



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

402 Metro Square Building, 7th and Robert Streets, St. Paul, Minnesota 55101 612 291-6640

Elliott

MEETING NOTICE

Monday, November 19, 1984
Metropolitan Council Chambers
4:30 p.m.

NOTE SCHEDULE CHANGE

AGENDA

The joint meeting with the Metropolitan Council Metropolitan Systems Committee to discuss Light Rail Transit has been cancelled. It has been rescheduled to November 28 at 4:00 p.m.

1. Call to Order and Adoption of the Agenda
2. Approval of the Minutes of the November 5, 1984 Meeting*
3. Discussion of LRT Review Process (Material will be distributed at the meeting.)
4. Trunk Highway 3, Environmental Assessment Worksheet*
5. Approval of Depositories for Investments*
6. Regional Transit Board Equal Employment Opportunity Policy*
7. Strgar-Roscoe Contract Amendment and Work Plan for Development of Financial and Staffing Plans*
8. Report of the Chairman
9. Other Business

* Material enclosed.

Elliott Perovich
Chairman

REGIONAL TRANSIT BOARD

402 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
November 19, 1984

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Ruben Acosta; Doris Caranicas; Juanita Collins; John Doyle; Ruth Franklin; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko; Steve Loeding; Gail MarksJarvis; Jim Newland; Bernard Skrebes; Peg Snesrud

STAFF PRESENT: Ghaleb Abdul-Rahman and Mary Fudenberg

The meeting was called to order at 4:30 p.m. and roll taken. Joyce moved approval of the agenda; Loeding seconded the motion. Motion carried unanimously.

Lefko moved approval of the minutes of the November 5, 1984 meeting; Caranicas seconded the motion. Motion carried unanimously.

It was agreed that Agenda Item 3 would be delayed until later in the meeting.

TRUNK HIGHWAY 3, ENVIRONMENTAL ASSESSMENT WORKSHEET

Loeding moved that the Board adopted the following motion. Acosta seconded the motion. Motion carried unanimously.

That the chairman transmit to the Minnesota Department of Transportation a letter requesting that the T.H. 3 project development activities include an evaluation of the potential use of the proposed highway by buses, rideshare and paratransit vehicles. Based upon this evaluation, MnDOT should incorporate into the highway design the appropriate facilities to accommodate and promote bus ridership and rideshare opportunities. At a minimum, these facilities should include bus route and rideshare promotion signing, bus stops and park-ride facilities. If the decision is made to meter T.H. 3, it should include an evaluation of preferential access for buses and rideshare vehicles.

APPROVAL OF DEPOSITORIES FOR INVESTMENTS

Jeff Dzuik explained that this action will allow the Board to use these depositories without going through the Metropolitan Council. Loeding moved approval of the following motion. Snesrud seconded the motion. Motion carried unanimously.

That the Regional Transit Board approves designation of Merrill Lynch, Paine Webber, First Bank Minneapolis, First Bank St. Paul, F & M Marquette, National City, American, Norwest Midland, Capital City, and Shelard National as authorized depositories for Board funds.

REGIONAL TRANSIT BOARD EQUAL EMPLOYMENT OPPORTUNITY POLICY

Loeding moved approval of the following motion. Caranicas seconded the motion. Motion carried unanimously.

That the Regional Transit Board hereby reaffirms its policy of providing equal opportunity in employment, citizen participation in program planning, provision of services to the public, economic opportunities, and participation in and receipt of benefits derived from federally funded programs. The Board will comply with current applicable federal and state statutes and regulations and local ordinances in implementing this policy.

No person or organization shall, on the basis of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, age or political affiliation, be excluded from participation in, be deprived of the benefits of, or be subject to, discrimination by the Regional Transit Board.

The Board shall continue its affirmative action efforts to ensure equal opportunity in employment, citizen participation in program planning, business opportunities afforded by the provision of goods or services to the Board, and participation in federally funded programs.

STRGAR-ROSCOE CONTRACT AMENDMENT AND WORK PLAN FOR DEVELOPMENT OF FINANCIAL AND STAFFING PLANS

Lefko moved approval of the following motion. Fuhr seconded the motion. Motion carried unanimously.

That the Regional Transit Board approves the Contract for Consultant Services, Amendment No. 1, as shown in the attachment to Strgar-Roscoe's letter of November 7, 1984.

OTHER BUSINESS

Abdul-Rahman discussed the private providers conference on November 26, which will help the Board become more familiar with the private operators' programs before the Board begins reviewing their programs. Perovich said there will also be discussions on Metro Mobility.

Abdul-Rahman noted that the interviews are finished for the director of planning position. A decision should be made shortly. Applicants are now being interviewed for the director of administration position. Interviews for the secretarial position have not been done.

The Committee of the Whole will review the Interim Implementation Plan on November 28 and on December 3 the Board will act to accept the plan for public hearing. The public hearing is scheduled for December 17. It is expected that the Board will meet every Monday at 4:30 p.m. Alternate Mondays will be devoted to light rail transit.

DISCUSSION OF LIGHT RAIL TRANSIT REVIEW PROCESS

Nacho Diaz distributed a tentative schedule. He emphasized that in addition to the official schedule, the process should be started now to take advantage of the month of December and distribute as much information as possible.

There will be a joint meeting with the Committee of the Whole and Metro Systems Committee on November 28. Abdul-Rahman said the Board must meet at 4:00 p.m. because it must act on the Interim Implementation Plan on that day. The schedule for the month of December was reviewed. A new calendar will be distributed to the members.

In response to Lefko's question on who is doing what, Perovich explained that the Board will make its decision on LRT. The Metropolitan Council will work with the Board as we move toward the decision. They will take the Board's decision and ensure that it fits into the Transportation Policy Plan Guide Chapter.

Diaz said that on January 1 the steering committee will make its recommendation to the Board. The Board will make its decisions on February 1.

Snesrud asked why the Minnesota Department of Transportation (Mn/DOT) will make the recommendation to the Legislature. Perovich said that will come through the Board but the responsibility still rests with Mn/DOT. Abdul-Rahman explained the working relationship between Mn/DOT and the RTB. At this moment, for all practical purposes, the authority is in the hands of Mn/DOT until the law is changed.

Doyle asked what the steering committee's issues report will contain. Will economic feasibility be included? Diaz said it is a detailed analysis of what the different alternatives would do to the two corridors. The steering committee will make specific recommendations on which alternative is the preferred one. The Board can take the recommendation and go along with it or not. It will include an initial analysis of financing. Doyle said the critical test of the credibility of the LRT decision and of the Board will be based on the financial aspects of the decision.

Acosta said we are talking about an investment analysis of the future of the Twin Cities Metropolitan Area. That cannot be decided on the basis of money alone; the Board must avoid simplistic kinds of analysis.

Doyle agreed that these are complex issues, but warned the Board that it must carefully decide how to communicate to the public so that they understand what we are doing. We are on a fast track here, but must not get sidetracked.

Perovich said there will not be concrete financial scenarios. They are only options for the Board to consider. The Board will have to put them into a package. The public will probably judge us on how feasible it looks when it is put together. This comes at a time the state is looking for tax cuts and adjusting the tax system. The Board will have a lot of options, but no suggested package on each corridor. Fuhr said the beauty of the finances is that we may not have to depend on the federal government. Perovich said we are not giving up on federal money.

Perovich said the LRT implementation study is looking at each parcel of land along the corridors for types of development. At the same time, there will be two years of preliminary engineering. Lefko said the Board may make a mistake in thinking it can change its mind later. We should allow enough time to get outside experts to come in. Perovich said to bear in mind that the studies have been going on since 1981. Everyone is assuring us that the information will be available. Lefko said the implementation group has worked together for a long time; the Board may come at the question from another direction. Perovich said that is the purpose of the Board, but there will be enough technical information to make a decision. Abdul-Rahman said each corridor package will include information on costs and financing. When the final decision is made it will be combined.

Diaz said he senses two major concerns: will there be enough information in front of the Board and will the Board have time to address that. In October the Board got very general information. On November 28 we will come down one step with more specific information. The Board will have enough information and the question is whether there is time to assimilate it. Perovich said the most difficult thing the Board will have to do is bite the bullet and make its decision. It will not be black and white. It might be easier to ask for more information.

Diaz said the steering committee will look at alternatives in the context of the Transportation Policy Plan. The long-range policies are very general. A full day retreat may be needed for implementation issues. Before deciding on how to pay for something, you have to decide whether it should be built. Once that decision is made from the regional standpoint, the Board will make specific decisions on how to pay for it.

Newland asked who will decide the level of public debt. Perovich said that is beyond the Board. If we go public each governmental unit involved will decide what it can afford. The only time we would be involved in debt limits would be if we go to the state for money. That would be a negotiated matter. There will probably be many extra meetings in January and February. After the Board has had time to go through and become familiar with the information, it can start looking at what needs to be done in terms of a longer session.

The chairman commented that Nacho Diaz always does excellent work.

There being other other business, the meeting adjourned at 5:50 p.m.

Respectfully submitted,

Mary Fudenberg

REGIONAL TRANSIT BOARD

Record of Attendance and Vote

Date 11/19/84

RTB

<u>Dist.</u>	<u>Member Name</u>	<u>Present</u>	<u>Vote</u>	<u>Vote</u>	<u>Vote</u>	<u>Vote</u>	<u>Vote</u>
Chair	Elliott Perovich	✓					
A	Todd Lefko	✓					
B	Ruben Acosta	✓					
C	Bernard Skrebes	✓					
D	Doris Caranicas	✓					
E	John Doyle, Sr.	✓					
F	Gail Marks Jarvis	✓					
G	James Newland	✓					
H	Margaret Snesrud	✓					
I	Alison Fuhr	✓					
J	Juanita Collins	✓					
K	Steve Loeding	✓					
L	Ruth Franklin	✓					
M	Paul Joyce	✓					
N	Edward Kranz	✓					

REGIONAL TRANSIT BOARD

402 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
November 5, 1984

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Ruben Acosta; Doris Caranicas; Juanita Collins; Ruth Franklin; Alison Fuhr; Paul Joyce; Ed Kranz; Todd Lefko; Gail MarksJarvis; Jim Newland; Bernard Skrebes

STAFF PRESENT: Ghaleb Abdul-Rahman and Mary Fudenberg

The meeting was called to order at 4:30 p.m. and roll taken. An amended agenda was distributed before the meeting; Skrebes moved approval of the agenda, as amended. Joyce seconded the motion. Motion carried unanimously. (Kranz not present.)

Franklin moved approval of the minutes of the October 15, 1984 meeting; Caranicas seconded the motion. Motion carried unanimously. (Kranz not present.)

POLICY COMMITTEE REPORT

Approval of the Unified Planning Work Program and Transportation Improvement Program

Lefko said the Board will still have the ability to amend the programs at a later date and moved approval of the recommendation. Acosta seconded the motion.

1. That the Regional Transit Board approves the 1985 Unified Planning Work Program with the option to amend it at a later date; and
2. That the Regional Transit Board approves the Minnesota Department of Transportation transit element and the Metropolitan Transit Commission (MTC) element of the 1985-87 Transportation Improvement Program with the option to amend the Transportation Improvement Program at a later date.

Doyle noted that it would be useful in making these judgments to have statements of objectives and purpose as related to the overall development plan of the area. Lefko said that by next year the Board will have a greater impact on these programs. Perovich said the overall goals and objectives, work program and budget should all be related. Motion carried unanimously. (Kranz not present.)

Interim Implementation Plan--Statement of Mission and Policies

Lefko moved approval of the November 5 draft of the mission and policies. MarksJarvis seconded the motion. Fuhr said that Policy 13 should be amended, moving "local units of government" to the first part because the onus is on the Board members to work with these people. Mover and seconder accepted the rewording as a friendly amendment. Motion carried unanimously. (Kranz not present.)

Mission Statement:

The Regional Transit Board (RTB) directs, coordinates and prioritizes transit services in the Twin Cities Metropolitan Area through needs assessment, policy development, distribution of public funds, facilitation of the implementation of programs, and research and demonstration. This mission is accomplished within the direction of the Legislature and the long-range transportation policy planning role of the Metropolitan Council. The RTB facilitates the implementation of transit service programs, recognizing the transit operating role of the Metropolitan Transit Commission and other transit service providers; and the need for continuous involvement of local units of government and the public.

Policy Statement:

1. The Regional Transit Board (RTB) shall develop all plans, policies and programs in a manner that will meet all mandated schedules and will assure timely decisions and service implementation.
2. The RTB shall develop plans, policies and programs consistent with the Metropolitan Council Transportation Policy Plan.
3. RTB programming decisions shall be made on the basis of transit service needs, the availability of financial resources, and adopted RTB transit policies and plans.
4. Transit service needs assessments shall be conducted for all transit programs, including type of service, location, schedule, level of service and level of investment. These assessments shall consider alternative service concepts or operations strategies, involve representatives of affected users and governmental agencies and evaluate alternatives against specific performance objectives, including Metropolitan Council transportation policies.
5. The primary objective of the RTB shall be the setting of priorities for the allocation of available financial resources among the competing transit service needs in the Twin Cities Metropolitan Area.

6. Transit investment priorities shall be given to: a) travel corridors with the highest congestion and poorest travel times to downtown Minneapolis and St. Paul; b) areas with the highest level of unmet transit needs; and c) areas with the highest density of population dependent on transit.
7. Transit service needs assessments and transit investment decisions shall recognize and balance the special service needs of the central cities, suburban and exurban areas in the Metropolitan Area.
8. Individual transit programs shall be planned, managed and evaluated to use all funds effectively and efficiently.
9. The most cost-effective transit providers, whether public or private, shall be selected to provide specific transit services.
10. Metropolitan transit services shall be responsive to the needs of the young, disabled, elderly and economically disadvantaged.
11. A stable funding program shall be developed in support of the funding goals established by legislation.
12. A transit fare structure shall be established that will be equitable and in balance with the cost of transit service and available funding levels.
13. The RTB shall develop and maintain a continuous and comprehensive transit decision-making process in cooperation with local units of government, interested individuals, organizations and agencies.
14. The RTB shall encourage and support new and innovative transit service programs through a regular research, demonstration and evaluation program.

ADMINISTRATION AND FINANCE COMMITTEE REPORT

Metropolitan Transit Commission (MTC) CY 1985 Operating Budget

Franklin moved approval of the MTC CY 1985 Operating Budget. Acosta seconded the motion and thanked the MTC staff for their cooperation. Motion carried unanimously. (Kranz not present.)

Reimbursement for Feasibility Study of Downtown Minneapolis LRT Penetration

Franklin moved that the Regional Transit Board approve the request from the LRT Implementation Steering Committee, dated October 16, 1984, for reimbursement for \$89,490 in costs incurred in evaluating the feasibility of light rail transit penetration of downtown Minneapolis as transmitted by memorandum from the Minnesota Department of Transportation, dated October 19, 1984. Acosta seconded the motion. Lefko said there is a question of equity. If we pay Hennepin County, we should pay for other studies. Franklin said the committee

discussed that and agreed that Hennepin County and Minneapolis have contributed major amounts to the project. The Legislature does not expect the Board to assume a negative posture on these requests. Caranicas spoke in support of the motion. This is the first opportunity for the Board to participate. MnDOT will funnel the money through the RTB rather than directly to Hennepin County to establish that the RTB is the channel. Lefko said the Board should decide how this fits into its plans. Franklin said RTB is part of the study and the Board needs the information. The responsibility now rests with the Board. Fuhr said she would like a contingency that this is the only thing to come out of the \$10 million until the Board reviews it. The chairman said that may be unnecessary because every request will be reviewed by the Board. As we get further into the process, we may want more information before the first of March. Caranicas said the Board cannot afford to delay the study at this time. Lefko said the study will be done whether or not the Board pays for it. He had asked Graham what would happen, and Graham said Hennepin County would pay for it. Skrebes called the question. Motion carried (Lefko voted no).

Benefit Package for Supervisory and Confidential Employees

Franklin reviewed the memorandum dated October 30, 1984 and moved:

1. That the Regional Transit Board approve the attached benefit package for its employees.
2. That the Regional Transit Board will pay the monthly parking fee for the executive director, effective for the month of October 1984.
3. That an employee of the Metropolitan Council, State of Minnesota, or any political subdivision of the state, transferring to an employment position with the Regional Transit Board shall have his/her vacation and sick leave accrual rate based on service credit rules of the Regional Transit Board. Any sick leave accrued as of the date of transfer shall automatically be transferred as an obligation of the Board. Any annual or vacation leave accrued as of the date of transfer may be paid the employee at that time by the originating agency or at the option of the Regional Transit Board be transferred. In the latter case, the agency from which the employee is transferring shall reimburse the Board for the amount of such accrued annual or vacation leave.

An employee of the Board transferred to employment with any of the above governmental units may be paid accrued vacation leave by the Regional Transit Board at the option of the agency to which he or she transfers.

Lefko seconded the motion. Motion carried unanimously.

Chairman's Car Allowance

Franklin reviewed the memorandum dated October 30, 1980 and moved:

That the Board approve an allowance of \$300 per month, for a total of \$600, for the Chairman of the Regional Transit Board for the period from July 17 through September 17, 1984.

Newland seconded the motion. Motion carried unanimously.

Office Space

Lefko moved that the Regional Transit Board authorize the chairman and executive director to enter into a lease agreement for office space for the Board's staff operations. Fuhr seconded the motion.

Kranz asked if there is space for a meeting room for the Board. Abdul-Rahman said Council Chambers is reserved for the Board's regular meeting dates. Kranz said when there are unusual meeting times the Board ends up in smoke traps. The chairman said he expects that the cost of a meeting room that large would be prohibitive. Abdul-Rahman said the second floor space would allow expansion in the future because there is an option to lease more space with a 120-day notice to Transportation Planning that they would have to relocate. Perovich said the space in the old Donaldson's building is attractive, but the upfront costs are high and the space would be outgrown soon. However, the Council's lease expires in 1986 and we may want to move with them. Abdul-Rahman said the Council is evaluating the issue of its own space, along with the RTB and Metropolitan Waste Control Commission, and it will be our choice whether we office with them or not.

Acosta said the Board should consider the smoking issue. No one smokes at the meeting and we could ask the audience to refrain from smoking so it is not a problem. Caranicas said smoking is not allowed in Chambers at all.

Motion carried unanimously.

OTHER BUSINESS

New calendars for November and December were distributed. The private provider retreat will be November 26. Members agreed that they prefer the hours from 1 to 7 p.m. Wertheim reminded the committee that public notice must be given on all meetings.

MarksJarvis asked if RTB is planning to share an attorney with the Council. Perovich said that due to John Hoeft's resignation, the Council has only two lawyers. Abdul-Rahman said right now our needs are covered by Larry Wertheim from Holmes and Graven. Perovich said much of the business now is technical but Peter Bachman responds to questions whenever possible. The matter will be discussed with the Council chair and executive director at a meeting on November 6. Acosta said we do not have much for a lawyer to do right now.

MINUTES

-6-

November 5, 1984

The chairman noted that the members received a memorandum from Gertrude Ulrich asking for nominees for the 1985 Regional Citizen of the Year award.

There being no further business, Acosta moved to adjourn; Joyce seconded the motion. Motion carried unanimously.

Respectfully submitted,

Mary Fudenberg

REGIONAL TRANSIT BOARD

Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

DATE: November 15, 1984
TO: Regional Transit Board
SUBJECT: Trunk Highway 3, Environmental Assessment Worksheet (EAW)

At its meeting of November 14, the Committee of the Whole discussed the Scoping Environmental Assessment Worksheet for the proposed Trunk Highway 3 improvement.

RECOMMENDATION

That the chairman transmit to the Minnesota Department of Transportation a letter requesting that the T.H. 3 project development activities include an evaluation of the potential use of the proposed highway by buses, rideshare and paratransit vehicles. Based upon this evaluation, MnDOT should incorporate into the highway design the appropriate facilities to accommodate and promote bus ridership and rideshare opportunities. At a minimum, these facilities should include bus route and rideshare promotion signing, bus stops and park-ride facilities. If the decision is made to meter T.H. 3, it should include an evaluation of preferential access for buses and rideshare vehicles.

Elliott Perovich
Chairman

EP/mf
att.



MEMORANDUM

TO Policy Committee

FROM David R. Jessup, MTC *David R. Jessup*
Senior Development Planner

DATE November 12, 1984

SUBJECT Trunk Highway 3
Environmental Assessment Worksheet

The Metropolitan Transit Commission has reviewed the Environmental Assessment Worksheet as part of the scoping process for the proposed improvement of Trunk Highway 3. The MTC concurs with the Department of Transportation's assessment of the scope of issues pertinent to the project with the following commentary:

One of the issues identified in the EAW is traffic and transportation requirements. In the discussion of this issue, and in the definition of project alternatives, no mention is made of transit concerns and issues. The project lies within the primary transit taxing district and the project area does have daily regular scheduled bus service (St. Paul Routes 5 and 8). In addition, the proposed roadway will potentially be used by carpools, vanpools and paratransit vehicles. It is recommended that the project development process address the potential use of and design for transit and paratransit vehicles. This should include a study of ancillary facilities such as park-ride facilities.

Thank you for the opportunity to review and comment upon the Truck Highway 3 Environmental Assessment Worksheet.

jd



Minnesota
Department of Transportation
Transportation Building
St. Paul, Minnesota 55155

October 23, 1984

Phone 296-8532

Elliott Perovich
Chairman
Suite 200 - Metro Square Building
Seventh and Robert Streets
St. Paul, Minnesota 55101

Dear Mr. Perovich:

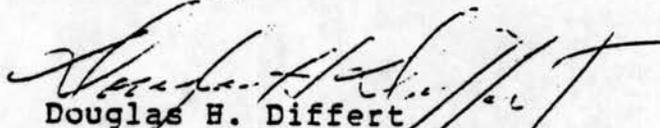
Attached please find a copy of the Scoping Environmental Assessment Worksheet (EAW) for the proposed Trunk Highway (TH) 3 improvement which involves construction of an approximate 3.5 mile southerly extension of TH 3 (the Lafayette Freeway). Project termini are TH 55 to the south and a point approximately 2000 feet south of Interstate 494 to the north in the City of Inver Grove Heights, Dakota County, Minnesota.

The EAW has been prepared by the Minnesota Department of Transportation (Mn/DOT) and is being circulated for a 30 day scoping period pursuant to Minnesota Environmental Quality Board (MEQB) Rule 6 MCAR † 3.030 (1982). The scoping period will begin upon publication of the notice of availability of the Scoping EAW in the EQB Monitor.

Comments should be directed to this office to be used by Mn/DOT in determining the scope of the Environmental Impact Statement (EIS) for this project.

A scoping meeting to receive agency and public comments into the EIS scoping decision process will be held on Thursday, November 15, 1984 at 7:00 p.m. at the Inver Grove Heights City Hall, 8150 Barbara Avenue, Inver Grove Heights, Minnesota.

Sincerely,


Douglas H. Differt
Assistant Commissioner
Program Management Division

Enclosure

Environmental Assessment Worksheet (EAW)

MARK APPROPRIATE BOX:

REGULAR EAW

SCOPING EAW

NOTE TO REVIEWERS: For regular EAWs, written comments should address the accuracy and completeness of the EAW information, potential impacts that may warrant investigation and/or the need for an EIS. For scoping EAWs, written comments should address the accuracy and completeness of the information and suggest issues for investigation in the EIS. Such comments must be submitted to the Responsible Government Unit (RGU) during the 30-day period following notice of the EAW's availability in the EQB Monitor. Contact the EQB (metro: 612/296-8253; non-metro: 1-800-652-9747, ask for environmental review program) or the RGU to find out when the 30-day comment period ends.

1. Project Name Trunk Highway 3 in Inver Grove Heights
2. Proposer MnDOT District Nine 3. RGU MnDOT Technical Services Division¹
Contact Person Robert C. Winter Contact Person Cheryl Heide
Address 3485 Hadley Avenue North and Title Environmental Planner
Box 9050, North St. Paul, MN 55109 Address Transportation Bldg., John
Phone (612) 779-1209 Ireland Blvd., St. Paul, MN 55155
Attachment A Phone (612) 296-1652
4. Project Location: _____ 1/4 _____ 1/4 Section _____ Township _____ Range _____
a. County Name Dakota City/Township Name Inver Grove Heights
b. Attach copies of each of the following to the EAW:
1. a county map showing the general area of the project.
2. a copy(ies) of USGS 7 1/2 minute, 1:24,000 scale map.
3. a site plan showing the location of significant features such as proposed structures, roads, extent of flood plain, wetlands, wells, etc.
4. an existing land use map and a zoning map of the immediate area, if available.
5. Describe the proposed project completely (attach additional sheets as necessary).
The project consists of construction of a high volume, controlled access highway facility between a point south of Interstate Highway 494 (Minnesota TH 110) and Minnesota TH 55. The subject highway segment is to be the southerly extension of Minnesota TH 3 to the north, which is a four-lane, freeway type facility. The new TH 3 segment will be located in a corridor for which over 95 percent of the necessary right-of-way has been acquired. Access to the subject highway segment will be at Dakota County Road 18, Dakota CSAH 26 and CSAH 28, and Minnesota TH 55. This access will be provided by interchanges (illustrated on the Site Map) or at-grade intersections, depending on the alternative selected. In addition, 65th Street East and 75th Street East may pass over the subject TH 3 segment on structure, also depending on final alternative selection. Project alternatives include 1) a four-lane divided freeway, 2) a four-lane divided expressway, 3) a staged freeway/expressway and 4) no-build. The likely split for a staged freeway/expressway would be at Dakota CSAH 26. There would exist the option to convert in the future, deferring immediate funding of several structures. Notable environmental consequences include separation of two tracts of a city park by imposition of a highway barrier, encroachment on three Protected Wetland basins which will require a DNR permit and elimination of or encroachment on several other small wetland basins.

1. See Attachment B

LIST OF ATTACHMENTS AND FIGURES

ATTACHMENTS:

- A Addendum to the Worksheet
- B Letter, RGU designation
- C Section 4(f) Determination for McGroarty Park

FIGURES:

- 1. County Map
- 2. USGS Map
- 3. Site Plan
- 4. Zoning Map
- 5. Soils Map
- 6. Geological Features
- 7. McGroarty Park
- 8. Current Year ADT

FIGURE 1 GENERAL HIGHWAY MAP DAKOTA COUNTY MINNESOTA

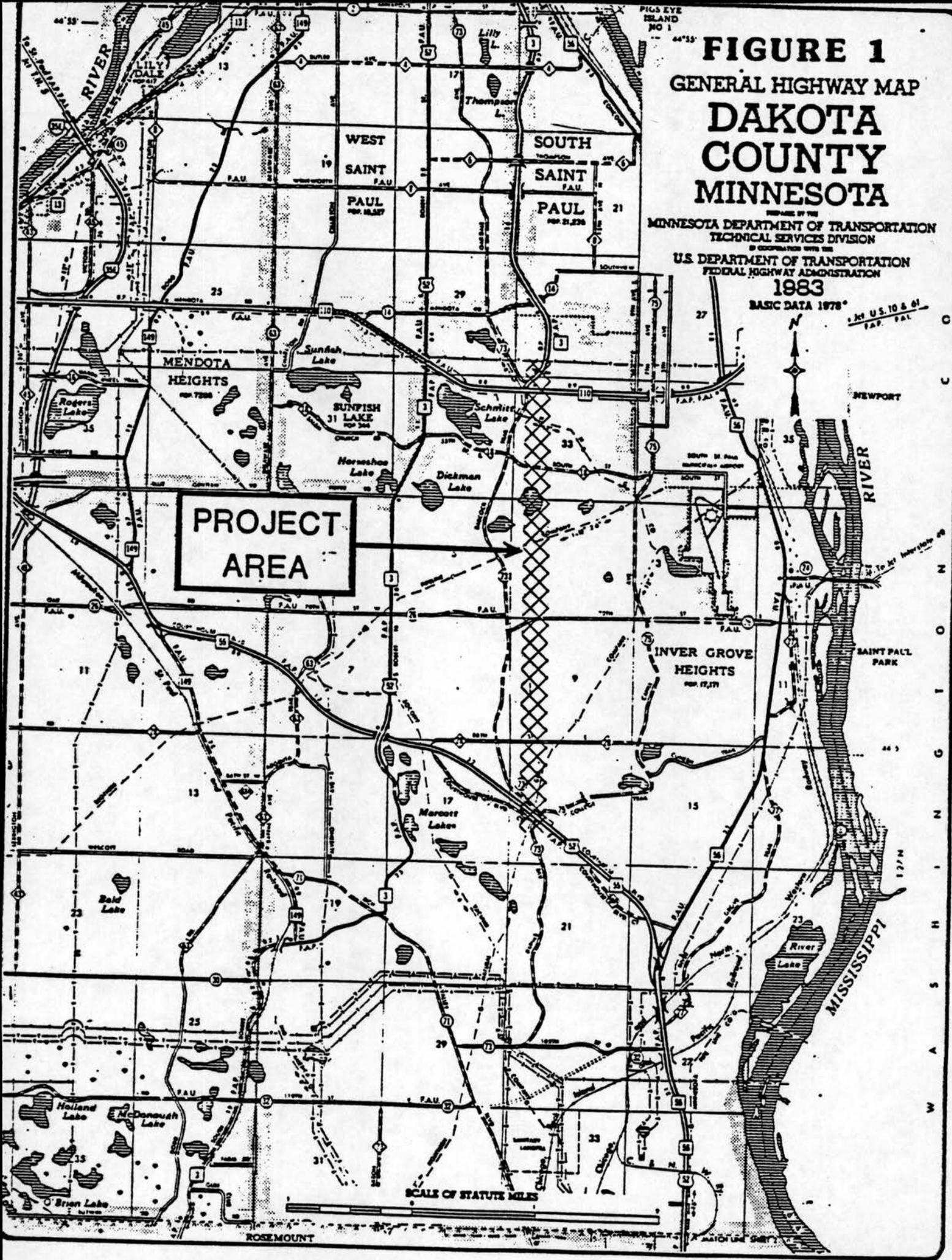
PREPARED BY THE
MINNESOTA DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1983

BASIC DATA 1978*

1:250,000 U.S. 10 & 61
F.A.P. F.A.L.



**PROJECT
AREA**

SCALE OF STATUTE MILES

ROSEMOUNT

MATCHLINE SHEET



FIGURE 2

UNITED STATES
 DEPARTMENT OF THE INTERIOR
 GEOLOGICAL SURVEY
 INVER GROVE HEIGHTS QUADRANGLE
 MINNESOTA
 7.5 MINUTE SERIES (TOPOGRAPHIC)
 SE24 ST. PAUL 19 QUADRANGLE

CONTOUR INTERVAL 10 FEET
 DATUM IS MEAN SEA LEVEL

INVER GROVE HEIGHTS

SCALE 1:24 000

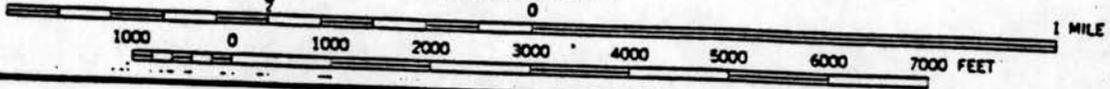
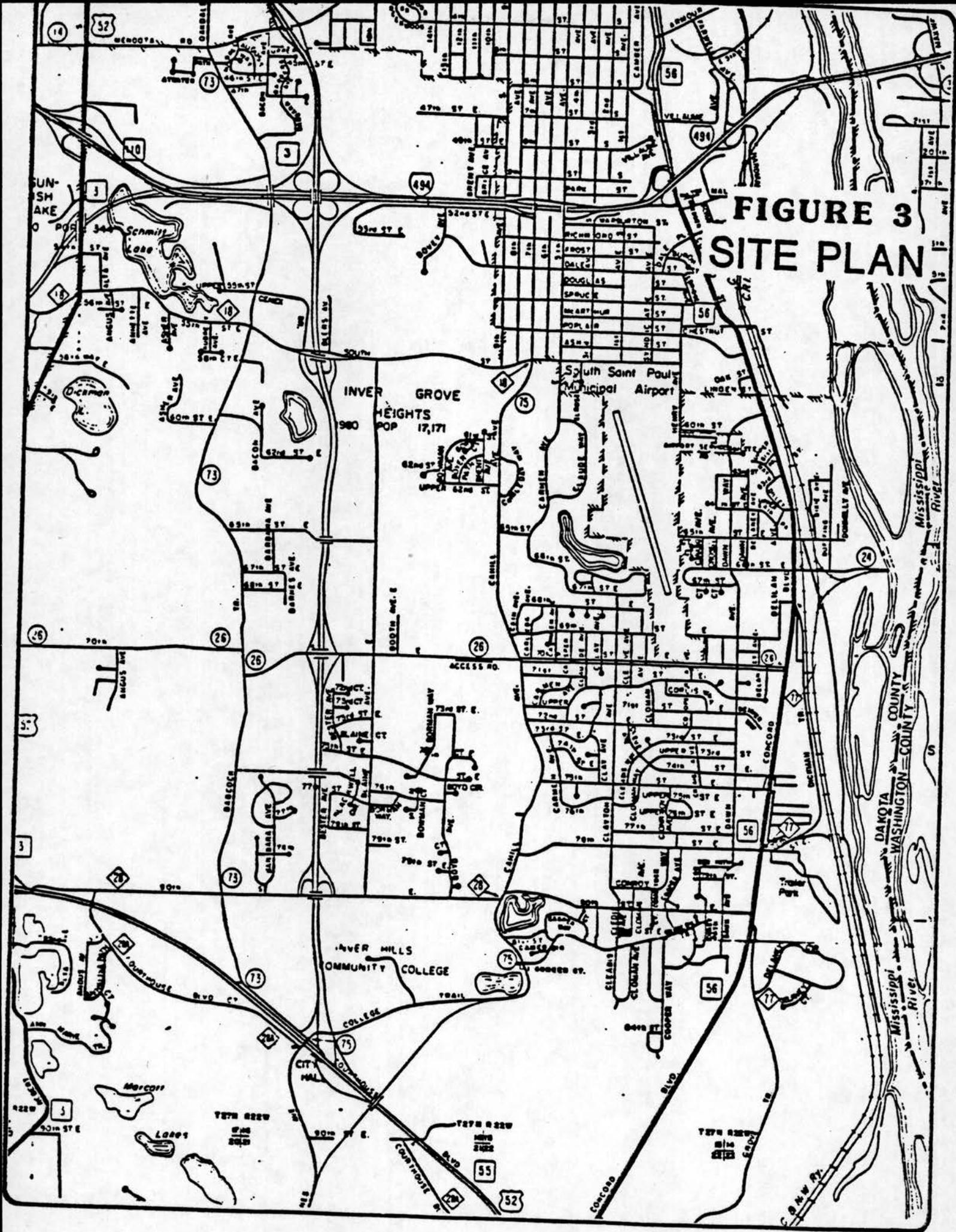
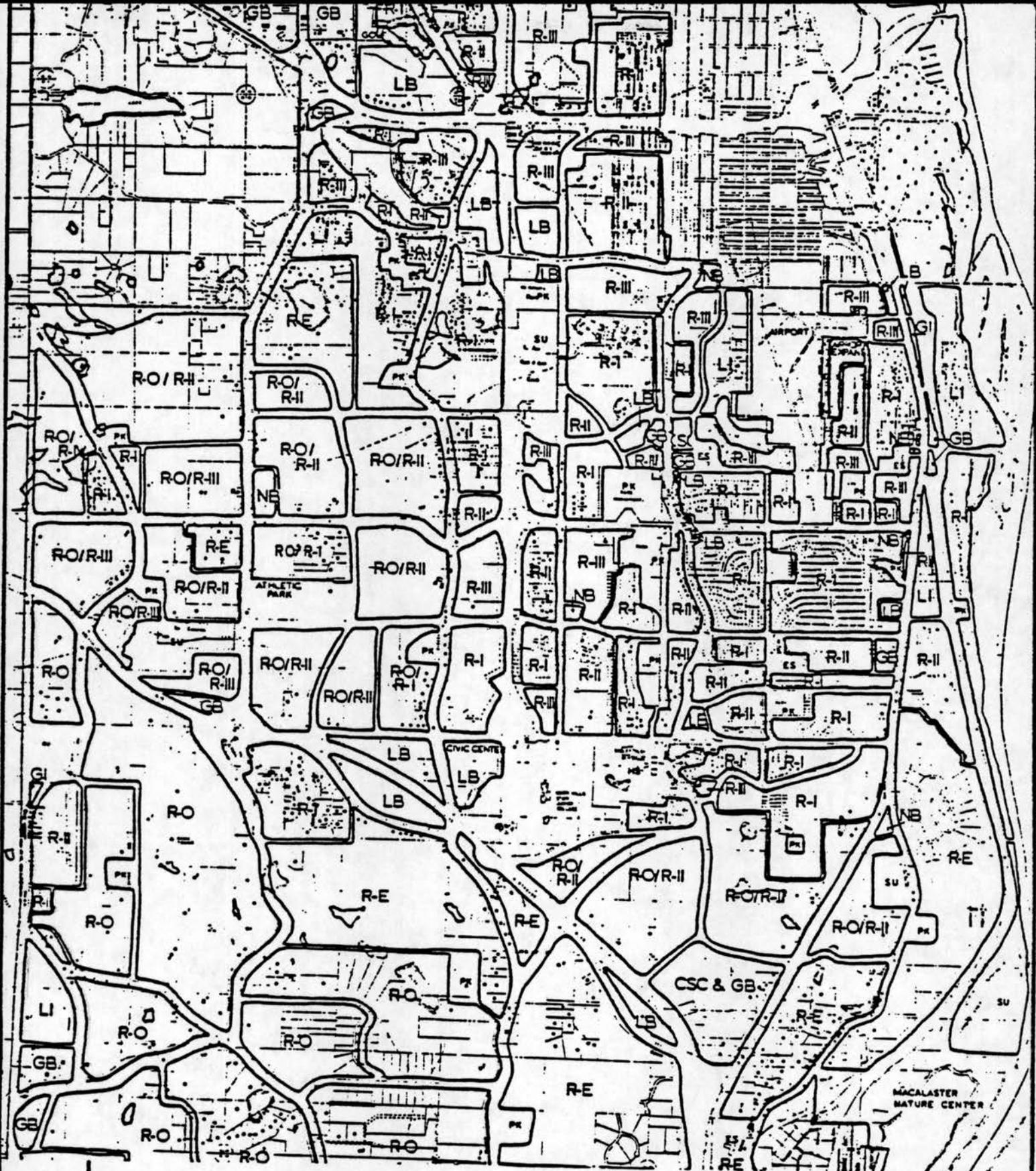


FIGURE 3 SITE PLAN





LAND USE GUIDE PLAN / MAY 1980

FIGURE 4

R-O MINIMUM 5 ACRE LOTS
(until public utilities)
R-E MINIMUM 2 1/2 ACRE LOTS
(estate)
R-I 1 to 3 UNITS PER ACRE
R-II 3 to 6 UNITS PER ACRE
R-III 6 to 12 UNITS PER ACRE
R-IV 12 plus UNITS PER ACRE

LB LIMITED BUSINESS
NB NEIGHBORHOOD BUSINESS
GB GENERAL BUSINESS
CSC COMMUNITY SHOPPING CENTER

LI LIMITED INDUSTRIAL
GI GENERAL INDUSTRIAL

PK PARK
SR SPECIAL RECREATION USE
HM HISTORICAL MONUMENT
ES ELEMENTARY SCHOOL
JHS JUNIOR HIGH SCHOOL
HS HIGH SCHOOL

6. Reason for EAW preparation: Mandatory EIS and EAW categories (See Attachment A)

List all mandatory category rule #'s which apply: 6MCAR SS 3.038.Z1. & 3.039.0

7. Estimated construction cost \$20 Million

8. Total project area (acres) _____ or length (miles) 3.5

9. Number of residential units NA or commercial, industrial, or institutional square footage NA

10. Number of proposed parking spaces NA

11. List all known local, state and federal permits/approvals/funding required:

Level of Government	Type of Application	Status
Federal:	ATTACHMENT A	
State:		
Local:		

12. Is the proposed project inconsistent with the local adopted comprehensive land use plan or any other adopted plans?
If yes, explain:

No Yes

13. Describe current and recent past land use and development on and near the site.

ATTACHMENT A

14. Approximately how many acres of the site are in each of the following categories?
(Acreages should add up to total project area before and after construction.)

	Before	After		Before	After
Forest/Wooded	<u>39</u>	<u>2</u>	Wetland (types 3-8)	<u>32</u>	<u>10</u>
Cropland	<u>9</u>	<u>0</u>	Impervious Surface	<u>14</u>	<u>66</u>
Brush/grassland	<u>228</u>	<u>244</u>	Other (specify)	<u>-</u>	<u>-</u>

15. Describe the soils on the site, giving the SCS soil classification types, if known.

ATTACHMENT A

16. Does the site contain peat soils, highly erodible soils, steep slopes, sinkholes, shallow limestone formations, abandoned wells, or any geologic hazards? If yes, show on site map and explain:

No Yes

ATTACHMENT A

17. What is the approximate depth (in feet) to:
a. groundwater 0 min. 25 avg. b. bedrock 110' min. 200' avg.

ATTACHMENT A

- a. shoreland zoning district?
 - b. delineated 100-year flood plain?
 - c. state or federally designated river land use district?
- If yes, identify water body and applicable state classification(s), and describe measures to protect water and related land resources:

<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes

19. Describe any physical alteration (e.g., dikes, excavation, fill, stream diversion) of any drainage system, lake, stream, and/or wetland. Describe measures to minimize impairment of the water-related resources. Estimate quantity of material to be dredged and indicate where spoils will be deposited.

ATTACHMENT A

20. a. Will the project require an appropriation of ground or surface water? If yes, explain (indicate quantity and source):

<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
-------------------------------------	----	--------------------------	-----

b. Will the project affect groundwater levels in any wells (on or off the site)? If yes, explain:

<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
-------------------------------------	----	--------------------------	-----

21. Describe the erosion and sedimentation control measures to be used during and after construction of the project.

MnDOT Standard Specification 1803.5 will dictate the provisions to control erosion. The contractor will be required to submit an erosion control plan for approval by MnDOT. All disturbed areas will be seeded or sodded to provide permanent erosion control.

22. a. Will the project generate:

- 1. surface and stormwater runoff?
- 2. sanitary wastewater?
- 3. industrial wastewater?
- 4. cooling water (contact and noncontact)?

<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes

If yes, identify sources, volumes, quality (if other than normal domestic sewage), and treatment methods. Give the basis or methodology of estimates.

Runoff will be generated from the impervious highway surface. Volume and quality (not known at this time) will be addressed in the EIS. On-site ponding will be provided. The EIS will note ponding details.

b. Identify receiving waters, including groundwater, and evaluate the impacts of the discharges listed above. If discharges to groundwater are anticipated, provide percolation/permeability and other hydrogeological test data, if available.

The ultimate receiving waters will be groundwater, by infiltration. Hydrogeological test data will be presented in the EIS.

23. Will the project generate (either during or after construction):

- a. air pollution?
- b. dust?
- c. noise?
- d. odors?

<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes

If yes, explain, including as appropriate: distances to sensitive land uses; expected levels and duration of noise; types and quantities of air pollutants from stacks, mobile sources, and fugitive emissions (dust); odor sources; and mitigative measures for any impacts. Give the basis or methodology of estimates.

ATTACHMENT A

Describe the type and amount of solid and/or hazardous waste including sludges and ashes that will be generated and the method and location of disposal:

ATTACHMENT A

25. Will the project affect:
- a. fish or wildlife habitat, or movement of animals? No Yes
 - b. any native species that are officially listed as state endangered, threatened, or of special concern (animals and/or plants)? No Yes
- If yes, explain (identify species and describe impact):

This concern, including barriers to animal movement, will be researched and addressed in the EIS.

26. Do any historical, archaeological or architectural resources exist on or near the project site? If yes, explain (show resources on a site map and describe impact): No Yes

27. Will the project cause the impairment or destruction of:
- a. designated park or recreation areas? No Yes
 - b. prime or unique farmlands? No Yes
 - c. ecologically sensitive areas? No Yes
 - d. scenic views and vistas? No Yes
 - e. other unique resources (specify)? No Yes
- If yes, explain:

ATTACHMENT A

28. For each affected road indicate the current average daily traffic (ADT), increase in ADT contributed by the project and the directional distributions of traffic.

ATTACHMENT A

29. Are adequate utilities and public services now available to service the project? If not, what additional utilities and/or services will be required? No Yes
- NA

Summary of Issues

For regular EAWs, list the issues as identified by "yes" answers above. Discuss alternatives and mitigative measures for these issues. For scoping EAWs, list known issues, alternatives, and mitigative measures to be addressed in EIS.

ATTACHMENT A

CERTIFICATION BY RESPONSIBLE GOVERNMENTAL UNIT

I hereby certify that the information contained in this document is true and complete to the best of my knowledge and that copies of the completed EAW have been made available to all points on the official EQB distribution list.

Signature *Leo A. Herth* Date 10/10/84

Title Assistant Commissioner for Technical Services

ATTACHMENT A

ADDENDUM TO THE WORKSHEET

4. Project Location

N 1/2, NE 1/4, Sec. 21, T27N, R22W
 S 1/2, SE 1/4, Sec. 16, T27N, R22W
 SE 1/4, SW 1/4, Sec. 16, T27N, R22W
 N 1/2, SW 1/4, Sec. 16, T27N, R22W
 NW 1/4, Sec. 16, T27N, R22W
 W 1/2, Sec. 9, T27N, R22W
 W 1/2, Sec. 4, T27N, R22W
 SW 1/4, Sec. 33, T28N, R22W
 First 100 Ft., NW, Sec. 33, T28N, R22W

6. Reason for EAW Preparation

In addition to the mandatory EIS category for highway construction for which MnDOT is the designated RGU, the project exceeds the threshold for a mandatory EAW category for wetlands (6 MCAR S 3.038Z.1.), for which the local governmental unit is the designated RGU. MnDOT requested that the City of Inver Grove Heights approve MnDOT as the RGU for the wetlands involvement. The City has concurred. See Attachment B.

11. Permits and Approvals

Federal

<u>Description</u>	<u>Status</u>
Section 4(f) Approval (FHWA)	Issued 12/8/71
Finding of No Significant Impact (FHWA)	Future
Nationwide Section 404 Permit (Army C.O.E.)	Blanket Permit
Individual Section 404 Permit (Army C.O.E.)	Uncertain due to proposed rule change
Design Approval (FHWA)	Future
Plans, Specifications & Estimate	Future
Funding 75%	

State

<u>Description</u>	<u>Status</u>
Protected Wetlands Permit (DNR), 3 basins	Not yet applied for
A/Q Indirect Source Permit (PCA)	Not yet applied for
Noise Variance (PCA)	Need not yet known
Funding 25%	

Local

<u>Description</u>	<u>Status</u>
Municipal Plan Approval (Inver Grove Heights)	Future

13. Current and Past Land Use

Lands within the existing project right-of-way are currently vacant or not in active use. MnDOT has owned much of the right-of-way since the 1960s. Acquisition and relocation of two households may be necessary to construct the proposed TH 3/TH 55 interchange. Adjacent to portions of the corridor, there is residential development. Additional residential development is underway. The Inver Hills Community College campus is located adjacent to the corridor, to the east and south of Dakota CSAH 28. Three tracts of a city park are located on both sides of the project right-of-way, south of Dakota County Road 18.

Past land use within the right-of-way includes governmental, private recreational and public recreational categories. The former City Hall site is located at the proposed TH 3/TH 55 interchange area. The former St. Paul Rod and Gun Club site and land acquired from the city park are located toward the north end of the project. However, most of the land within the right-of-way was never developed or used for agriculture since the subject terrain is very rugged. In addition, the Inver Grove Heights Comprehensive Guide Plan assumes construction of TH 3 and has regulated development within the corridor.

15. Soil Classification Types and Locations

A review of the Soil Survey of Dakota County has revealed 19 different soil classifications along the project right-of-way. They are listed below by map units which are referenced to Figure 5, the Soils Map.

342B, C, E	Kingsley Sandy Loam 3-8%, 8-15%, 15-25% slopes
859C	Kingsley/Mahtomedi-Spencer Complex 8-15% slopes
869E	Kingsley/Mahtomedi Complex 15-25% slopes
155C, E	Chetek Sandy Loam 8-15%, 15-25% slopes
539	Palms Muck level
150B	Spencer Silt Loam 2-6% slopes
49B	Antigo Silt Loam 1-8% slopes
189	Auburndale Silt Loam level
344	Quam Silt Loam level

1824	Quam Silt Loam, Ponded level
449B	Crystal Lake Silt Loam 1-8% slopes
129	Cylinder Loam level
98	Colo Silt Loam, Occasionally Flooded level
313	Spillville Loam, Occasionally Flooded level
1027	Wet Udorthents level
1029	Gravel Pits

16. Erodible Soils, Steep Slopes, Geologic Hazards

The project area lies entirely on a prominent end (terminal) moraine deposited by the Superior Lobe of the last major glaciation period (the Wisconsin Period). The topography and soils are characteristic of those found on end moraines; hummocky with thick, sandy glacial deposits. The rolling topography and steep slopes make soils highly erodible in places. There are no shallow bedrock formations, sinkholes or known abandoned wells along the project alignment. However, many depressions, often flooded, are encountered. Peat and organic soils are found in these areas. Geological Features of the project area are illustrated on Figure 6. The only geological hazard is possible slope failure. Improper cut or fill procedures could lead to failure of steep slopes parallel to the alignment. This hazard is minimal, however, since most of the slopes subject to such failure are transverse to the alignment.

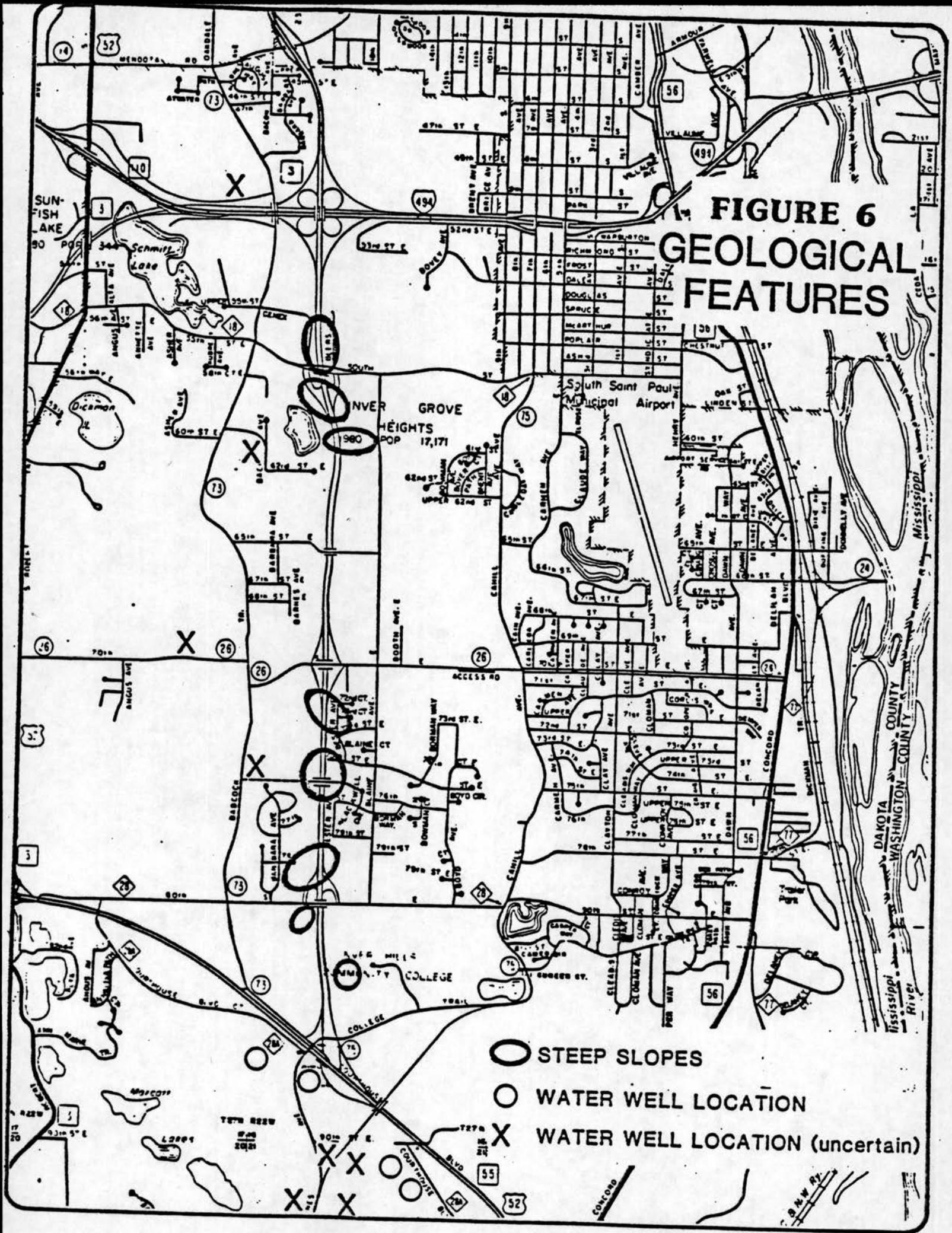
17.a. Depth to Groundwater

Minimum depth to groundwater is technically zero in the areas of the project which contain surface water. A USGS study (Open-File Report 75-342) presents a regional overview of the near-surface water table. Depths range from 10 to 35 feet with 25 feet the average. Minimum depth to this near-surface water table is ten feet.

19. Physical Alteration of Wetlands

The project area will be physically altered by the filling of approximately 22 acres of wetlands. Methods to mitigate this and other measures to minimize impairment of the water-related resources will be discussed in the Draft EIS. A known mitigation measure is the proposed creation of replacement wetlands. Types and acreages are unknown at this time. The quantity of material to be dredged from the wetlands is unknown but will be deposited pursuant to MnDOT Technical Memorandum No. 83-11-ENV-1, Guidelines for Disposal of Excess Materials.

**FIGURE 6
GEOLOGICAL
FEATURES**



- STEEP SLOPES
- WATER WELL LOCATION
- X WATER WELL LOCATION (uncertain)

23.a. Air Pollution

This highway project is located in an area where the State Implementation Plan is required to contain transportation control measures. A detailed air quality analysis will be prepared for the EIS. Application will be made to the Pollution Control Agency for an Indirect Source Permit, Violation of Air Quality Standards is not foreseen nor probable.

23.b. Dust

This project is located in a secondary non-attainment area for particulates. Standard strategies to control dust (total suspended particulates) will be included in the MnDOT construction specifications. The contractor shall be subject to MPCA rules and enforcement.

23.c. Noise

Construction noise and traffic noise will be addressed in the EIS. Due to the sparse development in the area, impacts should be minimal.

24. Solid Waste

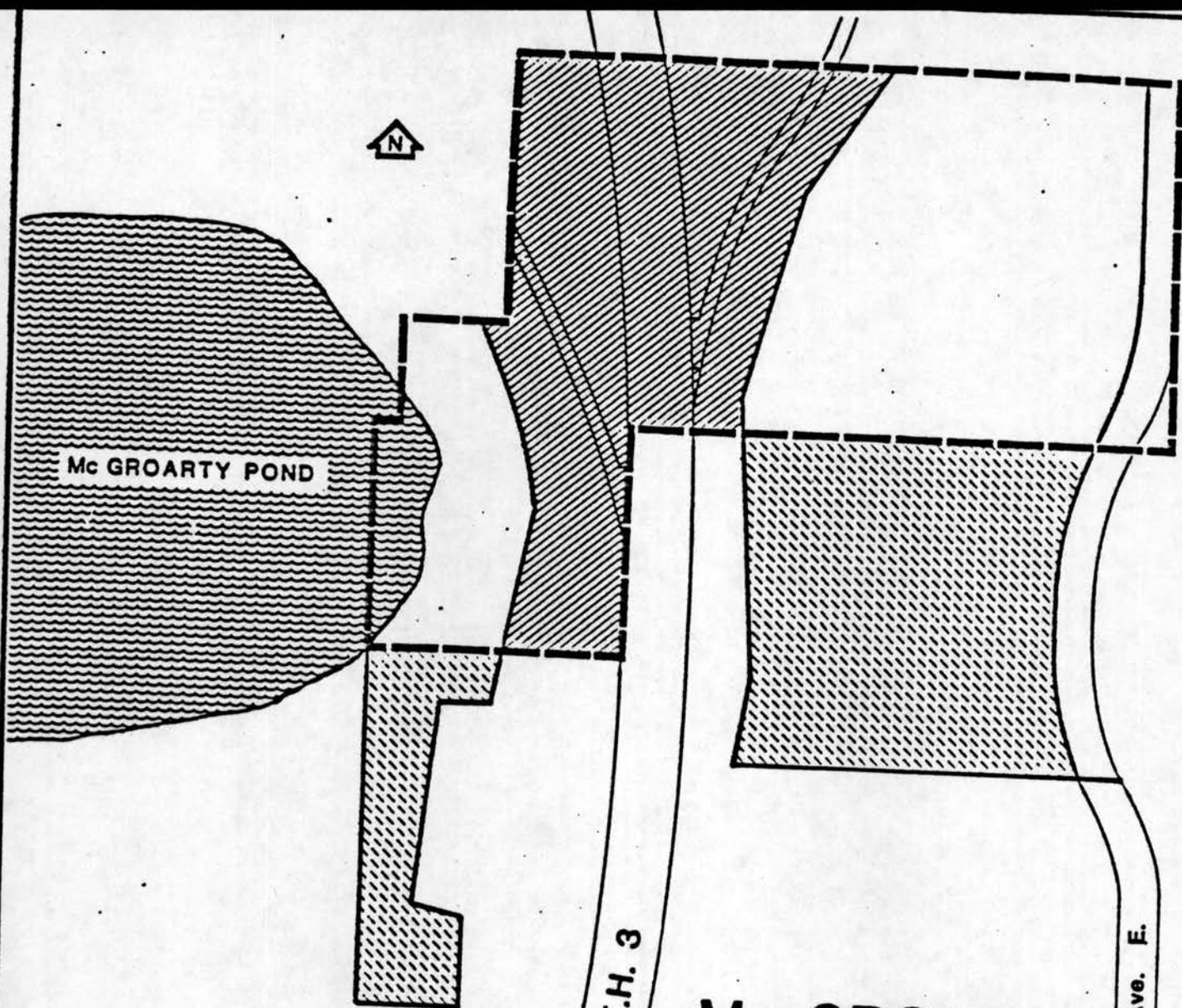
Structures and foundations within the right-of-way will be removed in accordance with MnDOT Standard Specification 2442.3. Structural steel and sound timber will be salvaged in accordance with Standard Specifications 2442.3B and 2442.3C, unless otherwise provided in the Special Provisions. Other solid materials may, if merchantable, be possessed by the contractor in accordance with Standard Specification 2104.3C1; may be disposed of within the right-of-way in accordance with Standard Specification 2104.3C2; or will be disposed of in a MPCA approved construction landfill, in accordance with Standard Specification 2104.3C3.

27.a. Park or Recreation Areas

Project right-of-way acquisition has resulted in the division of McGroarty Park, an Inver Grove Heights city park. The park is illustrated on Figure 7. Park boundaries both before and after the acquisition and land replacement process are shown.

This project has a long development history, dating from the early 1960s. The Section 4(f) Determination for McGroarty Park was approved by the Secretary of the Interior on December 8, 1971. See Attachment C. Three contingencies were attached to the approval:

- Compensation or replacement of 4(f) land acquired for highway right-of-way.
- Provision of a pedestrian crossing to connect the divided park areas.
- Preparation of a plan for landscaping the highway right-of-way and adjacent park areas.



Mc GROARTY POND

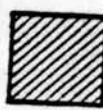
T.H. 3

Mc GROARTY
PARK

Blaine Ave. E.

LEGEND

--- ORIGINAL PARK BOUNDARY

 ACQUIRED R/W

 REPLACEMENT PARK LAND

FIGURE 7

In 1984, 11.2 acres were acquired from this 28 acre park for highway right-of-way. This was compensated by turning over to the city 17.4 acres of State-owned land to fulfill the 4(f) land replacement requirement. The acquisition and replacement process has resulted in the creation of three separate tracts which comprise the current 34 acre park. MnDOT will construct a pedestrian crossing to connect the northerly two tracts which were divided by right-of-way acquisition. This will be addressed in the EIS. Landscaping of highway right-of-way in the park area and of adjacent park land will also be discussed in the EIS.

Legal conveyance and deeding of lands involved in the acquisition and replacement procedure is now in process. Execution is expected by October, 1984.

28.a. Traffic Data

Current year ADT on the project site is zero. Forecast design year (2003) ADT for the subject highway segment is 30,000 vehicles per day just north of Dakota County Road 18, and 13,600 vehicles per day just north of Minnesota TH 55. Current year (1982) ADT data for the surrounding street system are shown on Figure 8. South Robert Trail, Babcock Trail, Cahill Ave./College Trail and Concord Blvd. now collectively serve the north-south traffic movement function which the proposed TH 3 segment may to a large extent assume. In addition, these four streets serve local access. Studies identifying the through traffic assignment from these four streets to the proposed TH 3 segment have not been done. A percentage increase in design year traffic on the proposed highway segment over that through traffic now carried on the above four parallel streets cannot be stated with validity. The forecast directional distribution for the proposed TH 3 segment is 60-40.

Summary of Issues

The issues listed below have been identified in this Scoping Document as primary project issues and will be addressed in the Draft EIS.

- Geology and Hydrogeology
- Wetland Impacts
- Stormwater Runoff
- Air Quality
- Dust Control during Construction
- Noise,, Construction and Operational
- Fish or Wildlife Habitat
- 4(f) Lands

Known mitigation for above environmental issues includes:

- Wetland Impacts: On-site ponding of stormwater runoff from the highway will prevent direct entry into adjacent wetlands. Replacement wetlands will be created on MnDOT right-of-way to compensate wetland areas converted to highway use.
- Stormwater Runoff: On-site ponding of highway runoff will minimize entry of traffic-generated pollutants into adjacent wetlands and the groundwater.
- Noise: Possible abatement measures for operational noise will be developed in the Draft EIS.
- Fish or Wildlife Habitat: Creation of new, replacement wetlands will minimize adverse impact to fauna which require such an environment.
- 4(f) Lands: Mitigation will consist of implementation of the three conditions placed on the Section 4(f) Approval for McGroarty Park. The Compensation or Replacement condition has been fulfilled. The Pedestrian Crossing and the Landscaping Plan will be studied and defined insofar as possible in the Draft EIS.

The additional issues listed below have also been identified in this Scoping Document. They are of lesser environmental consequence than the foregoing primary issues but will be addressed in the Draft EIS.

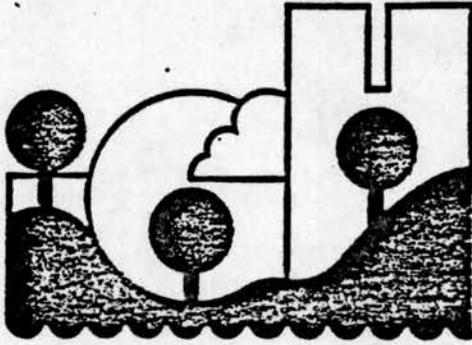
- Land Use
- Relocation
- Erosion Control
- Solid Waste
- Traffic and Transportation Requirements

The following issues were not identified in this Scoping Document but may also be addressed in the Draft EIS.

- General Neighborhood Impacts
- Impact to Schools
- Impact to Churches
- Effect on Fire Service
- Impact to Nearby Business and Industry
- Local and Regional Economic Impacts
- Impact to Health Care Facilities

Project alternatives (discussed under Item No. 5 of this Worksheet) will be addressed in detail in the Draft EIS. The following concepts comprise the alternatives.

- Freeway
- Expressway (at-grade intersections)
- Staged Freeway/Expressway
- No-Build



Inver Grove Heights

8150 Barbara Avenue
Inver Grove Heights, Minnesota 55075
(612) 457-2111

August 16, 1984

Mr. Robert C. Winter, Project Manager
Minnesota Department of Transportation
District 9
3485 Hadley Avenue North, Box 2050
North St. Paul, Minnesota 55109

Re: S.P. 1928-22 (TH 3)
State Environmental Review

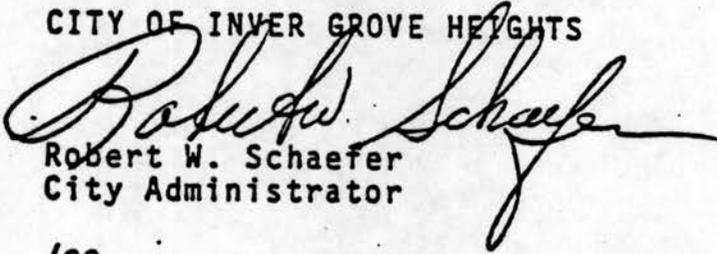
Dear Mr. Winter:

In response to your letter of July 30, 1984, the City Council of Inver Grove Heights, on August 13, 1984, concurred with the designation of the Minnesota Department of Transportation as the responsible governmental unit for the T.H. 3 project including any environmental assessment worksheets and/or environmental impact statements.

If you require anything additional on this request, please call our office.

Very truly yours,

CITY OF INVER GROVE HEIGHTS


Robert W. Schaefer
City Administrator

/co

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION FIVE
461 Rice Street
St. Paul, Minnesota 55103

February 1, 1972

Mr. Ray Lappegaard
Commissioner
Department of Highways
St. Paul, Minnesota

IN REPLY REFER TO:

Re: 330
Minn. Proj. U 044-1()
S.P. 1928 & 6245, TH 3
From Jct. TH 52 & 55 in Inver Grove Heights
To Jct. TH 56 in St. Paul
Section 4(f) Determination

Dear Sir:

Attached is a copy of a November 23, 1971 memorandum from the Assistant Secretary for Environment and Urban Systems (TEU) to Secretary Volpe, recommending approval of the Section 4(f) determination for this project, subject to the condition that a landscaping plan acceptable to the parks commission be developed for McGroarty Park. The Secretary approved the Section 4(f) determination and TEU's recommendation on December 8, 1971. Please furnish us evidence of the acceptance of the landscaping plan by the appropriate official of McGroarty Park when available. The project may then be advanced in a normal manner insofar as Section 4(f) is concerned.

Please note the other discussion in TEU's memorandum. To the extent that the requested items are reasonable and prudent and in the public interest, they should be included in the planning and construction plans.

Compensation or replacement of the public lands used for highway purposes must be accomplished in accordance with the appropriate PPM or IM. We have been informally advised by members of your staff that the lands are not to be replaced, and, therefore, compensation is being based upon fair market value. We have also been advised that the proposed compensation determined by the fair market value approach will provide sufficient funds to permit the purchase of lands of equal recreational value.

Very truly yours,


John S. Bowers
Engineering Coordinator
For W. W. Fryhofer
Division Engineer

Attachment

Memorandum

November 23, 1971

DATE:

In reply
refer to: TEU-12

ACTION: Section 4(f) Approval: Route T.H. 3,
SUBJECT: McGroarty Park and Kaposia Park, Dakota-Ramsey
Counties, Minnesota

FROM: Assistant Secretary for Environment
and Urban Systems

TO: The Secretary

My office has reviewed the attached Section 4(f) determination submitted by FHWA for use of land from McGroarty and Kaposia Parks. This determination has also been reviewed by staff of the Department of the Interior and the Department of Housing and Urban Development. We concur in the determination that there is no feasible and prudent alternative to the use of these parklands. The highway layout has been developed in conjunction with the Metropolitan Council in the Twin Cities area and is consistent with local planning.

Comments from Interior raised the following questions concerning planning to minimize harm to the parks:

I. MCGROARTY PARK

- A. Compensation - Interior requested assurances that the State highway department would provide replacement land for the property taken, or provide compensation to permit the local parks commission to acquire approximately 11 acres of land with equivalent recreational value.

In discussions with staff of FHWA's regional office in Kansas City, we have received assurances that the park property has been appraised on a fair market value basis and that negotiated settlement will be reached to assure that sufficient compensation is paid to permit the authority to acquire the lands of equal recreational value for those taken.

- B. Pedestrian Overpass - Interior requested assurances that a pedestrian overpass to connect severed portions of the park would be built as part of the highway project. The FHWA regional office has assured us that the overpass will be constructed by the State highway department. The timing of this construction will be related to the actual need for pedestrian access as the park is developed.

- C. Landscaping - Interior requested development of a plan for landscaping of the highway right-of-way and adjacent park areas, the plan to be acceptable to the parks commission. FHWA staff has indicated that such a plan will be developed and has recommended that the Section 4(f) approval be made conditional upon it.

*Common
2/10
1/13
Swish*

II. KAPOSIA PARK

Interior raised the same questions about compensation and approval of landscaping plans for this park. From the material submitted to us by FHWA and subsequent conversations with regional office staff, we have been assured that there is agreement on compensation for the lands to be taken from this park, and that acquisition of replacement parklands and development of these lands, including appropriate landscaping, has been agreed to and is proceeding..

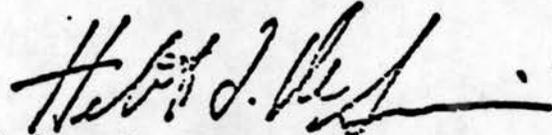
III. WATER POLLUTION CONTROL

Interior also expressed concern that runoff from the highway be handled via a closed drainage system which would prevent pollution of certain lakes near the proposed highway. FHWA has indicated that the drainage system has been designed to prevent runoff into established lakes. Drainage will be channeled into pond areas which are being developed by the municipalities and the State highway department for surface drainage control, or into closed storm drainage systems.

HUD, in its comments, indicated that HUD Open Space funds had been used for acquisition of portions of Kaposia Park, but they wish to be notified when funds received by the municipality from the State highway department have been used for the expansion of the park. FHWA staff has assured that such notification will be given.

RECOMMENDATION

On the basis of the above information, I recommend that you approve the proposed Section 4(f) determination on the condition that a landscaping plan which is acceptable to the parks commission be developed for McGroarty Park.

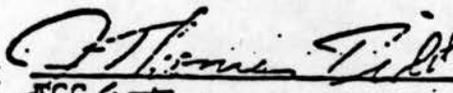


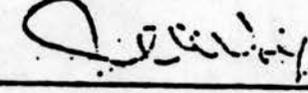
Herbert F. DeSimone
Assistant Secretary

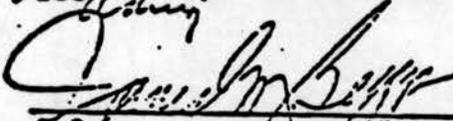
Attachment

Concur:

Approve:

 12/11/71
TGC Date

 DEC 8 1971
S-1 Date

 12/11/71
S-2 Date

REGIONAL TRANSIT BOARD

Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

DATE: November 15, 1984
TO: Regional Transit Board
SUBJECT: Approval of Depositories for Investments

At its meeting of November 14, the Committee of the Whole discussed the need for a number of approved depositories to allow flexibility in choosing depositories for funds.

RECOMMENDATION

That the Regional Transit Board approves designation of Merrill Lynch, Paine Webber, First Bank Minneapolis, First Bank St. Paul, F & M Marquette, National City, American, Norwest Midland, Capital City, and Shelard National as authorized depositories for Board funds.

Elliott Perovich
Chairman

EP/mf
att.

REGIONAL TRANSIT BOARD
Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

MEMORANDUM

November 12, 1984

TO: Administration and Finance Committee

FROM: Jeff Dziuk, Metro Council Accounting Operations Manager

SUBJECT: Approval of Depositories for Investments

We are requesting that a number of financial institutions be approved as depositories for the investment of Board funds. The list includes two securities dealers, three large local banks, three mid-sized local banks and two small local banks. The institutions are Merrill Lynch, Paine Webber, First Bank Minneapolis, First Bank St. Paul, F & M Marquette, National City, American, Norwest Midland, Capital City, and Shelard National.

The list was constructed with the following considerations. First, it is of sufficient length to ensure active bidding for funds. Second, the broad range in institution size will enable the Board to invest in all the types of investments legally available and thus to maximize yield while offering local financial institutions an opportunity to bid. Third, with the number of institutions available, no single institution will hold more than 40% of the total investment package thus reducing risk.

Recommendation

That the Board approve designation of Merrill Lynch, Paine Webber, First Bank Minneapolis, First Bank St. Paul, F & M Marquette, National City, American, Norwest Midland, Capital City, and Shelard National as authorized depositories for Board funds.

-RZ336A

REGIONAL TRANSIT BOARD

Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

DATE: November 15, 1984
TO: Regional Transit Board
SUBJECT: Regional Transit Board Equal Employment Opportunity Policy

At its meeting of November 14, the Committee of the Whole discussed the attached policy interim policy, which affirms the intention of the Board to implement Equal Employment Opportunity and Affirmative Action policies.

The Metropolitan Council's equal opportunity coordinator is presenting assisting the Board in assuring that women and minority candidates are considered for open positions.

RECOMMENDATION

That the Regional Transit Board hereby reaffirms its policy of providing equal opportunity in employment, citizen participation in program planning, provision of services to the public, economic opportunities, and participation in and receipt of benefits derived from federally funded programs. The Board will comply with current applicable federal and state statutes and regulations and local ordinances in implementing this policy.

No person or organization shall, on the basis of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, age or political affiliation, be excluded from participation in, be deprived of the benefits of, or be subject to, discrimination by the Regional Transit Board.

The Board shall continue its affirmative action efforts to ensure equal opportunity in employment, citizen participation in program planning, business opportunities afforded by the provision of goods or services to the Board, and participation in federally funded programs.

Elliott Perovich
Chairman

EP/mf
att.

HOLMES & GRAVEN

CHARTERED

470 Pillsbury Center, Minneapolis, Minnesota 55402

Telephone: 612/338-1177

LARRY M. WERTHEIM

Attorney at Law

October 23, 1984

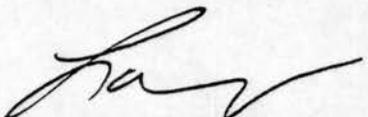
Ghaleb Abdul-Rahman
Executive Director
Regional Transit Board
402 Metro Square Bldg.
St. Paul MN 55101

RE: Regional Transportation Board
Employment Policy
Our File No. RE165-2

Dear Gahleb:

Enclosed please find an interim statement of policy which may be adopted by the Board regarding affirmative action and equal opportunity. It is taken from the Metropolitan Council's affirmative action plan. I have reviewed their plan and found that it is probably far more extensive than we need at the present time, since it envisions, among other things, an equal opportunity coordinator, a personnel manager, and an equal opportunity advisory committee. While some of the concepts contained in the plan may be both beneficial and necessary at a future date, I think the simple statement of policy enclosed will be sufficient for the interim.

Sincerely,



Larry M. Wertheim

LMW:kb

encl.

cc: David Graven
Charles Weaver

STATEMENT OF POLICY

The Regional Transit Board hereby reaffirms its policy of providing equal opportunity in: employment; citizen participation in program planning; the provision of services to the public; economic opportunities; and participation in, and receipt of benefits derived from federally funded programs. The Board will comply with current applicable federal and state statutes and regulations and local ordinances in implementing this policy.

No person or organization shall, on the basis of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, age, or political affiliation be excluded from participation in, be deprived of the benefits of, or be subject to discrimination by the Regional Transit Board.

The Board shall continue its affirmative action efforts to ensure equal opportunity in employment, citizen participation in program planning, business opportunities afforded by the provision of goods or services to the Board, and participation in federally funded programs.

REGIONAL TRANSIT BOARD

Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

DATE: November 15, 1984
TO: Regional Transit Board
SUBJECT: Strgar-Roscoe Contract Amendment and Work Plan for
Development of Financial and Staffing Plans

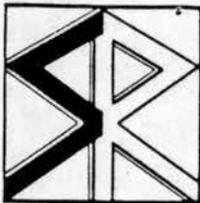
The above mentioned contract amendment was discussed by the Committee of the Whole at its meeting of November 14, 1984.

RECOMMENDATION

That the Regional Transit Board approves the Contract for Consultant Services, Amendment No. 1, as shown in the attachment to Strgar-Roscoe's letter of November 7, 1984, enclosed.

Elliott Perovich
Chairman

EP/mf
att.



STRGAR-ROSCOE, INC.

CONSULTING ENGINEERS ■ LAND SURVEYORS

630 Twelve Oaks Center, 15500 Wayzata Boulevard
Wayzata, Minnesota 55391

(612)475-0010

Refer To File:

November 7, 1984

Mr. Elliott Perovich
Chairman
REGIONAL TRANSIT BOARD
402 Metro Square Building
St. Paul, Minnesota 55101

Dear Mr. Perovich:

Based on a request from Mr. Abdul-Rahman we have prepared a contract amendment, and work plan for the development of the Financial and Staffing Plans for the Regional Transit Board (RTB). We have enjoyed working with the Board and the Management Team on this challenging assignment and look forward to the opportunity of continuing to assist the RTB and staff in meeting the mandates, time constraints and directions of the Legislature.

This letter includes the following information and materials as requested:

1. A draft Contract Amendment between the RTB and Strgar-Roscoe, Inc. for the development of services to be described in the attached Exhibit A-1.
2. Exhibit A-1 -- A work program for development of the Financial and Staffing Plan. This work program assumes that we would continue to work with the Board, Policy Committee, Finance and Administration Committee, and Management Team as we have on the Interim Plan.
3. A person hour by task for the Consultant.

In developing this proposal we have assumed that Strgar-Roscoe, Inc. would be responsible for managing and delivering the Financial and Staffing Plan documents by January 18, 1985. We have assumed that development of the plan would again require close communication with the RTB, Management Team and affected agency staff persons. We have assumed that agency staff would be available to provide information, research and some support on specialized tasks, yet to be determined. We recognize also the need for flexibility. We are prepared to begin immediately with this work plan and modify these tasks as new information comes forward.



Mr. Elliott Perovich

- 2 -

November 7, 1984

We appreciate the opportunity to support the Regional Transit Board. Please let us know what changes are necessary in the work plan and agreement.

Sincerely yours,

STRGAR-ROSCOE, INC.

Peter A. Fausch

Peter A. Fausch, P.E.
Vice President

PAF:bba

Attachments

AMENDMENT NO. 1
REGIONAL TRANSIT BOARD
CONTRACT FOR CONSULTANT SERVICES

THIS AGREEMENT TO AN EXISTING AGREEMENT by and between the Regional Transit Board, herein called the "Board", and Strgar-Roscoe, Inc., is made and entered into this _____ day of _____.

WHEREAS, the Board desires to amend the Consultant Agreement pursuant to Section 3.03 of the Agreement to perform certain technical and professional services and in consideration of the mutual promises and covenants hereinafter contained, the parties hereto agree as follows:

I. SCOPE OF SERVICES.

- 1.01 All provisions of the Agreement to which this Amendment is attached shall be in effect except as modified hereafter.
- 1.02 The Board hereby agrees to engage the Consultant, and the Consultant hereby agrees to do, perform, and carry out in a satisfactory and proper manner, as determined by the Board, all the services specified in Exhibit A-1 attached hereto and made a part hereof.

II. COMPENSATION: METHOD OF PAYMENT.

- 2.03 Additional Compensation. The compensation to be paid to the Consultant by the Board for the additional work to be performed in Exhibit A-1 shall not exceed \$20,000. The Consultant agrees not to perform any additional services that would cause that amount to be exceeded unless this Agreement is amended.

III. OTHER PROVISIONS

- 3.15 Board Involvement. The Board will direct that the Management Committee be extended to guide and support the activities of the Consultant under Exhibit A-1. The Management Committee will provide information, research, and support on specialized tasks. The Board will meet with the Consultant as necessary to provide input, review and approval of Consultant products.
- 3.16 Meetings. The Consultant shall attend up to 6 meetings of the Board or its Committees and up to 10 meetings with the Management Committee for the work set forth on Exhibit A-1.
- 3.17 Period of Performance The service of the Consultant under Exhibit A-1 shall be terminated January 18, 1985.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized representatives on the day and year first above written.

REGIONAL TRANSIT BOARD

By _____
Chairman

Approved as to legal
form and adequacy:

CONSULTANT:
STRGAR-ROSCOE, INC.

By _____

EXHIBIT A-1
WORK PROGRAM FOR DEVELOPMENT OF
REGIONAL TRANSIT BOARD FINANCIAL AND STAFFING PLAN
PREPARED BY STRGAR-ROSCOE, INC.

1. Identify legislative mandates that need to be considered in the Financial Plan. Conduct necessary research to cover all areas of concern. Develop detailed outline of the plan.
2. Review the Interim Implementation Plan Inventory of Existing Financial Arrangements, the 1985 MTC Operating Budget and the Mn/DOT 1985-1987 Biennial Budget Request for metropolitan areas transit to identify the recent funding history and short-term financial needs.
3. Develop financial mechanisms that will be used in the development of 1985-1987 financial scenarios. These financial scenarios will be subjected to financial modeling in order to identify the 1985-1987 Biennial Budget assumptions and requirements.
4. Evaluate alternative financial plan requirements by utilizing RTB interim policies and financial model results.
5. Develop the draft RTB Staffing and Administration Plan using the Interim Implementation Work Plans and RTB Staffing philosophies and policies. Review draft plan with RTB staff and/or committees as necessary.
6. Develop the RTB administrative budget requirement for the 1985-1987 Biennium using the draft RTB Staffing and Administration Plan. Review budget with RTB staff and/or committees as necessary.
7. Prepare draft of Financial Plan document with supporting material and appendices.
 - a. Prepare first complete draft
 - b. Review with RTB
 - c. Make appropriate changes
8. Publish RTB Financial and Staffing Plan document and submit to Metropolitan Council for review by December 1, 1984.
9. Monitor Metropolitan Council review.

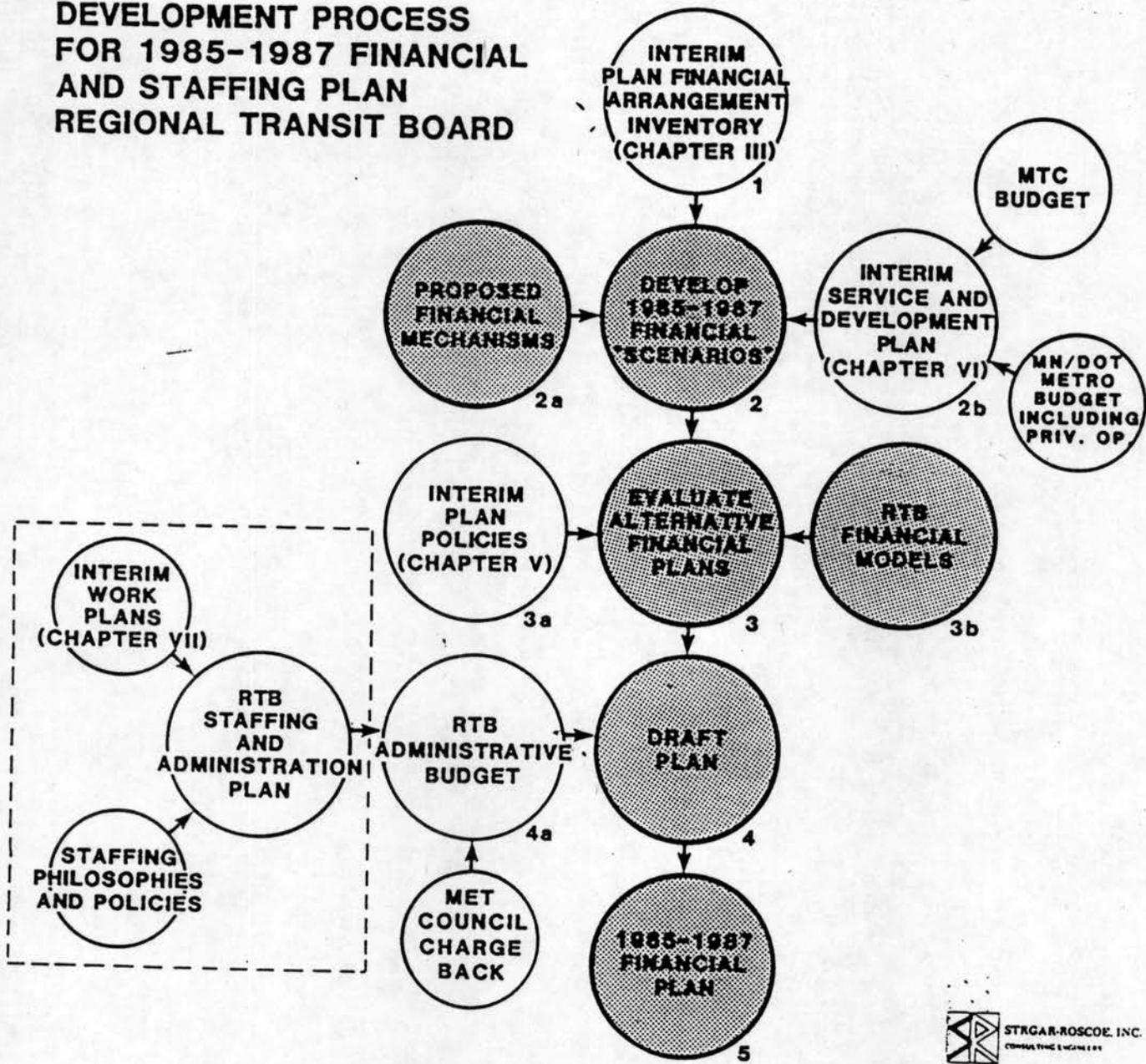
JK:bba

EXHIBIT A-1

CONSULTANT PERSON HOUR
FINANCIAL AND STAFFING PLAN
REGIONAL TRANSIT BOARD

Task	Principal	Transportation Planner/ Engineer	Clerical Technical Support	Total
1. Identify Mandates/ Develop Outline	10	20	10	
2. Collect Financial Data	5	30	-	
3. Apply Financial Models	20	50	-	
4. Evaluate Budget Alternatives	20	50	10	
5. Draft Staffing Plan	10	20	20	
6. Develop RTB Administrative Budget	5	10	10	
7. Draft Financial Plan	30	60	20	
8. Publish Plan	10	10	30	
9. Monitor Review	10	-	-	
TOTALS	120	250	100	

DEVELOPMENT PROCESS FOR 1985-1987 FINANCIAL AND STAFFING PLAN REGIONAL TRANSIT BOARD



Tentative Schedule

Handout 11/17/82

January 1, 1985

The Steering Committee Issues Report on Preferred Transit Alternatives in the Southwest Diagonal and University Avenue Corridor.

The Implementation Committee submits its report on alternative implementation schemes to the Regional Transit Board.

February 1, 1985

The Regional Transit Board establishes priority corridors and approves implementation scheme.

March 1, 1985

The Metropolitan Council reviews and acts on Regional Transit Board recommendation of priority corridors, and implementation scenarios.

March 15, 1985

The Regional Transit Board/Metropolitan Council/Mn/DOT submits any necessary implementing legislation for approval.

The Minnesota Department of Transportation recommends to the Legislature a spending plan for further work on LRT from the motor vehicle excise tax set-aside.