
CHAPTER 573—S.F.No.2703
[Not Coded]

An act relating to metropolitan public transit; directing the metropolitan transit commission to plan an automated small vehicle fixed guideway system; authorizing tax levies upon property within the metropolitan transit taxing district.

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

Section 1. METROPOLITAN TRANSIT COMMISSION; AUTOMATED SMALL VEHICLE FIXED GUIDEWAY SYSTEM; PLANNING.

Subdivision 1. The metropolitan transit commission shall develop plans for an automated small vehicle fixed guideway system capable of development into a regional type system. In preparing its plans, the metropolitan transit commission shall include recent studies and developments in transit technology. The metropolitan council shall cooperate with the metropolitan transit commission and provide general policy guidance in developing the plans. The plans shall be subject to review by the metropolitan council in accordance with the provisions of section 3 of this act. The plans shall provide for demand activated origin to destination service, at least during non-peak or non-rush hour periods. "Demand activated" means, for the purpose of this section, that a vehicle is waiting or comes within a very short time for the use of one individual or party. "Origin to destination" means, for the purpose of this section, that the vehicle travels to any other station in the system without stops or transfers.

Subd. 2. The metropolitan transit commission shall issue written monthly reports to the metropolitan council and to members of the House and Senate metropolitan and urban affairs committees summarizing the status of the studies described in this section. After final approval by the council of the study design for the development of the plans, and before the study is begun or consultants are hired, the metropolitan transit commission shall present the study design to a joint meeting of the House and Senate committees on metropolitan and urban affairs at which public testimony shall be taken.

Subd. 3. The plans shall provide for a safe and reliable system which is compatible with local circulation routes and which is adaptable to carry freight as well as passengers. The plans shall have a positive impact on efforts to minimize urban sprawl.

Subd. 4. The system shall be flexible to allow for expansion and *improvement in order to accommodate changes made possible by* changes in technology. The system shall be designed so as to maximize compatibility with the environment, including, but not limited to, such techniques as tunneling, to the extent practically and economically feasible; and aboveground guideways, designed to be as small as possible

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and aesthetically coordinated with the surrounding community.

Subd. 5. The plans shall specify general routes, route mileage, vehicle size, vehicle type and other technical matters.

Subd. 6. The plans shall be in such form that direct, valid comparison can be made with the other mass transit options reported in metropolitan transit commission consultant report III-A-2 on the following factors: capital cost, operating cost, 30-year net present cost, number of riders, completion date, route miles, safety, reliability, environmental impact, effect on development in the metropolitan area, reduction of energy requirements, capacity to meet future passenger levels higher than estimated, and technological feasibility. The final report of the commission required in section 3 shall be based on a thorough alternative systems analysis.

Sec. 2. TAX LEVY; SMALL VEHICLE FIXED GUIDEWAY SYSTEM PLANNING. Subdivision 1. The metropolitan transit commission shall levy for the planning program authorized by this act upon all taxable property within the metropolitan transit taxing district a tax in excess of all taxing limitations, without affecting the amount or rate of taxes which may be levied by the commission for other purposes or by any local government in the area. The levy made for the purposes of sections 1 to 3 of this act shall not exceed one-twentieth of a mill on each dollar of assessed valuation of all taxable property in the metropolitan transit taxing district. The certification and collection of the tax levied pursuant to this section shall be accomplished in accordance with Minnesota Statutes, Section 473A.111, Subdivision 3.

Subd. 2. This section shall be effective for taxes assessed in 1974 and payable in 1975.

Sec. 3. METROPOLITAN COUNCIL REVIEW. The metropolitan transit commission shall submit its study design for the development of the plans to the metropolitan council for prompt review and approval. The commission shall not alter or revise the study design unless agreed to by the council. In addition, before any consultant is hired for the purposes of this act he shall have his contract for employment approved by the metropolitan council. The metropolitan transit commission shall submit a report to the metropolitan council and to the legislature by January 1, 1975, on the plans it has considered and its final recommendations. Based upon the plans developed according to section 1 of this act, the metropolitan council shall make a final report to the legislature on its findings and recommendations based upon the metropolitan council's development guide on or before February 1, 1975.

Sec. 4. Following the approval by the legislature of the council's final report required under section 3 of this act, the metropolitan transit commission shall prepare socioeconomic and environmental impact studies, and preliminary engineering studies for a transit develop-

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ment program based on the recommendations contained in the final report.

Sec. 5. This act is effective on the date following its final enactment.

Approved April 11, 1974.

CHAPTER 574—S.F.No.2885
[Coded]

An act relating to metropolitan transportation; directing the metropolitan transit commission to promote the use of car pools and employer vans; requiring freeways constructed after a certain date to include provision for exclusive lanes for vans and other multipassenger vehicles; authorizing tax levies.

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

Section 1. [473A.21] METROPOLITAN TRANSIT COMMISSION; PROMOTION OF USE OF CAR POOLS AND EMPLOYER VANS. The metropolitan transit commission shall promote the use of car pools and employer vans in the metropolitan area. The commission's goal shall be to provide employees and employers with incentives to achieve by January 1, 1980, in the metropolitan area between 6:00 a.m. and 9:00 a.m. an increase of the proportion of persons riding rather than driving in motor vehicles from the 37 percent figure of 1970 to 50 percent.

Sec. 2. [473A.22] DEFINITIONS. Subdivision 1. "Metropolitan area" means the metropolitan area as defined in Minnesota Statutes, Section 473B.02.

Subd. 2. "Transit taxing district" means the metropolitan transit taxing district as designed in Minnesota Statutes, Section 473A.111.

Sec. 3. [473A.23] POWERS AND DUTIES OF COMMISSION. Subdivision 1. The commission shall promote the use of car pooling and encourage employers, public and private, within the transit taxing district to purchase or lease vans for the employer vans acquisition program.

Subd. 2. The commission may contract for space in parking facilities within the transit taxing district, and make the space available to vehicles carrying more than three persons at a cost which it deems provides incentive for motor vehicle drivers to join car pools or participate in an employer van program.

Subd. 3. The commission may cooperate with employers in the
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