive plan is coming in June, and that is the reason for the timeframes. Mr. Stevens said they would like to have it as soon as possible, but he understands you have to be comfortable with making those kinds of decisions as well. There is not anything in the next couple of months that will greatly affect their schedule.

Commissioner Salverda asked when the decision will be made to either go or not go on the system.

Mr. Stevens said Hennepin County will make the decision, they have made the decision to pursue the turnkey method, at this time next year they would be receiving proposals from three to four consortiums that have been involved in the project and have prepared a firm fixed price proposal. At this time next year they would be evaluating these proposals, and issuing a contract to one. Before they go to construction to build anything, the communities all have another opportunity to approve or disapprove the final design plans. Turnkeys will be evaluated against the traditional approach, and then they will make the decision to go or no go.

Commissioner Schaber asked for an explanation of turnkey, and Mr. Stevens said the turnkey method is they turn over to the contractor a preliminary design, the turnkey contractor then completes the design, does the construction, and is responsible for its operation for some period of time. The reason for that is that they insure a cost-effective design, the contractor is tied into the operation for a sufficient period in terms of five, ten or fifteen years.

Commissioner Schaber mentioned the operator, and Mr. Stevens said MTC can be the operator, the turnkey cost is directly linked to the operation, but they have not drawn the turnkey contract yet. He also discussed the superturnkey element simply responds to the development community who says if we let them get involved, and they see development opportunity, then they could take advantage of that better than we can that will be reflected in the final firm fixed price of the contract.

Vice-Chairman McCarty suggested that Item 6 be moved up at this time to be discussed. The Board was in agreement on this.

6. Approve resolution supporting level boarding for light rail transit vehicles.

Kathy DeSpiegelaere addressed the Board, this subject has been broached at these meetings over the past several months, and this subject was discussed on the recent light rail transit trips. There are two major options at this time, one is low platforms with steps inside the vehicles, and the other is high platforms with level boarding into vehicles. The issue is not so much which is the preference as to if this the appropriate time to make the choice in lieu of the development of our comprehensive plan. The Comprehensive Plan will be looking at alignments, systems standards, downtown issues in detail. This plan has been just begun, and will be completed in draft form in June. There will follow a three months public comment period and the revised version would be available in November.

Ms. DeSpiegelaere briefed the Board on what the Committees of the RRA has done with this issue. In December the decision was made rather than have the Board make the a decision that we would take it through all the Committees, Citizens Advisory Committee first supported level loading, and in January recommended high platforms as an option, in February they passed an additional motion saying they favored level loading regardless of the technology.

Ms. DeSpiegelaere continued, the Technical Committee recommended essentially that no decision be made at this time by the RRA, they thought that there was additional information that would be needed and it would be premature to make a recommendation on platforms at this time. The same group are represented on an Inter-governmental Committee, the Technical Committee is staff, but the Inter-governmental Committee is elected and appointed officials. On February 14 the Inter-governmental Committee voted to recommend high platforms. These three committees have taken position at this time, but there is not unanimity among them.

Ms. DeSpiegelaere pointed out that there was a meeting of several handicapped groups which she attended, and they passed a motion favoring high platforms. Last Friday there was a meeting of a LRT Task Force of the St. Paul Chamber of Commerce which she attended. At the Chamber meeting there was concern expressed about how the downtown area had been involved in this recommendation on platforms. When the Inter-governmental Committee was formed, it was requested that the Chamber have a member sit on the Inter-Governmental Committee, and Pat Donovan who is a member of the Chamber is a member of this Committee, he was at the first meeting, but was not present at the second meeting at which a vote was taken on this issue. So, with this as a background, Rich Hadley expressed some reservations about their involvement. We have since met with Mr. Hadley and Ronnie Brooks, and their proposal was that perhaps some people could be convened from the downtown area representing business interests.

Vice-Chairman McCarty asked about the Chairs of the RRA's with Steve Keefe on March 10th. Ms. DeSpiegelaere said this was originally scheduled in February and at that time it was hoped that there would be some kind of regional consensus at that time on this issue. However, at Commissioner Finley's request that meeting was pushed back to enable the Commissioners to view the light rail transit systems in February. We do not have to make this decision now, but it would be Hennepin County who would be affected by the delay.

Commissioner Hunt feels that both Hennepin County and Ramsey County have been put in a difficult position by the State Legislature, on the one hand they told Hennepin County to go ahead and develop the light rail system, and there was no bandaid for Ramsey County, but we have gone about following each of the steps that were available to us. She has a problem as to how we are going to be perceived by the citizens or legislature members if we are going to make a decision on the kind of platforms today, when we have not even completed our preliminary plans. To keep faith with the citizens in Ramsey County and the municipalities that we should at least wait until we get the plans.

Ms. DeSpiegelaere went through the staff recommendations made to the Technical Committee - these were that level boarding of light rail transit vehicles offers the most advantages to ambulatory and disabled people because of its advantages, this should be the system of choice for the Twin Cities. At this time high platforms offer the most promise for level boarding. As light rail transit plans progress, advances in vehicle technology should be monitored for applicability to this region until the time when vehicles are ordered, the discussions

with businesses and residents of Ramsey County, particularly the downtown St. Paul business community should continue on the access of vehicles as transit plans progress, and coordination between Regional Rail Authorities on LRT issues should continue. This staff recommendation is included in the Board documentation for today's meeting.

Commissioner Ahrens asked about the Intergovernmental Committee, and Ms. DeSpiegelaere said this Committee has 26 representatives, not all of course were present at the meeting, comprised of elected or appointed officials from the 19 municipalities within Ramsey County, four adjacent counties, Hennepin, Anoka, Dakota, Washington, RTB, St. Paul Chamber of Commerce, Metropolitan Transit Commission, Mn/DOT, St. Paul City Council, and a member of the disabled community. There were two abstentions to the vote, the remainder of the members voted in favor of the motion.

Commissioner Schaber feels this puts us in a very difficult position, he has a real concern to vote today on an issue of this magnitude without the master plan coming back to us, He does not feel that we should be voting today, and he does feel badly as he realizes this does not help Hennepin County.

Vice-Chairman McCarty called on Chuck Wiger representing the St. Paul Area Chamber of Commerce, the Chamber like Ramsey County is in a box in regards to the time frame, and they have not taken a position on high platform level, they are in the process of putting together a group right now to quickly assess the impact downtown and the larger area as well on the recommendation and they are not prepared to make a recommendation at this point. He said that Ms. DeSpiegelaere and staff has met with them several times. Mr. Wiger would like to have an answer prior to the March 10th, and he plans to continue with Ms. DeSpiegelaere they plan to convey an update of where they are at. Ms. DeSpiegelaere said they would work it out so that the response would be addressed to Ramsey County as this is the group that is working on it, rather than directly to Met Council.

Commissioner Schaber reiterated that Ramsey County does not have the information to make the decision, so he does not know how the Chamber of Commerce would be better able to make a decision, unless they have more information than we do.

Commissioner Ahrens agrees with what has been said about the premature aspect of this, we do not know where the vehicle will be in downtown, and this may determine whether we go to high or low platform. She agrees with Commissioner Hunt in that it puts all of us in a very difficult position.

Commissioner Schaber said no one has light rail in this metro area, this decision that is going to affect a seven-county metro area, as it is part of an overall system. This message has to come out very strongly and clearly to Hennepin and the other counties that we feel very strongly that this should be an overall metropolitan system, not just something that is to be done for Hennepin County. He is not speaking negatively about Hennepin, but would try to impart the fact we do not have the system in place, the fact is that we need to have information before we move ahead, and he is not going to vote until he has that information. We are going to have to wait.

Commissioner Schaber said we have to get back to the coordination, that governance issue which has been mentioned before, so that we do it properly and correctly, and he does not want this rush to a decision on any particular issue until we know where we are at.

Commissioner Salverda agrees 100%, it is totally premature. Having visited the three systems, he personally feels that the elevated platform is the way to go, but it is too early to make a decision.

Commissioner Schaber moved the following recommendation, seconded by Commissioner Salverda.

The Ramsey County Regional Railroad Authority Board moves to table this proposed resolution supporting level boarding for light rail transit vehicles.

Roll Call: Ayes - 6, Nays - 0
Motion adopted.

Chuck Wiger concurs with the Board's decision and hopefully the region will realize that there has to be a comprehensive approach in addressing the issues.

Vice Chairman McCarty, on behalf of the Board, thanked Ken Stevens from Hennepin County, and Chuck Wiger from the St. Paul Area Chamber of Commerce for being in attendance at this meeting, it is very much appreciated.

4. Metropolitan Council Public Hearing on Northeast Burlington Northern Railroad Corridor.

Ms. DeSpiegelaere informed the Board that the Metropolitan Council had a meeting on the BN Corridor, there were staff recommendations made, one of which included modifying a restricted covenant to allow parks and LRT use of the Corridor, those recommendations were passed last week by the Metropolitan Council.

5. Progress on Comprehensive LRT Plan and solicitation of suggestions for corridors to evaluate for LRT potential.

Ms. DeSpiegelaere pointed out that there is a review of studies which the Board received, there were 13 studies that were reviewed relevant to this comprehensive plan. There is also a summary of the public forums, another series has been scheduled for April. Public Forum summary includes not only the attendance list, but a list of questions that were asked at the Forums.

Commissioner Salverda commented that this is an excellent document which pulls everything together.

Commissioner Hunt commented on the logo on this report, it is a very good logo developed by Stragar-Roscoe-Fausch.

7. Preliminary engineering and environmental impact statement for the Midway Corridor.

Ms. DeSpiegelaere said preliminary engineering there were proposals, or qualifications solicited, there were seven firms responding, no decision has been made at this point. This is just for information.

There being no further matters to come before this Board, Vice-Chairman McCarty declared the meeting adjourned.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

<u>Regional Railroad Authority</u> Originating Department <u>John T. Finley</u> <u>3/17/89</u> Authorized Signature Date	Board Action Requested
Request Justification	

Budgeting and Accounting _____

County Attorney _____

Risk Manager _____

Data Processing _____

Previous Action taken on Request _____

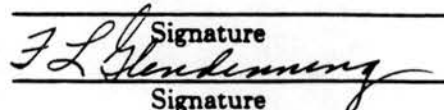
Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date
Committee / Meeting Date
March 28, 1989
Board Date

Signature

Signature

Date
Date
3/22/89
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

3

Regional Railroad Authority

Originating Department

K. DeSpiegelaere 3/17/89
Authorized Signature Date

Board Action Requested

Approve and authorize final payment to Stargar-Roscoe-Fausch, Inc. in the amount of \$16,544.09 for Task I - Work Program for comprehensive LRT Plan.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of Stargar-Roscoe-Fausch, Inc. for the purpose of completing Task 1 - Project Initiation of the comprehensive LRT plan. Contract Agreement Number RCRRA-88-001, in the amount of \$23,000 governs the performance of services and terms of payment. The work and accounting documentation is in accordance with contract requirements. Payment in the amount of \$22,205.44 for all services and costs accrued during completion of this task. \$16,544.09 represents final payment.

- Attachments are:
1. Memorandum from K. DeSpiegelaere
 2. Accounts payable form and Partial Payment No. 2 (final)
 3. SRF Invoice No. 2 and Attachments
 4. Proposed resolution authorizing payment to Stargar-Roscoe-Fau

Funds are available Ed Blauty 3/21/89
Budgeting and Accounting

Kris Wendorf 3-21-89
County Attorney

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

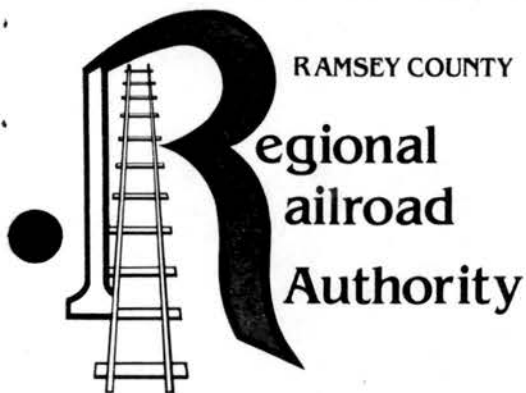
March 28, 1989

Board Date

Signature

3/20/89

Date



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Final Payment to Strgar-Roscoe-Fausch, Inc.
Agreement No. RCRRA-88-001

DATE: March 16, 1989

The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completing Task 1 - Project Initiation of the Comprehensive Light Rail Transit Plan. Contract Agreement Number RCRRA-88-001, in the amount of \$23,000, governs the performance of services and terms of payment.

The attached Accounts Payable form, partial payment summary, and Strgar-Roscoe-Fausch, Inc. Invoice No. 2 and attachments thereto, identify all services and costs accrued during completion of this phase of work. The work and accounting documentation is in accordance with contract requirements. Payment in the amount specified will close (final) this agreement.

Recommendation:

Authorize payment to Strgar-Roscoe-Fausch, Inc. in the amount of \$16,544.09.

KD/gb
Attachment
207a



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-88-001 govern the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Strgar-Roscoe-Fausch has satisfactorily completed Task 1 - Project Initiation, as identified in the referenced agreement, and provided detailed invoice documentation for services and accrued costs during completion of task requirements; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 2, Partial Payment No. 2 (final), and attachments thereto, provide the correct documentation of all payments due Strgar-Roscoe-Fausch, Inc. for performance of services in accordance with this Agreement; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes final payment in the amount of \$16,544.09 to Strgar-Roscoe-Fausch, Inc. for services rendered in accordance with Agreement Number RCRRA-88-001.

206a

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

2

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 2 (FINAL)

PREPARED BY: 

PROJECT: COMPREHENSIVE LIGHT RAIL TRANSIT PLAN
TASK ONE - PROJECT INITIATION

ENTERED BY: 

PROJECT COST CENTER: 59102

DATE: 09 MARCH 89

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

CONTRACTOR: STIGAR-ROSCOE-FAUSCH, INC
ONE CARLSON PARKWAY N., SUITE 150
MINNEAPOLIS, MN 55447

ACCOUNT NUMBER 59102-020102	PERCENT COMPLETED	100.0%
TOTAL VALUE OF WORK CERTIFIED - 31 JANUARY 89		\$22,205.44
LESS 0% RETAINAGE		\$0.00
AMOUNT DUE		\$22,205.44
LESS PREVIOUSLY APPROVED PAYMENTS:		\$5,661.35
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$16,544.09</u>

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

<u>3/14/89</u>	<u>K. Desjardins</u>
DATE	DIRECTOR, RC REGIONAL RAILROAD PLANNING
<u>3/17/89</u>	<u>Donald Peterson</u>
DATE	CONTRACTOR

PREVIOUS PARTIAL PAYMENTS:

PARTIAL PAYMENT NO. 1	\$5,661.35
PARTIAL PAYMENT NO. 2	\$16,544.09
PARTIAL PAYMENT NO	\$0.00
PARTIAL PAYMENT NO	\$0.00
PARTIAL PAYMENT NO	\$0.00
PARTIAL PAYMENT TOTAL:	<u>\$22,205.44</u>

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$23,000.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$22,205.44</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$794.56</u>

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date March 13, 1989

(2) Appropriation Item Consulting Services

For Accounting Use Only			
Claim #		Date Paid	
CA		1	
1-2	3-7	8	9-14

(3) Code				
RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$16,544.09

15-17	18-20	21-25	26-31	32-41
-------	-------	-------	-------	-------

\$16,544.09

Total

(4) PAY TO: 2

8	First Name & Initial	9-22
	STRGAR-ROSCOE-FAUSCH, INC.	
	Last Name or Firm Name	23-52

3	One Carlson Parkway North	53-76		
8	Address	9-32		
	Minneapolis	MN	55447	
	City	State	Zip Code	55-59
		33-54		

(5) On Check Stub Put: 4 Invoice #2, File #0881127
9-60
5 RCRRA Agreement #88-001 (Final Payment)
9-60

For Risk Management Use Only	6 8	9-24 Last Name First Name
---------------------------------	---------------------------	---

(6) SEND TO: _____ Use only if Payee and/or
Address differs from
Address Item 4

(7) Attach to the back of this form: Original Invoices, Receipts, Certified Claims or other documents.

Preparer's Signature: G. J. Russell

(8) I declare that the above materials and/or services have been received, are for Ramsey County, allowed by law, and approved for payment.

Authorized Signature: _____

NOTE: The vendor's Social Security Number will be used to report taxable income to the Internal Revenue Service. This data is considered private under Minnesota Statutes 15.165, but we will not be able to process this claim without it.

BA-354 (04 - 88)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

STRGAR-ROSCOE-FAUSCH, INC.
Consulting Engineers-Land Surveyors
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447

Telephone: (612) 475-0010

Refer to File: 0881127-1134

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Room 316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Invoice Date: 1/31/89

Invoice No. 2

Period Ending: 1/31/89

re: COMPREHENSIVE LRT PLAN

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Task 1 -Phase I	1127	16,142.30	5,489.96	21,632.26
Task 2 -Standards/Policies	1128	1,994.91	3,187.89	5,182.80
Task 3 -Corridor Ident./Evaluation	1129	2,007.40	377.06	2,384.46
Task 4 -Downtown St. Paul Alignment	1130	0.00	0.00	0.00
Task 5 -LRT Staging Plan	1131	0.00	0.00	0.00
Task 6 -Operating/Financial Plan	1132	0.00	0.00	0.00
Task 7 -Draft & Final LRT Plans	1133	0.00	0.00	0.00
Task 8 -Community/Agency Particip. *	1134	9,083.74	3,241.68	12,325.42
Total Labor and Overhead		29,228.35	12,296.59	41,524.94
Direct Non-Salary Costs	1127	401.79	171.39	573.18
TOTAL FEE EARNED		29,630.14	12,467.98	42,098.12
TOTAL AMOUNT DUE THIS INVOICE		29,630.14	=====	

* TASK 8

Community/Agency Participation	1,745.00
Newsletter/Presentation Materials	3,474.22
Special Meetings/Preparation	3,864.52
TOTAL	9,083.74

COMMISSION # 881127
LRT PLAN - PROJECT INITIATION
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	30.0	2400.00
F. Robinson	Principal	75.00	121.0	9075.00
J. Kern	Trans. Planner	65.00	2.0	130.00
F. Loetterle	Trans. Planner	35.91	102.5	3680.78
M. Bressler	Technician	31.98	1.0	31.98
V. Martinez	Technician	31.03	1.0	31.03
A. Tassoni	Technician	30.85	1.2	37.02
D. Burkstrand	Technician	24.72	2.5	61.80
D. Madison	Technical Writer	38.25	2.5	95.63
J. Lubenda	Word Processor	34.97	2.1	73.44
B. Bersie-Ashfeld	Word Processor	34.97	10.4	363.69
G. Bartus	Clerical	30.68	4.5	138.06
M. Vukomanovich	Clerical	23.87	1.0	23.87
	TOTALS		281.7	16142.30

COMMISSION # 881128
LRT PLAN - STANDARDS & POLICIES
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	4.0	320.00
F. Robinson	Principal	75.00	1.0	75.00
J. Kern	Trans. Planner	65.00	23.0	1495.00
B. Bersie-Ashfeld	Word Processor	34.97	3.0	104.91
----- TOTALS -----			31.0	1994.91

COMMISSION # 881129
LRT PLAN - CORRIDOR IDENTIFICATION
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	2.0	160.00
F. Robinson	Principal	75.00	6.0	450.00
F. Loetterle	Trans. Planner	35.91	11.0	395.01
D. Paulu	Sr. Technician	33.24	27.0	897.48
B. Bersie-Ashfeld	Word Processor	34.97	3.0	104.91
-----	TOTALS -----		49.0	2007.40

COMMISSION # 881134
LRT PLAN - COMMUNITY & AGENCY PART.
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	4.0	320.00
C. Zimmer	Principal	75.00	19.0	1425.00
----- TOTALS -----			23.0	1745.00

COMMISSION # 891157
LRT PLAN - NEWSLETTER/PRESENTATION
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
D. Paulu	Sr. Technician	33.24	42.5	1412.70
V. Martinez	Technician	31.03	49.5	1535.99
J. Harren	Technician	29.26	1.0	29.26
K. Ehrlichman	Technician	28.41	3.5	99.44
D. Burkstrand	Technician	24.72	3.5	86.52
D. Madison	Technical Writer	38.25	0.5	19.13
J. Lubenda	Word Processor	34.97	0.5	17.49
B. Bersie-Ashfeld	Word Processor	34.97	3.0	104.91
G. Bartus	Clerical	30.68	2.0	61.36
M. Vukomanovich	Clerical	23.87	4.5	107.42
-----	TOTALS -----		110.5	3474.22

COMMISSION # 891158
LRT PLAN - SPECIAL MEETINGS/PREPARATION
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	2.0	160.00
F. Robinson	Principal	75.00	31.5	2362.50
C. Zimmer	Principal	75.00	14.0	1050.00
F. Loetterle	Trans. Planner	35.91	2.5	89.78
D. Paulu	Sr. Technician	33.24	0.5	16.62
J. Hoffman	Technician	32.96	0.5	16.48
J. Harren	Technician	29.26	1.0	29.26
B. Bersie-Ashfeld	Word Processor	34.97	4.0	139.88
-----	TOTALS -----		56.0	3864.52

881127

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING JANUARY 31, 1989

LRT PLAN - PROJECT INITIATION

CAT #	CATEGORY	
1	MILEAGE	217.85
2	PARKING	53.25
8	LONG DISTANCE TELEPHONE	28.82
21	FILM & DEVELOPING	84.96
22	SUPPLIES	15.87
83	FAX	1.04

	TOTAL DIRECT EXPENSES	401.79

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING JANUARY 31, 1989

PAGE 1

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
1	31	In-House								20.0		5.20
1	31	F Robinson								378.0		38.28
1	31	C Zimmer								180.0		46.80
1	31	F Loetterle								54.0		14.04
1	31	S Noerenberg								16.0		4.16
1	31	J Hoffman								10.0		2.60
1	31	M Bressler								17.0		4.42
1	31	V Martinez								71.0		18.46
1	31	A Tassoni								46.0		11.96
1	31	J Harren								16.0		4.16
1	31	M Vukomanovich								29.9		7.77
2	31	F Robinson									31.50	31.50
2	31	C Zimmer									9.50	9.50
2	31	C Zimmer									5.50	5.50
2	31	S Noerenberg									6.00	6.00
2	31	M Bressler									0.50	0.50
2	31	M Vukomanovich									0.25	0.25
8	31	Accounts Payable									28.82	28.82
21	11	Accounts Payable									64.45	64.45
21	23	Accounts Payable									20.51	20.51
22	31	R Roscoe									15.87	15.87
83	12	In-House										1.04

13

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

4

Regional Railroad Authority
Originating Department

K. DeSpiegelaere
Authorized Signature

3/17/89
Date

Board Action Requested

Approve and authorize payments to Strgar-Roscoe-Fausch, Inc. in the total amount of \$36,581.07.

ACTION IS REQUESTED

Request Justification

Ramsey County Regional Railroad Authority has contracted the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan. Contract agreement number RCRRA 88-002, in the amount of \$437,700 governs the performance of services and terms of payment. The work and accounting documentation is in accordance with contract requirements. Payment in the amount of \$36,581.07 accounts for services and costs accrued through February 28, 1989.

- Attachments are:
1. Memorandum from K. DeSpiegelaere
 2. Accounts payable forms and partial payment Nos. 2, 3
 3. SRF Invoice Nos. 2 and 3, and attachments
 4. Proposed resolution authorizing payment to SRF

Funds are available Ed Blauwitz 3/21/89
Budgeting and Accounting
Kris Wendt 3-21-89
County Attorney
Risk Manager
Data Processing
Previous Action taken on Request

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date
MARCH 28, 1989

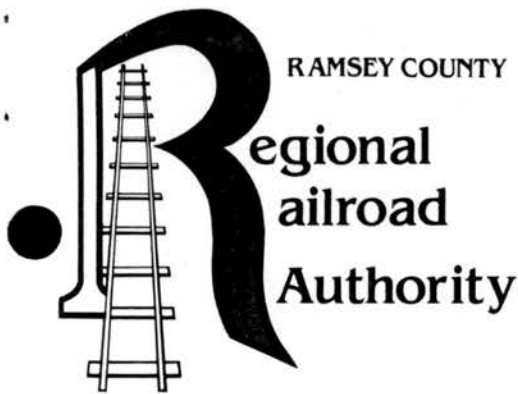
Signature

Date

Board Date

Signature

Date



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

MEMORANDUM

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Partial Payments to Strgar-Roscoe-Fausch, Inc.
Agreement No. RCRRA-88-002

DATE: March 16, 1989

The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan. Contract Agreement Number RCRRA-88-002, in the amounts of \$437,700, governs the performance of services and terms of payment.

The attached Accounts Payable forms (2), partial payment summary, and Strgar-Roscoe-Fausch, Inc. Invoice Nos. 2 and 3, and attachments thereto, identify all services and costs accrued through February 28, 1989. The work and accounting documentation is in accordance with contract requirements.

Recommendation:

Authorize payment to Strgar-Roscoe-Fausch, Inc. in the total amount of \$36,581.07.

KD/gb
Attachment
207b



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional services of Strgar-Roscoe-Fausch, Inc. for the purpose of completion of a Comprehensive Light Rail Transit Plan for Ramsey County; and

WHEREAS, Ramsey County Regional Railroad Authority Agreement Number RCRRA-88-002 govern the performance of services of and terms of payment to Strgar-Roscoe-Fausch, Inc.; and

WHEREAS, Strgar-Roscoe-Fausch has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through February 28, 1989; and

WHEREAS, Strgar-Roscoe-Fausch, Inc. Invoice No. 2 and 3, Partial Payment Nos. 2 and 3, and attachments thereto, provide the correct documentation of payments due Strgar-Roscoe-Fausch, Inc. through February 28, 1989; Now, Therefore, Be It

RESOLVED, The Ramsey County Regional Railroad Authority authorizes payment \$36,581.07 to Strgar-Roscoe-Fausch, Inc. for services rendered through February 28, 1989 in accordance with the cost breakouts below:

Partial Payment No. 2:	\$ 11,096.78
Partial Payment No. 3:	25,484.29
Total Payment Due	\$ 36,581.07

206b

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary

2

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 2

PREPARED BY: 

PROJECT: COMPREHENSIVE LIGHT RAIL TRANSIT PLAN
CONTRACT AGREEMENT NUMBER RCRA-88-002

ENTERED BY: 

PROJECT COST CENTER: 59102

AGREEMENT NO: PA 736

DATE: 09 MARCH 89

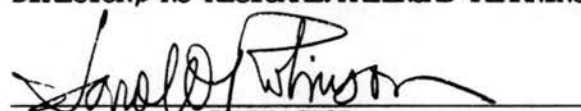
RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

CONTRACTOR: STRGAR-ROSCOE-FAUSCH, INC
ONE CARLSON PARKWAY N., SUITE 150
MINNEAPOLIS, MN 55447

ACCOUNT NUMBER 59102-020102	PERCENT COMPLETED	4.5%
TOTAL VALUE OF WORK CERTIFIED - 31 JANUARY 89		\$19,892.68
LESS 10% RETAINAGE		\$1,989.27
AMOUNT DUE		\$17,903.41
LESS PREVIOUSLY APPROVED PAYMENTS:		\$6,806.63
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$11,096.78</u>

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

3/22/89 
DATE DIRECTOR, RC REGIONAL RAILROAD PLANNING

3/17/89 
DATE CONTRACTOR

PREVIOUS PARTIAL PAYMENTS:

PARTIAL PAYMENT NO. 1	\$6,806.63
PARTIAL PAYMENT NO. 2	\$11,096.78
PARTIAL PAYMENT NO	\$0.00
PARTIAL PAYMENT NO	\$0.00
PARTIAL PAYMENT NO	\$0.00
PARTIAL PAYMENT TOTAL:	<u>\$17,903.41</u>

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$437,700.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	\$17,903.41
AMOUNT REMAINING ON AGREEMENT	<u>\$419,796.59</u>

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date March 13, 1989
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA	PA 736	1	

1-2 3-7 8 9-14

(3) Code

WARRANT NO.

RFC	Fund	Dept	Object	Amount
	591	59102	020102	\$11,096.78

\$11,096.78
Total

(4) PAY TO: 2
 8 First Name & Initial STRGAR-ROSCOE-FAUSCH, INC. 9-22
 Last Name or Firm Name 23-52
3 One Carlson parkway North 53-76
 8 Address Minneapolis 9-32 MN 55447
 City State 33-54 Zip Code 55-59 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Invoice #2, File #1128 - 1134 9-60
5 Agreement # RCRRA-88-002 9-60

For Risk Management Use Only 6 8 9-24
 Last Name First Name

(6) SEND TO: Use only if Payee and/or Address differs from Item 4
 Address

(7) Attach to the back of this form: Original Invoices, Receipts, Certified Claims or other documents.

Preparer's Signature: G. Blaisdell

(8) I declare that the above materials and/or services have been received, are for Ramsey County, allowed by law, and approved for payment.

Authorized Signature: _____

NOTE: The vendor's Social Security Number will be used to report taxable income to the Internal Revenue Service. This data is considered private under Minnesota Statutes 15.165, but we will not be able to process this claim without it.

BA-354 (04 - 88)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

STRGAR-ROSCOE-FAUSCH, INC.
Consulting Engineers-Land Surveyors
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447

Telephone: (612) 475-0010

Refer to File: 0881127-1134

Ms. Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
Room 316 Courthouse
15 West Kellogg Blvd.
St. Paul, MN 55102

Invoice Date: 1/31/89

Invoice No. 2

Period Ending: 1/31/89

re: COMPREHENSIVE LRT PLAN

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Task 1 -Phase I	1127	16,142.30	5,489.96	21,632.26
Task 2 -Standards/Policies	1128	1,994.91	3,187.89	5,182.80
Task 3 -Corridor Ident./Evaluation	1129	2,007.40	377.06	2,384.46
Task 4 -Downtown St. Paul Alignment	1130	0.00	0.00	0.00
Task 5 -LRT Staging Plan	1131	0.00	0.00	0.00
Task 6 -Operating/Financial Plan	1132	0.00	0.00	0.00
Task 7 -Draft & Final LRT Plans	1133	0.00	0.00	0.00
Task 8 -Community/Agency Particip. *	1134	9,083.74	3,241.68	12,325.42
Total Labor and Overhead		29,228.35	12,296.59	41,524.94
Direct Non-Salary Costs	1127	401.79	171.39	573.18
TOTAL FEE EARNED		29,630.14	12,467.98	42,098.12
TOTAL AMOUNT DUE THIS INVOICE		29,630.14	=====	

* TASK 8

Community/Agency Participation	1,745.00
Newsletter/Presentation Materials	3,474.22
Special Meetings/Preparation	3,864.52
TOTAL	9,083.74

Original attach to Board
Action Request for "final"
Payment on Agreement
No. RCRPA-88-001

COMMISSION # 881127
LRT PLAN - PROJECT INITIATION
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	30.0	2400.00
F. Robinson	Principal	75.00	121.0	9075.00
J. Kern	Trans. Planner	65.00	2.0	130.00
F. Loetterle	Trans. Planner	35.91	102.5	3680.78
M. Bressler	Technician	31.98	1.0	31.98
V. Martinez	Technician	31.03	1.0	31.03
A. Tassoni	Technician	30.85	1.2	37.02
D. Burkstrand	Technician	24.72	2.5	61.80
D. Madison	Technical Writer	38.25	2.5	95.63
J. Lubenda	Word Processor	34.97	2.1	73.44
B. Bersie-Ashfeld	Word Processor	34.97	10.4	363.69
G. Bartus	Clerical	30.68	4.5	138.06
M. Vukomanovich	Clerical	23.87	1.0	23.87
	TOTALS		281.7	16142.30

COMMISSION # 881128
LRT PLAN - STANDARDS & POLICIES
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	4.0	320.00
F. Robinson	Principal	75.00	1.0	75.00
J. Kern	Trans. Planner	65.00	23.0	1495.00
B. Bersie-Ashfeld	Word Processor	34.97	3.0	104.91
-----	TOTALS -----		31.0	1994.91

COMMISSION # 881129
LRT PLAN - CORRIDOR IDENTIFICATION
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	2.0	160.00
F. Robinson	Principal	75.00	6.0	450.00
F. Loetterle	Trans. Planner	35.91	11.0	395.01
D. Paulu	Sr. Technician	33.24	27.0	897.48
B. Bersie-Ashfeld	Word Processor	34.97	3.0	104.91
----- TOTALS -----			49.0	2007.40

COMMISSION # 881134
LRT PLAN - COMMUNITY & AGENCY PART.
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	4.0	320.00
C. Zimmer	Principal	75.00	19.0	1425.00
----- TOTALS -----			23.0	1745.00

COMMISSION # 891157
LRT PLAN - NEWSLETTER/PRESENTATION
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
D. Paulu	Sr. Technician	33.24	42.5	1412.70
V. Martinez	Technician	31.03	49.5	1535.99
J. Harren	Technician	29.26	1.0	29.26
K. Ehrlichman	Technician	28.41	3.5	99.44
D. Burkstrand	Technician	24.72	3.5	86.52
D. Madison	Technical Writer	38.25	0.5	19.13
J. Lubenda	Word Processor	34.97	0.5	17.49
B. Bersie-Ashfeld	Word Processor	34.97	3.0	104.91
G. Bartus	Clerical	30.68	2.0	61.36
M. Vukomanovich	Clerical	23.87	4.5	107.42
-----	TOTALS -----		110.5	3474.22

COMMISSION # 891158
LRT PLAN - SPECIAL MEETINGS/PREPARATION
PERIOD ENDING JANUARY 31, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	2.0	160.00
F. Robinson	Principal	75.00	31.5	2362.50
C. Zimmer	Principal	75.00	14.0	1050.00
F. Loetterle	Trans. Planner	35.91	2.5	89.78
D. Paulu	Sr. Technician	33.24	0.5	16.62
J. Hoffman	Technician	32.96	0.5	16.48
J. Harren	Technician	29.26	1.0	29.26
B. Bersie-Ashfeld	Word Processor	34.97	4.0	139.88
-----	TOTALS -----		56.0	3864.52

881127

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING JANUARY 31, 1989

LRT PLAN - PROJECT INITIATION

CAT #	CATEGORY	
1	MILEAGE	217.85
2	PARKING	53.25
8	LONG DISTANCE TELEPHONE	28.82
21	FILM & DEVELOPING	84.96
22	SUPPLIES	15.87
83	FAX	1.04

	TOTAL DIRECT EXPENSES	401.79

DIRECT NON-SALARY COSTS (DETAILS)
PERIOD ENDING JANUARY 31, 1989

CAT.	DATE	SOURCE	NO. ORGS	NO. EACH	LENGTH	WIDTH	TOTAL COPIES	NO. STATS	NO. UNITS	MILES	AMOUNT	TOTAL CHARGE
1	31	In-House								20.0		5.20
1	31	F Robinson								378.0		98.28
1	31	C Zimmer								180.0		46.80
1	31	F Loetterle								54.0		14.04
1	31	S Noerenberg								16.0		4.16
1	31	J Hoffman								10.0		2.60
1	31	M Bressler								17.0		4.42
1	31	V Martinez								71.0		18.46
1	31	A Tassoni								46.0		11.96
1	31	J Harren								16.0		4.16
1	31	M Vukomanovich								29.9		7.77
2	31	F Robinson									31.50	31.50
2	31	C Zimmer									9.50	9.50
2	31	C Zimmer									5.50	5.50
2	31	S Noerenberg									6.00	6.00
2	31	M Bressler									0.50	0.50
2	31	M Vukomanovich									0.25	0.25
8	31	Accounts Payable									28.82	28.82
21	11	Accounts Payable									64.45	64.45
21	23	Accounts Payable									20.51	20.51
22	31	R Roscoe									15.87	15.87
83	12	In-House								13		1.04

RAMSEY COUNTY REGIONAL RAIL AUTHORITY

PARTIAL PAYMENT NO. 3

PREPARED BY: 

PROJECT: COMPREHENSIVE LIGHT RAIL TRANSIT PLAN
CONTRACT AGREEMENT NUMBER RCRR-88-002

ENTERED BY: 

PROJECT COST CENTER: 59102 AGREEMENT NO: PA 736

DATE: 09 MARCH 89

RAMSEY COUNTY REGIONAL
RAILROAD AUTHORITY
316 COURTHOUSE
ST. PAUL, MN 55102

CONTRACTOR: STRGAR-ROSCOE-FAUSCH, INC
ONE CARLSON PARKWAY N., SUITE 150
MINNEAPOLIS, MN 55447

ACCOUNT NUMBER 59102-020102	PERCENT COMPLETED	11.0%
TOTAL VALUE OF WORK CERTIFIED - 28 FEBRUARY 89		\$48,208.55
LESS 10% RETAINAGE		\$4,820.86
AMOUNT DUE		\$43,387.70
LESS PREVIOUSLY APPROVED PAYMENTS:		\$17,903.41
ALLOWABLE PAYMENT FOR THIS PARTIAL:		<u>\$25,484.29</u>

THIS IS TO CERTIFY THAT I HAVE EXAMINED THE WORK AND DETAIL OF THE INVOICE, AND FIND THE TASKS LISTED HAVE BEEN COMPLETED IN ACCORDANCE WITH AGREEMENT REQUIREMENTS.

<u>3/14/89</u>	<u>K. Walpiogelare</u>
DATE	DIRECTOR, RC REGIONAL RAILROAD PLANNING
<u>3/17/89</u>	<u>Frank Johnson</u>
DATE	CONTRACTOR

PREVIOUS PARTIAL PAYMENTS:

PARTIAL PAYMENT NO. 1	\$6,806.63
PARTIAL PAYMENT NO. 2	\$11,096.78
PARTIAL PAYMENT NO. 3	\$25,484.29
PARTIAL PAYMENT NO	\$0.00
PARTIAL PAYMENT NO	\$0.00
PARTIAL PAYMENT TOTAL:	<u>\$43,387.70</u>

SUMMARY OF AGREEMENT

ORIGINAL AGREEMENT AMOUNT:	\$437,700.00
LESS TOTAL PARTIAL PAYMENTS (INCLUDING THIS PAYMENT)	<u>\$43,387.70</u>
AMOUNT REMAINING ON AGREEMENT	<u>\$394,312.30</u>

ACCOUNTS PAYABLE

(1) CHARGE TO: Dept. REGIONAL RAILROAD AUTHORITY Date March 13, 1989
 (2) Appropriation Item Consulting Services

For Accounting Use Only

Claim #		Date Paid	
CA		1	

1-2 3-7 8 9-14

(3) Code

WARRANT NO.				
RFC	Fund	Dept	Object	Amount
	591	59101	020102	\$25,484.29

15-17 18-20 21-25 26-31 32-41

\$25,484.29
Total

(4) PAY TO: 2 8 First Name & Initial STRGAR-ROSCOE-FAUSCH, INC. 9-22
 Last Name or Firm Name 23-52
3 8 One Carlson Parkway North 53-76
8 Address Minneapolis MN 55447 9-32
 City State Zip Code 55-59 Fed Tax ID 60-71

(5) On Check Stub Put: 4 Invoice #3, File #1128-1134 9-60
5 Agreement #RCRRA-88-002 9-60

For Risk Management Use Only 6 8 9-24
 Last Name First Name

(6) SEND TO: _____ Use only if Payee and/or Address differs from Item 4
 Address _____

(7) Attach to the back of this form: Original Invoices, Receipts, Certified Claims or other documents.

Preparer's Signature: G. Blissdell

(8) I declare that the above materials and/or services have been received, are for Ramsey County, allowed by law, and approved for payment.

Authorized Signature: _____

NOTE: The vendor's Social Security Number will be used to report taxable income to the Internal Revenue Service. This data is considered private under Minnesota Statutes 15.165, but we will not be able to process this claim without it.

BA-354 (04 - 88)

FOR INSTRUCTIONS SEE ACCOUNTING SYSTEM PROCEDURES MANUAL

15

STRGAR-ROSCOE-FAUSCH, INC.
 Consulting Engineers-Land Surveyors
 One Carlson Parkway North, Suite 150
 Minneapolis, MN 55447

Telephone: (612) 475-0010

Refer to File: 0881127-1134

Ms. Kathryn DeSpiegelaere
 Director of Light Rail Transit Planning
 RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
 Room 316 Courthouse
 15 West Kellogg Blvd.
 St. Paul, MN 55102

Invoice Date: 2/28/89

Invoice No. 3

Period Ending: 2/28/89

re: COMPREHENSIVE LRT PLAN

	NO.	CURRENT PERIOD	PREVIOUSLY BILLED	TO DATE
Task 1 -Phase I	1127	0.00	21,632.26	21,632.26
Task 2 -Standards/Policies	1128	1,279.55	5,182.80	6,462.35
Task 3 -Corridor Ident./Evaluation	1129	20,962.78	2,384.46	23,347.24
Task 4 -Downtown St. Paul Alignment	1130	0.00	0.00	0.00
Task 5 -LRT Staging Plan	1131	0.00	0.00	0.00
Task 6 -Operating/Financial Plan	1132	0.00	0.00	0.00
Task 7 -Draft & Final LRT Plans	1133	0.00	0.00	0.00
Task 8 -Community/Agency Particip. *	1134	5,500.36	12,325.42	17,825.78
Total Labor and Overhead		27,742.69	41,524.94	69,267.63
Direct Non-Salary Costs	1127	0.00	573.18	573.18
Direct Non-Salary Costs	1159	809.19	0.00	809.19
TOTAL FEE EARNED		28,551.88	42,098.12	70,650.00
TOTAL AMOUNT DUE THIS INVOICE		28,551.88	=====	

* TASK 8

Community/Agency Participation	1,989.61
Newsletter/Presentation Materials	386.31
Special Meetings/Preparation	3,124.44
TOTAL	5,500.36

COMMISSION # 881128
LRT PLAN - STANDARDS & POLICIES
PERIOD ENDING FEBRUARY 28, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	10.0	800.00
F. Robinson	Principal	75.00	4.0	300.00
F. Loetterle	Trans. Planner	35.91	5.0	179.55
-----	TOTALS -----		19.0	1279.55

COMMISSION # 881129
 LRT PLAN - CORRIDOR IDENTIFICATION
 PERIOD ENDING FEBRUARY 28, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Strgar	Principal	85.00	4.0	340.00
P. Fausch	Principal	80.00	27.0	2160.00
F. Robinson	Principal	75.00	43.0	3225.00
J. Kern	Trans. Planner	65.00	68.0	4420.00
F. Loetterle	Trans. Planner	35.91	133.5	4793.99
R. Asmus	Tech Supervisor	44.02	64.0	2817.28
K. Ruff	Technician	32.79	1.5	49.19
J. Woolcott	Technician	31.53	73.0	2301.69
V. Martinez	Technician	31.03	0.5	15.52
J. Harren	Technician	29.26	0.7	20.48
D. Madison	Technical Writer	38.25	3.0	114.75
B. Bersie-Ashfeld	Word Processor	34.97	10.8	377.68
J. Lubeida	Word Processor	34.97	0.9	31.47
D. Burkstrand	Clerical	24.72	2.5	61.80
M. Vukomanovich	Clerical	23.87	9.8	233.93
----- TOTALS -----			442.2	20962.78

COMMISSION # 881134
LRT PLAN - COMMUNITY & AGENCY PART.
PERIOD ENDING FEBRUARY 28, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	5.5	440.00
F. Robinson	Principal	75.00	9.5	712.50
C. Zimmer	Principal	75.00	10.0	750.00
F. Loetterle	Trans. Planner	35.91	1.5	53.87
D. Paulu	Sr. Technician	33.24	1.0	33.24
----- TOTALS -----			27.5	1989.61

COMMISSION # 891157
LRT PLAN - NEWSLETTER/PRESENTATION
PERIOD ENDING FEBRUARY 28, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
F. Loetterle	Trans. Planner	35.91	4.0	143.64
D. Paulu	Sr. Technician	33.24	4.5	149.58
V. Martinez	Technician	31.03	3.0	93.09
----- TOTALS -----			11.5	386.31

COMMISSION # 891158
LRT PLAN - SPECIAL MEETINGS/PREPARATION
PERIOD ENDING FEBRUARY 28, 1989

EMPLOYEE	CLASSIFICATION	RATE/HR	HOURS	AMOUNT
P. Fausch	Principal	80.00	8.0	640.00
F. Robinson	Principal	75.00	28.0	2100.00
C. Zimmer	Principal	75.00	3.0	225.00
S. Noerenberg	Trans. Planner	24.35	4.5	109.58
D. Paulu	Sr. Technician	33.24	1.5	49.86
----- TOTALS -----			45.0	3124.44

DIRECT NON-SALARY COSTS (SUMMARY)
PERIOD ENDING FEBRUARY 28, 1989

LRT PLAN - PHASE II DIRECT COSTS

CAT #	CATEGORY	
1	MILEAGE	75.24
2	PARKING	6.50
8	LONG DISTANCE TELEPHONE	1.47
13	IN-HOUSE COPY DUPLICATION	213.50
17	PRINTING	140.35
21	FILM & DEVELOPING	152.52
22	SUPPLIES	5.83
51	CPP1012 10X12 B/W PAPER STAT	14.30
53	CPP2024 20X24 B/W PAPER STAT	164.35
55	CPPAB1012 10X12 ADH PAPER STAT	14.70
80	XEROX BOND PRINTS	20.03
83	FAX	0.40

TOTAL DIRECT EXPENSES

809.19

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

6

<u>Regional Railroad Authority</u> Originating Department <u>K. DeSpiegelaere</u> Authorized Signature	Board Action Requested Update on Comprehensive LRT Plan DISCUSSION ONLY
<u>3/17/89</u> Date	

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Corridor and alignment evaluation criteria
 3. Memorandum from Ferrol Robinson re corridors
 4. Memorandum from Ferrol Robinson re data collection
 5. Maps, data, graphs
 6. Public forum announcement

Budgeting and Accounting _____

County Attorney reviewed by K. DeSpiegelaere 3-21-89

Risk Manager _____

Data Processing _____

Previous Action taken on Request _____

Date / Time
Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date _____

Committee / Meeting Date
 March 28, 1989

Board Date _____

Signature _____

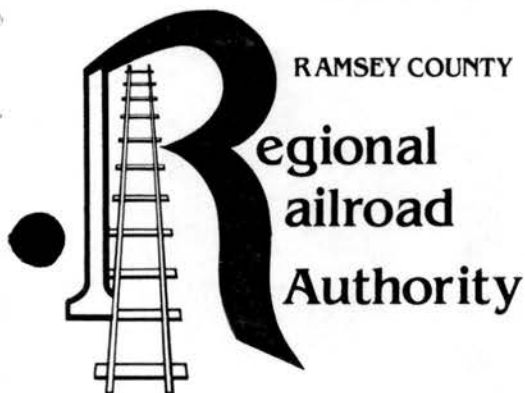
Signature
J. L. Glendenning

Signature _____

Date _____

Date
 3/20/89

Date _____



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Update on Comprehensive LRT Plan

DATE: March 13, 1989

Progress has been made on the comprehensive LRT plan for Ramsey County being completed with the assistance of SRF. The four committees you have established meet monthly to review information and additional public forums have been scheduled for April.

Criteria for evaluating corridors and alignments for their light rail transit potential have been reviewed and revised. The list of criteria is Attachment 1.

A method of defining corridors has been developed by SRF. This is outlined in Attachment 2, a memo from the SRF project manager, Ferrol Robinson, to me. Attachment 3 is another memo from Ferrol Robinson that summarizes the type of data that will be collected for each corridor. Attachment 4 has been distributed to committees and is a portion of the data that has been analyzed.

Attachment 5 is the announcement of the next series of public forums on LRT. This series will focus on the corridors suggested for further analysis for LRT and those considered less likely candidates for LRT.

Recommendation:

For your information.

KD/gb
Attachments
346

CORRIDOR AND ALIGNMENT EVALUATION

Proposed corridors (broad geographic areas) will be identified for consideration for light rail transit. The corridors will receive a two level evaluation process. The first level of evaluation will allow differentiation between corridors that should not receive detailed evaluation and those for which more information should be gathered, based on their potential for light rail transit. The second level of evaluation will lead to a recommended light rail transit system for Ramsey County.

First Level Evaluation

The factors to be evaluated are:

- o Connection of major trip generators/destinations
- o Minimum ridership threshold
- o Right of way

Second Level Evaluation

The factors to be evaluated are:

- o Projected ridership
- o Development potential
- o Right of way
- o Overall corridor congestion
- o Accessibility
- o Traffic impacts
- o Capital and operating costs
- o Auto drivers who may use light rail transit
- o Environmental impacts
- o Impact on transit dependents

DOWNTOWN ST. PAUL ALIGNMENT EVALUATION

Alignments (specific geographic areas) in downtown St. Paul will be evaluated on the basis of these factors:

- o Continuity with non-downtown routes
- o Travel time
- o Impacts on curb use
- o Traffic impacts
- o Connection of major trip generators/destinations
- o Pedestrian impacts
- o Street width/right of way
- o Cost
- o Projected ridership
- o Impact on capitol area
- o Environmental impacts
- o Economic impacts
- o Utilities

SRF

STRGAR-ROSCOE-FAUSCH, INC.

CONSULTING ENGINEERS

TRANSPORTATION ■ CIVIL ■ STRUCTURAL ■ PARKING ■ LAND SURVEYORS

Attachment 2

Commission No. 0881127

MEMORANDUM

TO: Kathryn DeSpiegelaere
Director of LRT Planning, RCRRA

FROM: Ferrol O. Robinson *[Signature]*

DATE: February 22, 1989

SUBJECT: LRT CORRIDOR IDENTIFICATION PROCESS
RAMSEY COUNTY COMPREHENSIVE LRT PLAN

The following remarks serve to document the rationale used to identify LRT corridors in Ramsey County. These comments extend and refine the process described in the Phase I report on procedures for identifying corridors.

1. Corridors will be defined based on the geographic area (travel shed) from which LRT typically draws its ridership. This will ensure that corridors are evaluated on an equal basis, which may not happen if corridors are defined as arbitrary geographic slices.
2. The width of an LRT corridor (i.e., its travel shed) is a function of the travel time that patrons can be expected to spend to access the stations using the various means of transportation available to them. These access times, and their corresponding distances, are as follows:
 - . Walk-in patrons: Are drawn from within a quarter of a mile (five minutes) of stations.
 - . Feeder bus patrons: Are typically drawn from within 3 miles (15 minutes) of stations.
 - . Park-and-ride patrons: Are drawn from within 5 miles (15 minutes) of stations.

Suite 150, One Carlson Parkway North, Minneapolis, Minnesota 55447

612/475-0010

FAX 612/475-2429

3. For purposes of analysis, the length of corridor travel sheds are assumed as follows:
 - . On the North: Just north of the Ramsey County line.
 - . On the East: Just east of the City of Woodbury in Washington County.
 - . On the South: City of Inver Grove Height in Dakota County.
 - . On the West: To downtown Minneapolis.
4. LRT corridors will be identified to ensure full coverage of Ramsey County and parts of Hennepin, Dakota and Washington Counties. In general, the corridors may be defined along the eight cardinal directions (N, NE, NW, E, S, SE, SW, W).
5. Because each corridor has its self-defined travel shed, boundaries of adjacent corridors may overlap. This is acceptable since, for evaluation purposes, each corridor should stand on its own. Once the LRT system is selected and the implementation staging is defined, then adjustments to overlapping corridors can be made, provided such corridors remain in the plan.
6. Each corridor will be divided into four sectors defined as follows:

Sector 1

This sector, which extends approximately 2 miles from downtown St. Paul, can be characterized as follows:

- . It contains a closely spaced street and sidewalk grid that provides good walk access to LRT stations. Walk-ins in this sector would make up a large proportion of the sector's patrons, who would come from within one quarter mile radius (four blocks) of the stations.
- . Some crosstown bus routes exist that would provide transfer opportunities for LRT. However, additional feeder bus service would not be provided because of the proximity to downtown, and the additional travel time this transfer would entail.
- . Radial regular bus route service in this sector would be maintained because transferring to LRT would increase travel time.

- . Formal park-and-ride facilities would not be built in this area. However, some informal on-street parking will probably occur.

Sector 2

This sector, which extends for an additional 3 miles, can be characterized as follows:

- . Residential density is lower than Sector 1
- . Street and sidewalk grid is similar to Sector 1. The proportion of walk-in trips is also substantial.
- . Most radial bus routes will be reoriented to the LRT line to become feeders, approximately one mile apart.
- . No formal park-and-ride facilities are provided, but informal on-street parking will probably occur.

Sector 3

This sector, which extends outwards for an additional 3 to 4 miles, can be characterized as follows:

- . Residential density is lower than in Sector 2, and large parcels of undeveloped land are available.
- . The street and sidewalk grid is less dense than in Sector 1 as is the proportion of walk-in trips.
- . A system of feeder buses, spaced approximately one mile apart, would bring a substantial proportion of sector trips to the LRT.
- . Most radial bus routes would be replaced with the LRT line. In some cases, however, local bus routes may be left in operation to continue to serve markets that LRT would not serve as well. This is particularly applicable to LRT alignments that provide limited stop, express-type service (i.e., freeway and railroad alignments).
- . Other radial routes would be re-oriented to serve as feeders for LRT.
- . Parking facilities are needed to accommodate park-and-ride patrons who would make up a substantial proportion of LRT users within this sector.

Sector 4

This sector, which extends 4 to 5 miles further, is characterized as follows:

- . Residential density is low compared to other sectors. Substantial undeveloped land is available.
 - . There is little or no street and sidewalk grid system, and walk-in patrons would constitute a small proportion of sector trips.
 - . All radial routes would be reoriented to serve as feeder routes for LRT.
 - . A system of feeder buses, spaced approximately one mile apart, would bring a substantial proportion of corridor trips to the LRT.
 - . Parking facilities of substantial size (400 to 800 spaces) would be required at outlying stations to accommodate park-and-ride patrons who would make up the largest proportion of LRT users in this sector.
7. Crosstown, primarily east-west corridors, will be defined using similar guidelines as those used to define radial corridors. Some differences are worth noting:
- . The length of the corridor will be defined using logical anchors at either end. These anchors would include large population centers or significant commercial or retail employment concentrations.
 - . Crosstown corridors will not be divided into sectors. Instead socioeconomic, transit dependent and transit data will be collected for the entire corridor.
 - . Feeder bus and park-and-ride access will probably make up most of the ridership in these corridors.
 - . There is little in the way of a passenger distribution system at the destination end of a trip in a crosstown corridor (e.g., no dense sidewalk or skyway grid as exists in downtown areas). For this reason, it will be necessary to provide additional shuttle bus service to fulfill the distribution function.

SRF

STRGAR-ROSCOE-FAUSCH, INC.

CONSULTING ENGINEERS

TRANSPORTATION ■ CIVIL ■ STRUCTURAL ■ PARKING ■ LAND SURVEYORS

Attachment 3

Commission No. 0881127

MEMORANDUM

TO: Kathryn DeSpiegelaere
Director of LRT Planning, RCRRA

FROM: Ferrol O. Robinson *FR*

DATE: February 22, 1989

SUBJECT: DATA COLLECTION ACTIVITIES
RAMSEY COUNTY COMPREHENSIVE LRT PLAN

We are currently collecting data for use in the LRT ridership estimation process described in the Phase I Report.

Three types of data are being collected: socio economic data, transit dependent data, and bus route and ridership data. All data is being stratified by corridor and, whenever possible, by sectors within each corridor. (Refer to February 22, 1989 memorandum "Corridor Identification Process" for a definition of corridors and sectors.)

SOCIOECONOMIC DATA

Three types of socioeconomic information are being collected for the years 1988 (current conditions) and 2010 (forecast year). These are:

- . Population
- . Households
- . Employment

This information is being collected at the traffic assignment zone (TAZ) level used by the Met Council and Mn/DOT to conduct their travel forecasts. Using this TAZ level data, the socioeconomic information can be aggregated to sectors and to corridors.

Suite 150, One Carlson Parkway North, Minneapolis, Minnesota 55447
612/475-0010 FAX 612/475-2429

TRANSIT DEPENDENT DATA

An important component of any transit system ridership is the transit dependent market. This market is made up, primarily, of the following categories of users:

- . The elderly population (65 years and older)
- . The youth population (10-15 years old)
- . The population with no car or one car. (Another way to measure the size of this group is to quantify the number of families in the low income bracket, say, 150 percent of poverty level, defined in the 1980 Census as under \$8,000 per year for a family of four.)
- . The transportation disabled population (defined for the first time in the 1980 Census).

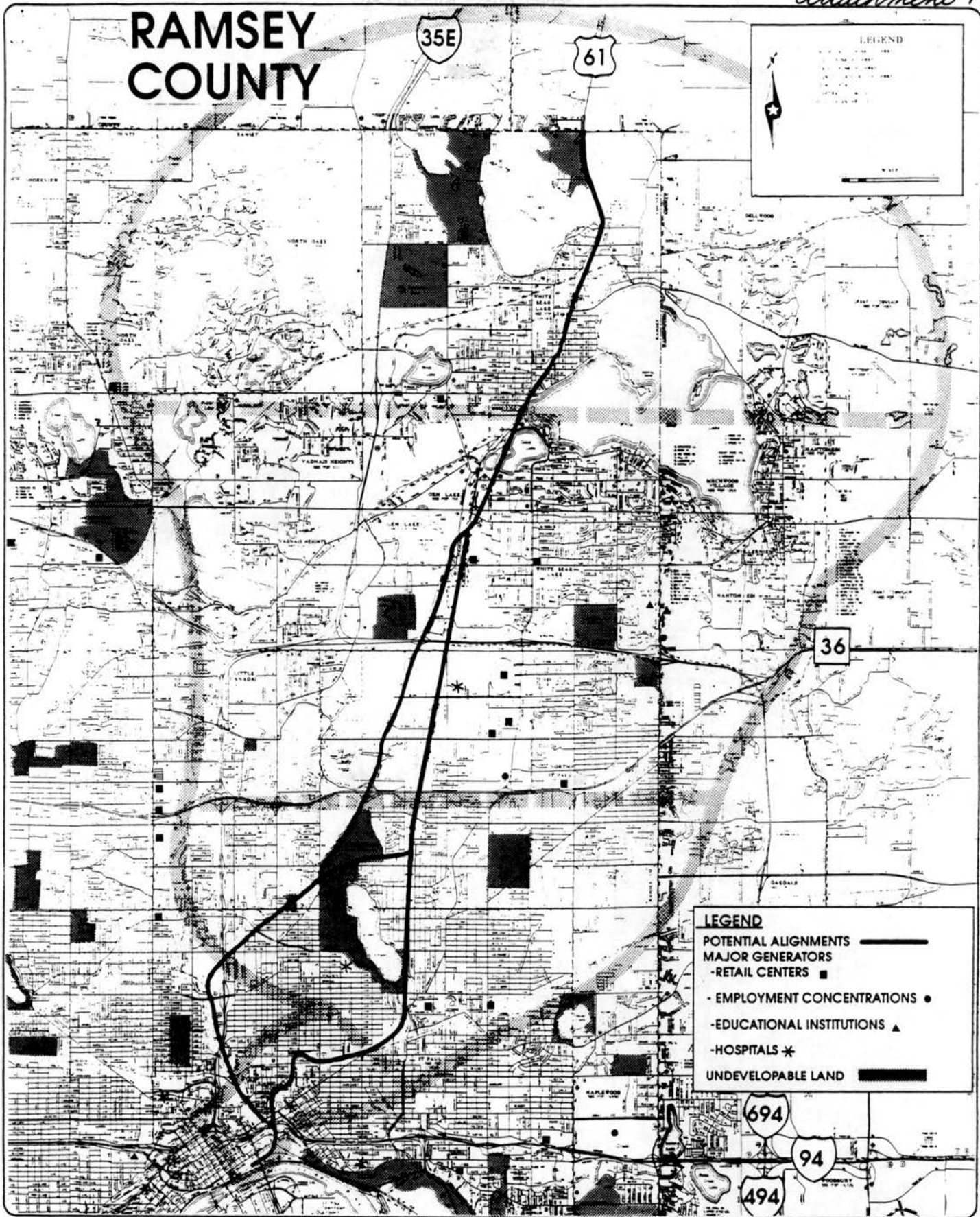
These four population groups will be aggregated to produce a single number of transit dependents for each corridor. The source of the above information will be the 1980 Census. Even though this information may be out-of-date in some cases, and some duplication will occur as a result of adding the various groups together, this is not likely to affect the relative size of the transit dependent population among the various corridors. Furthermore, given the broad perspective of the comprehensive plan, further refinement to the available data is not warranted.

TRANSIT ROUTE AND RIDERSHIP DATA

The LRT ridership estimation process relies, to a significant extent, on current bus ridership within corridors. Current ridership by route is available from the Metropolitan Transit Commission (MTC).

The rate of transit use (measured as trips per person) varies with distance from downtown. As a result, we can expect the rate in Sector 1 to be greater than in Sector 2 and, in turn, for the rate in Sector 2 to be greater than in Sector 3. To obtain sector transit trip rates, we will use the MTC's trail checks, which summarize the number of passengers that board and alight the buses at each stop along the route.

Once the sector transit trip rates are calculated, an attempt will be made to establish a standard rate for each sector. Use of standard rates will correct for the fact that corridors do not have the same level of transit service and those with higher service have a higher rate. In order to arrive at standard rates, ridership in each corridor will be compared against the vehicle-miles of bus service within the corridor.

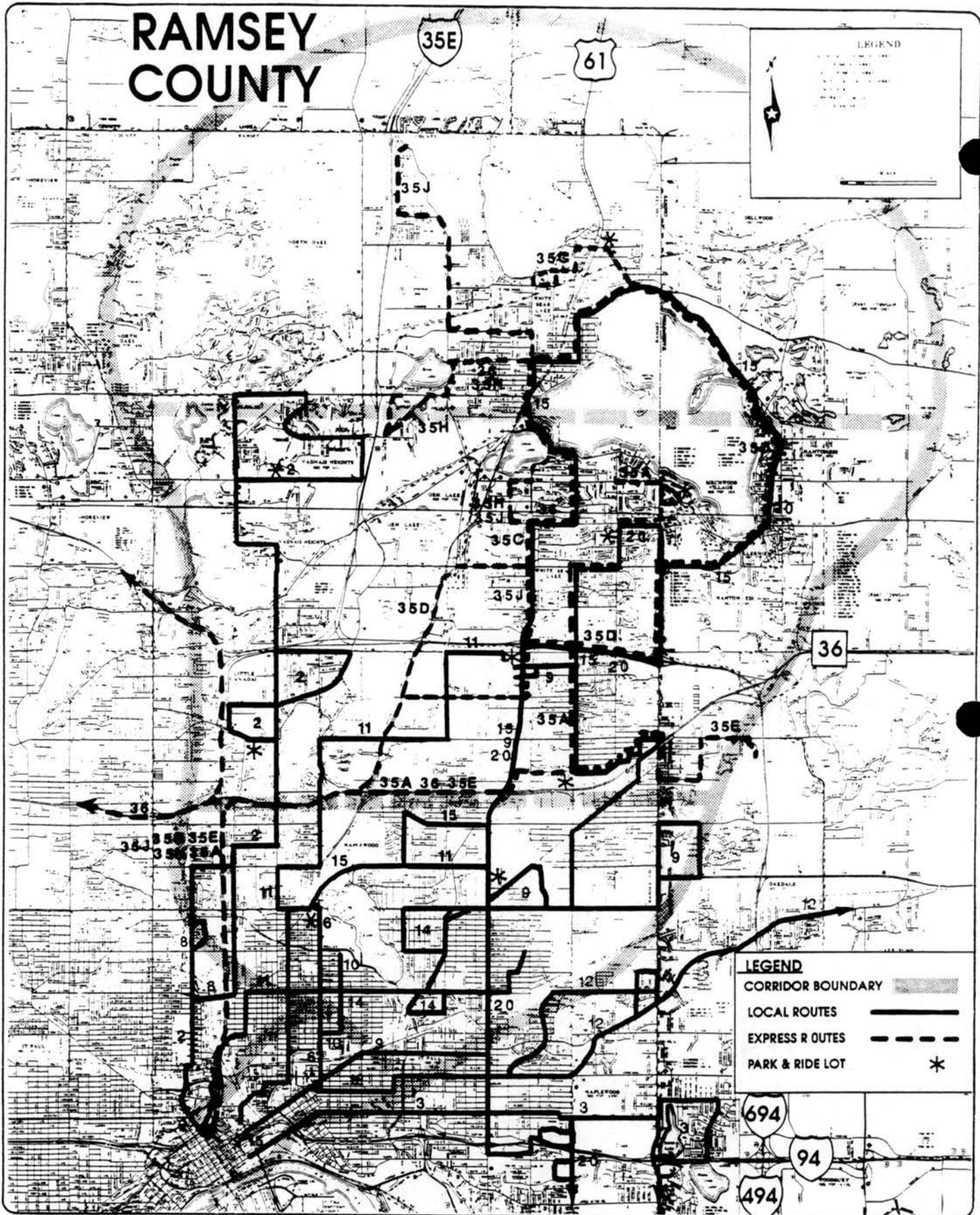


RAMSEY COUNTY COMPREHENSIVE LRT PLAN

NORTHEAST CORRIDOR

POTENTIAL ALIGNMENTS & MAJOR TRIP GENERATORS

RAMSEY COUNTY



SRF

RAMSEY COUNTY COMPREHENSIVE LRT PLAN

NORTHEAST CORRIDOR
TRANSIT SYSTEM

RAMSEY COUNTY LRT COMPREHENSIVE PLAN
NORTHEAST CORRIDOR - TRANSIT SYSTEM

	Sector 1	Sector 2	Sector 3	Sector 4	Total
LOCAL					
. Ridership	2,481	5,382	1,358	39	9,260
. Percent	26.8%	58.1%	14.7%	.4%	100%
EXPRESS					
. Ridership	0	0	458	38	496
. Percent	0%	0%	92.3%	7.7%	100%
TOTAL (LOCAL AND EXPRESS)					
. Ridership	2,481	5,382	1,816	77	9,756
. Percent	25.4%	55.2%	18.6%	.8%	100%
PARK AND RIDE LOTS					
. Number of Lots	0	2	7	1	10
. Number of Spaces	0	40	122	25	187
. Percent Utilized	-	20%	103%	4%	72%

NOTE: Based on September 1988 MTC Route Profile

March 7, 1989

RAMSEY COUNTY LRT COMPREHENSIVE PLAN
NORTHEAST CORRIDOR - POPULATION AND EMPLOYMENT

	<u>1980</u>		<u>2010</u>	
POPULATION				
Sector 1	8,596	(6.7%)	7,955	(5.2%)
Sector 2	57,666	(45.0%)	59,071	(38.3%)
Sector 3	46,296	(36.0%)	66,651	(43.2%)
Sector 4	15,733	(12.3%)	20,431	(13.3%)
TOTAL	128,291		154,108	
EMPLOYMENT				
RETAIL				
Sector 1	661	(6.6%)	993	(7.4%)
Sector 2	2,932	(29.5%)	3,554	(26.4%)
Sector 3	5,454	(54.9%)	7,914	(58.7%)
Sector 4	894	(9.0%)	1,015	(7.5%)
TOTAL	9,941		13,476	
NON-RETAIL				
Sector 1	8,537	(30.8%)	5,858	(19.0%)
Sector 2	7,948	(28.6%)	8,745	(28.3%)
Sector 3	8,442	(30.4%)	12,874	(41.7%)
Sector 4	2,818	(10.2%)	3,397	(11.0%)
TOTAL	27,745		30,874	

NOTE: Based on most recent Metropolitan Council Traffic Analysis Zone Statistics.

March 7, 1989

**RAMSEY COUNTY LRT COMPREHENSIVE PLAN
NORTHEAST CORRIDOR - TRANSIT DEPENDENT POPULATION**

	1980	Percent of Category Total	Percent of Total Population
POPULATION 10 TO 15			
Sector 1	684	5.2%	
Sector 2	5,099	38.4%	
Sector 3	5,827	43.9%	
Sector 4	1,665	12.5%	
TOTAL	13,275		10.3%
POPULATION 65 AND OVER			
Sector 1	1,366	11.6%	
Sector 2	6,658	56.4%	
Sector 3	2,738	23.2%	
Sector 4	1,042	8.8%	
TOTAL	11,804		9.2%
TRANSPORTATION DISABLED			
Sector 1	70	7.1%	
Sector 2	432	43.8%	
Sector 3	352	35.7%	
Sector 4	132	13.4%	
TOTAL	986		0.8%

March 7, 1989

	1980	Percent of Category Total	Percent of Total Population
BELOW POVERTY LEVEL			
Sector 1	1,299	15.7%	
Sector 2	4,173	50.5%	
Sector 3	2,382	28.8%	
Sector 4	411	5.0%	
TOTAL	8,265		6.4%
COMPOSITE			
Sector 1	3,419	10.0%	
Sector 2	16,362	47.7%	
Sector 3	11,299	32.9%	
Sector 4	3,250	9.5%	
TOTAL	34,330		26.8%
TOTAL POPULATION			
Sector 1	8,596		
Sector 2	57,666		
Sector 3	46,296		
Sector 4	15,733		
TOTAL	128,291		

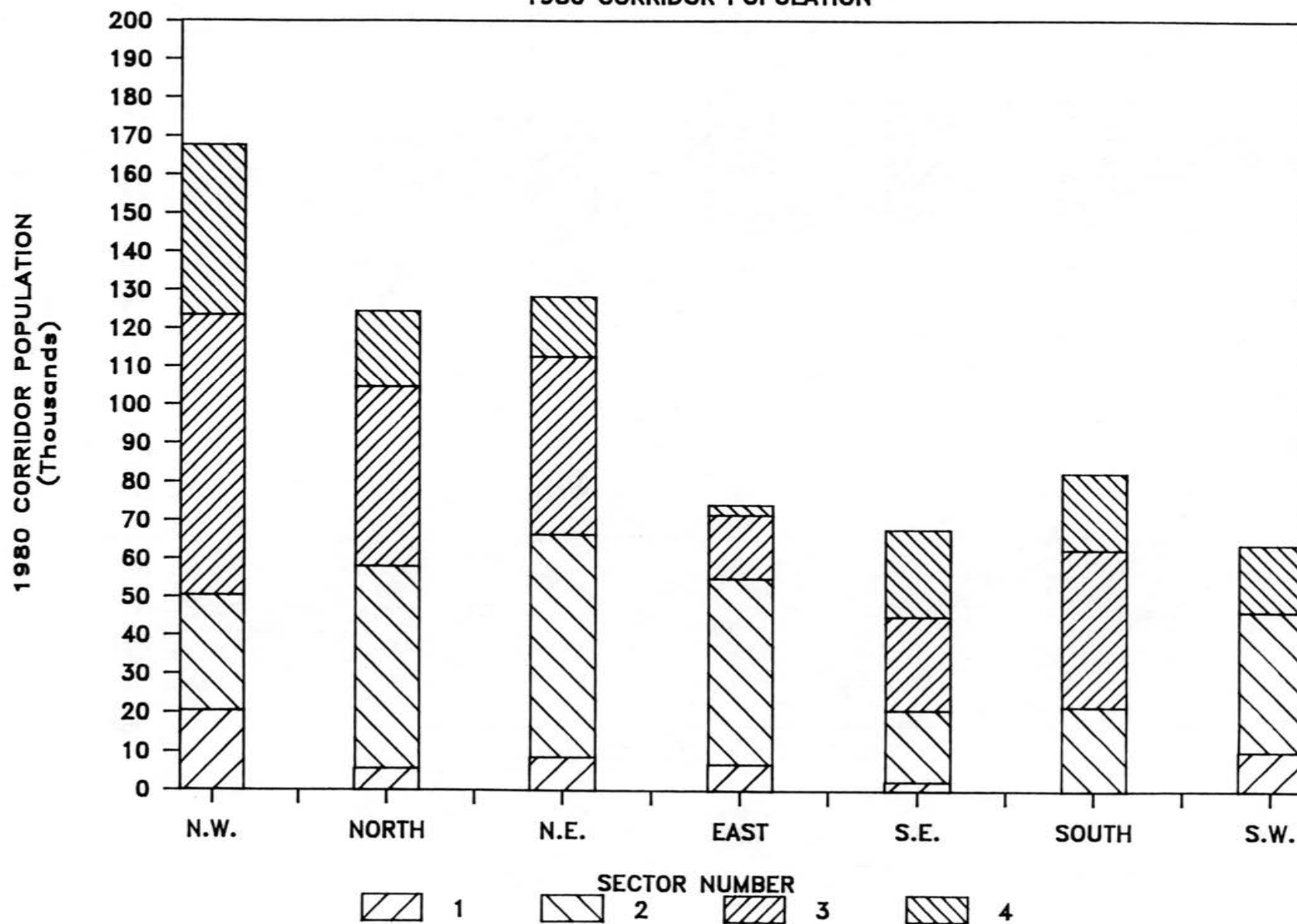
NOTE: Based on 1980 Census

March 7, 1989

6

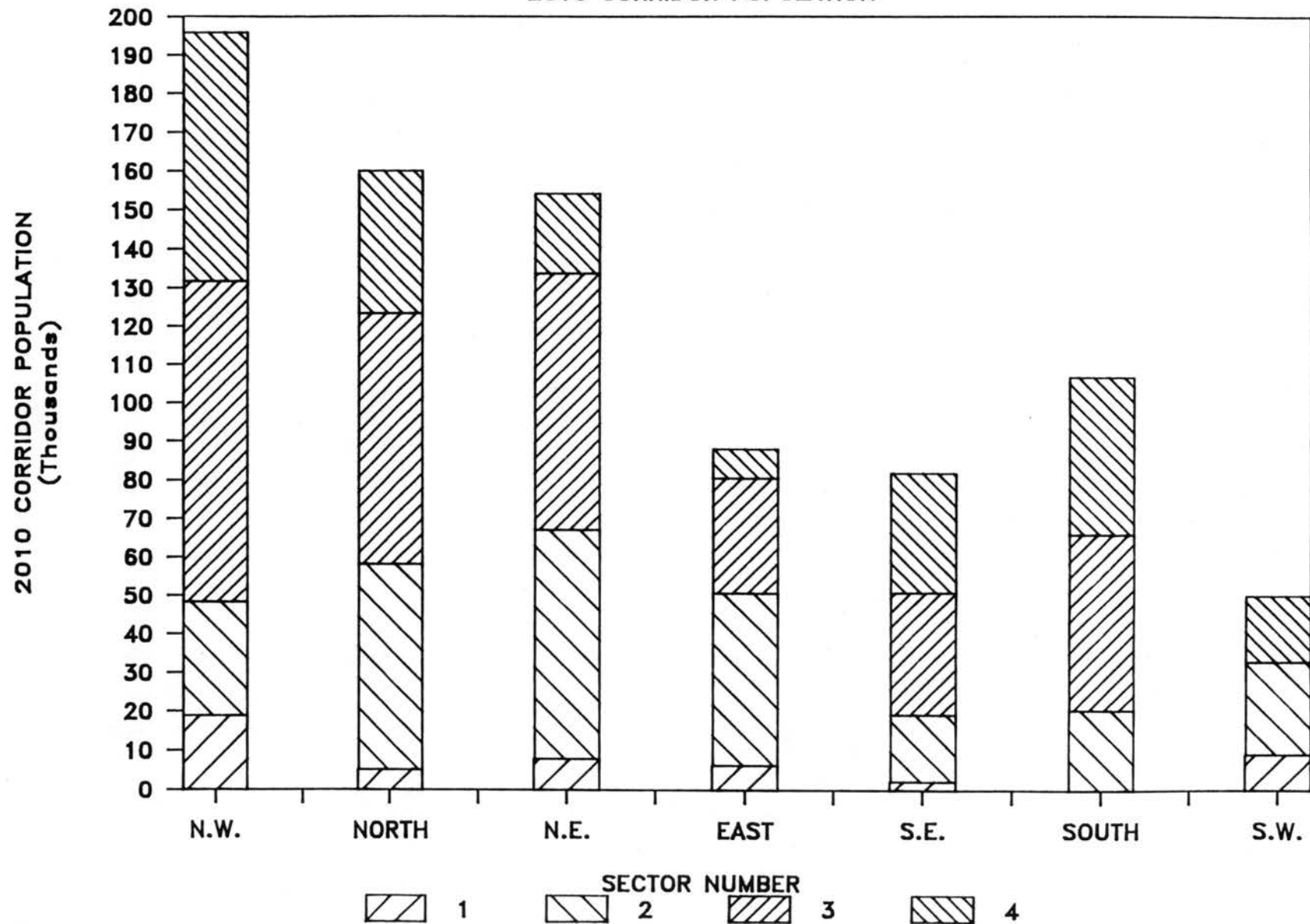
RCRRA LRT SYSTEM ANALYSIS

1980 CORRIDOR POPULATION



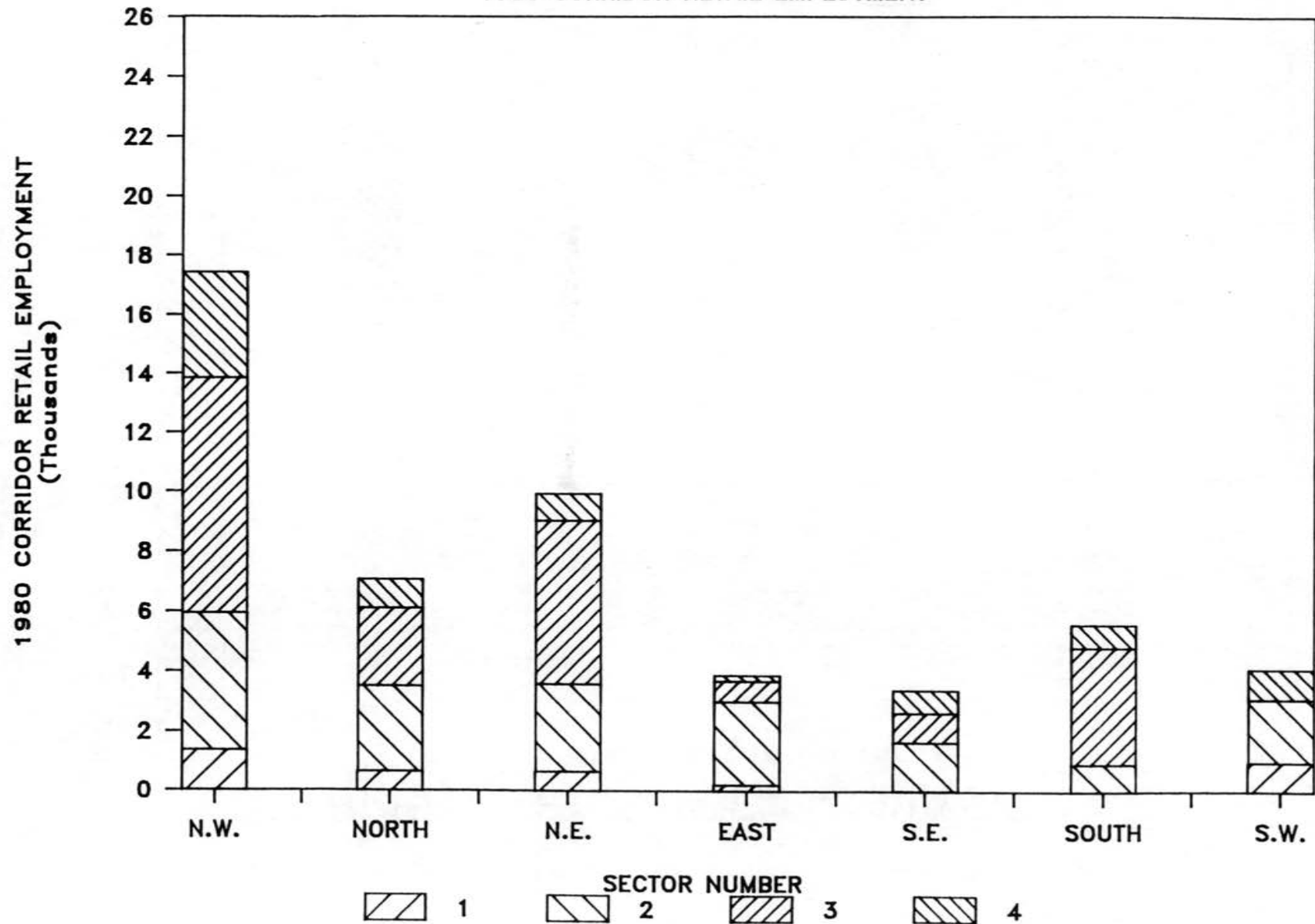
RCRRA LRT SYSTEM ANALYSIS

2010 CORRIDOR POPULATION



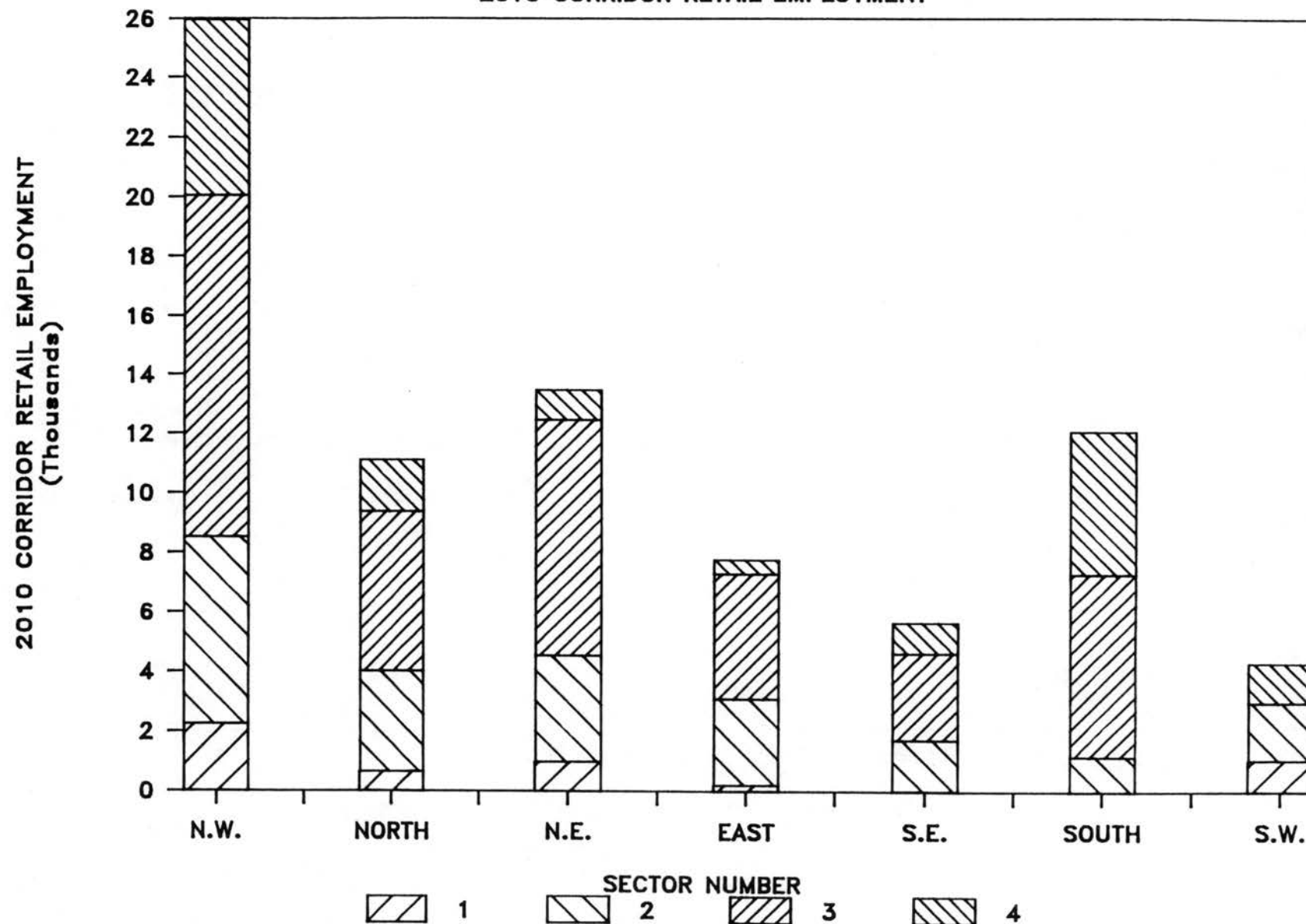
RCRRA LRT SYSTEM ANALYSIS

1980 CORRIDOR RETAIL EMPLOYMENT



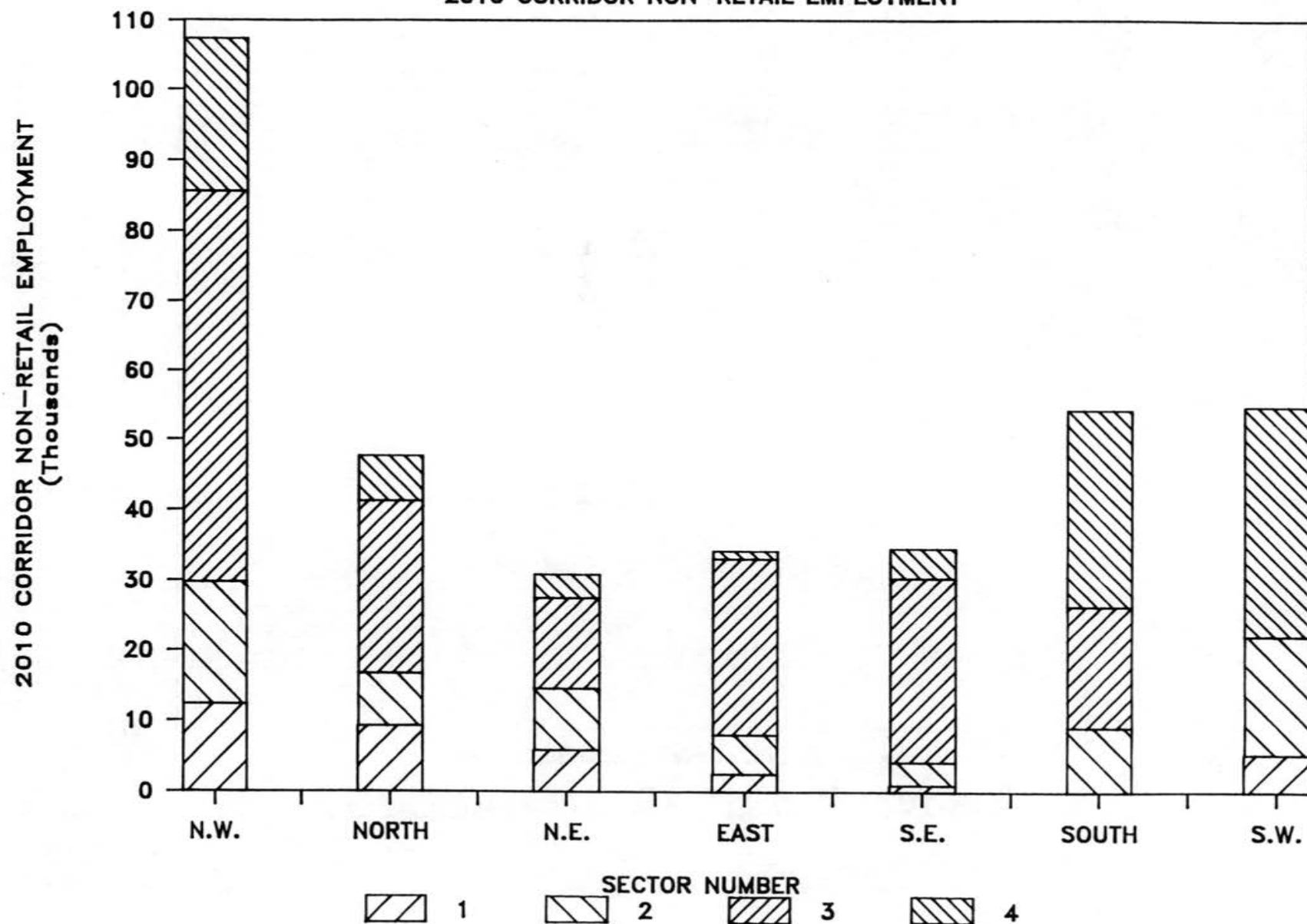
RCRRA LRT SYSTEM ANALYSIS

2010 CORRIDOR RETAIL EMPLOYMENT



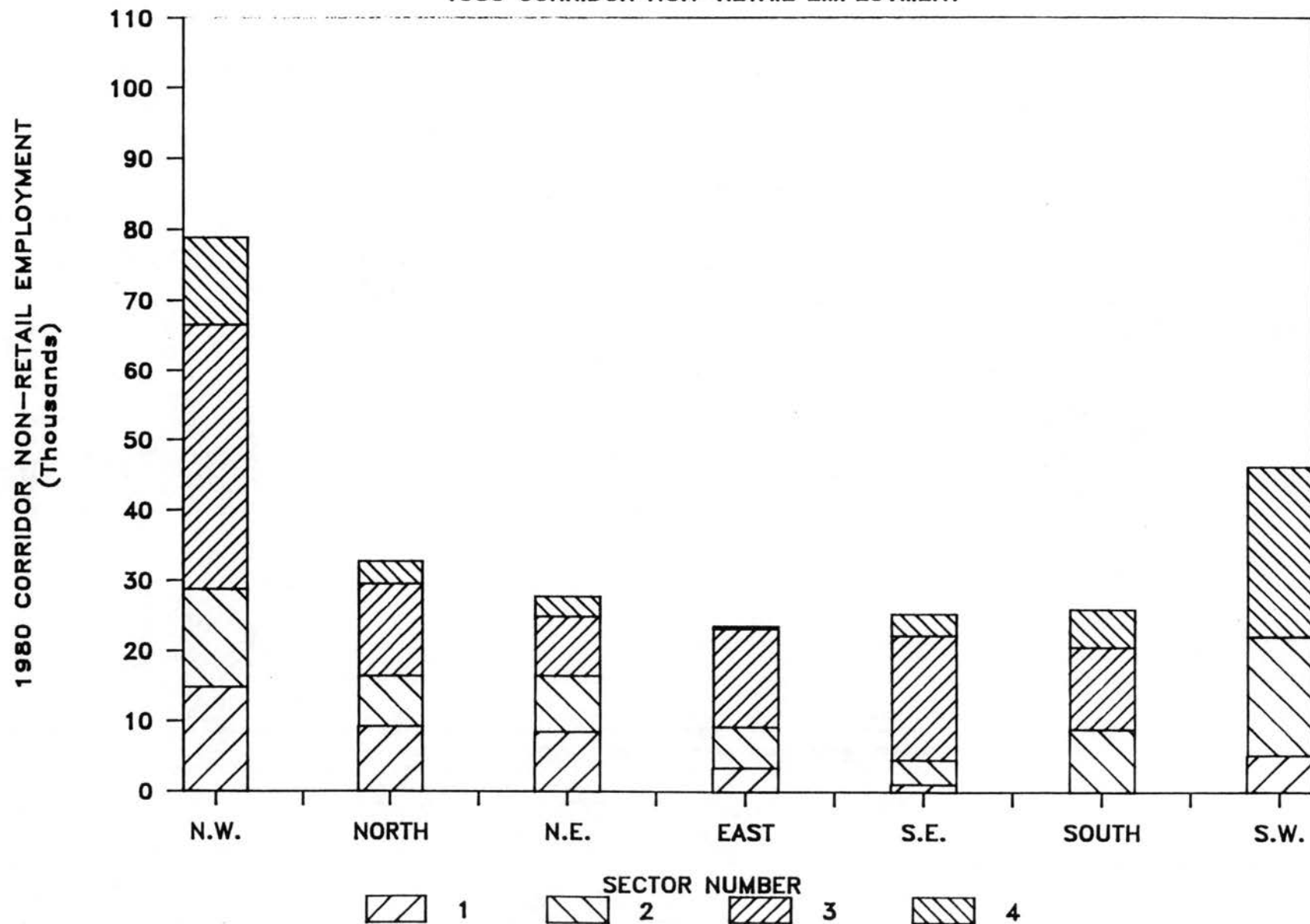
RCRRA LRT SYSTEM ANALYSIS

2010 CORRIDOR NON-RETAIL EMPLOYMENT



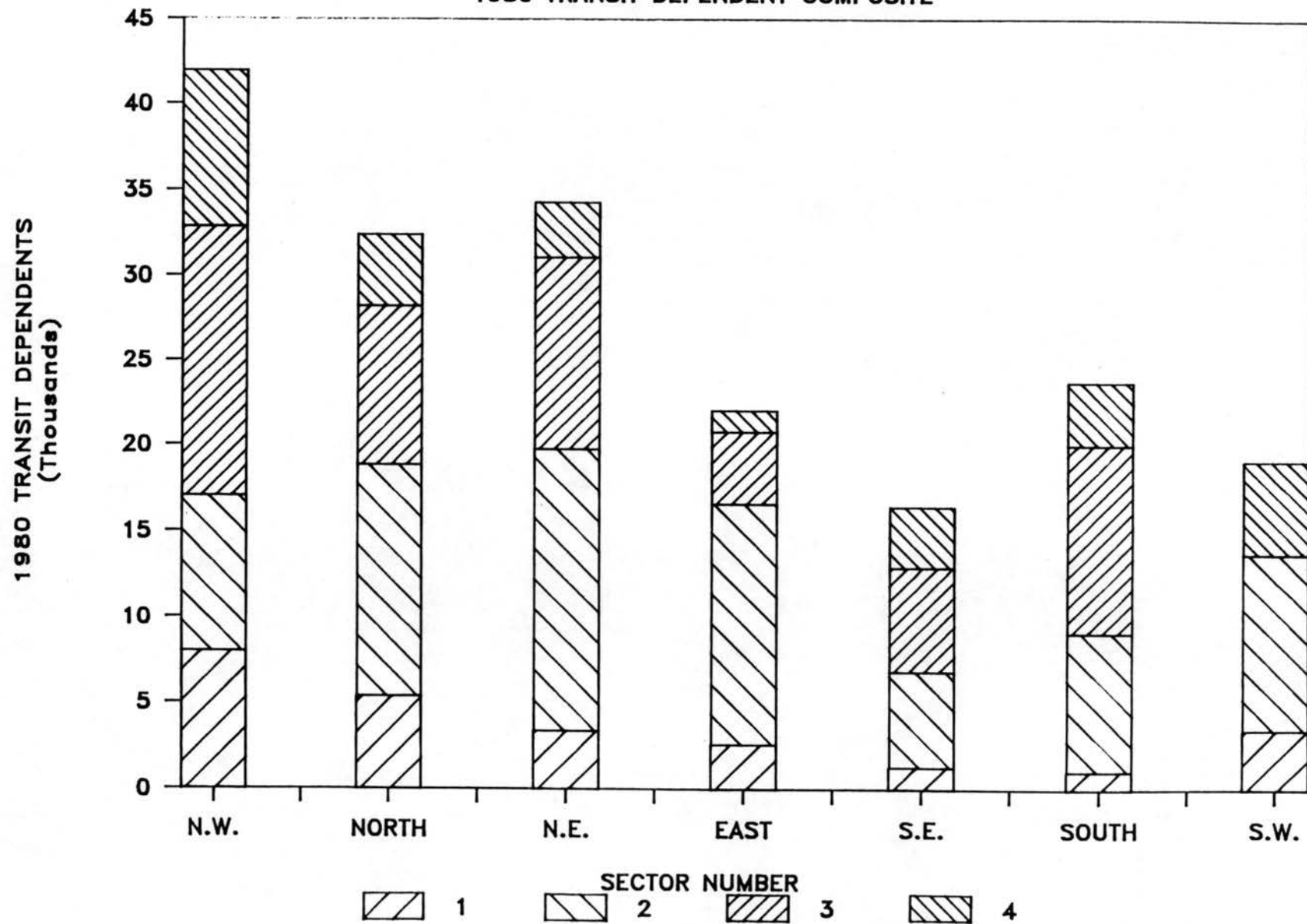
RCRRA LRT SYSTEM ANALYSIS

1980 CORRIDOR NON-RETAIL EMPLOYMENT

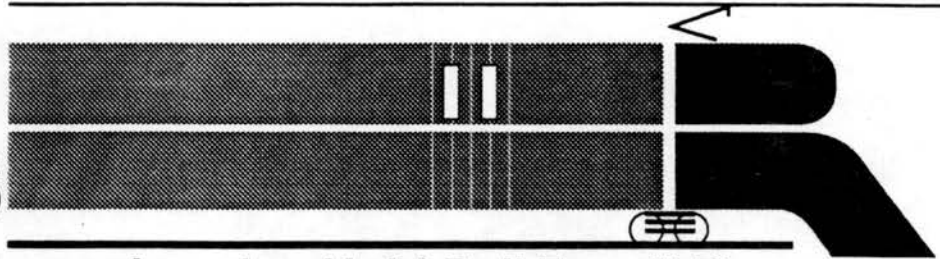


RCRRA LRT SYSTEM ANALYSIS

1980 TRANSIT DEPENDENT COMPOSITE



Public Forums



Ramsey County Comprehensive Light Rail Transit Plan

Thursday, April 13, 1989 7:00 P.M.

Location - Harding High School
1540 East Sixth Street, Chorus Room

Wednesday, April 19, 1989 7:00 P.M.

Location - New Brighton City Hall
803 Fifth Avenue N.W., New Brighton (enter on lower level)

Thursday, April 20, 1989 7:00 P.M.

Location - Merriam Park Community Center
2000 St. Anthony (south of I-94)

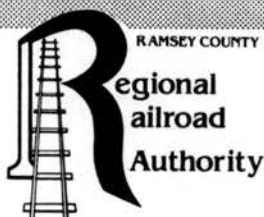
Wednesday, April 26, 1989 7:00 P.M.

Location - Maplewood City Hall
1830 East County Road B, Maplewood

The program for each forum will include a presentation illustrating light rail transit, information on Ramsey County's LRT plan and on specific corridors being considered for LRT. There will be an opportunity for questions and comments from the audience.

"We want to let the community know about LRT and learn what they think about it," said Ramsey County Regional Railroad Authority Chairman John Finley. "At the first series of forums in February, we had many good questions asked by those who attended. Now we have developed additional information on LRT corridors that we want to share with the community."

Light rail transit is being considered by Ramsey County because it has a potential to improve transit services, decrease traffic congestion, reduce transit operating costs and help shape economic development.



Questions may be addressed to:

Kathryn DeSpiegelaere
Director of Light Rail Transit Planning
Ramsey County Regional Railroad Authority
316 Court House
St. Paul, Minnesota 55102
612-298-4145

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

7

<u>Regional Railroad Authority</u> Originating Department <u>K. DeSpiegelaere</u> Authorized Signature	<u>3/17/89</u> Date	Board Action Requested Decision Schedule for Comprehensive LRT Plan DISCUSSION ONLY
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Request Justification

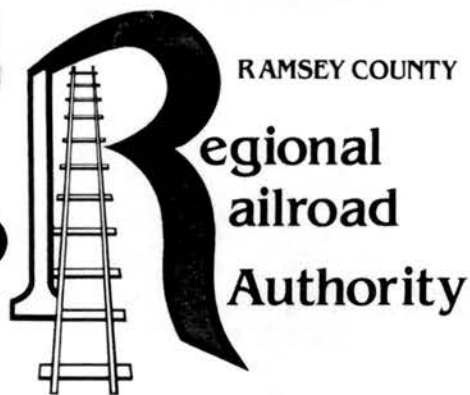
See attached memorandum from K. DeSpiegelaere dated March 7.

Budgeting and Accounting _____ County Attorney <u>reviewed by Kim Wendorf 3-21-89</u> Risk Manager _____ Data Processing _____ Previous Action taken on Request _____	Date / Time _____ Received By _____
---	--

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date	Signature	Date
Committee / Meeting Date	Signature	Date
March 28, 1989	<u>J L Glendinning</u>	3/20/89
Board Date	Signature	Date



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*
Director of Light Rail Transit Planning

SUBJECT: Decision Schedule for Comprehensive LRT Plan

DATE: March 14, 1989

Work on the comprehensive LRT plan is proceeding. At your March 28, 1989, Regional Railroad Authority meeting, we will review a chart illustrating the schedule and decision-making points for the comprehensive LRT plan.

The information shown on the charts will be:

Anticipated Decisions by RCRRA

When

- | | |
|--|--------------------|
| o Elimination of some general corridors from more detailed analysis | May** |
| o Elimination of some downtown alignments from more detailed consideration | May** |
| o How RCRRA goals relate to decisions | May*
October** |
| o System standards, particularly station platform/access to vehicle | June*
October** |
| o Who should operate LRT | June*
October** |
| o Proposed LRT corridors/alignments | June*
October** |

-

2

2

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

8

Regional Railroad Authority

Originating Department

K. DeSpiegelaere

Authorized Signature

3/17/89

Date

Board Action Requested

Work sessions on comprehensive LRT plan

DISCUSSION ONLY

Request Justification

See attached memorandum from K. DeSpiegelaere

Budgeting and Accounting

County Attorney *Reviewed by Kris Wendoff 3-21-89*

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

March 28, 1989

Board Date

Signature

J L Henderson
3/20/89

Date



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

MEMORANDUM

TO: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *FD*

SUBJECT: Work Sessions on Comprehensive LRT Plan

DATE: March 13, 1989

Ramsey County Regional Railroad Authority (RCRRA) is preparing a Comprehensive LRT Plan. The amount of information being generated for the plan is considerable. It would be beneficial as the plan develops to have more time than is available at your twice monthly Regional Railroad Authority meetings for discussion with you.

I propose that two work sessions with you, Regional Railroad Authority staff and consultants, be held on the morning of April 10 or 12 and on the morning of May 24 from 8:30 AM to 11:30 AM at a facility near, but not in, the Courthouse. The first work session would consist of a review of corridor and financing information so that at a subsequent Regional Railroad Authority meeting some corridors and some financial alternatives could be eliminated from more analysis. The second work session would be a review of additional corridor information, additional financing information, operation, system standards and implementation issues. At a subsequent Regional Railroad Authority meeting you would be asked to make decisions on these subjects.

Recommendation:

For discussion at your March 28 RCRRA meeting.

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

9

Regional Railroad Authority

Originating Department

K. DeSpiegelaere
Authorized Signature

3/17/89
Date

Board Action Requested

North American LRT Systems -- Information Brief

DISCUSSION ONLY

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Information brief on North American LRT Systems

Budgeting and Accounting

County Attorney reviewed by Kim Wenzel 3-21-89

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

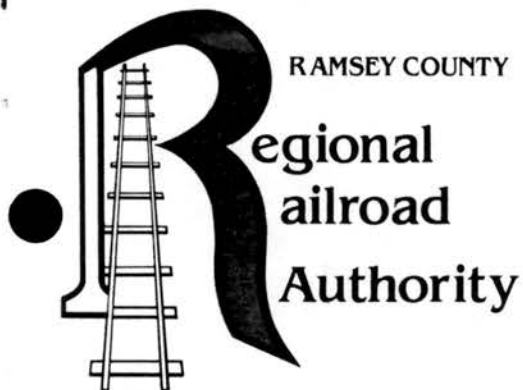
March 28, 1989

Board Date

Signature

Date

3/20/89



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

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Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: North American LRT Systems, 1975-1988

DATE: March 13, 1989

An information brief has been issued by House Research:
North American LRT Systems, 1975-1988.

The brief includes information on the system configuration and characteristics, history of development, ridership and governance of recently constructed LRT systems. In the area of governance, it is worth noting that in many instances, there are appointed Boards which are responsible for development of light rail transit. The appointed Boards, however, often consist of elected officials, such as county commissioners or city council members. It is apparent from our recent visit to view LRT systems in Calgary, Portland and Sacramento that the multiplicity of jurisdictions in the Twin Cities metropolitan area -- city, towns, counties, regional and state agencies -- is far more complex than those of the areas we visited.

Recommendation:

For your information.

Tom Todd, Legislative Analyst
296-5048

North American LRT Systems 1975-1988

This information brief presents an overview and comparison of new light rail transit (LRT) systems built in the United States and Canada since the mid-1970s. (LRT uses electrically propelled vehicles operated by a driver either singly or in trains on predominately reserved but not necessarily grade-separated rights of way.)

Only new LRT systems built in cities without existing rail transit systems are included in the comparison. Excluded on this basis are:

- LRT developments in major cities that have upgraded or supplemented an existing rail transit system--like Boston, New York, Pittsburgh, Philadelphia, Cleveland, New Orleans, San Francisco, and Toronto
- new systems under construction but not yet opened--like the Los Angeles-Long Beach system expected to open in the early 1990s
- specialized applications--like airport and tourist trolleys

Seven LRT systems meet the criteria for inclusion. Listed in order of route size, they are: San Diego, San Jose, Sacramento, Calgary, Portland, Edmonton, and Buffalo.

For each of the seven systems, the brief presents information on the following subjects.

	<u>Page</u>
General System Configuration Characteristics	2
Development History	4
Productivity and Ridership	6
Governance	8

General System Configuration and Characteristics

The chart below gives the total route miles, a brief description of the route, information on stations, and the average vehicle speed.

The seven systems are listed in order of size, in route miles. The largest is San Diego with 20.4 route miles. By the early 1990s, San Diego expects to complete construction of an additional 13 miles. When fully built, San Jose's route will also be 20.4 miles, but as of 1988 it is only half constructed; the full route will not be in service until the early 1990s. The smallest systems are Edmonton and Buffalo with about 6.5 route miles. Total route miles on all systems is 104 miles (counting the unfinished San Jose project); the average size of these systems is 15 miles.

(By way of comparison, the proposed Ramsey County route in the Midway Corridor is 10-12 miles. The "Stage I" Hennepin County system, to be built over an eight year period, is 29 miles; the system includes four radiating routes of 4-9 miles each, a downtown segment of 3.5 miles, and a University Connector of 1.5 miles. Anoka and Hennepin counties are also planning a Northeast Corridor extending north on University Avenue.)

Six of the seven North American LRT systems are essentially trunk line "arterial" commuter systems that link employment centers with relatively distant, lower density residential neighborhoods about 5 to 15 miles out. Except in the downtown, these six have average speeds of 18-21 mph and relatively widely spaced stations (averaging about 1 to 1.7 stations per mile, with stations about one-half to one mile apart).

The seventh system, Buffalo, is a short link in the built up area near downtown, with an average speed of 12 mph and more closely spaced stations, averaging less than a half-mile apart.

			Stations			
			Average Distance between Stations		Average Speed	
	<u>Route Miles</u>	<u>Route Description</u>	<u>Stations</u>	<u>(Miles)</u>	<u>Stations Per Mile</u>	<u>(MPH)</u>
San Diego	20.4	Line (South Bay) from downtown transit mall to the Mexican border, and Line E (El Cajon and Bayside Extensions under construction)	22	.93	1.1	18
San Jose	20.4	Line from N metro area through downtown transit mall to S metro area	35	.58	1.6	20
Sacramento	18.3	U-shaped line from NE metro area through downtown pedestrian mall, and then out E	27	.68	1.4	21
Calgary	17.1	Lines from NE, NW (University and Olympics) and S converge on downtown transit mall	30	.57	1.7	18
Portland	15.1	Line E on Banfield Expressway from downtown to suburb of Gresham	25	.60	1.6	19
Edmonton	6.5	Line from NE suburb of Clareview into downtown tunnel (extension S through tunnels and over river to University under construction)	8	.81	1.2	19
Buffalo	6.4	Line through downtown pedestrian mall from SUNY Campus on N along Erie Bay to Memorial Stadium on S	14	.46	2.2	12
	104.2 Total		161 Total			
	14.9 Average		23 Average			

Development History

The chart below gives a brief history of the development of each system: the year in which each planned segment opened, the length of the segment, and the level of expenditure.

The first LRT line opened in Edmonton in 1978, followed by Calgary and San Diego in 1981, Buffalo in 1985, Portland in 1986, and San Jose and Sacramento in 1987.

The "initial project" column shows the size of the first segment on each system. The systems have tended to start with short segments and grow slowly by increments. The average initial route length is 12.6 miles. The largest initial project was 20.4 miles in San Jose; the smallest, 4.5 miles in Edmonton.

The cost per mile varies greatly--from the lean San Diego system, at less than \$10 million per route mile, to \$30 million per mile. In some cases, for difficult tunneling and subgrade projects in urban cores, costs can rise into the neighborhood of \$100 million per mile. Construction costs depend on many factors, including not only the planning and management skill of government, but construction philosophy, time of construction, and type of right of way.

(By way of comparison, the initial segment planned by Ramsey County in the Midway Corridor is 10-12 miles, with capital cost estimates in the \$100-200 million range, not counting yards or a segment penetrating into the downtown. The "Stage I" system planned by Hennepin County is 29 miles, with capital costs of about \$500 million.)

	<u>Project Segment</u>	<u>Year Opened</u>	<u>Length (Miles)</u>	<u>Initial Project (Miles)</u>	<u>\$ Million (U.S. or Canada) in Expenditure Year</u>	<u>\$ Million Per Mile</u>
San Diego	South Bay single track (double track)	1981 (1983)	15.9	15.9	86 (35)	5.4 (2.2)
	Euclid East Extension	1986	<u>4.5</u>		<u>34</u>	<u>7.6</u>
			20.4		155	7.6
San Jose		1991 (6.5 miles opened in 1987, 3 more in 1988)	20.4	20.4	4-500	24.6
Sacramento		1987	18.3	18.3	176	9.6
Calgary	South Line	1981	7.9	7.9	227	28.7
	NE Line	1985	5.8		169	29.1
	NW Line	1987	<u>3.4</u>		<u>104</u>	<u>30.6</u>
			17.1		500	29.2
Portland		1986	15.1	15.1	214	14.1
Edmonton	NE Line	1978	4.5	4.5	65.0	14.4
	Clareview Extension	1981	1.1		10.5	10.5
	Corona Extension (1 mile tunnel thru downtown)	1983	<u>1.1</u>		<u>110.0</u>	<u>110.0</u>
			6.5		185.5	28.5
Buffalo		1985-1986	<u>6.4</u>	<u>6.4</u>	530-40	83
			104.2 Total	12.6 Average		
			14.9 Average			

Productivity and Ridership

The "estimated ridership" column in the chart below presents the estimates in rows corresponding to the year for which the estimate was made. (The year of the publication in which the estimate appears is in parenthesis; this may not always be the first publication.)

Errors in ridership estimates are difficult to document clearly, and, for this reason, too much can be made of data comparing estimated and actual ridership. In the course of planning and constructing an LRT system, over a period of years, many ridership estimates may be made for various years of future operation; the projection error will thus depend on which estimate is chosen for comparison. Also, ridership estimates assume a certain construction schedule, which may or may not come to pass later. And ridership estimates may vary widely because of assumptions about population and economic growth, the expected size of the system, the location of lines and stations, operating hours, the estimates for amount of feeder bus service, the cost of operating automobiles in the future, and many other matters.

Short of intensive historical analysis of each system, one can conclude as follows:

- Many systems overestimated ridership in early projections made in the late 1970s and early 1980s, as a consequence of a fuel shortage and outdated population growth assumptions. These are the estimates often cited by persons calling attention to the weaknesses of LRT ridership analysis.
- More recently, three systems appear to have overestimated ridership:
 - The size of San Jose's error is still uncertain because the initial 20.4 mile project, about which the estimate was made, is only half finished.
 - Sacramento's error may be partly corrected by the expansion of very restricted operating hours and feeder bus service.
 - The size of Buffalo's error is still uncertain because construction of the initial segment, about which the estimate was made, has been delayed.
- The two Canadian systems, San Diego, and (after some early overestimates) Portland have all estimated ridership rather accurately or have underestimated ridership.

The two columns on the right--weekday rides per route mile and weekday rides per car--give a rough indication of the density of use of the various systems. (The numbers are rounded to the nearest fifty.)

<u>City</u>	<u>Ridership Year</u>	<u>Estimated Ridership (Year of Estimate)</u>	<u>Actual Ridership</u>	<u>Explanation of Variance</u>	<u>Weekday Rides Per Route Mile</u>	<u>Weekday Rides Per Car</u>
San Diego	1988 1995	30,000 ('82) 45,000 ('84)	31,000	4,000 of the actual ridership figure was on the Euclid section which was not considered for the original estimate.	1,500	1,050
San Jose	1987 1988 1991	12,000 ('87)	1,000 6-7,000	The entire 20.4 mile line was to be completed by 1987. Original forecasts were higher, 40,000 and up, based on optimistic 1970s regional growth assumption.	600 (1991)	250 (1991)
Sacramento	1985 1987	28,000 ('84) 20,000 ('82)	13-14,000	The forecasts assumed higher fuel costs, and downtown parking costs, longer operating hours, and more feeder bus service.	750	540
Calgary	1982 1985 1986 1988	27,500 54,000 ('84)	38,500 60,500 85-95,000	Ridership has been 30-40% higher than estimates.	5,050	1,050
Portland	1987 1990 1995	17,000 ('87) 42,000 } ('84) 47,000 }	20,000	The 1987 forecast was a revision of the forecast for 1990, which was made during the 1978 fuel shortage.	1,300	750
Edmonton	1978 1983 1988 1993	16,000 19,300 } ('83) 22,900 } 27,000 }	25,000 25,000	Early ridership was higher than expected; stagnant ridership levels are due to a prolonged recession.	3,850	700
Buffalo	1985 1986 1987 1988	45,000 ('84) 65,000 ('78)	21,000 30,000	Completion of the system has been delayed, and census forecasts for the area were inaccurate.	4,700	1,100

Governance

The chart below describes the government agencies responsible for developing and operating LRT and the governmental relationship between LRT and bus operations.

A few generalizations can be made:

- The LRT developer in the United States systems has been a regional agency everywhere but in San Jose, where the system is being developed in Santa Clara County by an organization much like the county rail authorities in Minnesota.
- All of the regional agencies in the U.S. systems are statutorily created special districts. (Sacramento began LRT development with a local joint powers organization but abandoned the agency as unworkable partway through construction.)
- The LRT developer in the Canadian systems has been the city.
- Six of the systems use one agency that does everything--develops LRT and owns and operates both LRT and the buses. (Again, although Sacramento began LRT construction using a separate joint powers organization created especially for the LRT project, it replaced this separate agency with the regional bus operator during construction.)

One system--San Diego--divides responsibilities among three regional agencies: one agency develops and owns transit facilities, both LRT and bus, but uses two separate, subsidiary agencies--one to operate LRT, another the bus system. This is also the only system where transit employees have separate union contracts.

- State and city agencies are typically involved in developing segments on right-of-way owned by the state or city.

	<u>LRT Developer</u>	<u>LRT Operator</u>	<u>Bus Operator</u>	<u>Union</u>
San Diego	Metropolitan Transit Development Board (MTDB), a statutory special district, formed to plan, design, build, and fund LRT. It is governed by a 15-member board appointed by the Governor from San Diego (4), local communities (9), the county (1), and the state (1).	MTDB owns the equipment and right of way. San Diego Diego Trolley, Inc. employs the drivers and operates the system. Trolley is a subsidiary of MTDB. Trolley has a 5-member board: MTDB appoints 2 and ratifies 4 city and 1 county nominees.	MTDB owns the equipment. San Diego Transit, Inc. another subsidiary of MTDB, employs the drivers and operates the system. The 7-member board is appointed by MTDB.	Separate employee contracts; same union, different locals.
San Jose	Santa Clara County Transportation District, a statutory special district governed by a 5-member board--which is the same as the county board.	Same	Same	One
Sacramento	Sacramento Transit Development Agency (STDA), a "joint powers" type of organization formed to plan, design, and build LRT. It was governed by a 5-member board--one representative from the city, the county, the San Diego Regional Transit District (SRTD), and Caltrans, plus an independent member. The STDA did not work well and was allowed to expire in 1985, in the midst of construction. SRTD took over its duties.	SRTD, a statutory special district governed by a 7-member board--4 city council members appointed by the mayor and 3 county board members appointed by the county.	Same	One
Calgary	Calgary Transit Office, a city agency	Same	Same	One
Portland	Tri-County Metropolitan Transit District (Tri-Met), with assistance from the city and ODOT. Tri-Met is a statutory special district, governed by a 7-member board appointed by the Governor from population subdistricts in the Portland metropolitan area.	Same	Same	One
Edmonton	Edmonton Transit Office, a city agency	Same	Same	One
Buffalo	Niagara Frontier Transportation Authority (NFTA), a statutory special district responsible for planning and operating transit, airports, and the port. NFTA is governed by an 11-member board appointed by the Governor.	NFTA owns the right-of-way and the equipment and provides the funding. Metro Rail, a division of NFTA, operates the system.	Same	One

SOURCES

General

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- Bishop, "Rail Startups: Having the Right People in the Right Place at the Right Time," paper presented at the TRB National Light Rail Conference, May 1988.

Portland

- Edner et al., Urban Decisionmaking for Transportation Investments: Portland's Light Rail Transit Line, U.S. Department of Transportation with Tri-County Metropolitan Transportation District of Oregon, March 1985.
- Gerhart, "Lessons Learned From New LRT Start-Ups: The Portland Experience," paper presented at the TRB National Light Rail Conference, May 1988.
- Shedd, "Max: Portland's Light Rail Instant Success," Modern Railroads, November 1987, 14.

Sacramento

- Beach, "RT Metro: Trials and Tribulations of a Rail Start-Up," paper presented at the TRB National Light Rail Conference, May 1988.
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- Schumann, "RT Metro, the Sacramento Light Rail Project From Community Dream to Operating Reality," paper presented at the TRB National Light Rail Conference, May 1988.

San Diego

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RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

10

Regional Railroad Authority
Originating Department

K. Despiegelaere
 Authorized Signature

3/17/89
 Date

Board Action Requested

Review proposed bills and consider position
 on light rail transit legislation

DISCUSSION

Request Justification

- See attached:
1. Memorandum from K. Despiegelaere dated March 17
 2. Memorandum from K. DeSpiegelaere re House File No. 1136
 3. House File No. 1136
 4. Statutes referred to in House File No. 1136
 5. Memorandum from K. DeSpiegelaere re Sen. Novak's bill
 6. Senator Steve Novak's bill
 7. Memorandum from K. DeSpiegelaere re RCRRRA position on
 legislation

Budgeting and Accounting

County Attorney reviewed by Kim Wenzel 3-22-89

Risk Manager

Data Processing

Previous Action taken on Request

Date / Time

Received By

Comments / Recommendation

Documentation certified complete for:

Committee / Meeting Date

Signature

Date

Committee / Meeting Date

Signature

Date

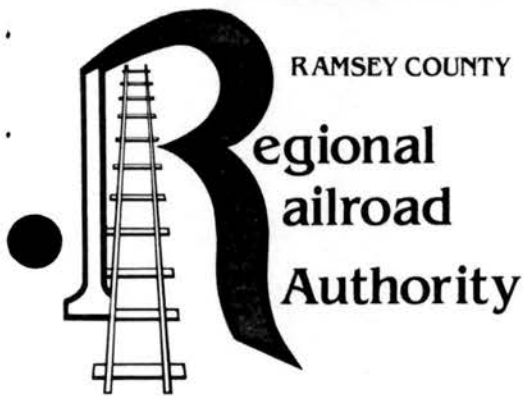
March 28, 1989

J L Glendenning
 Signature

3/20/89

Board Date

Date



Room 316 Courthouse
15 W. Kellogg Blvd.
St. Paul, MN 55102
Phone 298-4145

John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

To: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, Executive Director

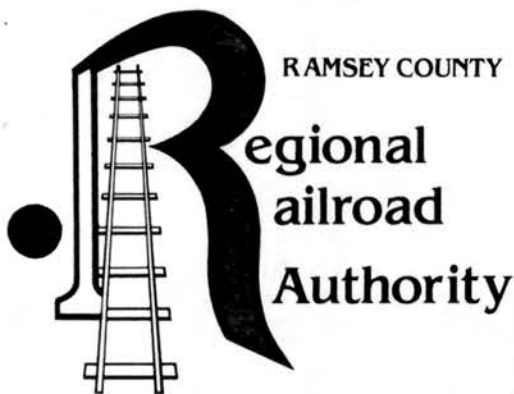
From: Kathryn DeSpiegelaere *KA*

Subject: Light Rail Transit Legislation

Date: March 17, 1989

Bills are being introduced at the state legislature that would impact light rail transit planning, design and construction. I have prepared an analysis of the legislation and a recommended position for your consideration at the March 28, 1989 Regional Railroad Authority meeting.

Three memorandums are attached. The first discusses House file No. 1136, introduced by State Representative Randy Kelly. The bill would abolish county regional railroad authorities in the metropolitan area. The second memorandum refers to a bill that is going to be introduced by State Senator Steve Novak. The bill restructures the Regional Transit Board. The third memorandum outlines a proposed position on legislation for Ramsey County Regional Railroad Authority.



Room 316 Courthouse
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District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *JD*

SUBJECT: State Representative Randy Kelly's Legislation on
Regional Railroad Authorities and Related Topics
(House File No. 1136)

DATE: March 15, 1989

A bill (House File No. 1136) has been introduced by State Representative Randy Kelly that would affect Ramsey County Regional Railroad Authority.

A copy of the bill is attached.

Page 1, line 24 to 26, amends existing law that authorizes establishment of regional railroad authorities. It would abolish regional railroad authorities in the metropolitan Twin Cities area, including Ramsey County.

Page 1, line 29 to page 2, line 5, would require approval of the Metropolitan Council before light rail transit plans can be implemented. Current law requires review, but not approval, of the Metropolitan Council.

Page 2, line 8 and elsewhere, establishes the Regional Transit Board as an agency of the Metropolitan Council. As at present, the Regional Transit Board would consist of nine appointed members. All members, including the chair, would be appointed by the Metropolitan Council. Currently the governor appoints the chair of the agency. There is no requirement that Regional Transit Board or Metropolitan Council members be elected officials.

Page 4, line 1 to 3, indicates that staff and services for the Regional Transit Board would be provided by the Metropolitan Council.

Page 14, line 22 to 32, specifies that the Metropolitan Transit Commission will consist of nine, rather than the current three members. One member is to be appointed by Ramsey County, one by Hennepin County, one by St. Paul and one by Minneapolis. The remaining five are to be appointed by the Metropolitan Council and one of the five must be a county commissioner of another county. There is no requirement that counties or cities appoint elected officials as their representatives.

Page 20, line 25 to 28 repeals some current statutes relating to regional railroad authorities and to the Regional Transit Board. A copy of that information is attached.

Assessment:

It is unclear who would have responsibility for light rail transit planning, construction and operation if this bill is approved. The bill does not provide additional funding to metropolitan agencies for that work. Currently the regional railroad authorities are authorized to tax up to two mills annually. This proposal would remove that ability. The role of the Metropolitan Transit Commission in light rail transit is unspecified in this bill. The role of counties in light rail transit work would diminish. How regional coordination of light rail transit would be accomplished is not specified.

If the intent of the bill is to have the Metropolitan Transit Commission implement light rail transit it should be noted that no new funds are provided in this bill for that agency to perform that task.

F.D.

Randy Kelly

1 A bill for an act

2 relating to metropolitan transit; changing the

3 responsibilities of the regional transit board and

4 metropolitan council; altering the membership of the

5 transit board and transit commission; eliminating

6 certain restrictions on the council, the board, and

7 the commission; abolishing regional rail authorities

8 in the metropolitan area; amending Minnesota Statutes (X)

9 1988, sections 473.169, subdivision 7; 473.373,

10 subdivisions 1, 1a, 4, 5, and by adding a subdivision;

11 473.375, subdivisions 1, 6, 8, 11, 13, 16, and 17;

12 473.38, subdivision 2; 473.382; 473.384, subdivisions

13 1, 3, 4, 5, 6, and 7; 473.386, subdivision 2; 473.387,

14 subdivision 4; 473.388, subdivisions 2 and 4; 473.392;

15 473.404, subdivisions 2, 3, 6, and 7; 473.436,

16 subdivisions 6 and 7; 473.446, subdivisions 1, 1a, 7,

17 and 8; proposing coding for new law in Minnesota

18 Statutes, chapter 398A; repealing Minnesota Statutes

19 1988, sections 473.1691; 473.17; 473.373, subdivision

20 6; 473.375, subdivisions 2, 4, 5, and 7; 473.38,

21 subdivisions 1, 3, and 4; 473.394; and 473.398.

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

23 Section 1. [398A.081] [APPLICATION.]

24 Beginning January 1, 1990, this chapter applies only in

25 areas of the state outside of the metropolitan area defined in

26 section 473.121.

27 Sec. 2. Minnesota Statutes 1988, section 473.169,

28 subdivision 7, is amended to read:

29 Subd. 7. [~~EXISTING~~ METROPOLITAN REVIEW.] Before proceeding

30 with construction of a light rail transit facility, a regional

31 rail-authority-established-under-chapter-398A proposer must

32 submit preliminary and final design plans to the metropolitan (X)

33 council. The council must review the plans for consistency with

1 the council's development guide and the transit board's
2 implementation and financial plans and comment-on approve or *
3 disapprove the plans. The proposer of the facility may not
4 proceed with construction of the facility without the approval
5 of the council.

6 Sec. 3. Minnesota Statutes 1988, section 473.373,
7 subdivision 1, is amended to read:

8 Subdivision 1. [ESTABLISHMENT.] To carry out the policy
9 and achieve the goals of section 473.371 there is established a
10 regional transit board as ~~a-public-corporation-and-a-political~~
11 ~~subdivision-of-the-state~~ an agency of the council. Except as
12 provided in this section, the board is organized, structured,
13 and administered as provided in section 473.141.

14 Sec. 4. Minnesota Statutes 1988, section 473.373,
15 subdivision 1a, is amended to read:

16 Subd. 1a. [PURPOSE.] (a) The purposes of the board are:

17 (1) to foster effective delivery of existing transit
18 services and encourage innovation in transit service;

19 (2) to prepare implementation and financial plans for the
20 metropolitan transit system;

21 (3) to ~~set~~ prepare policies, programs, and standards for
22 implementing the transit policies and programs of the state and
23 the transit policies of the metropolitan council in the
24 metropolitan area;

25 (4) to conduct transit research and evaluation; and

26 (5) to administer state and metropolitan transit subsidies.

27 (b) The board shall arrange with others for the delivery *
28 and provision of transit services and facilities. The board
29 shall avoid, to the greatest extent possible, direct operational
30 planning, administration, and management of specific transit
31 services and facilities.

32 Sec. 5. Minnesota Statutes 1988, section 473.373,
33 subdivision 4, is amended to read:

34 Subd. 4. [TERMS.] The ~~initial~~ terms of members and the
35 chair ~~appointed-under-laws-19847-chapter-6547-article-37-section~~
36 ~~1167-commence-on-the-first-day-after-July-17-19847-that-the~~

1 chair-and-at-least-seven-other-members-have-been-appointed-and
2 qualified-and serving on the effective date of the amendment by
3 this act expire on the first day that the chair and eight
4 members appointed under section 473.141 and this section are
5 appointed by the council and qualified. By August 1, ~~1985~~ 1989,
6 the appointing-authorities council shall appoint a chair and
7 eight members from the districts defined in section 473.141.
8 The initial terms of members and the chair appointed in ~~1985~~
9 1989 are as follows: members representing commission districts
10 A, B, C, and D and the chair of the board, for terms ending the
11 first Monday in January of the year ending in the numeral "7 1";
12 members representing commission districts E, F, G, and H for
13 terms ending the first Monday in January of the year ending in
14 the numeral "9 3." At least one of the members appointed by the
15 council must be 65 years of age or older at the time of the
16 appointment. Thereafter the term of each member and the chair
17 is four years, subject to the provisions on apportionment,
18 successor qualification, removal, and vacancy of section
19 473.141, subdivisions 4a, 5, and 6.

20 Sec. 6. Minnesota Statutes 1988, section 473.373,
21 subdivision 5, is amended to read:

22 Subd. 5. [CHAIR.] The duties of the chair are:

23 (a) to preside over all board meetings attended;

24 (b) to serve as the-principal a transit spokesperson within
25 the metropolitan area before the legislature, other state and
26 regional agencies, local units of government, and the general
27 public;

28 (c) to present to the governor and the legislature, after
29 approval by the council, the board's financial plan for public
30 transit in the metropolitan area;

31 (d) to convene and preside at an annual regional transit
32 conference of transit providers, operators, and users; and

33 (e) to perform other duties assigned by law or by
34 the council or board.

35 Sec. 7. Minnesota Statutes 1988, section 473.373, is
36 amended by adding a subdivision to read:

1 Subd. 9. [STAFF.] Beginning August 1, 1989, staff and
2 administrative services for the board must be provided by the
3 council.

4 Sec. 8. Minnesota Statutes 1988, section 473.375,
5 subdivision 1, is amended to read:

6 Subdivision 1. [GENERAL.] The transit board, acting as an
7 agent of the council, has the power and duties imposed by law.
8 The council may require council approval or consent before the
9 exercise of any powers by the board must-be-consistent-with-the
10 exercise-by-the-metropolitan-council-of-any-of-its-powers.

11 Sec. 9. Minnesota Statutes 1988, section 473.375,
12 subdivision 6, is amended to read:

13 Subd. 6. [INVESTIGATIONS.] When necessary and proper to
14 the performance of its duties, the board may enter in a
15 reasonable manner upon any premises for the purpose of making
16 any reasonably necessary or proper investigations and
17 examinations. The entry is not a trespass. The board council
18 is liable for any actual and consequential loss, injury, or
19 damage from the entry. When necessary and proper to the
20 performance of its duties, the board or its the board's
21 authorized agents may require the production of accounts, books,
22 records, memoranda, correspondence, and other documents and
23 papers of a person receiving financial assistance from the
24 board, may inspect and copy them, and may have access to and may
25 inspect the lands, buildings, facilities, or equipment of the
26 person.

27 Sec. 10. Minnesota Statutes 1988, section 473.375,
28 subdivision 8, is amended to read:

29 Subd. 8. [GIFTS; GRANTS.] The board, with the consent of
30 the council, may apply for, accept and disburse gifts, grants,
31 or loans from the United States, the state, or from any person
32 on behalf of itself or any of its contract recipients, for any
33 of its purposes. With the consent of the council, it may enter
34 into an agreement required for the gifts, grants, or loans and
35 may hold, use, and dispose of money or property received
36 therefrom according to the terms of the gift, grant, or loan.

1 The board may not be a recipient of federal operating or capital
2 assistance distributed by formula or block grant. The board may
3 not be a recipient of federal discretionary capital grants for
4 light rail and other fixed guideway transit systems.

5 No political subdivision within the metropolitan area may
6 apply for federal transit assistance unless its application has
7 been submitted to and approved by the board.

8 Sec. 11. Minnesota Statutes 1988, section 473.375,
9 subdivision 11, is amended to read:

10 Subd. 11. [RIDESHARING.] Upon certification by the board,
11 after June 30, 1985, that it has adopted an approved interim
12 implementation plan and is ready to assume responsibilities for
13 the program, the board shall assume the responsibilities
14 identified by the board that are imposed on the commissioner of
15 transportation, the metropolitan council, or the transit
16 commission pursuant to section 174.257 and other applicable
17 provisions of law for the establishment and implementation of a
18 ridesharing program in the metropolitan area, except for the
19 statewide vanpool leasing program conducted by the
20 commissioner. The commissioner, the council, and the commission
21 shall cooperate with the board in the transfer of these duties
22 and in the conduct of ridesharing activities in areas where the
23 commissioner's programs and the board's program overlap. The
24 board shall establish a rideshare advisory committee to advise
25 it in carrying out the program. The board, with the consent of
26 the council, may contract for services in operating the program.

27 Sec. 12. Minnesota Statutes 1988, section 473.375,
28 subdivision 13, is amended to read:

29 Subd. 13. [FINANCIAL ASSISTANCE.] With the consent of the
30 council, the board may provide financial assistance to the
31 commission and other providers as provided in sections 473.371
32 to 473.449 in furtherance of and in conformance with the
33 implementation plan of the board.

34 Sec. 13. Minnesota Statutes 1988, section 473.375,
35 subdivision 16, is amended to read:

36 Subd. 16. [REPORT.] The board shall annually submit

1 ~~prepare~~ a report to-the-metropolitan-council,-the-governor,-and
2 the-legislature detailing its activities and-finances for the
3 previous year.

4 Sec. 14. Minnesota Statutes 1988, section 473.375,
5 subdivision 17, is amended to read:

6 Subd. 17. [AUDIT.] The board must be audited at least once
7 each year as part of the audit of the council. ~~The-board-may~~
8 ~~elect-to-be-audited-by-a-certified-public-accountant-or-by-the~~
9 ~~state-auditor---if-the-board-chooses-the-state-auditor,-the~~
10 ~~state-auditor-shall-audit,-either-directly-or-by-subcontract,-~~
11 ~~the-board's-financial-accounts-and-affairs-at-least-once-each~~
12 ~~year---The-information-in-the-audit-must-be-contained-in-the~~
13 ~~annual-report-and-distributed-in-accordance-with-section~~
14 ~~473.445,-subdivision-3---The-board-shall-pay-the-total-cost-of~~
15 ~~the-audit,-including-the-salaries-paid-to-the-examiners-while~~
16 ~~actually-engaged-in-making-the-examination---The-state-auditor~~
17 ~~may-bill-monthly-or-at-the-completion-of-the-audit---All~~
18 ~~collections-received-for-the-state-audits-must-be-deposited-in~~
19 ~~the-revolving-fund-of-the-state-auditor-~~

20 Sec. 15. Minnesota Statutes 1988, section 473.38,
21 subdivision 2, is amended to read:

22 Subd. 2. [FINANCIAL PLAN; COUNCIL APPROVAL.] Along-with
23 ~~its-annual-budget,~~ Each even-numbered year the board shall
24 prepare a financial plan for the succeeding three calendar
25 years, in half-year segments. The financial plan must be
26 consistent with the board's implementation plan and must contain
27 the elements specified in section 473.1623, subdivision 3. The
28 financial plan must contain schedules of user charges and any
29 changes in user charges planned or anticipated by the board
30 during the period of the plan. The financial plan must contain
31 a proposed request for state financial assistance for the
32 succeeding biennium. The board shall submit the financial plan
33 to the council for review and approval or disapproval. The
34 council may approve or disapprove in whole or in part. ~~The~~
35 ~~council-may-disapprove-only-for-inconsistency-with-the-policy~~
36 ~~plan-of-the-council-~~

1 Sec. 16. Minnesota Statutes 1988, section 473.382, is
2 amended to read:

3 473.382 [LOCAL PLANNING AND DEVELOPMENT PROGRAM.]

4 In preparing and amending its implementation plan pursuant
5 to section 473.377, the transit board shall establish a program
6 to ensure participation by representatives of local government
7 units and the coordination of the planning and development of
8 transit by local government units. The board shall encourage
9 the establishment of local transit planning and development
10 boards by local governments for the purpose of:

11 (a) assisting and advising the transit board in preparing
12 the implementation plan, including the identification of service
13 needs and objectives;

14 (b) preparing, or advising and assisting local units of
15 government in preparing the transit study and service plan
16 required by section 473.384;

17 (c) preparing or advising the transit board in the review
18 of applications for assistance under section 473.384.

19 The board, with the consent of the council, may provide
20 local boards with whatever assistance it deems necessary and
21 appropriate.

22 Sec. 17. Minnesota Statutes 1988, section 473.384,
23 subdivision 1, is amended to read:

24 Subdivision 1. [CONTRACTS REQUIRED.] The transit board,
25 with the consent of the council, shall make contracts with
26 eligible recipients for financial assistance to transit service
27 within the metropolitan area. The board may not give financial
28 assistance to a transit provider other than the commission
29 without first having executed a contract. The provisions of
30 this section do not apply to contracts made under sections
31 473.386 and 473.388.

32 Sec. 18. Minnesota Statutes 1988, section 473.384,
33 subdivision 3, is amended to read:

34 Subd. 3. [APPLICATIONS.] The board, with the consent of
35 the council, shall establish procedures and standards for review
36 and approval of applications for financial assistance under this

1 section consistent with its approved implementation plan. An
2 applicant must provide the board with the financial and other
3 information the board requires to carry out its duties. The
4 board, with the consent of the council, may specify procedures,
5 including public hearing requirements, to be followed by
6 applicants that are cities, towns, or counties or combinations
7 thereof in conducting transit studies and formulating service
8 plans under subdivisions 4 and 5.

9 Sec. 19. Minnesota Statutes 1988, section 473.384,
10 subdivision 4. is amended to read:

11 Subd. 4. [TRANSIT STUDY.] The ~~board-shall~~ board's
12 procedures must require that prior to applying for financial
13 assistance by contract under clause (a) of subdivision 2, the
14 applicant must prepare and submit a transit study which includes
15 the following elements:

16 (a) a determination of existing and future transit needs
17 within the area to be served, and an assessment of the adequacy
18 of existing service to meet the needs;

19 (b) an assessment of the level and type of service required
20 to meet unmet needs;

21 (c) an assessment of existing and future resources
22 available for the financing of transit service; and

23 (d) the type or types of any new government arrangements or
24 agreements needed to provide adequate service.

25 The transit study for any applicant may be done by the
26 board, with the consent of the council.

27 Sec. 20. Minnesota Statutes 1988, section 473.384,
28 subdivision 5, is amended to read:

29 Subd. 5. [SERVICE PLAN.] ~~The-board-shall-before-making-a~~
30 ~~contract-with~~ To qualify for financial assistance by contract,
31 ~~an eligible recipient-require-the-submission-of~~ must submit a
32 service plan which includes the following elements:

33 (a) a description of the service proposed for financial
34 assistance, including vehicles, routes, and schedules;

35 (b) an assessment of the extent to which the proposed
36 service meets the needs as determined by the transit study;

1 (c) a description of the contract administration and review
2 process if the operation of the proposed service is to be done
3 by a private contractor;

4 (d) a description of the amount required to establish and
5 operate the proposed service and the proposed sources of the
6 required amount including operating revenue, other local
7 sources, and assistance from the board and from federal sources;

8 (e) the fare structure of the proposed service; and

9 (f) projections of usage of the system.

10 The board may specify procedures, including public hearing
11 requirements, to be followed by applicants that are cities,
12 towns, or counties or combinations thereof in conducting transit
13 studies and formulating service plans.

14 Sec. 21. Minnesota Statutes 1988, section 473.384,
15 subdivision 6, is amended to read:

16 Subd. 6. [FINANCIAL ASSISTANCE FOR CERTAIN PROVIDERS.] The
17 board, with the consent of the council, shall provide financial
18 assistance to recipients who were receiving assistance by
19 contract with the commissioner of transportation under Minnesota
20 Statutes 1982, section 174.24, subdivision 3 on July 1, 1984, so
21 that the percentage of total operating cost, as defined by the
22 board, paid by the recipient from all local sources of revenue,
23 including operating revenue, does not exceed the percentage for
24 the recipient's classification as determined by the commissioner
25 of transportation under the commissioner's final contract with
26 the recipient. The board may include funds received under
27 section 473.446, subdivision 1a, as a local source of revenue.
28 The remainder of the total operating cost will be paid by the
29 board less all assistance received by the recipient for that
30 purpose from any federal source.

31 If a recipient informs the board in writing prior to the
32 distribution of financial assistance for any year that paying
33 its designated percentage of total operating cost from local
34 sources will cause undue hardship, the board may adjust the
35 percentage as it deems equitable. If for any year the funds
36 available to the board are insufficient to allow the board to

1 pay its share of total operating cost for those recipients, the
2 board shall reduce its share in each classification to the
3 extent necessary. The council may require council approval for
4 any decisions of the board under this subdivision.

5 Sec. 22. Minnesota Statutes 1988, section 473.384,
6 subdivision 7, is amended to read:

7 Subd. 7. [MTC IMPACT ASSESSMENT.] Prior to entering into a
8 contract for operating assistance with a recipient other than
9 the transit commission the board shall evaluate the effect, if
10 any, of the contract on the ridership, routes, schedules, fares,
11 and staffing levels of the existing and proposed service
12 provided by the commission. A copy of the assessment must be
13 provided to the commission. The board may enter into the
14 contract only if it determines that the service to be assisted
15 under the contract will not impose an undue hardship on the
16 ridership or financial condition of the commission, or cause the
17 dismissal of persons that are employed by the commission. The
18 determination of the board under this subdivision is subject to
19 review and approval or disapproval by the council.

20 Sec. 23. Minnesota Statutes 1988, section 473.386,
21 subdivision 2, is amended to read:

22 Subd. 2. [SERVICE CONTRACTS; MANAGEMENT; ADVISORY
23 COMMITTEE.] (a) The board, with the consent of the council,
24 shall contract for services necessary for the provision of
25 special transportation. All transportation service must be
26 provided under a contract between the board, or the board's
27 service administrator, and the provider which specifies. The
28 contract must specify the service to be provided, the standards
29 that must be met, and the rates for operating and providing
30 special transportation services.

31 (b) The board shall establish management policies for the
32 service but shall contract with a service administrator for
33 day-to-day administration and management of the service. The
34 contract must delegate to the service administrator clear
35 authority to administer and manage the delivery of the service
36 pursuant to board management policies and must establish

1 performance and compliance standards for the service
2 administrator.

3 (c) The board shall ensure that the service administrator
4 establishes a system for registering and expeditiously
5 responding to complaints by users, informing users of how to
6 register complaints, and requiring providers to report on
7 incidents that impair the safety and well-being of users or the
8 quality of the service. The board shall annually report to the
9 commissioner of transportation, the council, and the legislature
10 on complaints and provider reports, the response of the service
11 administrator, and steps taken by the board and the service
12 administrator to identify causes and provide remedies to
13 recurring problems.

14 (d) ~~Within-90-days-following-August-17-1987~~ With the
15 consent of the council, the board shall ~~hold-a-public-hearing-on~~
16 establish standards for provider eligibility, selection,
17 performance, compliance, and evaluation; the terms of provider
18 contracts and the contract with the service administrator and
19 related contract management policies and procedures of the
20 board; fare policies; service areas, hours, standards, and
21 procedures; and similar matters relating to implementation of
22 the service. Each year before renewing contracts with providers
23 and the service administrator, the board shall provide an
24 opportunity for the advisory committee, users, and other
25 interested persons to testify before the board concerning
26 providers, contract terms, and other matters relating to board
27 policies and procedures for implementing the service.

28 (e) The board shall establish an advisory committee. The
29 advisory committee must include elderly and handicapped persons,
30 other users of special transportation service, representatives
31 of persons contracting to provide special transportation
32 services, and representatives of appropriate agencies for
33 elderly and handicapped persons to advise the board on
34 management policies for the service. At least half the
35 committee members must be disabled or elderly persons or the
36 representatives of disabled or elderly persons. Two of the

1 appointments to the advisory committee shall be made by the
2 council on disability in consultation with the chair of the
3 regional transit board.

4 Sec. 24. Minnesota Statutes 1988, section 473.387,
5 subdivision 4, is amended to read:

6 Subd. 4. [TRANSIT DISADVANTAGED.] The board shall
7 establish a program and policies to reduce transportation costs
8 for persons who are, because of limited incomes, age,
9 disability, or other reasons, especially dependent on public
10 transit for common mobility. The program and policies are
11 subject to approval by the council.

12 Sec. 25. Minnesota Statutes 1988, section 473.388,
13 subdivision 2, is amended to read:

14 Subd. 2. [REPLACEMENT SERVICE; ELIGIBILITY.] The transit
15 board, with the consent of the council, may provide assistance
16 under the program to a statutory or home rule charter city or
17 town or combination thereof, that:

18 (a) is located in the metropolitan transit taxing district;

19 (b) is not served by the transit commission or is served
20 only with transit commission bus routes which begin or end
21 within the applying city or town or combination thereof; and

22 (c) has fewer than four scheduled runs of metropolitan
23 transit commission bus service during off-peak hours defined in
24 section 473.408, subdivision 1.

25 Eligible cities or towns or combinations thereof may apply
26 on behalf of a transit operator with whom they propose to
27 contract for service.

28 The board may not provide assistance under this section to
29 a statutory or home rule charter city or town unless the city or
30 town,

31 (i) was receiving assistance under Minnesota Statutes 1982,
32 section 174.265 by July 1, 1984,

33 (ii) had submitted an application for assistance under that
34 section by July 1, 1984, or

35 (iii) had submitted a letter of intent to apply for
36 assistance under that section by July 1, 1984, and submits an

1 application for assistance under this section by July 1, 1988.
2 A statutory or home rule charter city or town has an additional
3 12-month extension if it has notified the board before July 1,
4 1988, that the city or town is in the process of completing a
5 transportation evaluation study that includes an assessment of
6 the local transit needs of the city or town.

7 Sec. 26. Minnesota Statutes 1988, section 473.388,
8 subdivision 4, is amended to read:

9 Subd. 4. [FINANCIAL ASSISTANCE.] The board may grant the
10 requested financial assistance if it determines that the
11 proposed service is consistent with the approved implementation
12 plan and is intended to replace the service to the applying city
13 or town or combination thereof by the transit commission and
14 that the proposed service will meet the needs of the applicant
15 at least as efficiently and effectively as the existing
16 service. The board's determination under this subdivision is
17 subject to review and approval or disapproval by the council.

18 The amount of assistance which the board may provide under
19 this section may not exceed the sum of:

20 (a) the portion of the available local transit funds which
21 the applicant proposes to use to subsidize the proposed service;
22 and

23 (b) an amount of financial assistance bearing an identical
24 proportional relationship to the amount under clause (a) as the
25 total amount of financial assistance to the transit commission
26 bears to the total amount of taxes collected by the board under
27 section 473.446. The board shall pay the amount to be provided
28 to the recipient from the assistance the board would otherwise
29 pay to the transit commission.

30 For purposes of this section "available local transit funds"
31 means 90 percent of the tax revenues which would accrue to the
32 board from the tax it levies under section 473.446 in the
33 applicant city or town or combination thereof.

34 Sec. 27. Minnesota Statutes 1988, section 473.392, is
35 amended to read:

36 473.392 [SERVICE BIDDING.]

1 The regional transit board may competitively bid transit
2 service only with the consent of the council and in accordance
3 with standards, procedures, and guidelines adopted by resolution
4 of the board. The board shall establish a project management
5 team to assist and advise the board in developing and
6 implementing standards, procedures, and guidelines. The project
7 management team must include representatives of the metropolitan
8 transit commission, the Amalgamated Transit Union Local 1005,
9 private operators, local governments, and other persons
10 interested in the subject. At least 60 days before adopting any
11 standards, procedures, or guidelines for competitive bidding of
12 transit service, the board shall hold a public hearing on the
13 subject. The board shall publish notice of the hearing in
14 newspapers of general circulation in the metropolitan area not
15 less than 15 days before the hearing. At the hearing all
16 interested persons must be afforded an opportunity to present
17 their views orally and in writing. Following the hearing, and
18 after considering the testimony, the board shall revise and
19 adopt the standards, procedures, and guidelines.

20 Sec. 28. Minnesota Statutes 1988, section 473.404,
21 subdivision 2, is amended to read:

22 Subd. 2. [MEMBERSHIP.] The transit commission consists
23 of three nine members appointed by ~~the transit board~~ as provided
24 in this section. One member ~~must be a resident~~ is appointed by
25 the city council of the city of Minneapolis, one ~~must be a~~
26 resident by the city council of the city of St. Paul, one by the
27 Ramsey county board, one by the Hennepin county board, and one
28 ~~must reside in the service area of the commission outside of~~
29 ~~Minneapolis and St. Paul~~ five by the metropolitan council, at
30 least one of whom must be a county commissioner of another
31 county. Appointments are not subject to the advice and consent
32 of the senate.

33 Sec. 29. Minnesota Statutes 1988, section 473.404,
34 subdivision 3, is amended to read:

35 Subd. 3. [TERMS.] Members appointed by cities and counties
36 serve at the pleasure of the appointing authority. The term of

1 each member of-the-commission appointed by the council is three
2 four years and until a successor is appointed and qualified.
3 The initial terms of members appointed by the council commence
4 on the first day after August 1, ~~1984~~ 1989, that all three five
5 members have been appointed and qualified. ~~One-member~~ Two
6 members must be appointed to an initial term of ~~one-year, one-to~~
7 ~~an-initial-term-of~~ two years, and one three to an initial term
8 of three four years. The terms of members of the transit
9 commission appointed and serving on August 1, ~~1984, pursuant to~~
10 ~~Minnesota-Statutes-1982, section-473.141~~ 1989, expire on the day
11 that the terms of members appointed by the council pursuant to
12 this section commence.

13 Sec. 30. Minnesota Statutes 1988, section 473.404,
14 subdivision 6, is amended to read:

15 Subd. 6. [REMOVAL; VACANCIES.] Members appointed by the
16 council may be removed by the ~~transit-board~~ council only for
17 cause ~~in-the-manner-specified-in-chapter-351~~. If the office of
18 a member becomes vacant, under the conditions specified in
19 chapter 351, the vacancy must be filled in the same manner in
20 which the appointment to that office was made.

21 Sec. 31. Minnesota Statutes 1988, section 473.404,
22 subdivision 7, is amended to read:

23 Subd. 7. [COMPENSATION.] Each member, including the chair,
24 must be compensated as provided for ~~commission~~ members in
25 section 473.141, subdivision 7.

26 Sec. 32. Minnesota Statutes 1988, section 473.436,
27 subdivision 6, is amended to read:

28 Subd. 6. [TEMPORARY BORROWING.] On or after the first day
29 of any fiscal year, the commission may borrow money which may be
30 used or expended by the commission for any purpose, including
31 but not limited to current expenses, capital expenditures and
32 the discharge of any obligation or indebtedness of the
33 commission. The indebtedness must be represented by a note or
34 notes which may be issued from time to time in any denomination
35 and sold at public or private sale pursuant to a resolution
36 authorizing the issuance. The resolution must set forth the

1 form and manner of execution of the notes and shall contain
2 other terms and conditions the commission deems necessary or
3 desirable to provide security for the holders of the notes. The
4 note or notes are payable from committed or appropriated money
5 from taxes, grants or loans of the state or federal government
6 made to the commission, or other revenues of the commission, and
7 the money may be pledged to the payment of the notes. The
8 commission is authorized to pledge to the payment of the note or
9 notes taxes levied by the regional transit board or the council
10 under section 473.446, subdivision 1, clause (a), and if taxes
11 are so pledged the board or the council shall transfer amounts
12 received from the levy to the commission for payment of the note
13 or notes. To the extent the notes are not paid from the grant
14 or loan money pledged for the payment thereof, the principal and
15 interest of the notes must be paid from any taxes received by
16 the transit board or the council and any income and revenue
17 received by or accrued to the commission during the fiscal year
18 in which the note or notes were issued, or other money of the
19 commission lawfully available therefor.

20 Sec. 33. Minnesota Statutes 1988, section 473.436,
21 subdivision 7, is amended to read:

22 Subd. 7. ~~[APPROVAL BY BOARD.] Commencing-on-the-day-that~~
23 ~~the-transit-board-has-adopted-an-approved-interim-implementation~~
24 ~~plan-and-financial-plan,-pursuant-to-sections-473-377-and~~
25 ~~473-387~~ The transit commission may not issue debt under this
26 section without the approval of the board.

27 Sec. 34. Minnesota Statutes 1988, section 473.446,
28 subdivision 1, is amended to read:

29 Subdivision 1. [TAXATION WITHIN TRANSIT TAXING DISTRICT.]
30 For the purposes of sections 473.404 to 473.449 and the
31 metropolitan transit system, except as otherwise provided in
32 this subdivision the ~~regional-transit-board~~ metropolitan council
33 shall levy each year upon all taxable property within the
34 metropolitan transit taxing district, defined in subdivision 2,
35 a transit tax consisting of:

36 (a) an amount which shall be used for payment of the

1 expenses of operating transit and paratransit service and to
2 provide for payment of obligations issued by the commission
3 under section 473.436, subdivision 6;

4 (b) an additional amount, if any, as the board council
5 determines to be necessary to provide for the full and timely
6 payment of ~~its~~ the transit board's certificates of indebtedness
7 and other obligations outstanding on July 1, 1985, to which
8 property taxes under this section have been pledged; and

9 (c) an additional amount necessary to provide full and
10 timely payment of certificates of indebtedness, bonds, including
11 refunding bonds or other obligations issued or to be issued
12 under section 473.39 by the council for purposes of acquisition
13 and betterment of property and other improvements of a capital
14 nature and to which the council or board has specifically
15 pledged tax levies under this clause.

16 The property tax levied by the ~~regional-transit-board~~
17 council for general purposes under clause (a) must not exceed *
18 the following amount for the years specified:

19 (1) for taxes payable in 1988, the product of two mills
20 multiplied by the total assessed valuation of all taxable
21 property located within the metropolitan transit taxing district
22 as adjusted by the provisions of Minnesota Statutes 1986,
23 sections 272.64; 273.13, subdivision 7a; and 275.49;

24 (2) for taxes payable in 1989, the product of (i) the
25 ~~regional-transit-board's~~ council's property tax levy limitation
26 for general purposes for the taxes payable year 1988 determined
27 under clause (1) multiplied by (ii) an index for market
28 valuation changes equal to the assessment year 1988 total market
29 valuation of all taxable property located within the
30 metropolitan transit taxing district divided by the assessment
31 year 1987 total market valuation of all taxable property located
32 within the metropolitan transit taxing district; and

33 (3) for taxes payable in 1990 and subsequent years, the
34 product of (i) the ~~regional-transit-board's~~ council's property
35 tax levy limitation for general purposes for the previous year
36 determined under this subdivision multiplied by (ii) an index

1 for market valuation changes equal to the total market valuation
2 of all taxable property located within the metropolitan transit
3 taxing district for the current assessment year divided by the
4 total market valuation of all taxable property located within
5 the metropolitan transit taxing district for the previous
6 assessment year.

7 For the purpose of determining the ~~regional-transit-board's~~
8 council's property tax levy limitation for general purposes for
9 the taxes payable year 1988 and subsequent years under this
10 subdivision, "total market valuation" means the total market
11 valuation of all taxable property within the metropolitan
12 transit taxing district without valuation adjustments for fiscal
13 disparities (chapter 473F), tax increment financing (sections
14 469.174 to 469.179), and high voltage transmission lines
15 (section 273.425).

16 The county auditor shall reduce the tax levied pursuant to
17 this subdivision on all property within statutory and home rule
18 charter cities and towns that receive full peak service and
19 limited off-peak service by an amount equal to the tax levy that
20 would be produced by applying a rate of 0.5 mills on the
21 property. The county auditor shall reduce the tax levied
22 pursuant to this subdivision on all property within statutory
23 and home rule charter cities and towns that receive limited peak
24 service by an amount equal to the tax levy that would be
25 produced by applying a rate of 0.75 mills on the property. The
26 amounts so computed by the county auditor shall be submitted to
27 the commissioner of revenue as part of the abstracts of tax
28 lists required to be filed with the commissioner under section
29 275.29. Any prior year adjustments shall also be certified in
30 the abstracts of tax lists. The commissioner shall review the
31 certifications to determine their accuracy and may make changes
32 in the certification as necessary or return a certification to
33 the county auditor for corrections. The commissioner shall pay
34 to the ~~regional-transit-board~~ council the amounts certified by
35 the county auditors on the dates provided in section 273.1398.
36 There is annually appropriated from the general fund in the

1 state treasury to the department of revenue the amounts
2 necessary to make these payments in fiscal year 1987 and
3 thereafter.

4 For the purposes of this subdivision, "full peak and
5 limited off-peak service" means peak period regular route
6 service, plus weekday midday regular route service at intervals
7 longer than 60 minutes on the route with the greatest frequency;
8 and "limited peak period service" means peak period regular
9 route service only.

10 Sec. 35. Minnesota Statutes 1988, section 473.446,
11 subdivision 1a, is amended to read:

12 Subd. 1a. [TAXATION WITHIN TRANSIT AREA.] For the purposes
13 of sections 473.404 to 473.449, and the metropolitan transit
14 system, the ~~regional-transit-board~~ council shall levy upon all
15 taxable property within the metropolitan transit area but
16 outside of the metropolitan transit taxing district, defined in
17 subdivision 2, a transit tax, which shall be equal to ten
18 percent of the sum of the levies provided in subdivision 1,
19 clauses (a) to (c). The proceeds of this tax shall be used only
20 for paratransit services or ride sharing programs designed to
21 serve persons located within the transit area but outside of the
22 transit taxing district.

23 Sec. 36. Minnesota Statutes 1988, section 473.446,
24 subdivision 7, is amended to read:

25 Subd. 7. [PROTECTION OF RIGHTS OF HOLDERS OF OUTSTANDING
26 INDEBTEDNESS.] ~~Beginning-for-taxes-levied-in-1984,-payable-in~~
27 ~~1985,-and-for-each-succeeding-year,~~ The transit commission shall
28 certify to the transit-board council before October 1 of each
29 year the amounts necessary to provide full and timely payment of
30 certificates of indebtedness, bonds, and other obligations of
31 the commission, until all debt of the commission is fully
32 discharged. As part of its levy made pursuant to subdivisions 1
33 and 6, the board council shall levy the amounts certified by the
34 commission and transfer the proceeds to the commission for
35 payment of its obligations. The taxes must be levied,
36 certified, and collected in accordance with the terms and

1 conditions of the indebtedness. Nothing in Laws 1984, chapter
2 654 may impair the rights of holders of valid obligations of the
3 commission to require a levy of property taxes. The transit
4 board council shall take the actions necessary to comply with
5 the terms and conditions of the obligations, including if
6 necessary the levy of property taxes to provide for a deficiency.

7 Sec. 37. Minnesota Statutes 1988, section 473.446,
8 subdivision 8, is amended to read:

9 Subd. 8. [STATE REVIEW.] The commissioner of revenue shall
10 annually determine whether the property tax for general purposes
11 certified by the ~~regional-transit-board~~ council for levy
12 following the adoption of its budget is within the levy
13 limitation imposed by subdivision 1. The commissioner shall
14 also annually determine whether the transit tax imposed on all
15 taxable property within the metropolitan transit area but
16 outside of the metropolitan transit taxing district is within
17 the levy limitation imposed by subdivision 1a. To the extent
18 practicable, the determination must be completed prior to
19 November 1 of each year. If current information regarding
20 market valuation in any county is not transmitted to the
21 commissioner in a timely manner, the commissioner may estimate
22 the current market valuation within that county for purposes of
23 making the calculations.

24 Sec. 38. [REPEALER.]

25 Minnesota Statutes 1988, sections 473.1691; 473.17;
26 473.373, subdivision 6; 473.375, subdivisions 2, 4, 5, and 7;
27 473.38, subdivisions 1, 3, and 4; 473.394; and 473.398, are
28 repealed.

29 Sec. 39. [APPLICATION.]

30 Sections 2 to 38 apply in the counties of Anoka, Carver,
31 Dakota, Hennepin, Ramsey, Scott, and Washington.

public hearing. Within 45 days after the hearing under subdivision 2, the city, county, or town must review and approve or disapprove the plans for the route to be located in the city, county, or town. Failure to approve or disapprove the plans in writing within 45 days after the hearing is deemed to be approval, unless an extension of time is agreed to by the city, county, or town and the proposer. If the preliminary design plans are approved by each city, county, and town in which the route is proposed to be located, the proposer may proceed with final design plans under subdivision 5.

Subd. 4. Preliminary design plans; metropolitan council referral. If the governing body of one or more cities, counties, or towns disapproves the preliminary design plans within the period allowed under subdivision 3, the proposer may refer the plans to the metropolitan council. The council must hold a hearing, giving the proposer and the disapproving local governmental units an opportunity to present the case for or against approval of the plans. The council may conduct independent study as it deems desirable and may mediate and attempt to resolve disagreements about the plans. Within 90 days after the referral, the council must either approve the plans as submitted by the proposer or recommend amended plans to accommodate the objections presented by the disapproving local governmental units. Failure to respond within the time period is deemed to be approval, unless an extension of time is agreed to by the council and the proposer. Following approval or recommendation of preliminary design plans by the council, the proposer may proceed with final design plans under subdivision 5.

Subd. 5. Final design plans. (a) After the approval of preliminary design plans under subdivision 3 or review by the council following referral to the council under subdivision 4, the proposer may prepare final design plans.

(b) Before proceeding with construction, the proposer must submit the final design plans to the governing body of each statutory and home rule city, county, and town in which the route is proposed to be located. Within 60 days after the submission of the plans, the city, county, or town must review and approve or disapprove the plans for the route located in the city, county, or town. Failure to approve or disapprove the plans in writing within the time period is deemed to be approval, unless an extension is agreed to by the city, county, or town and the proposer. If the final design plans are approved by each city, county, and town in which the route is proposed to be located, the proposer may proceed with construction on that route.

(c) If the governing body of one or more cities, counties, or towns disapproves the final design plans within the period allowed under paragraph (b), the proposer may refer the plans to the metropolitan council. The council must review the final design plans under the same procedure and with the same effect as provided in subdivision 4 for preliminary design plans. Following approval or recommendation of final design plans by the council, the proposer may proceed with construction.

Subd. 6. County approval. The proposer of a light rail transit facility in the metropolitan area must submit the preliminary and final design plans for the facility to the governing board of the county in which the route is proposed to be located for approval or disapproval. The proposer of the facility may not proceed with construction of the facility without the approval of the county.

Subd. 7. Council review. Before proceeding with construction of a light rail transit facility, a regional rail authority established under chapter 398A must submit preliminary and final design plans to the metropolitan council. The council must review the plans for consistency with the council's development guide and comment on the plans.

Subd. 8. Metropolitan significance. This section does not diminish or replace the authority of the council under section 473.173.

History: 1987 c 405 s 2

473.1691 LIGHT RAIL TRANSIT PLANS; METROPOLITAN REVIEW.

The council and the regional transit board shall review and comment on comprehensive light rail transit plans and preliminary design plans of regional railroad authorities. The council and the board shall conduct their review and comment before the

regional railroad authority prepares final design plans. The council and the board may undertake the study necessary for this review, in accordance with the provisions of section 473.17 and notwithstanding the provisions of section 473.398.

The council and the board shall review comprehensive light rail transit plans in accordance with Laws 1987, chapter 405, section 6. The council and the board in reviewing the comprehensive light rail transit plans, and the authority in preparing those plans, shall, to the extent practicable, ensure the acquisition, lease, or preservation of the right-of-way for planned light rail transit corridors, so that the planned corridors are ready for construction and development and so that corridor development and priorities are not determined by right-of-way ownership.

The authority's light rail transit plans shall provide for the staged development of the light rail transit system.

The light rail transit plans and the comments of the council and the board must be transmitted to the legislature.

History: 1988 c 675 s 10

473.17 COOPERATION IN LIGHT RAIL TRANSIT.

Notwithstanding section 473.398, the metropolitan council and the regional transit board shall cooperate with regional rail authorities in the study, planning, and design of regional rail authority light rail transit systems, and the metropolitan transit commission shall cooperate with regional rail authorities in the operational planning and operation of regional rail authority light rail transit systems.

History: 1987 c 405 s 3; 1988 c 684 art 2 s 5

473.171 COUNCIL REVIEW; APPLICATIONS FOR FEDERAL AND STATE AID.

Subdivision 1. The council shall review all applications of a metropolitan agency, independent commission, board or agency, and local governmental units for funds, grants, loans or loan guarantees from the United States of America or agencies thereof submitted in connection with proposed matters of metropolitan significance, all other applications by metropolitan agencies, independent commissions, boards and agencies, and local governmental units for grants, loans, or loan guarantees from the United States of America or any agency thereof if review by a regional agency is required by federal law or the federal agency, and all applications for grants, loans, or allocations from funds made available by the United States of America to the metropolitan area for regional facilities pursuant to a federal revenue sharing or similar program requiring that the funds be received and granted or allocated or that the grants and allocations be approved by a regional agency.

Subd. 2. The council shall review all applications or requests of a metropolitan agency, independent commission, board or agency, and local governmental units for state funds allocated or granted for proposed matters of metropolitan significance, and all other applications by metropolitan agencies, independent commissions, boards, agencies, and local governmental units for state funds if review by a regional agency is required by state law or the granting state agency.

History: 1975 c 13 s 17; 1986 c 460 s 22,23

473.173 COUNCIL REVIEW; METROPOLITAN SIGNIFICANCE.

Subdivision 1. The council shall review all proposed matters of metropolitan significance to be undertaken by any private organization, independent commission, board or agency, local governmental unit, or any state agency in accordance with the rules adopted pursuant to this section and the provisions of any other relevant statute.

Subd. 2. By September 1, 1976, the council shall adopt and put into effect rules establishing standards, guidelines and procedures for determining whether any proposed matter is of metropolitan significance, and establishing a procedure for the review of and final determination on such matters in accordance with the powers and

473.373 REGIONAL TRANSIT BOARD.

Subdivision 1. **Establishment.** To carry out the policy and achieve the goals of section 473.371 there is established a regional transit board as a public corporation and a political subdivision of the state. Except as provided in this section, the board is organized, structured, and administered as provided in section 473.141.

Subd. 1a. **Purpose.** (a) The purposes of the board are:

(1) to foster effective delivery of existing transit services and encourage innovation in transit service;

(2) to prepare implementation and financial plans for the metropolitan transit system;

(3) to set policies and standards for implementing the transit policies and programs of the state and the transit policies of the metropolitan council in the metropolitan area;

(4) to conduct transit research and evaluation; and

(5) to administer state and metropolitan transit subsidies.

(b) The board shall arrange with others for the delivery and provision of transit services and facilities. The board shall avoid, to the greatest extent possible, direct operational planning, administration, and management of specific transit services and facilities.

Subd. 2. [Repealed, 1Sp1985 c 10 s 123 subd 4]

Subd. 3. [Repealed, 1986 c 460 s 59]

Subd. 4. **Terms.** The initial terms of members and the chair appointed under Laws 1984, chapter 654, article 3, section 116, commence on the first day after July 1, 1984, that the chair and at least seven other members have been appointed and qualified and expire on the first day that the chair and eight members appointed under section 473.141 and this section are appointed and qualified. By August 1, 1985, the appointing authorities shall appoint a chair and eight members from the districts defined in section 473.141. The initial terms of members and the chair appointed in 1985 are as follows: members representing commission districts A, B, C, and D and the chair of the board, for terms ending the first Monday in January of the year ending in the numeral "7"; members representing commission districts E, F, G, and H for terms ending the first Monday in January of the year ending in the numeral "9." At least one of the members appointed by the council must be 65 years of age or older at the time of the appointment. Thereafter the term of each member and the chair is four years, subject to the provisions on apportionment, successor qualification, removal, and vacancy of section 473.141, subdivisions 4a, 5, and 6.

Subd. 5. **Chair.** The duties of the chair are:

(a) to preside over all board meetings attended;

(b) to serve as the principal transit spokesperson within the metropolitan area before the legislature, other state and regional agencies, local units of government, and the general public;

(c) to present to the governor and the legislature, after approval by the council, the board's financial plan for public transit in the metropolitan area;

(d) to convene and preside at an annual regional transit conference of transit providers, operators, and users; and

(e) to perform other duties assigned by law or by the board.

Subd. 6. **Executive director.** The chief administering officer of the board shall hold the position of executive director. The executive director shall be appointed as provided in section 473.141 and have the duties and authority prescribed for a chief administrator in section 473.141.

Subd. 7. [Repealed, 1Sp1985 c 10 s 123 subd 1]

Subd. 8. **Pension rights.** A person who is an employee of the metropolitan transit commission on the effective date of this section and who subsequently becomes an

employee of the transit board has the option of continued coverage under Minnesota Statutes, chapter 353.

History: 1984 c 654 art 3 s 116; 1Sp1985 c 10 s 94,95; 1986 c 444; 1986 c 460 s 35,36; 1987 c 278 s 11

473.375 POWERS OF BOARD.

Subdivision 1. General. The transit board has the power and duties imposed by law. The exercise of any powers by the board must be consistent with the exercise by the metropolitan council of any of its powers.

Subd. 2. Actions. The board may sue and be sued.

Subd. 3. Contracts. The board may enter into contracts necessary to carry out its responsibilities.

Subd. 4. Property. The board may acquire by purchase, lease, gift, or grant property and interests in property necessary for the accomplishment of its purposes and may sell or otherwise dispose of property which it no longer requires. The board may not rent or lease any premises from a recipient of financial assistance from the board. Except for the rental or lease of its office space, the board may not acquire or hold any permanent or temporary right, title, or interest in or to real property, including easements or development rights. The board may not acquire or hold any permanent or temporary right, title, or interest in or to transit vehicles.

Subd. 5. Insurance. The board may require any employee to obtain and file with it an individual bond or fidelity insurance policy. It may procure insurance in the amounts it deems necessary against the liability of the board or its officers and employees for personal injury or death and property damage or destruction, with the force and effect stated in chapter 466, and against risks of damage to or destruction of any of its facilities, equipment, or other property.

Subd. 6. Investigations. When necessary and proper to the performance of its duties, the board may enter in a reasonable manner upon any premises for the purpose of making any reasonably necessary or proper investigations and examinations. The entry is not a trespass. The board is liable for any actual and consequential loss, injury, or damage from the entry. When necessary and proper to the performance of its duties, the board or its authorized agents may require the production of accounts, books, records, memoranda, correspondence, and other documents and papers of a person receiving financial assistance from the board, may inspect and copy them, and may have access to and may inspect the lands, buildings, facilities, or equipment of the person.

Subd. 7. Taxes. The board may levy taxes as provided in section 473.446.

Subd. 8. Gifts; grants. The board may apply for, accept and disburse gifts, grants, or loans from the United States, the state, or from any person on behalf of itself or any of its contract recipients, for any of its purposes. It may enter into an agreement required for the gifts, grants, or loans and may hold, use, and dispose of money or property received therefrom according to the terms of the gift, grant, or loan. The board may not be a recipient of federal operating or capital assistance distributed by formula or block grant. The board may not be a recipient of federal discretionary capital grants for light rail and other fixed guideway transit systems.

No political subdivision within the metropolitan area may apply for federal transit assistance unless its application has been submitted to and approved by the board.

Subd. 9. Advisory committees. The board may establish one or more advisory committees composed of and representing transit providers, transit users, and local units of government to advise it in carrying out its purposes. The members of advisory committees serve without compensation.

Subd. 10. Research. The board may conduct research studies and programs or may contract with other persons for research studies and programs. It may advise and assist the metropolitan council and other government units on transportation issues within its jurisdiction.

Subd. 5. **Local review and comment.** At least 30 days before holding the hearing required on the implementation plan or revision, the board shall submit copies of the plan or a summary of the plan to the chief administrative officer of each statutory and home rule charter city, town, and county in the metropolitan area, along with notice of the hearing and an invitation to testify and submit comments.

History: 1984 c 654 art 3 s 118; 1986 c 460 s 37; 1987 c 278 s 12-14

473.38 BUDGET; REGIONAL TRANSIT BOARD.

Subdivision 1. **Requirement.** The regional transit board shall prepare, submit for review, adopt, and implement budgets and conduct its financial affairs in the same manner, with the same requirements and restrictions, and to the same effect as provided in section 473.163, subdivisions 1 to 4, except as otherwise provided in this section.

Subd. 2. **Financial plan; council approval.** Along with its annual budget, each even-numbered year the board shall prepare a financial plan for the succeeding three calendar years, in half-year segments. The financial plan must be consistent with the board's implementation plan and must contain the elements specified in section 473.1623, subdivision 3. The financial plan must contain schedules of user charges and any changes in user charges planned or anticipated by the board during the period of the plan. The financial plan must contain a proposed request for state financial assistance for the succeeding biennium. The board shall submit the financial plan to the council for review and approval or disapproval. The council may approve or disapprove in whole or in part. The council may disapprove only for inconsistency with the policy plan of the council.

Subd. 3. **Exception.** The capital budget and financial plan of the board prepared in 1984 need not be submitted to the council until December 1, 1984, and the council has 30 days for review.

Subd. 4. **Program evaluation.** The budget procedure of the board must include a substantive assessment and evaluation of the effectiveness of each significant program of the board, with, to the extent possible, quantitative information on the status, progress, costs, benefits, and effects of each program. The board shall transmit the evaluation to the legislature annually.

History: 1984 c 654 art 3 s 119; 1Sp1985 c 10 s 98; 1986 c 460 s 38,59; 1Sp1986 c 3 art 2 s 10; 1987 c 278 s 15; 1988 c 675 s 17

473.382 LOCAL PLANNING AND DEVELOPMENT PROGRAM.

In preparing and amending its implementation plan pursuant to section 473.377, the transit board shall establish a program to ensure participation by representatives of local government units and the coordination of the planning and development of transit by local government units. The board shall encourage the establishment of local transit planning and development boards by local governments for the purpose of:

(a) assisting and advising the transit board in preparing the implementation plan, including the identification of service needs and objectives;

(b) preparing, or advising and assisting local units of government in preparing the transit study and service plan required by section 473.384;

(c) preparing or advising the transit board in the review of applications for assistance under section 473.384.

The board may provide local boards with whatever assistance it deems necessary and appropriate.

History: 1984 c 654 art 3 s 120

473.384 CONTRACTS.

Subdivision 1. **Contracts required.** The transit board shall make contracts with eligible recipients for financial assistance to transit service within the metropolitan area. The board may not give financial assistance to a transit provider other than the

tions issued by the council to which tax levies have been pledged pursuant to section 473.446, are proper for investment of any funds by a bank, savings bank, savings and loan association, credit union, trust company, insurance company, or public or municipal corporation, and may be pledged by any bank, savings bank, savings and loan association, credit union, or trust company as security for the deposit of public money.

Subd. 3. [Repealed, 1Sp1985 c 10 s 123 subd 1]

History: 1984 c 654 art 3 s 124; 1Sp1985 c 10 s 102-104; 1986 c 460 s 39,40; 1987 c 278 s 17,18; 1987 c 358 s 120

473.391 ROUTE PLANNING AND SCHEDULING.

The regional transit board shall contract with the metropolitan transit commission or other operators or local governments for route planning and scheduling services in any configuration of new or reconfiguration of existing transit services and routes, including route planning and scheduling necessary for the test marketing program, the service bidding program, and the interstate highway described in section 161.123, clause (2), commonly known as I-394. Route planning and scheduling is subject to approval by the board for conformity to the board's transit implementation plans and route, schedule, and other service standards, objectives, and policies established by the board.

History: 1987 c 278 s 22

473.392 SERVICE BIDDING.

The regional transit board may competitively bid transit service only in accordance with standards, procedures, and guidelines adopted by resolution of the board. The board shall establish a project management team to assist and advise the board in developing and implementing standards, procedures, and guidelines. The project management team must include representatives of the metropolitan transit commission, the Amalgamated Transit Union Local 1005, private operators, local governments, and other persons interested in the subject. At least 60 days before adopting any standards, procedures, or guidelines for competitive bidding of transit service, the board shall hold a public hearing on the subject. The board shall publish notice of the hearing in newspapers of general circulation in the metropolitan area not less than 15 days before the hearing. At the hearing all interested persons must be afforded an opportunity to present their views orally and in writing. Following the hearing, and after considering the testimony, the board shall revise and adopt the standards, procedures, and guidelines.

History: 1987 c 278 s 23

473.393 [Repealed, 1988 c 675 s 24]

473.394 BOARD EXEMPT FROM TAXATION.

The properties, moneys, and other assets of the transit board, all revenues or other income of the board, are exempt from all taxation, licenses, fees, or charges of any kind imposed by the state or by any county, municipality, political subdivision, taxing district, or other public agency or body of the state.

History: 1984 c 654 art 3 s 125

473.398 TRANSIT NEEDS ASSESSMENT.

(a) The metropolitan council, the regional transit board, and the metropolitan transit commission may not either separately or in combination expend or obligate any money from public sources for study, planning, design, preliminary engineering, engineering, acquisition, construction, or any other purpose related to facilities for transporting passengers by cars operating on fixed rails, without express legislative authorization.

(b) Before performing any further detailed work on light rail transit, the regional transit board shall complete the total assessment of transit service needs and markets

for the metropolitan area and the implementation plan required by section 473.377, subdivisions 1 and 2. It may consider any mode of travel to serve identified needs and markets.

(c) Following approval of the implementation plan by the metropolitan council, as required by section 473.377, subdivision 1, the regional transit board may commence corridor planning, consisting of preliminary engineering for general route configuration and alignments, station locations, modal interconnectors, and access of any modes including light rail transit, for the corridor between the downtowns of Minneapolis and St. Paul if the needs assessment and implementation plan so provide. It may utilize private or public funds to do this work.

(d) The board shall report to the legislature by December 1, 1986, on the needs, alternative transit systems, and services considered and recommendations for implementation, costs, alternative sources of financing, and preferred financing sources.

History: 1Sp1985 c 10 s 105; 1987 c 405 s 4

473.401 [Repealed, 1984 c 654 art 3 s 153]

473.402 [Repealed, 1984 c 654 art 3 s 153]

473.403 [Repealed, 1984 c 654 art 3 s 153]

473.404 METROPOLITAN TRANSIT COMMISSION.

Subdivision 1. **Establishment.** There is created a metropolitan transit commission.

Subd. 2. **Membership.** The transit commission consists of three members appointed by the transit board. One member must be a resident of the city of Minneapolis, one must be a resident of the city of St. Paul, and one must reside in the service area of the commission outside of Minneapolis and St. Paul. Appointments are not subject to the advice and consent of the senate.

Subd. 3. **Terms.** The term of each member of the commission is three years and until a successor is appointed and qualified. The initial terms of members commence on the first day after August 1, 1984, that all three members have been appointed and qualified. One member must be appointed to an initial term of one year, one to an initial term of two years, and one to an initial term of three years. The terms of members of the transit commission appointed and serving on August 1, 1984, pursuant to Minnesota Statutes 1982, section 473.141, expire on the day that the terms of members appointed pursuant to this section commence.

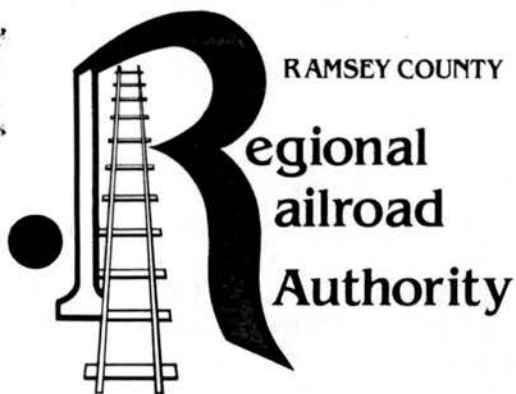
Subd. 4. **Chair.** The commission shall annually elect a member to serve as the chair of the commission for a term of one year. The chair shall preside at all meetings of the commission, if present, and shall perform all other duties assigned by the commission or by law. The chair may call special meetings of the commission.

Subd. 5. **Qualification.** Each member of the commission must have management experience. A member shall not during a term of office be a member of the metropolitan council, the regional transit board, the metropolitan waste control commission, the metropolitan airports commission, the metropolitan sports facilities commission, or any other independent regional commission, board, or agency, or hold any judicial office. Each member shall qualify by taking and subscribing to the oath of office prescribed by the Minnesota Constitution, article 5, section 5. The oath, duly certified by the official administering it, must be filed with the metropolitan council.

Subd. 6. **Removal; vacancies.** Members may be removed by the transit board only for cause in the manner specified in chapter 351. If the office of a member becomes vacant, under the conditions specified in chapter 351, the vacancy must be filled in the same manner in which the appointment to that office was made.

Subd. 7. **Compensation.** Each member, including the chair, must be compensated as provided for commission members in section 473.141, subdivision 7.

Subd. 8. **Organization.** The commission shall be organized into an operations division and an administration and operations planning division. The head of each division shall report to the chief administrator.



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John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

District 7

Donald E. Salverda

District 2

Warren W. Schaber

District 6

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: State Senator Steve Novak's Legislation on the Regional
Transit Board and Light Rail Transit

DATE: March 21, 1989

A bill is to be introduced by State Senator Steve Novak that would affect Ramsey County Regional Railroad Authority.

A copy of the bill is attached.

Page 2, line 1 to 4, LRT funds to be distributed to regional railroad authorities by RTB, not Mn/DOT.

Page 3, line 1 to 3, RTB has approval/disapproval powers of preliminary design plans for light rail transit.

Page 4, line 23 to 28, RTB has approval/disapproval powers of final design plans for light rail transit.

Page 5, line 16 to 36, The Regional Transit Board is modified to consist of 11 members, one each from Hennepin County, Ramsey County, Minneapolis, St. Paul, Metropolitan Council, five appointed by the governor (three must be elected representatives from cities or counties other than Hennepin County, Ramsey County, Minneapolis and St. Paul). The chair is appointed by the governor.

31

Page Two

- Page 6, line 1 to 10, At least one member of the RTB must be 65 or older and one must have a disability. Five must reside outside Minneapolis and St. Paul. No more than seven may be supporters of the same political party.
- Page 6, line 19 - 23, Removes the restriction on the RTB from receiving federal grants for LRT.
- Page 6, line 29 -
Page 7, line 7 The RTB shall develop a long-range plan for light rail transit that includes LRT corridors, standards, coordination with bus systems, coordination of systems constructed by regional railroad authorities, financing that depends on property tax revenues for no more than 35 percent of the operating cost.
- Page 7, line 8 - 11, The long-range plan must provide for operation of LRT by the MTC.
- Page 7, line 34, The MTC will change from three to five members appointed by the RTB.

Assessment:

This bill is a response to Governor Perpich's proposal to dissolve the Regional Transit Board. It reduces the review authority of the Metropolitan Council and increases the authority of the Regional Transit Board over light rail transit. It does not eliminate regional railroad authorities. Ramsey County would be able to appoint one of 11 members to the Regional Transit Board.

KD/gb

PRELIMINARY DRAFT
UNOFFICIAL

1 A bill for an act
2 relating to metropolitan government; restructuring the
3 regional transit board and the metropolitan transit
4 commission; directing the board to plan and coordinate
5 light rail transit systems in the metropolitan area;
6 directing the commission to operate any light rail
7 transit systems that may be built; transferring
8 responsibility for distribution of the transit
9 assistance fund and for receipt of federal grants to
10 the board; amending Minnesota Statutes 1988, sections
11 174.32, subdivision 2; 473.169, subdivisions 3, 4, 5,
12 and by adding subdivisions; 473.375, subdivision 8,
13 and by adding a subdivision; 473.404, subdivision 2;
14 473.4051; 474.373, by adding a subdivision; 474.404,
15 subdivision 3; repealing Minnesota Statutes 1988,
16 sections 473.1691; 473.17; 473.373, subdivision 4; and
17 473.398.
18 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
19 Section 1. Minnesota Statutes 1988, section 174.32,
20 subdivision 2, is amended to read:
21 Subd. 2. [TRANSIT ASSISTANCE FUND; DISTRIBUTION.] {a}
22 A The transit assistance fund ~~is-created-for-the-purpose-of~~
23 receiving receives money distributed under section 297B.09.
24 Eighty percent of the receipts of the fund must be placed into a
25 metropolitan account for distribution to recipients located in
26 the metropolitan area and 20 percent into a separate account for
27 distribution to recipients located outside of the metropolitan
28 area. ~~Except-as-otherwise-provided-in-this-subdivision,~~ The
29 regional transit board created by section 473.373 is responsible
30 for distributing assistance from the metropolitan account, and
31 the commissioner is responsible for distributing assistance from

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

6 (b) The commissioner board shall request applications from
7 all eligible regional railroad authorities. The commissioner
8 board shall establish a reasonable deadline for submittal of
9 applications. The commissioner board may not distribute more
10 than 60 percent of the available funds to a single
11 recipient. ~~Before-distributing-money-to-any-regional-railroad~~
12 ~~authority,-the-commissioner-shall-request-review-and-comment-on~~
13 ~~the-applications-from-the-metropolitan-council-and-the-regional~~
14 ~~transit-board--The-council-and-the-board-have-60-days-to~~
15 ~~comment--The-commissioner-shall-consider-the-comments-of-the~~
16 ~~council-and-the-board-in-evaluating-applications-and~~
17 ~~distributing-funds.~~ Before distributing any funds for
18 construction, the commissioner board shall report to the
19 legislature on the use and planned distribution of construction
20 funds.

21 Sec. 2. Minnesota Statutes 1988, section 473.169,
22 subdivision 3, is amended to read:

23 Subd. 3. [PRELIMINARY DESIGN PLANS; LOCAL APPROVAL.] At
24 least 30 days before the hearing under subdivision 2, the
25 proposer must shall submit the preliminary design plans to the
26 governing body of each statutory and home rule charter city,
27 county, and town in which the route is proposed to be located.
28 The city, county, or town must shall hold a public hearing.
29 Within 45 days after the hearing under subdivision 2, the city,
30 county, or town must shall review and approve or disapprove the
31 plans for the route to be located in the city, county, or town.
32 Failure to approve or disapprove the plans in writing within 45
33 days after the hearing is deemed to be approval, unless an
34 extension of time is agreed to by the city, county, or town and
35 the proposer. If the preliminary design plans are approved by
36 each city, county, and town in which the route is proposed to be

1 located, the proposer ~~may-proceed-with-final~~ shall submit the
2 preliminary design plans to the regional transit board for
3 approval or disapproval under subdivision 5 4a.

4 Sec. 3. Minnesota Statutes 1988, section 473.169,
5 subdivision 4, is amended to read:

6 Subd. 4. [~~PRELIMINARY DESIGN PLANS; METROPOLITAN-COUNCIL~~
7 REGIONAL TRANSIT BOARD REFERRAL.] If the governing body of one
8 or more cities, counties, or towns disapproves the preliminary
9 design plans within the period allowed under subdivision 3, the
10 proposer may refer the plans to the ~~metropolitan-council~~
11 regional transit board. The ~~council-must~~ board shall hold a
12 hearing, giving the proposer and the disapproving local
13 governmental units an opportunity to present the case for or
14 against approval of the plans. The ~~council~~ board may conduct
15 independent study as it deems desirable and may mediate and
16 attempt to resolve disagreements about the plans. Within 90
17 days after the referral, the ~~council~~ board must either approve
18 the plans as submitted by the proposer or recommend amended
19 plans to accommodate the objections presented by the
20 disapproving local governmental units. Failure to respond
21 within the time period is deemed to be approval, unless an
22 extension of time is agreed to by the ~~council~~ board and the
23 proposer. Following approval or recommendation of preliminary
24 design plans by the ~~council~~ board, the proposer may proceed with
25 final design plans under subdivision 5.

26 Sec. 4. Minnesota Statutes 1988, section 473.169, is
27 amended by adding a subdivision to read:

28 Subd. 4a. [PRELIMINARY DESIGN PLANS; REGIONAL TRANSIT
29 BOARD APPROVAL.] After the approval of preliminary design plans
30 under subdivision 3, the proposer shall submit the preliminary
31 design plans to the regional transit board. The board shall
32 hold a public hearing and may conduct an independent study of
33 the plans. Within 90 days after submission of the plans, the
34 board shall approve, disapprove, or order modification of the
35 plans. If the board disapproves plans, the proposer may modify
36 the plans and resubmit them to the board for approval or

1 disapproval, but shall first submit them for local approval
2 under subdivision 3. If the board orders modification of the
3 plans, the proposer shall make the necessary modification and
4 resubmit the plans to the board within 90 days of the board's
5 order. The proposer need not submit the modified plans for
6 local approval under subdivision 3 before resubmitting them to
7 the board.

8 Sec. 5. Minnesota Statutes 1988, section 473.169,
9 subdivision 5, is amended to read:

10 Subd. 5. [FINAL DESIGN PLANS.] (a) After the approval of
11 preliminary design plans under subdivision 3 4a or review by the
12 ~~council~~ board following referral to the ~~council~~ board under
13 subdivision 4, the proposer may prepare final design plans.

14 (b) Before proceeding with construction, the proposer must
15 shall submit the final design plans to the governing body of
16 each statutory and home rule city, county, and town in which the
17 route is proposed to be located. Within 60 days after the
18 submission of the plans, the city, county, or town must shall
19 review and approve or disapprove the plans for the route located
20 in the city, county, or town. Failure to approve or disapprove
21 the plans in writing within the time period is deemed to be
22 approval, unless an extension is agreed to by the city, county,
23 or town and the proposer. If the final design plans are
24 approved by each city, county, and town in which the route is
25 proposed to be located, the proposer may-proceed-with
26 ~~construction-on-that-route~~ shall submit the final design plans
27 to the regional transit board for approval or disapproval under
28 subdivision 5a.

29 (c) If the governing body of one or more cities, counties,
30 or towns disapproves the final design plans within the period
31 allowed under paragraph (b), the proposer may refer the plans to
32 the ~~metropolitan-council~~ regional transit board. The ~~council~~
33 must board shall review the final design plans under the same
34 procedure and with the same effect as provided in subdivision 4
35 for preliminary design plans. Following approval or
36 recommendation of final design plans by the ~~council~~ board, the

1 proposer may proceed with construction.

2 Sec. 6. Minnesota Statutes 1988, section 473.169, is
3 amended by adding a subdivision to read:

4 Subd. 5a. [FINAL DESIGN PLANS; REGIONAL TRANSIT BOARD
5 APPROVAL.] After the approval of final design plans under
6 subdivision 5, paragraph (b), the proposer shall submit the
7 plans to the regional transit board. The board shall approve,
8 disapprove, or order modification of the plans under the same
9 schedule, and with the same effect, as provided for its review
10 of preliminary design plans under subdivision 4a. After
11 approval of final design plans by the board, county approval
12 under subdivision 6, and council review under subdivision 7, the
13 proposer may proceed with construction.

14 Sec. 7. Minnesota Statutes 1988, section 473.373, is
15 amended by adding a subdivision to read:

16 Subd. 4a. [MEMBERSHIP.] The board consists of 11 members,
17 appointed as follows:

18 (1) one member of the governing body of Hennepin county,
19 selected by the governing body;

20 (2) one member of the governing body of Ramsey county,
21 selected by the governing body;

22 (3) one member of the governing body of the city of
23 Minneapolis, selected by the governing body;

24 (4) one member of the governing body of the city of St.
25 Paul, selected by the governing body;

26 (5) one member of the metropolitan council, selected by the
27 council;

28 (6) a chair, appointed by the governor with the advice and
29 consent of the senate; and

30 (7) five other persons appointed by the governor.

31 The chair may not be an elected official of the state or a
32 political subdivision of the state, but at least three of the
33 other members appointed by the governor must be elected members
34 of the governing bodies of cities or counties in the
35 metropolitan area other than Hennepin and Ramsey counties and
36 the cities of Minneapolis and St. Paul. Before making

1 appointments, the governor shall consult with the associations
2 representing cities and counties in the metropolitan area. At
3 least one member must be age 65 or older at the time of
4 appointment, and at least one member must be a person with a
5 disability. At least five members must be residents of the
6 parts of the metropolitan area outside the cities of Minneapolis
7 and St. Paul. No more than seven members may be supporters of
8 the same political party. Terms of members are four years. The
9 compensation of members and the filling of membership vacancies
10 is governed by section 473.141.

11 Sec. 8. Minnesota Statutes 1988, section 473.375,
12 subdivision 8, is amended to read:

13 Subd. 8. [GIFTS; GRANTS.] The board may apply for, accept
14 and disburse gifts, grants, or loans from the United States, the
15 state, or from any person on behalf of itself or any of its
16 contract recipients, for any of its purposes. It may enter into
17 an agreement required for the gifts, grants, or loans and may
18 hold, use, and dispose of money or property received therefrom
19 according to the terms of the gift, grant, or loan. The board
20 ~~may not be a recipient of federal operating or capital~~
21 ~~assistance distributed by formula or block grant. The board may~~
22 ~~not be a recipient of federal discretionary capital grants for~~
23 ~~light rail and other fixed-guideway transit systems.~~

24 No political subdivision within the metropolitan area may
25 apply for federal transit assistance unless its application has
26 been submitted to and approved by the board.

27 Sec. 9. Minnesota Statutes 1988, section 473.375, is
28 amended by adding a subdivision to read:

29 Subd. 11a. [LIGHT RAIL TRANSIT.] (a) The board shall
30 develop a long-range plan for light rail transit consistent with
31 the council's development guide and a plan for staged
32 implementation of the plan. The plan must include:

- 33 (1) the designation of light rail transit corridors;
34 (2) standards for rights-of-way, tracks, vehicles, and
35 stations;
36 (3) the coordination of light rail transit with bus systems

1 to assure maximum use of light rail lines and the widest
2 possible access to light rail lines in suburban areas;

3 (4) the coordination of systems constructed by individual
4 regional rail authorities or other political subdivisions; and

5 (5) a method of financing the operation of light rail
6 transit that depends on property tax revenues for no more than
7 35 percent of the operating cost.

8 The plan must provide for the operation of light rail
9 transit by the metropolitan transit commission. In developing
10 and implementing the plan, the board shall consult and cooperate
11 with the transit commission. Throughout the development and
12 implementation of the plan, the board shall contract for or
13 otherwise obtain the services of a engineer to assure that the
14 plan adequately addresses the technical aspects of light rail
15 transit. The board shall measure preliminary and final design
16 plans submitted to it under section 473.169 against its plan and
17 shall approve, disapprove, or order modifications of the
18 submitted plans accordingly. No proposer of light rail transit
19 plans may proceed with construction unless its plans have been
20 approved by the board.

21 (b) If the board's plan calls for construction and
22 operation of a light rail transit system in an area whose
23 governing body has chosen not to organize and proceed under
24 chapter 398A, the board may authorize an appropriate adjacent
25 political subdivision to implement the plan in that area. A
26 political subdivision operating under this paragraph must submit
27 its preliminary and final design plans in the affected area for
28 approval under section 473.169, in the same manner as it would
29 submit plans covering an area within its jurisdiction. A single
30 set of plans may include a design for a system covering an area
31 within the proposer's jurisdiction and an adjacent area.

32 Sec. 10. Minnesota Statutes 1988, section 473.404,
33 subdivision 2, is amended to read:

34 Subd. 2. [MEMBERSHIP.] The transit commission consists
35 of three five members appointed by the transit board. One
36 member must be a resident of the city of Minneapolis, one must

1 be a resident of the city of St. Paul, and one at least two must
2 reside in the service area of the commission outside of
3 Minneapolis and St. Paul. Appointments are not subject to the
4 advice and consent of the senate.

5 Sec. 11. Minnesota Statutes 1988, section 474.404,
6 subdivision 3, is amended to read:

7 Subd. 3. [TERMS.] The term of each member of the
8 commission is three years and until a successor is appointed and
9 qualified. ~~The initial terms of members commence on the first~~
10 ~~day after August 17, 1984, that all three members have been~~
11 ~~appointed and qualified. One member must be appointed to an~~
12 ~~initial term of one year, one to an initial term of two years,~~
13 ~~and one to an initial term of three years. The terms of members~~
14 ~~of the transit commission appointed and serving on August 17~~
15 ~~1984, pursuant to Minnesota Statutes 1982, section 473.411,~~
16 ~~expire on the day that the terms of members appointed pursuant~~
17 ~~to this section commence.~~

18 Sec. 12. Minnesota Statutes 1988, section 473.4051, is
19 amended to read:

20 473.4051 [LIGHT RAIL TRANSIT OPERATION.]

21 The transit commission may enter into an agreement to
22 provide for the operation of shall operate a regional rail
23 authority light rail transit system upon completion of
24 construction of the system by the regional rail authority. ~~if a~~
25 ~~regional rail authority enters into an agreement with the~~
26 ~~transit commission for~~ In assuming the operation of the system,
27 the transit commission must comply with the provisions of
28 section 473.415. The commission shall coordinate operation of
29 the light rail transit system with bus service to avoid
30 duplication of service on a route served by light rail transit
31 and to ensure the widest possible access to light rail transit
32 lines in suburban areas by means of a feeder bus system.

33 Sec. 13. [EXISTING TRANSIT BOARD, TRANSIT COMMISSION.]

34 (a) Notwithstanding section 7, the terms of the initial
35 members of the regional transit board appointed under section 7
36 are as follows:

1 (1) for the members selected by the governing bodies of
2 Minneapolis and St. Paul, two years;

3 (2) three of the persons appointed by the governor, other
4 than the chair, two years; and

5 (3) for all others, four years.

6 The terms of members of the commission appointed and
7 serving on the effective date of this act expire on the day that
8 the terms of members appointed under this section and section 7
9 commence.

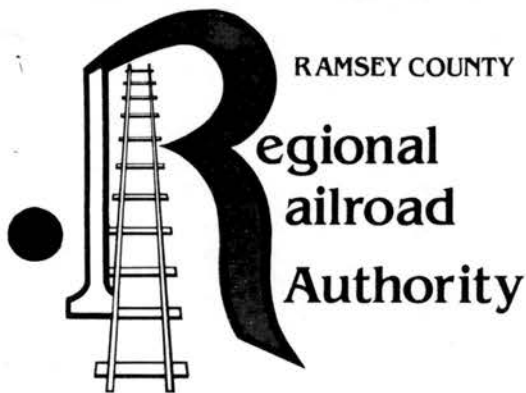
10 (b) Notwithstanding section 11, the initial term of one of
11 the members added to the commission by section 10 is two years.
12 The board shall designate the member appointed under section 10
13 to a two-year term and the member appointed to a three-year term.

14 Sec. 14. [REPEALER.]

15 Minnesota Statutes 1988, sections 473.1691; 473.17;
16 473.373, subdivision 4; and 473.398 are repealed.

17 Sec. 15. [EFFECTIVE DATE.]

18 Sections 1 to 14 are effective July 1, 1989.



John T. Finley, Chairman

District 3

Diane Ahrens

District 4

Ruby Hunt

District 5

Duane W. McCarty

District 1

Hal Norgard

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MEMORANDUM

TO: Ramsey County Regional Railroad Authority
Commissioners
Terry Schutten, Executive Director

FROM: Kathryn DeSpiegelaere *KD*

SUBJECT: Light Rail Transit Legislation -- RCRRA Position

DATE: March 21, 1989

Current legislation permits each County to form a regional railroad authority. Regional railroad authorities may tax, plan, implement and operate light rail transit. Metropolitan area counties have all formed regional railroad authorities and are all engaged in planning LRT. Ramsey, Hennepin and Anoka Counties have completed the most work on LRT.

Of particular concern to state legislators in the 1989 session is that a regional approach should be ensured to LRT planning, design and construction. Some options being discussed for LRT governance are:

OPTIONS FOR GOVERNANCE

1. Continue to allow individual metropolitan county regional railroad authorities to proceed with LRT plans -- retain the status quo.
2. Permit a regional agency, such as the Metropolitan Council, Regional Transit Board or Metropolitan Transit Commission to plan and/or implement light rail transit.
3. Assign the Minnesota Department of Transportation responsibility for light rail transit planning and implementation.
4. Establish a new or restructured regional agency with a board comprised of elected and appointed officials to plan

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and implement light rail transit.

5. Allow metropolitan county regional railroad authorities through a joint powers agreement to form a metropolitan regional railroad authority to develop a plan for a regional, coordinated approach to light rail transit.

Rather than take a position on each bill, it is proposed that specific principles be agreed upon by Ramsey County Regional Railroad Authority (RCRRA) to guide a position on legislative proposals. Suggested principles are based on goals adopted by RCRRA on June 28, 1988, on knowledge of the practices of local, regional and state agencies and on knowledge of other cities' LRT experiences. The principles are:

RCRRA LRT PRINCIPLES

1. The planning, construction and operation of LRT should be financed with broad-based funding to minimize the impact to local property taxes. Ramsey County Regional Railroad Authority has previously adopted a position favoring use of a portion of the motor vehicle excise tax for light rail transit planning, design and construction.

2. Elected officials should be the decision makers on a project of the magnitude of light rail transit to ensure responsiveness to constituents. County regional railroad authorities are composed of elected officials.

3. Regional coordination of light rail transit planning and implementation is essential. Ramsey County Regional Railroad Authority supports a coordinated, not fragmented, approach to LRT. Coordination can be accomplished in a variety of ways. Metropolitan County regional railroad authority elected officials and staff have coordinated light rail transit plans without being mandated to do so. It would be possible to establish a formal, rather than informal, means to coordinate county light rail transit plans and thereby formalize regional light rail transit coordination. The joint powers bill being considered by the legislature is supported by Ramsey County Regional Railroad Authority and could be the means to accomplish that. Issues such as financing; what gets constructed in what order; compatibility of vehicles, tracks, stations and other system standards; operation of the system, etc. would be addressed in a coordinated manner by regional railroad authorities.

4. It is crucial that the operator of a light rail transit system be involved in its planning and design. In cities where light rail transit has been constructed, there are differences of opinion on whether or not the transit operating agency is the appropriate agency to plan and construct light rail transit. In the Twin Cities it is appropriate to involve the Metropolitan Transit Commission,

the likely operator of light rail transit, in its planning and design. County regional railroad authorities are doing that.

5. The agency responsible for light rail transit planning and design should consider LRT's interrelationships with other transportation modes, such as buses and roadways. County regional railroad authorities are doing that.

6. A unit of government that has planning, design and construction experience is best suited to planning, design and construction of light rail transit systems. Counties have that experience.

7. The organization responsible for LRT development should have a commitment to community education and participation on LRT. County regional railroad authorities have devoted a significant amount of their efforts on LRT to this topic. Coordination and review with regional and state agencies, cities, business groups, district councils and others is occurring.

Recommendation:

The position of Ramsey County Regional Railroad Authority on LRT governance is a policy decision that depends upon the level of authority Ramsey County desires over light rail transit plans. Regional coordination of light rail transit can be achieved in a variety of ways. This subject should be discussed at the next Regional Railroad Authority meeting.