



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

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

MEETING OF THE REGIONAL TRANSIT BOARD

Tuesday, February 17, 1987
Council Chambers
4:00 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Regional Transit Board Meeting Minutes of February 2, 1987, and Committee of the Whole Meeting Minutes of January 26, 1987
4. Presentation by the Rideshare Advisory Committee
John Doyle,
Chair
5. REPORT OF THE POLICY COMMITTEE
Todd Lefko,
Chair
 - a. I-394--Plymouth Road Timed-Transfer Station
6. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE
Ruth Franklin,
Chair
7. OTHER BUSINESS
 - a. Chairman's Report
 - b. Members' Reports
 - c. Staff Reports
8. PUBLIC COMMENT

Elliott Perovich
Chairman

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
February 2, 1987

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

OTHERS PRESENT: Greg Andrews, Jerry Brechlin, Kathy Christopherson, Cindy Fish, Mary Fitzgerald, Judy Hollander, Ed Kouneski, Mark Ryan, Roane Smothers, Katie Turnbull, Regional Transit Board Staff; Charles Weaver, legal counsel; Arnie Entzel, Amalgamated Transit Union; Emil Brandt, Metropolitan Council; Steve Bertrand; Greg Failor, Metropolitan Transit Commission; Doug Ewald

The meeting was called to order at 4:00 p.m. and roll taken. Skrebes moved approval of the amended agenda distributed before the meeting; Joyce seconded the motion. Motion carried unanimously.

Caranicas moved approval of the minutes of the December 15, 1986, meeting; Skrebes seconded the motion. Motion carried unanimously.

Fuhr moved approval of the minutes of the January 5, 1987, meeting. Caranicas noted that Kouneski's name appeared twice in the list of attendees. Skrebes seconded the motion to approve the minutes with that correction. Motion carried unanimously.

REPORT OF THE POLICY COMMITTEE

1-394 RECOMMENDED TIME-TRANSFER STATION SITE LOCATION AT LOUISIANA AVENUE

Committee Chair Lefko reviewed the February 2, 1987, Policy Committee report and moved:

That the Regional Transit Board (RTB) request the Minnesota Department of Transportation (Mn/DOT) to develop a timed-transfer station at the southwest corner of the interchange of Louisiana Avenue and I-394. Further, the RTB requests Mn/DOT, which is responsible for design, right-of-way acquisition, construction, and funding of the station, to ensure that the design and development of the station is done in a timely manner that best meets the transit design and operating requirements. Further, the RTB directs staff to work with the City of St. Louis Park and Mn/DOT to develop and implement a program to ensure public participation in the station design.

Fuhr seconded the motion. The motion carried unanimously.

Because of scheduling constraints, it was agreed to hold the next Policy Committee meeting on February 17, immediately before the board meeting. Lefko said the committee will continue to discuss the Metro Mobility rate structure. Hollander said her understanding is that the issue will be part of the six-month evaluation. (Kranz arrived.)

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

FINANCIAL STATEMENTS - NOVEMBER 1986

Committee Chair Franklin reviewed the report of the committee dated January 27, 1987 and moved:

That the Regional Transit Board accept the November 1986 financial statements and direct that they be placed on file.

Joyce seconded the motion; the motion carried unanimously.

OTHER BUSINESS

CHAIRMAN'S REPORTS

The chairman said he, Andrews and Hollander will be in Washington D.C. on February 4 to meet with Urban Mass Transportation Administration officials on the demonstration grant. He phoned Senators Boschwitz and Durenberger in support of the federal transportation funding bill currently being considered in Washington. He will meet with Brian Roherty on February 3 to discuss the RTB budget request. A joint meeting with MTC will be held on February 3 and thereafter on a quarterly basis to discuss issues of mutual concern to the two agencies.

Last week the Governor asked Metropolitan Council Chair Keefe to reactivate the Taxicab Task Force that Perovich and Gardebring co-chaired two years ago. Taxicabs issues are now with the council. Staff will develop recommendations on whether to dissolve the Taxicab Advisory Committee.

MEMBERS' REPORTS

There was discussion of Southwest Metro Transit Commission's letter that was received by the members today. Andrews said the program is funded wholly from property taxes. Since RTB and MTC receive federal funding, they must abide by UMTA policies. There was discussion about whether UMTA has jurisdiction.

STAFF REPORTS

Andrews reported that the RTB and MTC staff are working together to develop options on the Metro Mobility computer system. Kuehn briefed the members on the upcoming legislative hearings and discussed the Metropolitan Council schedule for board appointments. Weaver outlined the schedule for lease negotiations for the new office space.

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

Respectfully submitted,

Mary Fitzgerald
Secretary

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
COMMITTEE OF THE WHOLE MEETING
Metropolitan Council Offices, Room E
January 26, 1987

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

OTHERS PRESENT: Greg Andrews, Kathy Christopherson, Mary Fitzgerald, Judy Hollander, Ed Kouneski, Randy Rosvold, Roane Smothers, Katie Turnbull, Regional Transit Board Staff; Charles Weaver, legal counsel; Arnie Entzel, Amalgamated Transit Union; Karen Lyons and Dirk deVries, Metropolitan Council; Steve Bertrand; John Capell, Metropolitan Transit Commission; and Tom Todd

The meeting was called to order at 4:00 p.m. and roll taken. Fuhr moved approval of the agenda; Caranicas seconded the motion. Motion carried unanimously.

STRATEGY FOR THE 1987 LEGISLATIVE SESSION

Kuehn reviewed in detail his January 23 memo that was handed out prior to the meeting. No official board action is requested at this time, pending clarification of the situation at the Legislature.

There was lengthy discussion of Item 1, "Establish Transit Replacement Service Application Deadline." Lefko moved approval of Item 1. Joyce seconded the motion and called the question. The motion carried (Kranz moved no).

The short-term borrowing initiative was discussed. deVries asked if the Metropolitan Council legal and financial staff had reviewed the proposal. The chairman said it had been discussed at the subcabinet meeting. Fuhr moved approval of Item 2; Caranicas seconded the motion. The motion carried unanimously.

After discussion of the fare policy suspension initiative (Item 3), Lefko moved and Franklin seconded that the initiative be approved. The motion carried unanimously.

Lefko moved to proceed with Item 4, "Modification of Transit Taxing Levies." Joyce seconded the motion; the motion carried unanimously.

John Capell discussed Item 5 "MTC Proposal: Arresting Authority of Peace Officers." Joyce moved approval; Lefko seconded the motion. The motion carried unanimously.

Acquisition of Rights-of-Way by the Metropolitan Council and Regional Transit Board was discussed.

Hollander reviewed her January 26 memorandum on the status of light rail and development of a strategy. The Metropolitan Council's Long-Range Transit Study identifies other potential corridors. Hollander suggested that it might be well to reevaluate our position on these corridors in light of additional information. A special board work session may be necessary.

There being no further business, Carancias moved and Joyce seconded that the meeting be adjourned. The motion carried unanimously. The meeting was adjourned at 6:20 p.m.

Respectfully submitted,

Mary Fitzgerald
Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: February 11, 1987
TO: Regional Transit Board
FROM: Policy Committee
SUBJECT: I-394--Plymouth Road Timed-Transfer Station

The Plymouth Road timed-transfer station will be discussed at the February 17, 1987, Policy Committee meeting. A recommendation will be presented at the February 17 board meeting that is scheduled to immediately follow the Policy Committee meeting.

Todd Lefko
Chair

de Vries + Rietow, Sgms
Talos al Pint
Rozam
Diers Bob Rozam
Bertrand

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 2/12

BOARD OR COMMITTEE RTB

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE	VOTE
Chairman	✓					
Kenneth Bedeau (P)	✓					
Doris Caranicas (P)	✓					
Ruth Franklin (Chair, A & F)	✓					
Alison Fuhr (P)	out of town					
Paul Joyce (A & F)	✓					
Edward Kranz (A & F)	✓					
Todd Lefko (Chair, Policy)	✓					
Bernard Skrebes (A & F)	✓					

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: February 13, 1987
TO: Policy Committee
FROM: Katherine Turnbull, Planning Manager *KT*
SUBJECT: Plymouth Road Timed-Transfer Station and
Park-and-Ride Facility

Action Requested:

That the Regional Transit Board (RTB) reaffirm its support for the timed-transfer transit station location at the northwest corner of Plymouth Road and I-394. Further, the RTB requests Minnesota Department of Transportation (Mn/DOT), which is responsible for design, right-of-way acquisition, construction and funding of the station, to ensure that the design and development of the station is done in a timely manner which best meets the transit design and operating requirements.

Background:

A new site alternative, which has been identified by BRW, Inc. under contract to Mn/DOT is currently being explored. Following the last Policy Committee meeting, BRW, Inc. has been investigating design options for the Plymouth Road site and relocation possibilities for the Arby's restaurant. The preliminary results of alternative site analysis was mailed in the Policy Committee agenda package.

The new alternative identified by BRW, Inc. provides for all three functions--the timed-transfer station, the park-and-ride lot and the Arby's Restaurant--on the site. The alternative, which at this time is in the preliminary concept stage, changes the layout of the site by lengthening the station and placing the park-and-ride lot between the station and Arby's. A retaining wall is still needed between the park-and-ride lot and Arby's but the park-and-ride lot and transit station are on the same level providing easier access between the two. The concept takes the design of each element to the minimum, with little room for error, but preliminary designs indicate it is worth closer examination. BRW, Inc. is in the process of further refining the concept layout to better determine its feasibility.

A 4:00 p.m. meeting has been scheduled today to discuss this concept with representatives from Arby's and the City of Minnetonka. In addition, Arbys' representatives have been kept informed on the status over the past week. The preliminary concept and the results of the meeting will be presented at the Policy Committee. Should all parties agree that the concept appears feasible, it would still need to go through Mn/DOT's normal project development process, which includes preliminary and final design.

If the new concept proves to be agreeable to all parties, the Policy Committee, after reviewing the preliminary design and hearing from representatives of all groups on Tuesday, may want to indicate support for the concept. The recommendation has been left the same as that previously presented; however, since Mn/DOT has overall responsibility for the design, right-of-way acquisition, construction and funding for the facility and the final decision is ultimately theirs.

Recommendation:

That the Regional Transit Board (RTB) reaffirm its support for the timed-transfer transit station location at the northwest corner of Plymouth Road and I-394. Further, the RTB requests Minnesota Department of Transportation (Mn/DOT), which is responsible for design, right-of-way acquisition, construction and funding of the station, to ensure that the design and development of the station is done in a timely manner which best meets the transit design and operating requirements.

DBLETT/2

changed

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: February 10, 1987
TO: Policy Committee
FROM: Katherine Turnbull, Planning Manager *KT*
SUBJECT: Plymouth Road Timed-Transfer Station--Additional Information on
Alternative Sites for Arby's

ACTION REQUESTED:

No action is requested. This memorandum is provided for informational purposes only.

BACKGROUND:

At the January 28, 1987, Policy Committee meeting, the Committee directed staff to examine three issue areas concerning the Plymouth Road timed-transfer station and park-and-ride facility. These were: further exploration of alternative sites for relocating the Arby's restaurant, providing additional cost information on the two alternatives, and examining the feasibility of removing Arby's, building up the full site, and relocating Arby's at its present location.

The first of these tasks, further examination of alternative locations in the I-394 area for Arby's, as been completed. The results of this effort are summarized in this memorandum. The other issues are still under examination and will be provided to committee members later this week.

As noted at the Policy Committee meeting, BRW, Inc., under contract to Mn/DOT, examined possible alternative sites for the relocation of Arby's. Following the Policy Committee meeting, BRW, Inc. staff met with Mr. Chuck Nadler of Franchise Associates to discuss the Arby's site requirements. A number of sites were identified and a tour of these sites was conducted by Stephanie Eiler of BRW, Inc., and Mr. Nadler. The results of this effort are summarized in the attached memorandum from BRW, Inc.

BRW, Inc., staff will be present at the Policy Committee meeting to discuss this examination.

The committee also requested that copies of the Policy Committee minutes from the March and April 1986 meetings be provided. Copies of these are attached.

KT:jmo
Attachments



BENNETT, RINGROSE, WOLSFELD, JARVIS, GARDNER, INC. • THRESHER SQUARE • 700 THIRD STREET SOUTH • MINNEAPOLIS, MN 55415 • PHONE 612/370-0700

PLANNING
TRANSPORTATION
ENGINEERING
ARCHITECTURE

MEMORANDUM

DATE: February 4, 1987
TO: Mr. Allan Pint, I-394 Corridor Manager
FROM: Stephanie Eiler *SE*
RE: Arby's Site Alternatives Study

On Tuesday, February 3, Chuck Nadler of Franchise Associates, Arby's franchisee, and I met to discuss Arby's site requirements. After discussions covering Mr. Nadler's list of 6 items (attached), the corridor zoning applicable to Arby's (also attached), and Mn/Dot's policy on disposing of excess right-of-way, we drove the corridor.

Mr. Nadler ruled out any location west of the I-494 interchange as "cannibalizing" his franchise on TH 55 northwest of the Plymouth Road restaurant. With I-494 as a given boundary on the west, we looked at the remaining four sites previously identified by BRW in the January 28, 1987, letter to Mn/Dot and presented to the RTB Policy Committee last week. Mr. Nadler did not feel any of the sites would work for him, for the following reasons:

Site 1: NW corner of north TH 12 frontage road and Sunset Drive.

Too small. Pacing off the width, the site is only approximately 35 feet wide.

Site 2: Potential redevelopment area just west of Sunset Drive along north TH 12 frontage road.

Too far "down the road" in terms of realistic availability for redevelopment.

Site 3: New strip commercial center between car dealers west of Arby's present location.

Center too long with insufficient width along the back to accommodate drive-through function.

Site 4: New strip commercial center on south frontage road, west of Fairfield Road and Luggage and Leather building.

Too far from nearest I-394 interchange. Driving time from this new strip commercial center to the Plymouth Road interchange is approximately 3 minutes. Mr. Nadler uses 2 minutes as his maximum travel time from an interchange when making location decisions.

We then drove the corridor in other locations to identify other property which would suit Arby's needs and not interfere with planned 394 improvements. Mr. Nadler had hoped to be able to locate near the new Boone Avenue interchange or near Louisiana Avenue. We identified six possibilities (map attached). After checking with Mn/Dot's Right-of-Way section and the City of Golden Valley, our potential sites shake out as follows:

1. Vacant lot at 5910 Wayzata Blvd, west of Turner's Crossroad and the Breck School Ice Arena on the north TH 12 frontage road. This property, a 2-acre parcel, is part of a 10-acre parcel to be developed in its entirety in Golden Valley's Golden Hills Redevelopment Area. The 2-acre parcel is owned by Lee Anderson, Chairman of the Board of Breck School. The city planner contacted felt that the City Council would probably not approve a Conditional Use Permit for a fast food restaurant in that area unless it were part of a major development.
2. Vacant lot and building directly east, Business Furniture Inc., 6210 and Wayzata Blvd, between Turner's Crossroad and Florida Avenue on the north TH 12 frontage road. The lot is owned by Business Furniture Inc. at the same address. The store is for sale. Tax information on file with Mn/Dot gives the acreage as .86 acre for the property with the building and .79 acre for the vacant lot.
3. Car storage lot used by Jim Lupient Olds on the east side of Louisiana Avenue, behind the gas station on the north TH 12 frontage road. Mn/Dot will be acquiring right-of-way and removing the gas station, but has not yet decided whether to acquire the entire back parcel or just a strip along the Louisiana frontage. The lot is owned by Lupient, who owns most of the surrounding property and has indicated plans to locate 5 auto dealerships at that intersection.
4. Vacant lot at the southeast corner of Colorado Avenue and the south TH 12 frontage road. Lot now has a Naegele billboard on it. The property includes three lots, all owned by Alfred Holzer, 6011 Wayzata Boulevard, St. Louis Park. Holzer's mailing address is just across the highway at Holzer Auto Service. No acreage information is on file.
5. Southwest quadrant of Louisiana Avenue Interchange. This property will be taken, including the two buildings to the west, for the transit station at Louisiana.

Allan Pint, I-394 Corridor Manager
February 4, 1987
Page 3

I relayed the above information to Mr. Nadler, and as we discussed, suggested that he reconsider the area northeast of the CSAH 73 interchange. Although it does not presently provide the kind of surrounding market that the more intensely developed areas in the corridor could provide, the CSAH 73 interchange is expected to serve Shelard Park traffic. Much of that traffic will use the frontage road. One property which may be of interest to Mr. Nadler is the Plants, Inc. building for sale east of the CSAH 73 interchange. He agreed to consider calling Minnetonka's planner and discussing future development plans for the area.

To address after-construction visibility from I-394, Mn/Dot will furnish cross-sections or other profile information in the vicinity of the Business Furniture lots and the vacant southeast corner property at Colorado to BRW, which will then be interpreted and conveyed to Mr. Nadler.

Mr. Nadler expressed the hope that Mn/Dot's assistance to Arby's would not end here. We agreed that he should discuss this with you.

SE/lp

Enclosures

cc: Dick Wolsfeld, BRW
Katie Turnbull, RTB
Chuck Nadler, Franchise Associates

ARBY'S SITE REQUIREMENTS

1. FREE STANDING
2. LOT SIZE: 30,000 - 60,000 SQUARE FEET
3. BUILDING SIZE 3,500 SQUARE FEET
4. NUMBER OF PARKING SPACES 42+
5. GOOD VISIBILITY FROM CARS DRIVING BOTH EAST AND WEST ON HIGHWAY 394
6. ACCESS TIME NOT TO EXCEED 2 MINUTES FROM FREEWAY

I-394 CORRIDOR ZONING APPLICABLE TO ARBY'S

Note: This is a quick summary of applicable zoning ordinances. It is not intended to replace a thorough investigation of each city's zoning provisions with city officials.

MINNETONKA (moratorium on TH 12 development)

B-1 (Office) Fast food restaurants w/out drive-up permitted by Conditional Use Permit

B-2 (Limited Business) Fast food restaurants w/drive-up permitted by Conditional Use Permit

B-3 (General Business) Conditional Use Permit

ST. LOUIS PARK (study underway w/GV on TH 12 development; informal moratorium)

Arby's defined as Class IV restaurant: Fast food w/out outdoor eating permitted on premises. If outdoor eating permitted on premises, becomes a Class V restaurant. Note: Class V restaurants are not permitted in any SLP zoning district.

R-B (Residential-Business) Class IV restaurant within principal bldg containing 50,000 sq ft in office space, 500 dwelling units, or hospital. No advertising visible from outside building.

B-1 (Neighborhood Business District) Class II and III restaurants by Special Permit.

B-2 (General Business District) Class I, Iw, II, III, and IV by Special Permit, except:
Class IV not permitted on premises abutting Minnetonka Boulevard, Louisiana, Cedar Lake Road, or Lake St. within 500 feet of Minnetonka, and not permitted in all properties in Shelard Park or other PUD's unless planned as integral part of development and designed for walk-ins rather than auto-oriented.

B-3 (Business District) Not permitted even with Special Permit.

DDD (Diversified Development District) By Special Permit (per Guide Plan for DDD--coming from SLP Plng Dept)

GOLDEN VALLEY (Informal moratorium agreement w/SLP pending completion of study --2 mos.)

Arby's defined as a Class II restaurant. Class I includes

"sit-down" service for order-taking and eating.

Light Industrial: Not permitted even with Conditional Use Permit. Prohibits "retail commercial uses" (Sec. 6.05.4)

Industrial: Class II restaurant by Conditional Use Permit. Class I permitted.

Business and Professional Offices: By Conditional Use Permit only--"Limited retail services w/in professional office bldg. Minimum lot size 1 acre, minimum lot width 100 feet.

Commercial: Class II restaurant by Conditional Use Permit.

Institutional (I-4): Not permitted even as conditional use.

MINNEAPOLIS

R1, 1A Not permitted even as conditional use.

R2, 2A Not permitted even as conditional use.

B1-1 (Office-Residence District) By Conditional Use Permit (540.450.(10))

B2 (Neighborhood Retail) Permitted for seating less than 30 persons. By Conditional Use Permit with seating for more than 30.

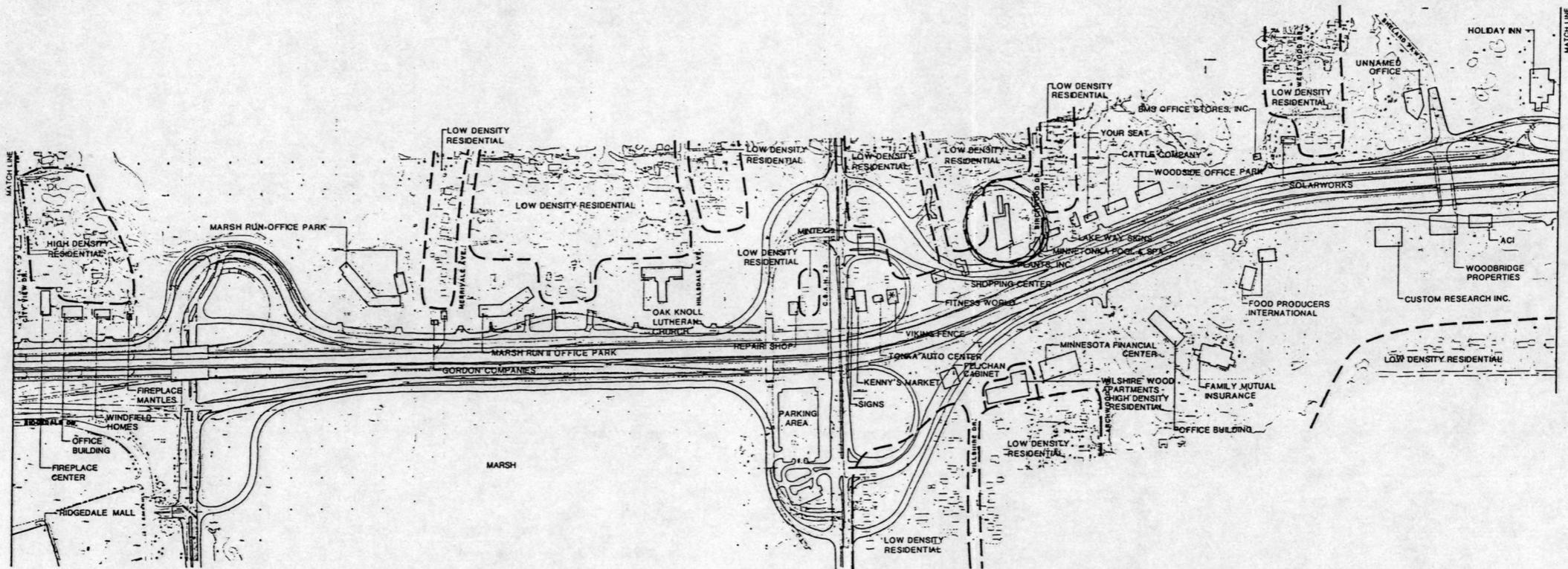
B2 S-1 (Service) Permitted w/maximum floor area of 9000 feet.

B3 (Community Retail) Permitted w/processing thru Planning Commission.

B3 C (Commercial) same as B3

M2 (Limited Manufacturing) Permitted.

M3 (General Manufacturing) Permitted.



SEGMENT "C"

FIGURE

EXISTING DEVELOPMENT
MINNETONKA, ST. LOUIS PARK

TH 12
I-394

PRELIMINARY

I-394

LAND USE STUDY

Minnesota Department of Transportation



REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
POLICY COMMITTEE
Board Room
March 26, 1986

COMMITTEE MEMBERS PRESENT: Todd Lefko, Chairman; Doris Caranicas; Ken Bedeau; Alison Fuhr, Elliott Perovich

OTHER BOARD MEMBERS PRESENT: Bernard Skrebes, Paul Joyce, Ruth Franklin, Ed Kranz

STAFF PRESENT: Judith Hollander, Judith McCourt, Katherine Turnbull, Randy Rosvold, Julie Opsahl, Cindy Fish, Ghaleb Abdul-Rahman

GUESTS PRESENT: John Capell, MTC; Doug Kennedy, Franchise Associates, Inc.; Lee Sheehy, Legal Counsel, Franchise Associates, Inc.; Allan Pint, Mn/DOT; Arnie Entzel, Transit Union; Rick Murphy, Minnesota Charter Bus Operators; Dave Pesch, Medicine Lake Lines; Hugh Faville, MTC; Joe Kern, Strgar-Roscoe-Fausch, Inc.; Deane Wengert, Barton-Aschman; Tim Marx, RTB Legal Counsel; Steve Bertrand, United Handicapped Federation; LeRoy Marshall

Chair Lefko called the meeting of the Policy Committee to order at 5:00 p.m. Fuhr moved and Bedeau seconded approval of the agenda. Motion carried unanimously.

Bedeau moved and Caranicas seconded approval of the March 12, 1986, meeting minutes. Motion carried unanimously.

METROPOLITAN TRANSIT COMMISSION PRICING STUDY

Faville, Metropolitan Transit Commission (MTC), distributed the Pricing Study Fare Simplification Report Final Draft and reviewed the history of MTC's fare structure, the rationale behind the study and who was involved, and the study's findings and conclusions. Faville said much confusion with the present fare system was expressed during the study, indicating the need for simplification. Discussion took place regarding the options looked at and the recommended structure, the feasibility of a flat rate structure, and the suburban service issue. Entzel agreed the fare structure needs simplification and suggested one fare zone for trips entirely within the city and one for trips entirely within the suburbs. Fuhr said riders should pay for the service they get. Discussion took place regarding suburban service and mill rates. Bedeau asked whether the proposed structure is being used in any other cities. Faville said portions are used in other areas, but the entire system is not because our area, with two central cities, is so unique. Faville said specific methods for collecting fares have not been addressed at this point. Turnbull added that it is included in the fare policy development work program. Chair Lefko said this discussion provided a good start for future committee discussions.

1987 EXURBAN FUNDING CRITERIA

Referring to the March 20, 1986, staff memorandum, McCourt reviewed actions to date regarding the exurban program, as well as the two-stage process being recommended for the distribution of exurban funds. Discussion took place regarding capital purchases and subsidies relative to public and private providers. McCourt said that many private providers have entered into agreements with governmental agencies so the local match is provided and added that this proposal encourages such agreements. Periodic reports will be made to the committee on how the system is working and on its status. Caranicas moved and Fuhr seconded approval of the following recommendation:

That the Policy Committee adopt a two-staged process for the distribution of exurban funds. In the first stage, it is recommended that the Regional Transit Board solicit exurban proposals based on the existing guidelines. In the second stage, it is recommended that based on the remaining available funding, a project be developed to solicit proposals for one-time funding commitments.

Motion carried unanimously.

REVIEW OF THE NORWEST CENTER (1985) DRAFT ENVIRONMENTAL IMPACT STATEMENT

Referring to the March 13, 1986, staff report, Rosvold reviewed the background of the proposed project and discussion took place regarding the impact of this construction on transportation in the area. Rosvold said an extensive detailed analysis of route impact indicated that the area could absorb the increased traffic. Turnbull said RTB staff expressed the same concerns but were assured the system could handle the anticipated volume increase. Discussion on downtown circulation took place and Bedeau said many of the traffic problems are due to construction projects underway. Caranicas moved and Bedeau seconded approval of the following recommendation:

That the Policy Committee find the Norwest Center (1985) Draft Environmental Impact Statement and the Supplementary Transit Analysis for Minneapolis City Center II and Norwest Center (1985) consistent with the Regional Transit Board's Interim Implementation Plan.

Motion carried unanimously.

I-394 TRANSIT ELEMENTS AND THE RIDGEDALE TRANSIT STATION

Doug Kennedy, Lee Sheehy, Allan Pint, Joe Kern, and Deane Wengert were introduced. Turnbull reviewed the March 19, 1986, staff report on the background and actions to date regarding I-394 and the Ridgedale Transit Station. Kern explained the timed-transfer concept, explained the need for a transit station, and reviewed the seven sites that were evaluated for the station, detailing why some sites have been eliminated and the reasons for the preferred alternative. Discussion took place regarding sites 5 and 7 and concern was expressed about taking away businesses when vacant land exists on an almost equal piece of property. Pint explained the I-394 realignment and its potential impacts. Sheehy distributed a memorandum dated March 26, 1986, and

reviewed the background of his involvement. He said the major concerns deal not with the location but with transportation. Sheehy then reviewed five recommendations from the March 26 memorandum and expressed concern that the cost issue was not addressed in the staff report. Pint said a detailed cost estimate has not been made because the cost of property is based on the nature of the lease. The appraisers have not yet done a detailed lease analysis, thus no detailed costs can be given. Discussion then took place regarding the affect of the station and realignment on Arby's, the possibility of relocating their business, and the possibility of a public/private venture. Turnbull said Ann Perry from Minnetonka intended to come but could not make it. Minnetonka has requested that the RTB indicate their preferred sites prior to April 14 so the City can address the issue at their meeting on that date. At the April 9 committee meeting, staff will respond to the questions raised and a recommendation will be made and, pending approval, forwarded to the board. This response will also more closely compare alternatives 5 and 7. Fuhr then reported on comments she has received from Minnetonka. Chair Lefko asked staff to check with Ann Perry to see if she can attend the April 9 meeting.

METROPOLITAN TRANSIT COMMISSION (MTC) ORGANIZATION

Chair Lefko said Capell was present to review the MTC's organization and answer any questions. He added that other providers will also be asked to attend meetings to review their organizations. Capell distributed a flow chart of the MTC organization structure and briefly reviewed same. Discussions took place on security, evaluation processes and training.

The meeting recessed at 7:30 p.m. Discussions later continued and the meeting adjourned at 9:20 p.m.

Respectfully submitted,

Julie M. Opsahl

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
POLICY COMMITTEE
Conference Room A
April 9, 1986

COMMITTEE MEMBERS PRESENT: Todd Lefko, Chair; Doris Caranicas; Alison Fuhr; Elliott Perovich

OTHER BOARD MEMBERS PRESENT: Bernie Skrebes, Paul Joyce, Ed Kranz, Ruth Franklin

STAFF PRESENT: Judith Hollander, Katherine Turnbull, Mark Ryan, Julie Opsahl, Randy Rosvold, Cindy Fish, Tim Marx (legal counsel)

OTHERS PRESENT: Aaron Isaacs, Metropolitan Transit Commission; Bob Rossman, Union Local 1005; Doug Kennedy and Charles Nadler, Arby's; Lee Sheehy, Popham/Haik; Rick Murphy, Minnesota Charter Bus Operators Association; Mark Hoissier, DARTS; Steve Bertrand; Jim Johnson, Medicine Lake Lines; Al Pint, Minnesota Department of Transportation; Curtis Hubbard

Chair Lefko called the meeting of the Policy Committee to order at 5:00 p.m. Fuhr moved and Caranicas seconded approval of the agenda which was amended to add a twelfth item. Motion carried unanimously.

Caranicas moved approval of the March 26 and April 2, 1986, meeting minutes. Chair Lefko asked that the adjournment times be changed to reflect the adjournment time of the discussions following the recess. Fuhr seconded the motion with the noted change. Motion carried unanimously.

Chair Lefko said that because of the limited time available for the conference room, all agenda items may not get discussed. A committee meeting has been scheduled for April 16 to cover any remaining items.

METRO MOBILITY UPDATE

Ryan reported on the status of Metro Mobility activities, the Transportation Handicapped Advisory Committee's involvement to date, and upcoming meetings. Everything continues to be on schedule and progress to date has been good. The proposed implementation plan will be presented to the committee in May.

UPDATE ON METROPOLITAN TRANSIT COMMISSION (MTC) REPLACEMENT OF NICOLLET GARAGE

Referring to the April 2, 1986, staff memorandum, Ryan reviewed the background of the Nicollet Garage replacement project. Isaacs, MTC, then reviewed the need for a facility, MTC's actions to date, the objectives MTC is trying to achieve, and the alternatives being looked at. This matter will go to the Commission within the next few weeks and upon Commission approval of a plan, a recommendation will be brought to the Regional Transit Board (RTB).

Discussion took place regarding the need to store all the buses indoors. Fuhr questioned the possibility of plugging the buses in and suggested that the cost and possibility of this be looked into. Johnson, Medicine Lake Lines, feels it is important that the Transit Service Needs Assessment be completed first in order to know where the concentration will be--downtown versus suburb. He added that the sharing of facilities is a tough issue but one that needs to be looked into. Johnson suggested an inventory be conducted of all current garages, as many could probably serve the desired purposes. For example, their Golden Valley facility can store over 70 buses. Isaacs said one of the major issues the RTB needs to deal with is whether these facilities should be owned publicly or privately. Murphy, Minnesota Charter Bus Operators Association, said his organization will be getting together with Isaacs to further discuss the situation. St. Paul service was then discussed, with Isaacs explaining that there is currently no perceived need to expand service. Fuhr questioned the timeline. Isaacs said if the Commission approves a proposal in May, they would like the RTB to move on it as soon as possible after that. Perovich reminded of the importance of considering MTC's needs throughout the process. Curt Hubbard questioned community participation by the residents in the area of the proposed facility. Isaacs said the MTC has dealt with neighborhood associations and no opposition is being voiced unless expansion goes too far and houses are jeopardized. Citizens will be involved in the designing process. Caranicas thanked Isaacs for the update and information.

ADDITIONAL INFORMATION ON THE RIDGEDALE TRANSIT STATION

Referring to the April 2, 1986, staff memorandum, Turnbull said the memorandum was written to provide requested additional information. Since the memorandum was written, however, other developments have arisen. Because of the short amount of time since then, Turnbull asked that major discussion on the issue be held off until the next meeting. Turnbull reported on the latest situation, adding that Mn/DOT still needs time to review Arby's latest proposal for its feasibility.

Sheehy distributed a letter from the city manager of Minnetonka indicating that the issue will be discussed at an April 14 work session. At that time, the Council should decide whether the joint use concept merits further city involvement. Nadler displayed a sketch using Mn/DOT's redesign with slight modifications to include Arby's. This modified plan would allow 103 park-and-ride stalls. Nadler indicated that everything stayed the same except the configuration of the parking lot. He then displayed a brochure of terrace materials they feel would work well. Discussion about how this proposal compares to the other sites with regard to cost and location took place. Perovich questioned the precedent set if a cooperative venture is undertaken and Arby's business is negatively impacted and does not work. Sheehy said they just want to get the sense of the committee whether the joint use concept is a possibility and merits further exploration and work. Joyce said "joint use" is a misnomer, as Arby's property would still be privately held. This topic will again be discussed at next week's meeting.

INITIAL DISCUSSION OF FARE ISSUES AND EXISTING FARE POLICIES

Referring to the April 2, 1986, staff memorandum, Turnbull outlined key issues to be considered in the development of RTB fare policies and reviewed the existing policies of the RTB, Metropolitan Council and MTC. Discussion took place on free fares and other cities' policies. Chair Lefko directed staff to look at the policies of comparable-sized cities. Turnbull said individuals have been identified for the working committee that was included in the proposed work plan. Joyce said this is a very complicated issue and needs to be approached with that in mind.

TRANSIT SERVICE NEEDS ASSESSMENT UPDATE

Turnbull distributed a Phase II Transit Service Needs Assessment Update but discussion was postponed until the next meeting. Turnbull said Johnson, Medicine Lake Lines, agreed to serve on the Phase II project management team. Johnson said he was pleased to be a part of the process and is anxious to serve.

POTENTIAL TIME CHANGE AND MAY MEETINGS

The possibility of changing the starting time of Policy Committee meetings to 4:00 was discussed. Chair Lefko expressed concern about Administration and Finance Committee members not being able to be present at that time. Discussion about preferred times took place. Hollander asked that, at the very least, the meeting on the 16th be changed to 4:00 as staff needs to be in St. Louis Park by 6:00 for a meeting. The committee agreed to meet at 4:00 through the month of May, at which time the situation will be reassessed.

Because of conflicts, the May meeting schedule was revised. Meetings will be held on May 7, 21 and 28, with the May 21 meeting set aside for Metro Mobility Implementation Plan discussions. Turnbull added that the Strategic Planning Group will be in town on May 7 so will be able to provide information and answer questions on the Transit Service Needs Assessment.

Chair Lefko said the remaining agenda items will be carried forward to the meeting on April 16 and asked all members to bring the information from this meeting with them at that time.

The meeting recessed at 6:25 p.m. Discussions later continued and the meeting adjourned at 7:50 p.m.

Respectfully submitted,

Julie M. Opsahl

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
POLICY COMMITTEE
Board Room
April 16, 1986

COMMITTEE MEMBERS PRESENT: Todd Lefko, Chair; Alison Fuhr, Doris Caranicas

OTHER BOARD MEMBERS PRESENT: Bernard Skrebes, Paul Joyce, Ruth Franklin

STAFF PRESENT: Judith Hollander, Katherine Turnbull, Julie Opsahl, Judith McCourt, Cindy Fish

OTHERS PRESENT: Chuck Nadler and Doug Kennedy, Arby's; Ann Perry, City of Minnetonka; Steve Bertrand; Arnie Entzel; Rick Murphy; Dave Pesch; Bruce Nawrocki, MTC

Chair Lefko called the meeting of the Policy Committee to order at 4:10 p.m. Caranicas moved and Fuhr seconded approval of the agenda. Motion carried unanimously.

ADDITIONAL INFORMATION ON THE RIDGEDALE TRANSIT STATION

Turnbull explained what has occurred since the last meeting and reported on a recent meeting with Arby's, the City of Minnetonka, and Minnesota Department of Transportation (Mn/DOT). All parties have reached a workable compromise for the transit station and Turnbull explained the layout and the next steps in the process. Joyce recapped the April 14 working session in Minnetonka, explaining that Minnetonka seemed very pleased that compatible use can be a reality. Caranicas questioned what would happen legally should Arby's business suffer and fail. Nadler said their attorneys have checked into the matter and Arby's would have no legal recourse if they failed in the future. Perry reported on Minnetonka's reaction, saying they strongly want the transit station in Minnetonka and like the compatible use concept. One concern Minnetonka has is with the landscaping and architecture. They want to be sure that, while maintaining their individuality, Arby's and the transit station also aesthetically blend together. Turnbull assured that Mn/DOT will be working with Minnetonka and the RTB during the design process. Nadler asked that if the concept is supported, definite timelines be set soon so all parties can begin working together to meet them. Chair Lefko thanked all parties for the time and effort put into this project so far.

TRANSIT SERVICE NEEDS ASSESSMENT UPDATE

Referring to the update distributed at last week's meeting, Turnbull reviewed key work elements for Phase II, market research activities, data collection activities, and what is involved in each. The Phase II Strategic Planning Group will be attending the May 7 meeting to brief the committee on Phase II activities and answer any questions. Turnbull announced the new additions to the Project Management Team (PMT) for Phase II. Bertrand questioned why no

consumer advocate serves on the PMT. Hollander said reports are brought before the Transportation Handicapped Advisory Committee, the Taxicab Advisory Committee and the Rideshare Advisory Committee for their input, adding that it was too difficult to choose one person to serve on the PMT that could adequately represent all consumer interests. Caranicas said the work plan looks good and sounds ambitious.

LEGISLATIVE REQUIREMENTS FOR THE IMPLEMENTATION PLAN

Referring to the April 2, 1986, staff memorandum, Turnbull reviewed the legislative requirements for the RTB's implementation plan. Discussion took place regarding some of the terminology used. Initial work has begun on developing the approach and schedule for completion of the implementation plan and presentations will be made at an upcoming committee meeting.

DRAFT FINAL REPORT ON DEVELOPMENT OF FINANCIAL AND PERFORMANCE STANDARDS FOR MTC REGULAR ROUTE TRANSIT SERVICES

Referring to the April 3, 1986, staff memorandum and draft report, Hollander reviewed the actions leading up to the establishment of the Joint Committee and the reasons for this report. She then outlined the interim performance standards and explained how they are to be used by the various agencies. Discussion took place regarding the \$2.45 ceiling subsidy per passenger, what happens when routes surpass that figure, and the alternatives that will be considered. Hollander ensured that the interim standard proposed in this document is intended to serve only as a guideline, and that each route surpassing the subsidy per passenger figure will be looked at individually. Discussion took place on accepting low bids and ways to ensure we get the vehicles and service we want. Discussions then took place regarding ridership and marketing. With regard to how these standard will apply to other providers, Hollander said these are interim standards and during 1986, staff will be working with other providers to look at setting equitable standards for them as well. Bertrand questioned the language of one of the alternatives. Hollander agreed the meaning was unclear and the sentence would be rewritten, adding that the verbiage will be cleaned up prior to final printing.

Nawrocki expressed his concerns about the unfair impact of costing out suburban services and of equivalent revenue figures being used for transfers, adding that he hopes the \$2.45 figure is looked at carefully. He also said he hopes all alternatives will be seriously considered before any services are cut. Chair Lefko asked staff to provide a memorandum outlining what factors go into the \$2.45 figure. Bertrand questioned whether these standards also apply to projects such as the accessible bus demonstration project. Hollander said the standards allow for exceptions for special projects.

Fuhr moved and Caranicas seconded approval of the following recommendation:

That the Policy Committee adopt the recommendations set forth in the draft final report on development of financial and performance standards for MTC regular route transit service including the establishment of an interim evaluation standard and the general work program for longer term performance and financial standards.

Motion carried unanimously.

COMPETITIVE BIDDING OF REGULAR ROUTE TRANSIT SERVICE--TEST CASE

Referring to the April 2, 1986 staff memorandum, Hollander said this memorandum was presented to inform the committee that staff has begun working with MTC on routes that have exceeded the subsidy per passenger limit. She then reported on a number of routes being looked at, indicating that options are being explored to avoid termination of service. A request for proposal and plan of action for these routes will be presented at an upcoming meeting. It was a common feeling by all that service alternatives are much preferred over any service elimination. Nawrocki encouraged fast action so no services are lost before they can be looked at. Discussions took place regarding overall policy versus route-by-route review, as well as restructuring versus rebidding. Discussions again took place regarding the need for marketing and education efforts. Franklin said we need to also look into the future, especially regarding business centers moving to the suburbs. She then commented on a report from Ken Orski on that subject. A copy will be provided to all board members. Discussions will continue next week on this subject.

There being no further business, the meeting adjourned at 5:53 p.m.

Respectfully submitted,

Julie M. Opsahl