



Minnesota Regional Transit  
Board: Records.

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REGIONAL TRANSIT BOARD  
 270 Metro Square Building  
 St. Paul, Minnesota 55101  
 612/292-8789

*nd*

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, March 3, 1986  
 Metropolitan Council Chambers *Board R.*  
 4:00 p.m.

AGENDA

1. Call to Order and Roll Call

2. Approval of Agenda

3. REPORT OF THE POLICY COMMITTEE

Todd Lefko,  
 Chair

- 6* a. Scope of Services: Evaluation of Management Options for the Delivery of Ridesharing Services
- b. Joint Exhibit, the Science Museum of Minnesota and the Regional Transit Board
- c. RTB Involvement in Proposed I-494 Study
- d. Draft Environmental Impact Statement for Mall of America and Fantasyworld

4. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Ruth Franklin,  
 Chair

5. OTHER BUSINESS

- a. Chairman's Report
- b. Members' Reports
- c. Staff Reports

6. PUBLIC COMMENT

*non smoking board room.*

Elliott Perovich  
 Chairman

Note: Please bring material from the Policy Committee meeting to the Board meeting.

REGIONAL TRANSIT BOARD  
ROLL CALL AND ATTENDANCE SHEET

DATE: 3/3/86

BOARD OR COMMITTEE RTB

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE	VOTE
Chairman	✓					
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Kenneth Bedeau	✓					
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Doris Caranicas	✓					
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Ruth Franklin	✓					
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Alison Fuhr						
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Paul Joyce						
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Edward Kranz	✓					
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Todd Lefko	✓					
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Bernard Skrebes						
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REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the  
REGIONAL TRANSIT BOARD  
Metropolitan Council Chambers  
February 24, 1986

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Kenneth Bedeau, Doris Caranicas; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko and Bernard Skrebes

OTHERS PRESENT: Ghaleb Abdul-Rahman, Mary Fitzgerald, Judy Hollander, Katie Turnbull, Judith McCourt, Leslie Johnson, Jerry Brechlin and Mike Kuehn, Regional Transit Board Staff; and Charles Weaver, legal counsel; Arnie Entzel; Dirk deVries, Metropolitan Council liaison; Emil Brandt and Natalio Diaz, Metropolitan Council; and Jody Hauer, Citizens League

The meeting was called to order at 4:00 p.m. and roll taken. Joyce moved approval of the agenda with the addition of Item 6.b.1, Radius Design Contract; Caranicas seconded the motion. The motion carried unanimously.

Fuhr moved approval of the minutes of the January 27, 1986, meeting; Joyce seconded the motion. The motion carried unanimously. Lefko moved approval of the minutes of the February 10, 1986, meeting; Skrebes seconded the motion. The motion carried unanimously.

REPORT OF THE POLICY COMMITTEE

METROPOLITAN COUNCIL INTERIM AMENDMENT TO THE TRANSPORTATION POLICY PLAN

A draft letter from the chairman to the chair of the Metropolitan Council was distributed. Committee Chair Lefko explained that the Policy Committee had asked staff to develop a statement of support of the council's interim plan with the understanding that it will come back to the board. He moved that the letter supporting the interim amendment to the Transportation Policy Plan be forwarded to the council. Skrebes seconded the motion. The motion carried unanimously.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

FIRST BANK ELECTRONIC WIRE TRANSFERS, RESOLUTION NO. 86-7

Committee Vice Chair Joyce reviewed the committee report dated February 24, 1986, and moved:

That the Regional Transit Board approve Resolution No. 86-7, authorizing the director of administration to execute the "Domestic and International Funds (Wire) Transfer Agreement" with First Bank of St. Paul and adding the accountant to the list of positions authorized to cause wire transfers.

Fuhr seconded the motion. Roll call vote was taken and the motion and resolution were approved unanimously.

## NEW OFFICE SPACE LEASE

Joyce reviewed the committee report dated February 24, 1986 and moved:

That the Regional Transit Board confirm the action of January 27, 1986, approving the office space lease with MGC Limited Partnership and authorize the chairman and executive director to execute said lease inclusive of such changes in lease date and like provision as, due to the delay in execution, are necessary.

Skrebes seconded the motion. It is expected that the space will be ready for occupancy by March 1, 1987; a month earlier the installation of office facilities will begin. After Radius Design has designed the layout of the offices, the cost of additional furniture will be determined. The consultant will have completed that work by June 1986. When furniture arrives, they will assist in setting up the building. The chairman said there are dates and times in the contract and an escape clause if things do not go well. Abdul-Rahman said that once the Council signs the lease MGC Limited Partnership has 30 days to put \$1.8 million in escrow to protect the agencies in case of default. Vote was taken; the motion carried unanimously.

## RADIUS DESIGN, INC. CONTRACT

Joyce moved:

That the Regional Transit Board authorize the executive director to execute a contract with Radius Design, Inc. for design development of the new office space at a fee of \$1.25 per square foot plus reimbursable expenses.

Kranz seconded the motion. The motion carried unanimously.

## STATE AND FEDERAL (GRAMM-RUDMAN) SUPPLEMENTAL BUDGET INFORMATION

The chairman said the documents attached to the committee report dated February 24 have been used in testimony at the Legislature. He discovered last week that \$136,900 was cut by a technical amendment in Rules Committee. The bill establishes \$11 million for Metro Mobility and states that no transit provider can be reduced by four percent, with the exception of MTC. Taking four percent from some providers could drive them out of business. Perovich said the rider clause voids the old labor relationship. Regarding our work program and the impact on the rest of the system, the chairman said Hollander's staff has assembled some data. The \$750,000 cut in planning and implementation will hurt the agency. There would be \$950,000 less for the Transit Service Needs Assessment. We have committed funds on the I-494, 35W and I-94 projects.

On the federal level, the situation is still unsettled, but the cuts may be as much as 34 percent. The operating assistance question has not been raised at this time.

Cutting back bus service may prevent some workers from getting to their jobs. Lefko said that after the session is over the board should start raising the level of discussion and point out that transit is a good investment in terms of jobs. Perovich said the Senate has a real concern for the number of people who are transit-dependent. Bedeau said there are implications on the crime level as well. Skrebes stressed that the board must reach its constituents and ask them to support transit.

#### RESIGNATION OF DIRECTOR OF ADMINISTRATION LESLIE M. JOHNSON

Joyce reviewed the committee report dated February 24, 1986, and moved:

That the Regional Transit Board authorize the executive director to execute on behalf of the RTB an agreement with Leslie M. Johnson under which Mr. Johnson will resign his position from the RTB no later than July 31, 1986, and will release the RTB from any potential claims. In return, the RTB will pay to a placement firm of Mr. Johnson's choice a one-time fee of \$4,800, provided that the fee is incurred prior to October 1, 1986.

Skrebes seconded the motion. The motion carried unanimously.

#### OTHER BUSINESS

##### CHAIRMAN'S REPORT

The chairman noted that the Minnesota Public Transit Association annual legislative conference will be February 25. The RTB/MTC Joint Committee will meet March 25. Kuehn reviewed the Metro Governance bill, which is likely to become law. The chairman said it will bring uniformity to the process. A rider to the bill says the Council must approve any proposed cost reductions.

##### MEMBERS' REPORTS

Caranicas said the Taxicab Advisory Committee met last week and the members signed a letter in support of the bill that came out of the hearing. Joyce said it is gratifying that the industry is supporting it. Caranicas said there are people who will oppose it and want no regulation whatever. There are some unsafe cabs on the road because some communities require very little inspection.

Skrebes said he will be gone March 11 and has asked Lefko to represent him at the Transportation Handicapped Advisory Committee meeting.

Bedeau said the Rideshare Advisory Committee will have a presentation by Roger Huss at its next meeting regarding how the system relates to the Metropolitan Area. The committee is considering how the proposed budget cuts will effect the program.

Skrebes reported that he met with a group from the Humphrey Institute to discuss metropolitan planning.

PUBLIC COMMENT

Arnie Entzel said board members should be lobbying for transit at the Legislature now and the transit constituents should be burning up the phone lines. If service is cut, a lot of people will have no means of getting to work. Nobody has thought through the impact of service cuts on unemployment. The chairman said we will know better next week what the specifics will be.

There being no further business, Kranz moved and Skrebes seconded that the meeting be adjourned. The motion carried unanimously.

Respectfully submitted,

Mary Fitzgerald  
Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: March 3, 1986  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: Scope of Services: Evaluation of Management  
Options for the Delivery of Ridesharing Services

At its meeting of February 25, 1986, the Policy Committee approved the following recommendation:

RECOMMENDATION:

That the Regional Transit Board direct staff to solicit proposals to conduct a rideshare management alternatives study based on the scope of services shown as Attachment A to the February 20, 1986, staff memorandum.

Todd Lefko  
Chair

TL/mf

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

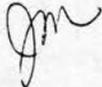
DATE: February 25, 1986  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: Scope of Services: Evaluation of Management Options for the  
Delivery of Ridesharing Services

At its meeting of February 25, 1986, the Policy Committee will be reviewing the Rideshare Request for Proposal. An oral report and recommendation will be made at the March 3 board meeting.

Todd Lefko  
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: February 20, 1986  
TO: Policy Committee  
FROM: Judith McCourt, Programs Manager   
SUBJECT: Scope of Services: Evaluation of Management Options for the Delivery of Ridesharing Services

Action Requested:

Authorization from the Regional Transit Board is requested to solicit proposals to conduct the rideshare management alternatives study as outlined in the attached scope of services.

Discussion:

In accordance with legislative mandate, the RTB assumed the responsibility for ridesharing services in the seven-county metropolitan area on August 1, 1985. The RTB decided to contract with the Metropolitan Transit Commission (MTC) to continue to provide ridesharing services through 1986.

Prior to making the decision to contract with MTC for the provision of ridesharing services in 1986, the RTB reviewed services as they currently exist in the metropolitan area; current market conditions and ridesharing service delivery alternatives. During its deliberations, the RTB concluded that it was premature to recommend a change in the institutional arrangement for the delivery of services without conducting additional research. The RTB directed staff to include an element in the 1986 work program to conduct a service delivery evaluation.

Funding for the Rideshare Management Alternatives Study is included in the adopted 1986 Work Program and Budget. Project 86-11, Regional Rideshare Program Coordination, includes \$20,000 for the consultant activities associated with this project.

Consistent with the approved 1986 Work Program and Budget, staff has developed for consideration and approval a scope of services for the review of the management structure of the Minnesota Rideshare program and for the consideration of alternative institutional arrangements. The scope of services is included as Attachment A and outlines the purpose of the study, the tasks, responsibilities and timeframe for the completion of the study. At this time the authority to proceed with soliciting proposals is requested.

Recommendation:

That the Policy Committee recommend to the Regional Transit Board (RTB) that staff solicit proposals to conduct a rideshare management alternatives study based on the scope of services shown as Attachment A.

Scope of Services:

The purpose of this study is to evaluate the current management structure of the Minnesota Rideshare Program, to examine alternative management structures and to recommend the most appropriate structure for the seven-county metropolitan area.

Consulting services will be used to evaluate the effectiveness of the current rideshare management structure and to conduct a review of alternative management models, including those that have been implemented in other areas of the country. The consultant will recommend, based on justifiable evidence, which structure(s) would be most effective in the seven-county area. If the proposed structure is different from the existing structure, the consultant will prepare a detailed implementation plan, including a budget, to facilitate the change in institutional arrangements.

RTB staff will be responsible for the overall management of the consultant contract. A project manager will be assigned as a liaison and contract monitor. The consultant firm will conduct major elements of the work program. Periodically the consultant will update the RTB and/or its Rideshare Advisory Committee on the progress in accomplishing defined elements of the scope of work. The members of the RTB's Rideshare Advisory Committee (RAC) shall serve as advisors to the consultant in the performance of contractual responsibilities. However, overall decisions on the work program rest with the RTB management. It is anticipated that the consultant must be prepared to perform in a coordinated team approach and to develop a strong working relationship with RTB management staff.

Work Tasks:

- 1.0 The Consultant will develop and present a detailed work plan and time schedule for conducting the research to the Project Manager.

Product: Detailed Work Plan  
Responsibility: The Consultant and RTB staff will collectively develop the work program and time schedule.  
Timing: April 15, 1986

- 2.0 The Consultant will review existing data provided by RTB staff and will identify data deficiencies. This effort will be supported by RTB staff.

Product: Technical Memorandum:  
Identification of Data Deficiencies  
Responsibility: RTB staff will provide background information documents. The Consultant will be responsible for conducting a literature search and reviewing all information to identify data deficiencies.  
Timing: May 1, 1986

3.0 The Consultant will identify the management structures to be examined as part of the study.

Product: Technical Memorandum:  
Management Structures to be Evaluated  
Responsibility: The Consultant will have the prime responsibility for identifying management alternatives; however, RTB staff shall advise the Consultant throughout this task.  
Timing: May 15, 1986

4.0 The Consultant will identify other models of ridesharing management being used throughout the country and will identify the elements and conditions that influence the effectiveness of these structures. The Consultant will identify regional factors that affect the performance of the institutional structure. These factors should include but not be limited to the corporate climate, the potential for developing strong public and private sector commitments, level of traffic congestion and economic and political factors that influence the effectiveness of an alternative. The Consultant will compare these models with the management structure currently in place in the Twin Cities metropolitan area.

Product: Technical Memorandum:  
Comparative Review of Rideshare Management Structures  
Responsibility: This task shall be the responsibility of the Consultant.  
Timing: June 15, 1986

5.0 The Consultant will develop a set of evaluation criteria to evaluate the effectiveness of the current management structure and the alternative management structures.

Product: Technical Memorandum  
Evaluation Criteria  
Responsibility: This task shall primarily be the responsibility of the Consultant. The RTB staff will review and approve the evaluation criteria prior to the initiation of Task 6.0  
Timing: June 30, 1986

6.0 The Consultant will conduct an in-depth evaluation of management alternatives, based on the adopted evaluation criteria, and will recommend a management structure for the Twin Cities metropolitan area based on its potential for success. This recommendation may include retaining, modifying or changing the present arrangement. The recommendation will include the selected alternative and the appropriate justification. The recommendation should also include an outline of the proposed implementation plan, corresponding budget and time frame.

Product: Technical Memorandum:  
Management Alternative Structures

Responsibility: The Consultant will take the lead on conducting the evaluation of the management alternatives. RTB staff will advise the consultant throughout this task by reacting to key suggestions and information provided by the consultant.

Timing: July 30, 1986

- 7.0 The Consultant will submit for approval the selected alternative to the RTB for consideration.

Responsibility: The RTB staff will be responsible for reviewing and approving the draft recommendation.

- 8.0 The Consultant will develop a detailed transition plan and budget for implementing the selected management option or improvements to the current system.

Product: Draft Final Report Summarizing Tasks 1.0-7.0.

Responsibility: The Consultant will be responsible for developing the transition plan, the budget and developing final report. RTB staff shall be responsible for reviewing the final report and the RTB shall approve the final report. The Consultant will be responsible for developing all written materials. The Consultant should be prepared to make presentations on the final report at the request of the RTB. The Consultant shall provide 50 copies of the draft final report.

Timing: August 31, 1986

- 9.0 The Consultant will revise the Draft Final Report.

Product: Final Report

Responsibility: The Consultant will revise the draft final report based on comments of the RTB. The consultant will supply 100 copies of the final report and the photo-ready copy to the RTB. Upon completion of the study, the consultant should be prepared to turn all working documents supporting the recommendation to the RTB.

Timing: September 30, 1986

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101  
292-8789

DATE: March 3, 1986  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: Science Museum Status

At its meeting of February 25, 1986, the Policy Committee approved the following recommendation:

RECOMMENDATION

That the Regional Transit Board direct staff to conclude its work on the joint project with the Science Museum of Minnesota for a regional transportation exhibit and cancel its obligation to commit \$25,000 to the project.

Todd Lefko  
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: February 25, 1986  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: Joint Exhibit, the Science Museum of Minnesota and the  
Regional Transit Board

At its meeting of February 25, 1986, the Policy Committee will be reviewing the status of the science museum exhibit. An oral report and recommendation will be made at the March 3 board meeting.

Todd Lefko  
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: February 20, 1986  
TO: Policy Committee  
FROM: Judith McCourt, Programs Manager  
SUBJECT: Joint Exhibit, the Science Museum of Minnesota and the Regional Transit Board

Action Requested:

It is recommended that the Regional Transit Board (RTB) direct staff to conclude its work on the joint project with the Science Museum of Minnesota for a regional transportation exhibit and cancel its obligation to commit \$25,000 to the project.

Discussion:

In 1985 the Regional Transit Board directed staff to explore the possibility of creating a joint transportation exhibit with the Science Museum of Minnesota. Impetus for the exhibit was based, in part, on the Canadian Expo 86 exhibit scheduled at Vancouver for May - October 1986. The RTB allocated \$25,000 in its 1985 budget to support the preliminary development of an exhibit. These funds were primarily for the sketch planning of the exhibit based upon the concept that it would mutually developed by the RTB and the Science Museum.

Following the direction of the RTB, staff worked closely with the Museum to develop an idea for the exhibit. The major focus of the exhibit was to be centered on the future of transportation, particularly in the area of regional transportation options. Expectations were that exhibit materials would be committed by major contributors to Expo 86 upon completion of the World's Fair in October. Many attempts have been made in the past year to make contact with the exhibitors and to secure commitments for the use of the materials at the close of Expo 86. These efforts have been unsuccessful. While we have received cordial responses to inquiries, the level of interest has been low. It is, therefore, the opinion of both the RTB staff and the Museum staff that the project should be abandoned at this time.

The recommendation to terminate the project is based on the lack of firm commitments for exhibit material from Expo. 86. Without the commitment of exhibit material, it is impossible to seek the funding necessary to produce the exhibit. This course of action is also recommended because of the advance notice necessary to reserve space at the Museum for the exhibit. At this time, based on the current situation, the Science Museum of Minnesota cannot commit space to the exhibit because of its tentative future.

To date, while staff time has been used to explore the option of the exhibit, none of the \$25,000 has been expended. It is, therefore, recommended that these funds be released from obligation to the project.

Policy Committee  
February 20, 1986  
Page 2

Recommendation:

That the Policy Committee direct staff to conclude its work on the joint project with the Science Museum of Minnesota for a regional transportation exhibit and cancel its obligation to commit \$25,000 to the project.

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: March 3, 1986  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: Regional Transit Board Involvement in Proposed I-494 Study

At its meeting of February 25, 1986, the Board approved the following action:

RECOMMENDATION:

That the Regional Transit Board will participate as an active partner in the I-494 Corridor Study by naming a policy and staff representative to the project management team, provide staff support for the project, and commit \$20,000 toward the funding of the project.

Todd Lefko  
Chair

TL/mf

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

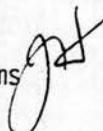
DATE: February 25, 1986  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: RTB Involvement in Proposed I-494 Study

At its meeting of February 25, 1986, the Policy Committee will be reviewing Regional Transit Board involvement in the proposed I-494 study. An oral report and recommendation will be made at the March 3 board meeting.

Todd Lefko  
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: February 19, 1986  
TO: Policy Committee  
FROM: Judith Hollander, Director of Planning and Programs   
SUBJECT: RTB Involvement in Proposed I-494 Study

Action Requested:

That the Regional Transit Board participate as an active partner in the I-494 Study by making appointments to the Project Management Team for the study, providing staff support for the project, and committing \$20,000 for purposes of retaining a consultant for the project. (This financial commitment is subject to change given legislative budget cuts.)

Background:

By the time that the Policy Committee meets on February 25, 1986, it is expected that the Regional Transit Board will be in receipt of a letter from Chair Sandra Gardebring of the Metropolitan Council requesting the financial, policy and technical participation of the Regional Transit Board in the I-494 Study that will soon be initiated by the Metropolitan Council.

The purpose of the I-494 Corridor Study, as explained in the attached outline, is to develop a design concept for the transportation facilities in the I-494 corridor supportive of orderly and economic development in the southern and southwestern portions of the Metropolitan Area. The need for this study was identified as part of the Metropolitan Council's metropolitan significance review of the proposed Mega-Mall and Homart developments. It is anticipated that the study will be done as a joint venture involving the Metropolitan Council, the Regional Transit Board, the Metropolitan Airports Commission, the Minnesota Department of Transportation, Hennepin County, and the affected municipalities along the corridor.

Study Organization:

At a preliminary meeting held with the agencies and municipalities to discuss possible study organization and funding arrangements, it was suggested that a project management team be established to provide overall direction to the project to be comprised of policy and technical representatives of the participating agencies and municipalities. A staff committee with a technical orientation would probably also be established.

All of the participants are being asked to commit funding to the project to cover the costs of the consultant, a total estimated cost of \$150,000-200,000. Tentative commitments, even before the formal requests are made, include the following:

Metropolitan Council	\$20,000 plus 3 full-time staff equivalents
Mn/DOT	\$50,000 plus 2 full-time staff equivalents
Hennepin County	\$15-20,000

Each of the municipalities will also be asked to contribute \$15,000-20,000.

Staff suggests that the Regional Transit Board commit \$20,000 in state planning funds to this effort since transit is an integral part of the transportation system to be developed along this corridor. Furthermore, it is suggested that the RTB provide staff support necessary to support the transit elements of the plan (.25-.50 full-time staff equivalent).

The study will be conducted in two phases. Phase I of the study, which includes definition of project organization, securement of funding, preparation of study design and request for proposal and definition of consultant selection process will be completed in the next few weeks. Phase II of the study, which involves the development of the design concept for the I-494 transportation facilities, would be completed by June 1, 1987.

#### Findings:

- The Metropolitan Council is ready to initiate the I-494 Corridor Study which purpose it is to develop a design concept for the transportation facilities in the I-494 corridor.
- The I-494 Corridor Study is being developed as a joint effort among the affected municipalities along the I-494 corridor and the Metropolitan Council, the Minnesota Department of Transportation, the Regional Transit Board, Hennepin County, and the Metropolitan Airports Commission.
- All of the agencies interested in participating in the study are being asked to name a policy and staff representative to the project management team and are, furthermore, requested to contribute funding to the project.

#### Recommendations:

That the Regional Transit Board participate as an active partner in the I-494 Corridor Study by naming a policy and staff representative to the project management team, provide staff support for the project, and commit \$20,000 toward the funding of the project.

JH: jmo

Revised: 11/18/85  
Revised: 11/25/85  
Revised: 12/5/85  
Revised: 12/31/85  
Revised: 1/27/86  
Revised: 2/4/86

## I-494 CORRIDOR STUDY OUTLINE

I-494 was one of the first Interstate Highways constructed in the metropolitan area. The design of an interstate highway is typically based on 20 year traffic projections. The original I-494 four lane freeway was expanded to 6 lanes east of Highway 100 in the mid- 1960's so even the upgraded road is reaching the end of this 20 year period.

The Metropolitan Council has known for many years that I-494 will require improvements because of the expected development in the south and southwest portions of the metropolitan area. Our Long-Range Transportation Plan recognizes the need to increase the carrying capacity of I-494 to the equivalent of 6 lanes west of Highway 100 to Highway 169 in Eden Prairie. It also identifies the need to upgrade interchanges at Cedar Avenue and 24th Avenue. Further improvements were also identified in the Airport South Study conducted by the city of Bloomington. Recent development proposals in the area, such as the Mall of America and the Homart Development, will only accelerate the need for improvements.

### A. PURPOSE OF THE STUDY

To develop a design concept for the transportation facilities in the I-494 corridor supportive of orderly and economic development in the southern and southwestern portions of the Metropolitan Area.

The study is not intended to replace the environmental and final design work that would be necessary prior to the implementation of highway improvements in the corridor.

### B. OBJECTIVES

Three major objectives are expected to be achieved with the proposed I-494 Corridor Study:

- To produce an ultimate design concept for the metropolitan roadways in that corridor.
- To identify development levels and land-use types compatible with the proposed transportation infrastructure.
- To recommend a strategy (i.e. timetable and funding mechanisms) for implementation of the proposed transportation improvements.

Achieving those three objectives could establish a pattern for other future corridor studies.

### C. PROJECT ORGANIZATION

- The Metropolitan Council, the lead agency for the study, would provide the project manager and staff support equivalent to one to two full-time additional employees. Staff support would relate to transportation policy, land use and other issues.
- Mn/DOT, a partner in the study, would provide two full-time equivalent employees to support areas of the study such as right-of-way issues, geometrics and highway design, cost estimates, highway operations.
- The Regional Transit Board (RTB) also a partner in the study, would primarily provide input with respect to transit options associated with the alternative design concepts considered for the I-494 corridor.
- The affected municipalities would also participate in the study. They would provide staff support particularly in the area of land use analysis (i.e. inventories, zoning, etc...) and would be included in the overall management of the study.
- A staff team made up of representatives from the Council, Mn/DOT and the RTB would constitute the core technical group in the study.
- A Project Management Team (PMT) made up of representatives of all of the above parties would provide direction to the study.
- Consultant services would be retained to perform some of the technical tasks.

### D. TASK DESCRIPTION

#### Phase I

Phase I will be initiated by the Council, Mn/DOT and the RTB staff. As soon as local community participation is clearly defined, representatives from those communities will also be brought into the process.

During Phase I, the Council will be represented by the project manager, Connie Kozlak and by Nacho Diaz. The project manager will be primarily responsible for preparing a study design and a request for proposals, and will also participate in all other tasks.

During Phase I, Mn/DOT will be represented by Duane Brown, Fred Tanzer, Glen Carlson and Dick Elasky. Other resources will be available on request to address issues requiring specific expertise. The RTB will be represented in Phase I by Judith Hollander and Katie Turnbull. Once local communities participation is ensured, representatives from those communities will be asked to provide input for the study design defining the project and for the corridor definition task.

#### Tasks

1. Define project organization
2. Secure funding for study
3. Prepare study design and request for proposals

## Phase II

Phase II will be conducted according to the study design developed in Phase I, which will probably include the following:

1. Land Use Analysis
  - o Existing land-use inventory
  - o Comprehensive plan and zoning review
    - Vacant land
    - Underdeveloped land
    - Major current proposals (i.e. Homart, Mega-mall...)
  - o Modified future land use file (population, employment, household)
2. Travel Forecasts
  - o Existing traffic volumes/transit ridership
  - o Year 2000/Year 2010 traffic volumes/transit ridership
  - o Modified 2010 traffic volumes/transit ridership based upon different development scenarios
  - o Capacity restraint assignments
  - o Feedback to land-use scenarios/Development Constraints
3. Physical Constraints/Operational constraints
  - o Right-of-way availability and cost
  - o Interchange spacing
  - o Levels of service options
  - o Transit service level and type options
  - o Environmental considerations
  - o Socioeconomic impacts
4. Policy Considerations
  - o Development Framework Policies
  - o Roadway system constraints
    - Metropolitan highway system needs
    - Non-metropolitan highway system needs
    - Highway/Transit Policy consideration and needs
    - Funding availability
    - System continuity and balance
  - o Relationship to other regional systems
5. Alternative design concepts (definition and costs)
  - o Existing and committed system
  - o 8 lanes/6 lanes freeway (metered)
    - with HOV
    - with other transit options (local circulation, metering, ridesharing, LRT, etc.)
    - without HOV or other transit options
  - o Other design options (both highway and transit)
  - o Other Metropolitan Highways within Corridor
  - o Non-Metropolitan Highways within Corridor

4. Define consultant selection process

The selection of consultant will be made following the standard Council's contracting process which takes about 4 months to develop. This process typically includes the following steps:

- Contract initiation and request for proposals (RFP) preparation
- Issuance of RFP's
- Evaluation of proposals/Section of consultant
- Council approval
- Contract drafting and execution

The evaluation of proposals will be done with the involvement of the participating agencies.

5. Corridor definition

o Geographical boundaries/participating communities

The following municipalities directly affected because of their geographical location should be contacted to participate in the study:

- Bloomington
- Eagan
- Eden Prairie
- Edina
- Mendota heights
- Minnetonka
- Richfield

Other agencies directly affected, Hennepin County and the Metropolitan Airports Commission, should also be invited to participate in the study.

Other agencies which could be affected, Inver Grove Heights, Apple Valley, Burnsville, Dakota County, Minneapolis and St. Paul will also be notified of the study.

o Major transportation facilities (including intersecting roadways)

A primary impact area can be defined from T.H. 169 on the west to T.H. 5 on the east where major capital improvements might be expected. A secondary impact area beyond these termini, can be defined between T.H. 169 and I-394 in the west and between T.H. 5 and I-35E in the east. These termini were selected on the basis of traffic volumes and previous recommendations of the Transportation Policy Plan.

In the definition of the travel shed for the I-494 corridor, other major roadways such as CSAH 18, T.H. 77, I-35W, T.H. 100 will also have to be considered. The width of the corridor needs to be determined; it should probably include CSAH 62 Crosstown.

6. Roadway Design Concept Development

- o Evaluation Criteria Development
- o Evaluation of Alternatives
- o Design Concept Development
- o Implementation Strategy

7. Land-Use Recommendations

E. PERIOD OF PERFORMANCE

Phase I of the study will be completed by March 1, 1986. Phase II of the study would be completed by June 1, 1987.

F. FUNDING

The study would be funded by all the agencies and municipalities participating in the project. The level of funding for consultant service would be \$150,000 - 200,000.

JM964A

## Study Design Outline for Phase II

### I-494 Corridor Study

Phase II would be carried out by the various participants and consultant under the overall direction of the Project Management Team and Project Manager. A first cut at dividing the primary responsibilities for the various tasks is described below.

<u>Task</u>	<u>Primary Responsibility</u>
1. Land Use Analysis	Metropolitan Council and Municipalities
o Existing land-use inventory	
o Comprehensive plan and zoning review	
- Vacant land	
- Underdeveloped land	
- Major current proposals (i.e. Homart, Mega-mall...)	
o Modified future land use file (population, employment, household)	
2. Travel Forecasts	
o Existing traffic volumes/transit ridership	Mn DOT/RTB/M.C.
o Year 2000/Year 2010 traffic volumes/transit ridership	Mn DOT/M.C.
o Modified 2010 traffic volumes/transit ridership based upon different development scenarios	Consultant
o Capacity restraint assignments	Consultant
o Feedback to land-use scenarios/Development Constraints	Consultant
3. Physical Constraints/Operational constraints	
o Right-of-way availability and cost	Mn DOT/Consultant
o Interchange spacing	Mn DOT/Consultant
o Levels of service options	Mn DOT/Consultant
o Transit service level and type options	RTB/Consultant
o Environmental considerations	
o Socioeconomic impacts	
4. Policy Considerations	Limited involvement of consultant M.C.
o Development Framework Policies	
o Roadway system constraints	
- Metropolitan highway system needs	M.C./MnDOT Municipalities
- Non-metropolitan highway system needs	RTB/Mn DOT
- Highway/Transit Policy consideration and needs	M.C./Mn DOT
- Funding availability	M.C./Mn DOT
- System continuity and balance	M.C.
o Relationship to other regional systems	

Task

Primary Responsibility

- |   |   |
|---|---|
| 5. Alternative design concepts (definition and costs)                                 | Consultant,<br>Mn DOT/RTB would<br>have significant<br>review |
| o Existing and committed system   |   |
| o 8 lanes/6 lanes freeway (metered)   |   |
| - with HOV  |   |
| - with other transit options (local circulation,<br>metering, ridesharing, LRT, etc.) |   |
| - without HOV or other transit options  |   |
| o Other design options (both highway and transit)                                     |   |
| o Other Metropolitan Highways within Corridor   |   |
| o Non-Metropolitan Highways within Corridor   |   |
| 6. Roadway Design Concept Development   | Consultant  |
| o Evaluation Criteria Development   |   |
| o Evaluation of Alternatives  |   |
| o Design Concept Development  |   |
| o Implementation Strategy   |   |
| 7. Land-Use Recommendations   | M.C./Municipalities   |

MC038A

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: March 3, 1986  
TO: Regional Transit Board  
FROM: Policy Committee  
SUBJECT: Draft Environmental Impact Statement for  
Mall of America and Fantasyworld

At its meeting of February 25, 1986, the Policy Committee reviewed and approved the following action:

RECOMMENDATION:

That the Regional Transit Board adopts the attached comments on the Mall of America and Fantasyworld Draft Environmental Impact Statement and will forward them to the City of Bloomington.

Todd Lefko  
Chair

TL/mf

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: February 19, 1986  
TO: Policy Committee  
FROM: Katherine F. Turnbull, Planning Manager  
SUBJECT: Draft Environmental Impact Statement for Mall of America and Fantasyworld

Action Requested:

That the Regional Transit Board adopt the comments included in this review on the Mall of America and Fantasyworld Draft Environmental Impact Statement and forward them to the City of Bloomington.

Background:

The City of Bloomington has submitted the Draft Environmental Impact Statement (DEIS) for the Mall of America and Fantasyworld to the Regional Transit Board (RTB) for review. The RTB's review authority is based upon examining the transit elements in relation to the Interim Implementation Plan.

The DEIS submitted to the RTB was based on the original concept which included 9,000,000 square feet of mixed retail, entertainment/recreational, office and hotel development, and 500,000 square feet for a convention center proposed for the 85 acre "metropolitan stadium" site. The proposal also includes 25,000 parking spaces. Construction is anticipated to start in 1986 with the retail, entertainment/recreation and parking components scheduled first. Construction would be completed by 1993. Since the DEIS was issued, the scope of the Mall of America and Fantasyworld has been scaled back. The convention center has been dropped and the office space has been reduced.

As part of the planning effort for the project and the preparation of the DEIS, the City of Bloomington and their consultants, BRW, Inc., formed a Transportation Technical Task Force to assist in the review of the transportation elements of the projects. RTB staff participated in this task force along with representatives from Mn/DOT, the Metropolitan Council, the Minnesota Pollution Control Agency and others.

Five alternatives, including a no-build alternative, two Mall of America and Fantasyworld alternatives and two alternative developments were examined in the DEIS. The preferred alternative, Alternative 3 - Mall of America and Fantasyworld 2005, was used to analyze the transportation impacts.

Policy Committee  
February 19, 1986

Analysis:

The DEIS examines the impacts the proposed project would have on the transportation system, including transit. While transit is considered in the analysis, the following concerns have been identified in the review.

The DEIS addresses transit and the travel demand management program in the sections on environmental impacts and mitigation measures. Issues which should be included in these sections are the impact the Mall of America and Fantasyworld will have on the existing transit service in the area, the need for additional service, the need for transit services between the airport and the site, and the role transit might play in the internal circulation. Other issues of concern, such as the location of transit facilities within the complex, are more appropriately handled at the site design level.

The DEIS does identify transit as an important element for the development. The RTB agrees with this assessment and would encourage continued cooperative efforts toward developing appropriate transit services for the facility.

Findings and Conclusions:

- The RTB has reviewed the Draft Environmental Impact Statement for the Mall of America and Fantasyworld.
- The RTB has identified in this review the need for more detailed analysis of the impacts on existing transit services and the need for transit improvements to serve the project.
- The RTB agrees that transit is an important element and encourages continued cooperative efforts toward developing appropriate transit services for the facility.

Recommendation:

That the Regional Transit Board adopt the comments included in this review on the Mall of America and Fantasyworld Draft Environmental Impact Statement and forward them to the City of Bloomington.

KT:jmo