



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**Minutes of the Meeting of the
ADMINISTRATION AND FINANCE COMMITTEE
June 8, 1992**

MEMBERS PRESENT: Ruth Franklin, Chair; Doris Caranicas; Sharon Feess; Tom Sather; Don Scheel

OTHERS PRESENT: Maryann Campo, Michael Ehrlichmann, Regional Transit Board members; Michael Robertson, legal counsel; Arnie Entzel, Amalgamated Transit Union; John Morley, Gregory L. Andrews, Dale Ulrich, Clete Luberts, Stephanie Eiler, Ed Kouneski, Mike Opatz, Len Simich, Randy Rosvold, Suzanne Hanson, Mary Fitzgerald, Regional Transit Board staff

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Committee Chair Franklin called the meeting to order at 4:0 p.m. Feess moved and Caranicas seconded approval of the agenda. The motion carried unanimously.

FINANCIAL STATEMENTS - APRIL 1992

Luberts reviewed the unaudited financial statements. Scheel noted that year-to-date expenditures for programs show a small positive variance (31.7 percent spent at 33.3 percent of the year), and asked if this variance would be likely to be maintained through the rest of the year. Ulrich said program spending usually ends at 100 percent of budget. Caranicas moved and Feess seconded:

That the Regional Transit Board receive the April 1992 financial statements and direct that they be placed on file.

The motion carried unanimously.

RESOLUTION AUTHORIZING THE FILING OF A GRANT APPLICATION BY THE REGIONAL TRANSIT BOARD WITH U.S. DEPARTMENT OF TRANSPORTATION FOR CENTRAL CORRIDOR ALTERNATIVE ANALYSIS/DRAFT ENVIRONMENTAL IMPACT STATEMENT UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED (RESOLUTION NO. 92-04); AND AMENDMENT TO UNIFIED PLANNING AND WORK PROGRAM

Eiler reviewed the staff report dated June 2, 1992. Caranicas moved and Scheel seconded:

That the Regional Transit Board approve:

1. An application to the Federal Transit Administration for \$2 million in funding for an Alternatives Analysis/Draft

Environmental Impact Statement on the Central Corridor
(Resolution No. 92-04); and

2. An amendment to the Unified Planning and Work Program.

In response to Franklin's question, Eiler said this money would have to be used on the priority corridor. The motion carried unanimously.

ADDITIONAL 1993 RESEARCH PROPOSAL, CENTER FOR TRANSPORTATION STUDIES, UNIVERSITY OF MINNESOTA

Eiler reviewed the May 19 staff report regarding the study on remote sensing of pollutants from heavy-duty vehicles. No action was required.

1992 CONTRACT AMENDMENT FOR COLUMBIA HEIGHTS

Kouneski reviewed the June 1 staff report and gave a brief review of the procedure for handling contract amendments. In response to Campo's questions, Ulrich said the Rural/Small Urban fund consists of assigned state resources, and it may be necessary to transfer more funds from the general fund to cover additional expenditures. It takes board action to move money between the funds. Franklin said the county participates by picking up part of the subsidy. The end result is that Anoka offers more transit to residents than most other counties. Ehrlichmann said staff has worked with the communities and local governments to develop these programs. Feess moved and Caranicas seconded:

That the Regional Transit Board authorize the executive director to amend the contract with the City of Columbia Heights (Contract No. 91/18/11-31) by \$20,092, from \$63,615 to an amount not to exceed \$83,707.

The motion carried unanimously.

1992 Contract Amendment for Roseville Area Circulator

Opatz reviewed the June 1 staff report. At their May 26 meeting, the Policy Committee approved the base fare demonstration project. Scheel moved and Feess seconded:

That the Regional Transit Board authorize its executive director to amend the Roseville Area Circulator Contract with National School Bus Company, Inc. (Contract No. 91/03/11-01) by \$165,768, from \$2,070,948 to \$2,236,716, for the contract term of March 15, 1991 through March 14, 1995.

The motion carried unanimously.

Contract Amendment for Sister Kenny Institute

Kouneski reviewed the June 2 staff report. The consultants were involved in more meetings than had originally been anticipated; therefore, staff is recommending approval of the additional amount. Caranicas said they produced a fine piece of work and a model for the nation. She moved and Sather seconded:

That the Regional Transit Board approve an increase in expenditures of \$382.50, from \$1,785.00 to \$2,167.50, as final payment for Sister Kenny Institute's participation in revising the Metro Mobility eligibility and certification process.

Feess said she agreed with Ehrlichmann that the product was very good and the costs were reasonable, but cautioned against exceeding the budget on these projects. The motion carried unanimously.

1992 Contract for Metro Mobility Administrative Center

Kouneski reviewed the staff report dated June 1, 1992. He and Ehrlichmann reviewed the history of the day activity center transportation programs. There was discussion of bidding out the operations and administration functions, which is supported by the advisory committee. A Request for Proposal will be ready in the fall. Caranicas moved and Scheel seconded:

That the Regional Transit Board authorize the executive director to enter into a contract with the Metropolitan Transit Commission to provide Metro Mobility Administrative Center services during calendar year 1992 in an amount not to exceed \$760,751.

The motion carried unanimously.

Metro Mobility Service Planning Request for Proposals

Kouneski reviewed the June 2 staff report and discussed conflict of interest issues. Franklin questioned whether there will be a problem in transferring money out of the light rail transit fund. Andrews said there are unprogrammed 1992 funds in the budget that will be transferred into the general fund. Ehrlichmann said this study must move forward without delay, RTB lost some staff and the timeline demands outside help. Feess moved and Caranicas seconded:

That the Regional Transit Board:

1. Authorize the executive director to issue a Request for Proposals for consulting services to perform Metro Mobility operations planning tasks, as described in the June 2, 1992 memorandum; and;
2. Amend the Regional Transit Board's 1992 Operating Budget to transfer \$50,000 for professional and technical services from Project No. 92-23 to Project No. 92-10.

The motion carried unanimously.

OTHER BUSINESS

Ehrlichmann said he will be out of town on June 15 and Vice Chair Don Scheel will chair the next board meeting.

There being no other business,. Caranicas moved to adjourn; Scheel seconded. The motion was unanimously approved and the meeting was adjourned at 5:05 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Administration and Finance Committee meeting of June 8, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board this sixth day of July 1992.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**MEETING OF THE
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
July 6, 1992
4 p.m.**

AGENDA

- A. CALL TO ORDER AND ROLL CALL**
- B. APPROVAL OF AGENDA**
- C. APPROVAL OF MINUTES**
 - 1. Administration and Finance Committee Meeting, June 8, 1992
 - 2. Regional Transit Board Meeting, June 15, 1992
 - 3. Policy Committee Meeting, June 22, 1992
- D CHAIR'S REPORT**
- E. MEMBERS' REPORTS**
- F. EXECUTIVE DIRECTOR'S REPORT**
- G. ADVISORY COMMITTEE REPORTS**
- H. REPORT OF THE POLICY COMMITTEE
(Sandra Hilary, Chair)**
 - 1. I-494 Reconstruction Project, Draft Environmental Impact Statement
- I. OTHER BUSINESS**
- J. PUBLIC COMMENT**

**Michael J. Ehrlichmann
Chair**



REGIONAL TRANSIT BOARD

Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
229-2700

DATE: July 6, 1992
TO: Regional Transit Board
FROM: Michael J. Ehrlichmann, Chair
SUBJECT: Appointment to the Marketing Committee

RECOMMENDATION

That the Regional Transit Board approve the appointment of Mark Leier to the Marketing Committee, effective immediately.

mff

6/15/92

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 7/6

Member Name Present Vote Vote Vote Vote Vote Vote Vote Vote

ISSUE

Mike Ehrlichmann	✓								
Maryann Campo	✓								
Doris Caranicas	✓								
Sharon Feess	✓								
Ruth Franklin	✓								
Val M. Higgins	✓								
Sandra Hilary	✓								
Ruby Hunt	✓								
Tom Sather	✓								
Don Scheel	✓								
Tom Workman	✓								

Visitors

A. Entzel
R. Main

Staff

gl, sm, hb, rs, sb



REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
612/292-8789

FAX TRANSMITTAL SHEET

OK

Date Sent:

7/7/92

To:

Comm. Ruby Hunt

From:

Mary Fitzgerald

Phone 229-2700

RTB FAX Number:

229-2739

Receiver FAX Number:

292-6689

Number of pages
including cover sheet

4

Please check all pages of this transmission. If you did not receive all pages clearly, or if you have any questions with the transmission, please call

292-8789

Other comments or instructions:

Pls look at draft minutes for yesterday
& revised. Policy Committee minutes
& call me. Thanks. Mary



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
July 6, 1992**

MEMBERS PRESENT: Michael J. Ehrlichmann, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Val M. Higgins; Sandra Hilary; Ruby Hunt; Tom Sather; Don Scheel; Tom Workman

MEMBERS EXCUSED: Ruth Franklin

OTHERS PRESENT: Robert Mairs, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Howard Blin, Randy Rosvold, Sherry Munyon, Becky Scudder, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The chair called the meeting to order at 4:10 p.m. and roll was taken.

APPROVAL OF AGENDA

Sather moved and Caranicas seconded that the agenda be approved. The motion carried unanimously.

APPROVAL OF MINUTES

Hunt said the minutes of the June 22, 1992 Policy Committee meeting do not reflect accurately the action and intent of the recommendation approved at that meeting regarding the Draft Environmental Impact Statement for I-35W. In order to clarify the record, she moved and Hilary seconded:

That the Regional Transit Board strongly supports a reconstruction plan for I-35W that assumes pre-construction of light rail transit within the existing easements or right-of-way without the taking of additional residential or commercial property. This action does not affect the corridor priority recommendation of the Transportation Facilities Plan.

Scheel noted that he did not attend the June 30 board meeting. With those amendments, Feess moved and Caranicas seconded:

That the Regional Transit Board approved the following minutes, as amended:

Administration and Finance Committee Meeting, June 8, 1992,
Regional Transit Board Meeting, June 15, 1992
Policy Committee Meeting, June 22, 1992
Regional Transit Board Meeting, June 30, 1992

page 3, Policy minutes of 6/22 -

amended, it should be more restrictive than "minimal," possibly asking Mn/DOT to make a plan with LRT as a priority. They should not have a carte blanche.

Scheel asked if there is a method of considering an additional alternative that would satisfy both members.

Hunt said there was no second to her motion to reconsider. The Ramsey County Regional Railroad Authority (RCRRA) discussed this position and since it could be misconstrued, RCRRA thinks the record should reflect that this position does not change the corridor priorities as reflected in the plan. The record should reflect that in adopting this position the RTB is not changing that. Hunt moved and Hilary seconded that the motion should include the following clarifying language:

That the Regional Transit Board strongly supports a reconstruction plan for I-35W that assumes pre-construction of light rail transit within the existing easements or right-of-way without the taking of additional residential or commercial property. This action does not affect the corridor priority recommendation of the Transportation Facilities Plan.

The motion was unanimously approved.

Regional Transit

OTHER BUSINESS

There being no other business, Hilary moved and Workman seconded that the meeting be adjourned. The motion was unanimously approved; the meeting adjourned at 5:30 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of June 22, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved as amended by the Regional Transit Board on this sixth day of July 1992.

amended, it should be more restrictive than "minimal," possibly asking Mn/DOT to make a plan with LRT as a priority. They should not have a carte blanche.

Scheel asked if there is a method of considering an additional alternative that would satisfy both members.

Hunt said there was no second to her motion to reconsider. The Ramsey County Regional Railroad Authority (RCRRA) discussed this position and since it could be misconstrued, RCRRA thinks the record should reflect that this position does not change the corridor priorities as reflected in the plan. The record should reflect that in adopting this position the RTB is not changing that. Hilary and Hunt agreed.

The motion was unanimously approved.

OTHER BUSINESS

There being no other business, Hilary moved and Workman seconded that the meeting be adjourned. The motion was unanimously approved; the meeting adjourned at 5:30 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of June 22, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this sixth day of July 1992.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

REPORT OF THE POLICY COMMITTEE

At its meeting of June 22, 1992 the committee approved the following recommendation:

I-494 Reconstruction Project Draft Environmental Impact Statement

That the Regional Transit Board support Alternative 2A, as outlined in the 1-494 Draft Environmental Impact Statement, for submittal to the Minnesota Department of Transportation.

Other Business

Staff made a presentation on the key directions presented in the Five-Year Transit Plan. A draft plan will be presented to the committee in July. No action was taken.

Discussion of the board's comments on the Draft Environmental Impact Statement on the I-35W corridor was continued. No action was taken.

**Sandra Hilary,
Chair**

6/29/92
mff



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
June 15, 1992**

MEMBERS PRESENT: Don Scheel, Vice Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val M. Higgins; Sandra Hilary; Ruby Hunt; Tom Workman

MEMBERS EXCUSED: Michael J. Ehrlichmann, Chair; Tom Sather

OTHERS PRESENT: Mike Christenson, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Randy Rosvold, Mike Kuehn, Sherry Munyon, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

Vice Chair Scheel called the meeting to order at 4:00 p.m. and roll was taken.

APPROVAL OF AGENDA

Hunt moved and Caranicas seconded that the agenda be approved. The motion carried unanimously.

APPROVAL OF MINUTES

Feess said the second page of the minutes of June 1 should be amended to reflect that MTC's Advisory Committee on Transit, not MTC, is forming a legislative committee. With that amendment, she moved and Caranicas seconded approval of the following minutes:

Legislative Committee Meeting, May 18, 1992
Policy Committee Meeting, May 26, 1992
Regional Transit Board Meeting, June 1, 1992

Hunt questioned the action taken at the last meeting of the Legislative Committee. Andrews said staff is preparing to brief the board at the June 29 Legislative Committee meeting. Munyon has been talking with Dave Bieging and he is preparing summary reports for the period from January through May 1992. Andrews asked if the members want Bieging to attend that meeting. Scheel said it would be more appropriate to review the reports and the board may then wish to discuss them with Mr. Bieging at a later meeting.

Hunt said the board took its action on I-35W at the June 1 meeting with very little prior consideration. After hearing a very thorough presentation at the MTC, it is her understanding that it is not possible to put LRT in that corridor without taking some property. Higgins said that is true, but the board took that action to force the Minnesota Department of Transportation (Mn/DOT) to change its plans. Hunt questioned whether that is a possibility. Franklin said the language meant the least number of homes should be taken; this reconstruction cannot be done without taking some houses. As a planning agency, Hunt asked with this is an appropriate position in light of what the planners

have said. The board agreed with the concept, but she has a problem with whether it is credible to say it can be done within the existing roadway. Eiler said only the "no build" option would take no property. Mn/DOT intends to have a high occupancy vehicle (HOV) lane in operation at the start of construction and is considering subsidizing enough buses to relieve congestion. The acting chair directed staff to place this matter on a future agenda. Feess said the motion (shown in the June 1 minutes) is not what the board wanted.

EXECUTIVE DIRECTOR'S REPORT

Andrews said the board's work session is scheduled for Tuesday, June 30, at 2 p.m.

Chair Ehrlichmann is attending the American Public Transit Association's rail conference in Los Angeles.

MEMBERS' REPORTS

Higgins said that at the Metro Mobility public meeting last month one of the providers gave riders misinformation and furnished one-way rides for the meeting, leaving some people stranded after the meeting. He asked for a report on how RTB responded. Andrews said there were several elderly women at the meetings who had no ride home. One of them had coordinated the rides and the mix-up was not the fault of the provider. Higgins said he also heard reports that the provider had informed riders they had to attend the meeting. He is very concerned that people are being frightened. Scheel commented that we are in strained times and misinformation serves to further complicate the situation.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Franklin reported on the actions taken at the June 8, 1992 meeting of the committee.

Financial Statements - April 1992

Franklin moved and Feess seconded:

That the Regional Transit Board receive the April 1992 financial statements and direct that they be placed on file.

The motion was unanimously approved.

Resolution Authorizing the Filing of A Grant Application by the Regional Transit Board with U.S. Department of Transportation for Central Corridor Alternative Analysis/Draft Environmental Impact Statement under the Urban Mass Transportation Act of 1964, as Amended (Resolution No. 92-04); and Amendment to Unified Planning and Work Program

Franklin moved and Caranicas seconded:

That the Regional Transit Board approve:

1. An application to the Federal Transit Administration for \$2 million in funding for an Alternatives Analysis/Draft Environmental Impact Statement on the Central Corridor (Resolution No. 92-04); and

2. An amendment to the Unified Planning and Work Program.

Andrews said Mn/DOT is publishing a notice for a consultant in the June 22 State Register. On a roll call vote, the motion and Resolution No. 92-04 were unanimously approved.

1992 Contract Amendment for Columbia Heights

Franklin moved and Caranicas seconded:

That the Regional Transit Board authorize the executive director to amend the contract with the City of Columbia Heights (Contract No. 91/18/11-31) by \$20,092, from \$63,615 to an amount not to exceed \$83,707.

The motion was unanimously approved.

1992 Contract Amendment for Roseville Area Circulator

Franklin moved and Feess seconded:

That the Regional Transit Board authorize its executive director to amend the Roseville Area Circulator Contract with National School Bus Company, Inc. (Contract No. 91/03/11-01) by \$165,768, from \$2,070,948 to \$2,236,716, for the contract term of March 15, 1991 through March 14, 1995.

The motion was unanimously approved.

Contract Amendment for Sister Kenny Institute

Franklin moved and Caranicas seconded:

That the Regional Transit Board approve an increase in expenditures of \$382.50, from \$1,785.00 to \$2,167.50, as final payment for Sister Kenny Institute's participation in revising the Metro Mobility eligibility and certification process.

The motion was unanimously approved.

1992 Contract for Metro Mobility Administrative Center

Franklin moved and Caranicas seconded:

That the Regional Transit Board authorize the executive director to enter into a contract with the Metropolitan Transit Commission to provide Metro Mobility Administrative Center services during calendar year 1992 in an amount not to exceed \$760,751.

The motion was unanimously approved.

Metro Mobility Service Planning Request for Proposals

Franklin moved and Caranicas seconded:

That the Regional Transit Board:

1. Authorize the executive director to issue a Request for Proposals for consulting services to perform Metro Mobility operations planning tasks, as described in the June 2, 1992 memorandum; and ;
2. Amend the Regional Transit Board's 1992 Operating Budget to transfer \$50,000 for professional and technical services from Project No. 92-23 to Project No. 92-10.

The motion was unanimously approved.

OTHER BUSINESS

Hilary asked how the board is responded to the letter from Emma Stoddard. Ms. Stoddard sent RTB a copy of a paper she wrote for a class about the drivers she has encountered with Metro Mobility. Scheel suggested that staff get it published in the media.

Higgins said he attended his first Providers Advisory Committee meeting since he was appointed liaison to that committee. He was warned that perceptions in the past were poor. There was a big crowd at the meeting, including some new faces.

Mary O'Hara Anderson recently finished her contract work for the board and the staff has the report. She said she recently took her father-in-law to the doctor and during the time it took to bring the car around, four vehicles arrived, each carrying only one rider. One of them did not need to be in the large vehicle. The incident reinforced her reasons for doing the study and illustrates the need for more coordination. Scheel said costs have to be brought down and that logistics will be difficult. Caranicas said people should bear in mind that those four people were probably arriving from four different directions.

There being no other business, Workman moved and Franklin seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 4:45 p.m.

There being no other business,. Caranicas moved and Scheel seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 5:05 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of June 15, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board this sixth day of July 1992.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101

**Minutes of the Meeting of the
POLICY COMMITTEE
June 22, 1992**

MEMBERS PRESENT: Sandra Hilary, Chair; Maryann Campo; Ruby Hunt; Val M. Higgins; Tom Workman

OTHERS PRESENT: Michael J. Ehrlichmann, Doris Caranicas, Don Scheel, RTB Members; Mike Robertson, RTB Legal Counsel; Robert Mairs, Tom Johnson, Metropolitan Transit Commission; Allyson Hartle, Karen Lyons, Metropolitan Council, Peter Vanderpoel, Citizens League, Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Judy Hollander, Howard Blin, Randy Rosvold, Dave Jacobson, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

Committee Chair Hilary called the meeting to order at 4:15 p.m. and roll was taken.

FIVE YEAR TRANSIT PLAN

A draft plan will be presented to this committee in July. No action was requested. Ehrlichmann commented that without new state funding the RTB will not be in a position to implement any new services. Blin distributed a revised memorandum before the meeting, dated July 16, which outlines the key directions presented in the plan. He asked Blin to revise the language on fares. There was discussion of establishing a fare increase every two years and of fare simplification. Ehrlichmann said the board should get to the point that fares are raised every two years and the public clearly understands the situation. The board should make a decision about whether or not a flat fare should be charged. The question is whether peak trips should cost the same or should there be an incentive to ride off-peak. Should people pay a higher fare if they take longer trips? Ehrlichmann suggested that when the whole plan comes back the board should consider the whole issue of fares and how they should be structured.

I-494 RECONSTRUCTION PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

Jacobson reviewed his June 10 staff report and added that overall the cities are in agreement with Alternative 2A, described in the DEIS as the addition of a High Occupancy Vehicle (HOV) lane with right-of-way reserved for an additional lane. Workman moved and Higgins seconded:

That the Regional Transit Board support Alternative 2A, as outlined in the 1-494 Draft Environmental Impact Statement, for submittal to the Minnesota Department of Transportation.

The motion was unanimously approved.

CONTINUED DISCUSSION OF I-35W DRAFT ENVIRONMENTAL IMPACT STATEMENT

Ehrlichmann said some board members expressed concern about the position taken by the board at its June 1 meeting. Some members were confronted with the reality that other than the "no build" alternative offered by the Minnesota Department of Transportation (Mn/DOT), all of the plans will involve acquiring a certain amount of right-of-way. It is appropriate for the board to present a challenge to Mn/DOT as a starting point.

Hilary said she viewed the motion, shown below, as a strong statement and a negotiating device.

That the Regional Transit Board strongly supports a reconstruction plan for I-35W that assumes pre-construction of light rail transit within the existing easements or right-of-way without the taking of additional residential or commercial property.

Campo expressed her view that all the options considered by Mn/DOT treated LRT as an add-on rather than as a primary consideration with the highway built around it.

Hilary said the problem was that the language was not in front of all the members. Everyone knows that some right-of-way has to be taken. Ehrlichmann said this is perceived to be a statement of direction. Mn/DOT does not look to RTB. He agrees with Campo that a finite number of options was presented and people are asked to assume that those are the only alternatives. There is a great deal of debate about the taking of homes and the impact of light rail transit. He supports the language "...within the existing right-of-way" to indicate that Mn/DOT should go back to the drawing board.

Higgins said the last two lines of the amendment were proposed by Tom Sather, who had some reservations about them because of the delay. It is exactly what the board approved. It is a stronger statement than some people want to make, but it is necessary that Mn/DOT be asked to go back to the drawing board and not tear down a lot of homes and businesses--apparently they did not consider that possibility. Hunt said the motion came up at the last minute, members did not have it in writing and the addition of the word "minimal" in relationship to taking of property would sound more credible. The members had no information from Minneapolis or Mn/DOT planners before them when they took a stand as limiting as this. She could live with it if it includes the word "minimal." If people are concerned about the continuation of this agency as a planning agency, members should be well briefed.

Hilary read a letter from Robert Morgan, Public Works Department, City of Minneapolis. The city has no official plan, just a preference for the people in the I-35W corridor. The motion is intended to get Mn/DOT to understand that the board does not want all those homes taken. It is a reasonable position for Minneapolis and RTB to take.

Hunt moved that the board reconsider the its position and add the word "minimal."

Campo said she is aware that some homes have to be taken, but the first time she saw the plans six houses were to be taken; that has grown considerably. If the position must be

amended, it should be more restrictive than "minimal," possibly asking Mn/DOT to make a plan with LRT as a priority. They should not have a carte blanche.

Scheel asked if there is a method of considering an additional alternative that would satisfy both members.

Hunt said there was no second to her motion to reconsider. The Ramsey County Regional Railroad Authority (RCRRA) discussed this position and since it could be misconstrued, RCRRA thinks the record should reflect that this position does not change the corridor priorities as reflected in the plan. The record should reflect that in adopting this position the RTB is not changing that. Hilary and Hunt agreed.

The motion was unanimously approved.

OTHER BUSINESS

There being no other business, Hilary moved and Workman seconded that the meeting be adjourned. The motion was unanimously approved; the meeting adjourned at 5:30 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of June 22, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this sixth day of July 1992.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

REPORT OF THE POLICY COMMITTEE

At its meeting of June 22, 1992 the committee approved the following recommendation:

I-494 Reconstruction Project Draft Environmental Impact Statement

That the Regional Transit Board support Alternative 2A, as outlined in the 1-494 Draft Environmental Impact Statement, for submittal to the Minnesota Department of Transportation.

Other Business

Staff made a presentation on the key directions presented in the Five-Year Transit Plan. A draft plan will be presented to the committee in July. No action was taken.

Discussion of the board's comments on the Draft Environmental Impact Statement on the I-35W corridor was continued. No action was taken.

Sandra Hilary,
Chair

6/29/92
mff