



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

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

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, January 7, 1991
Mears Park Centre Chambers
4:30 p.m.

1. Call to Order and Roll Call
2. Approval of Agenda
3. Chair's Report
 - A. RCRRRA Request for Transfer of Mn/DOT LRT Funds
4. Report of the Nominating Committee
5. Report of the Policy Committee

Jeff Spartz, Chair

 - A. Adoption of Accessible Regular Route
Implementation Plan 1991-1993
6. Other Business
7. Public Comment

Michael J. Ehrlichmann
Chair

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 1/7/91

BOARD OR COMMITTEE: Board mtg

Member Name	Present	Vote							
Mike Ehrlichmann	✓								
Doris Caranicas (P)	✓								
John Finley (A&F)	✓								
Ruth Franklin (A&F)	✓								
Ed Kranz (A&F)	✓								
Sandra Hilary (P)	✓								
Terry O'Toole (P)	✓								
Jeff Spartz (Chair-P)									
Norbert Theis (P)	✓								
El Tinklenberg (Chair-A)	✓								
Richard Wedell (A&F)	✓								

Visitors

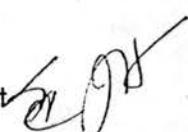
Wagner
Cotzack
Nourouhi
DeSpigolare
deVries

Staff

jh, gm, sh, am, du
gp, se

REGIONAL TRANSIT BOARD

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

DATE: December 24, 1990
TO: Chair and Members of the Board
FROM: Stephanie Eiler, LRT Development 
SUBJECT: RCRRRA Request for Transfer of Mn/DOT LRT Funds

SUMMARY

Ramsey County Regional Railroad Authority is requesting the RTB to approve a transfer of \$75,000 in 1990-91 state MVET funds previously approved by the RTB in October for preliminary engineering of the Central Corridor LRT line. This transfer would allow \$75,000 of these MVET funds to be spent on an architectural and urban design study of surface and tunnel LRT alignments through the Capitol Mall, to determine whether a tunnel alternative is preferred over a less costly surface alternative.

DISCUSSION

The request from RCRRRA to Mn/DOT has been forwarded to the RTB for approval, consistent with the RTB's role as authorizing agency for these funds. A similar request from RCRRRA for funds to complete a tunnel study for the Capitol and downtown St. Paul areas was received by Mn/DOT, forwarded to the RTB, and approved by the Board in July of this year.

RCRRRA is requesting the funds to complete an architectural study of surface and tunnel alternatives in the Capitol area of St. Paul. The study would assess the visual aspects of a surface alternative on the Capitol Mall and the visual aspects of a tunnel portal and the station appurtenances on the Mall. The additional work would be part of the Midway Corridor environmental impact statement and Phase I preliminary engineering. RCRRRA views this study as a means to ensure that less costly options than a tunnel through the Capitol area have been thoroughly explored before determining whether additional tunnel engineering studies are warranted.

The request is for \$75,000 from Mn/DOT LRT grant funds, 50% of the cost of the proposed \$150,000 study. RCRRRA proposes that the funds be borrowed from RCRRRA's Phase II Preliminary Engineering award for the Midway Corridor, with the understanding that the funds would be replaced in the next cycle of grant awards.

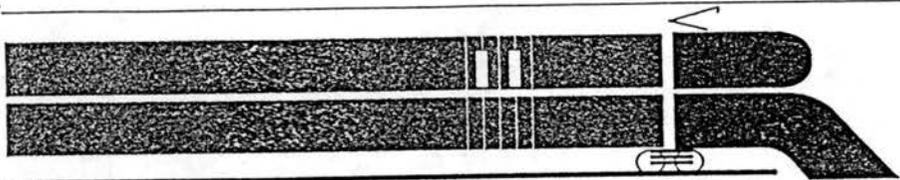
This course of action has been discussed with the Capitol Area Architectural and Planning Board (CAAPB), RCRRRA and RTB staff.

FINDINGS AND CONCLUSIONS

- The RTB is responsible for approving the award of Mn/DOT LRT grant funds (MVET funds).
- RTB staff has participated in discussions with Ramsey County Regional Railroad Authority staff and CAAPB staff on the need for the proposed study.
- RTB staff agrees that an effort now to satisfy the CAAPB's aesthetic concerns on the Capitol Mall with a surface LRT alternative may make the selection of this alignment alternative more feasible for RCRRRA, avoiding more extensive and expensive engineering work on a tunnel.

RECOMMENDATION

- That the Regional Transit Board approve the request from Ramsey County Regional Railroad Authority for \$75,000 in Minnesota Department of Transportation LRT grant funds, awarded to RCRRRA for Phase II preliminary engineering for the Midway Corridor, to be used for a portion of the Midway Corridor Environmental Impact Statement and Phase I preliminary engineering;
- That these funds be used to complete a study assessing the visual impacts of both a surface and a tunnel alternative on the Capitol Mall;
- That the state funds borrowed from RCRRRA's Phase II preliminary engineering award for the Midway Corridor be replaced in the next cycle of grant awards.



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

John T. Finley, Chairman
District 3
Duane W. McCarty, Vice Chairman
District 1
Warren W. Schaber, Secretary
District 6
Ruby Hunt, Treasurer
District 5
Diane Ahrens
District 4
Hal Norgard
District 7
Donald Salverda
District 2

December 13, 1990

Mr. Randy Halvorson, Director
Office of Transit
815 Transportation Building
Saint Paul, Minnesota 55155

*for RTB
approval.
TCW
12/18*

Dear Randy:

The purpose of my letter is to request additional funds for a study of surface and tunnel alternatives in the Capitol area of St. Paul as a portion of the Midway Corridor Environmental Impact Statement and Phase I preliminary engineering.

On June 12, 1990, I sent you a letter requesting grant funds from Mn/DOT for 50% of the cost of a tunnel study for the Capitol and Downtown St. Paul areas. That study, which compared tunnel and surface alternatives, has been completed. The Environmental Impact Statement for the Midway Corridor will include, for the Capitol area, a surface alignment on 12th Street, south of the Capitol Mall and north of I-94. The Capitol Area Architectural and Planning Board indicated its preference for a tunnel alternative, with a station in the center of the Capitol Mall, in November. Previously, the Capitol Area Architectural and Planning Board had indicated that a surface LRT alternative in the Capitol Mall should not be considered. Ramsey County Regional Railroad Authority has not at this time taken a position on its preferred alternative in the Capitol area.

Before we initiate the additional engineering studies that will be required if a tunnel is the selected alternative in the Final Environmental Impact Statement, we want to be sure that other less costly options have been thoroughly explored, since the tunnel is estimated to cost \$40 million more than a surface alternative in the Capitol area.

Ramsey County Regional Railroad Authority has passed a resolution, copy attached, that indicates:

1. A request for \$75,000 from Mn/DOT LRT grant funds for 50% of the proposed \$150,000 Capitol Area study.

We propose that the state funds be borrowed from our Phase II preliminary engineering award for the Midway Corridor with the understanding that they would be replaced in the next cycle of grant awards.

Page 2

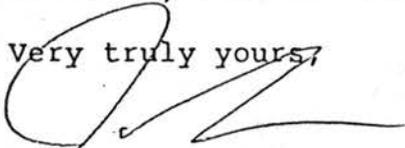
2. The study will assess the visual aspects of a surface alternative on the Capitol Mall and the visual aspects of a tunnel portal and the station appurtenances on the Capitol Mall.

Additional engineering work will be needed to support the architectural work. I also want to point out that engineering work, beyond that requested in this proposal, will be needed if the selected alternative is either a tunnel or surface alternative on the Capitol Mall, in order to complete the requirements of the Final Environmental Impact Statement.

This proposed course of action has been discussed in meetings with Capitol Area Architectural and Planning Board, Regional Transit Board and Ramsey County Regional Railroad Authority staff.

We hope you will view our request for a loan of \$75,000 from our Phase II award, with the amount returned in future awards, favorably.

Very truly yours,



John T. Finley, Chairman
Ramsey County Regional Railroad Authority

JTF/blk

cc: Michael Ehrlichmann, Regional Transit Board



Resolution

Board of

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Date: _____

No. _____

WHEREAS, Ramsey County Regional Railroad Authority has completed work for a Draft Environmental Impact Statement for LRT for the Midway Corridor that includes information on a surface alternative along 12th Street in the Capitol area; and

WHEREAS, The Capitol Area Architectural and Planning Board has indicated a preference for a tunnel alignment for LRT in the Capitol area; and

WHEREAS, Before detailed engineering work on a tunnel alternative is undertaken, it has been recommended by Capitol Area Architectural and Planning Board staff and Ramsey County Regional Railroad Authority staff that architectural drawings of elements associated with both a tunnel and a surface LRT alternative on the Capitol Mall be obtained; Now Therefore, Be It

RESOLVED, That the Chairman of Ramsey County Regional Railroad Authority is authorized to request from the Minnesota Department of Transportation and the Regional Transit Board that grant funds that have been awarded to Ramsey County Regional Railroad Authority for Phase II Preliminary Engineering for the Midway Corridor be made available to fund 50% of the cost of the Capitol area work proposed. The total cost of the architectural drawings and associated engineering is anticipated not to exceed \$150,000 and therefore the amount of grant funds requested will be \$75,000; and Be It Further

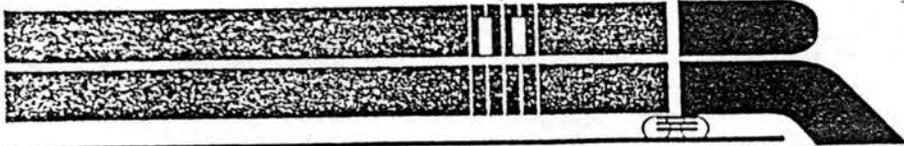
RESOLVED, That staff of Ramsey County Regional Railroad Authority is authorized to issue a request for proposal for the architectural work and to negotiate a contract for that work at a cost not to exceed \$110,000.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Diane Ahrens	X	_____	_____
John T. Finley	X	_____	_____
Ruby Hunt	X	_____	_____
Duane W. McCarty	X	_____	_____
Hal Norgard	X	_____	_____
Don Salverda	X	_____	_____
Warren W. Schaber	X	_____	_____

John T. Finley, Chairman

By _____
Warren W. Schaber, Secretary



Ramsey County Regional Railroad Authority

316 Courthouse, St. Paul, Minnesota 55102 612-298-4145 / FAX 292-6689

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MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
FROM: Kathryn DeSpiegelaere, Director of LRT Planning
SUBJECT: LRT in Capitol Area
DATE: December 3, 1990

The purpose of this memorandum is to outline a recommended course of action for future work for LRT in the Capitol area. The recommendation is that additional exploration of the aesthetics of a surface alternative on the Capitol Mall and the aesthetics of a tunnel on the Capitol Mall occur before engineering work is undertaken to a greater level of detail for a tunnel alternative on the Mall.

There are time constraints to completing this work so that Capitol area work is not significantly lagging behind the other portions of the Midway Corridor and Downtown St. Paul LRT studies.

BACKGROUND

Through the course of the Midway Corridor LRT project, work on the Capitol area has narrowed the number of alternative alignments being considered there. The factors important to the various entities involved in LRT work do not always coincide. The critical issue has been the ability to provide transit service to a central location without compromising the aesthetics of the Capitol area. At the same time, the cost of providing such service cannot be ignored.

The Midway Corridor Draft Environmental Impact Statement will include information on a surface alternative on 12th Street, south of the Capitol Mall, south of the Veteran's Service Center, and north of I-94, in the Capitol Area. Although a tunnel location with a station in the center of the Mall was studied, it was not analyzed in sufficient detail to meet the requirements of the Final Environmental Impact Statement because of time constraints. The Capitol Area Architectural and Planning Board (CAAPB) unanimously recommended that a tunnel alignment is the preference in the Capitol area.

The CAAPB staff memorandum of November 5 indicated, "Since a station central to the Capitol Mall is critical, and a tunnel alignment is recognized at this time as the only route providing this option ... we recommend the Board remain open to reassess this alignment preference should the County and their consultants in the process of further study develop an alternative that provides for a central Capitol Mall station by means of another alignment."

COMPARISON OF SURFACE AND TUNNEL ALTERNATIVES

A detailed comparison of the surface and tunnel LRT alternatives has been completed and the critical issues are:

1. How can LRT best serve the Capitol Area from a transit perspective?
2. How can the integrity of the Capitol Mall be preserved with LRT?
3. What compromises need to be made in the first two issues in order to provide sufficient service to the Capitol area at a reasonable cost? There is no functional reason why LRT must be underground in the Capitol area. Are there other reasons that dictate that a more costly underground solution is a necessity?

RECOMMENDED COURSE OF ACTION

Ramsey County Regional Railroad Authority and CAAPB staff have met and agreed upon a course of action to be recommended to you:

1. The issue of service to the Capitol area requires greater written documentation.
2. Before additional detailed engineering study of a tunnel for LRT on the Capitol Mall occurs, consideration will be given to obtaining architectural drawings of (a) a tunnel portal and surface elements associated with an underground station and their impact on the Capitol Mall plans and (b) a surface LRT station on the Capitol Mall. Firms to be considered will receive requests for proposals. It will be a requirement that the firms have backgrounds in both architecture and engineering for rail systems. The firms will include (1) Wallace, Roberts and Todd (Chicago); (2) Roma (San Francisco); (3) Zimmer Gunsul Frasca (Portland).

In order to complete the architectural drawings, some additional engineering work will be necessary.

The cost for the engineering work for surface and tunnel architectural drawings, to be performed by BRW or its tunneling subconsultant, will not exceed \$40,000. The cost for the architectural work, to be performed by a consultant to be selected by RCRRA after a review of proposals, will not exceed \$110,000. The total maximum cost will not exceed \$150,000.

RECOMMENDATIONS

A resolution is attached for your consideration that contains these actions:

1. Authorize the Chairman of Ramsey County Regional Railroad Authority to request from the Minnesota Department of Transportation and the Regional Transit Board that grant funds that have been awarded to RCRRA for Phase II Preliminary Engineering for the Midway Corridor be available to fund 50% of the cost of the Capitol area work proposed. The amount requested will not exceed 50% of \$150,000 or \$75,000. This is the maximum cost of the architectural drawings preparation (\$110,000) and the supporting engineering work (\$40,000).
2. Authorize staff of RCRRA to issue a request for proposal for the architectural work and to negotiate a contract for that work at a cost not to exceed \$110,000.

ADDITIONAL INFORMATION

This proposed work will need to be supplemented by additional engineering work on a tunnel or surface alternative in the Capitol area, when one alternative is selected, in order to meet the requirements for a Final Environmental Impact Statement.

Ramsey County Regional Railroad Authority has not included this work in its adopted 1991 budget. At the time the proposals are reviewed and a recommendation is made to you to select a particular firm, the matter of financing the work will be addressed.

KD/blk
Attachment



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 December 17, 1990 the committee reviewed and approved the following recommendations.

Accessible Regular Route Selection Process and Implementation Schedule

The Policy Committee recommends:

That the Regional Transit Board adopt the Accessible Regular Route Selection Process and Implementation Schedule for 1991-1993, dated December 12, 1990.

Draft Report, "Protecting Vulnerable Adults Using Metro Mobility"

The Policy Committee recommends:

That the Regional Transit Board accept the draft report, "Protecting Vulnerable Adults Using Metro Mobility."

*no action
taken 1/7*

Other Business

The committee approved the following recommendations. Following the committee meeting, the full board met and also approved the recommendations. No further action is required.

Approval of the Light Rail Transit Coordination Plan

- A. That the Regional Transit Board approve the Draft Regional Light Rail Transit Coordination Plan, dated October 17, 1990, subject to the following modifications:
 1. Organization Alternative "A" as recommended in the December 4 board transmittal memorandum and as stated on page 5 and pages 41-44 in Chapter 3 of the October 17 draft report. with the following modification:
 - a. At page 5, under Organization Plan, add the following sentence after the fourth sentence, after the word "oversight": "That such program management oversight would include final design and construction in alignments that lie within the highway right-of-way so that highway construction and LRT construction can be provided by the same state agency (Minnesota Department of Transportation).

- b. At page 6, after the second sentence of the second full paragraph, insert: "If the alignment lies within the state highway corridor, Mn/DOT shall be the designer and builder for the final design and construction of the civil works components-- i.e., guideway and stations--of the LRT system that lie within the Mn/DOT highway rights of way. The Joint Powers Board would be responsible for the system-wide components--i.e., vehicles, tracks, electrification, train signals, communications, etc.--for the entire LRT system."
 - c. That a new paragraph should be inserted in the Executive Summary and the full report that would call for the Joint Powers Board to consist of voting members from each of the seven counties in the Metropolitan Area, the Regional Transit Board, the Minnesota Department of Transportation, the Metropolitan Transit Commission, and the Metropolitan Council.
 - d. That a paragraph should be inserted in the Executive Summary and the full report that would call for the creation of an Executive Committee of the Joint Powers Board to oversee planning, design and construction of the specific corridors. It should consist of members of the county(s) through which a line passes, an MTC representative and an RTB representative. If the line is on a highway corridor, then Mn/DOT shall have a representative on this committee. Professional staff people from each of the agencies represented on the Executive Committee shall perform the staff function for the Executive Committee with the professional management reporting to the committee.
2. Scheduling and Financing Alternative "A" as recommended in the December 4 board transmittal memorandum and as stated on Page 6 and on Page 77 in Chapter 5 of the October 17 draft report.
 3. Implementation Strategies as stated in Chapter 4 of the October 17 draft report with the addition of the modifications recommended in the December 4 board transmittal memorandum.
 4. LRT Design Guidelines as stated in Chapter 6 of the October 17 draft report with the addition of the modifications recommended in the December 4 board transmittal memorandum.
 5. LRT Operations and Maintenance Plan as stated in Chapter 7 of the October 17 draft plan with the addition of the modifications recommended in the December 4 board transmittal memorandum.
 6. LRT and Land Use Coordination as stated in Chapter 8 of the October 17 draft report with the addition of the modifications recommended in the December 4 board transmittal memorandum.
 7. Process for Updating the Plan as stated in Chapter 9 of the October 17 draft plan with the addition of the modifications recommended in the December 4 board transmittal memorandum.

8. Next Steps for Implementing LRT as stated in Chapter 10 of the October 17 draft plan.
 - B. That the Regional Transit Board accept all of the comments and suggestions received from the Metropolitan Council, the Minnesota Department of Transportation, the Transportation Advisory Board, the county regional railroad authorities, the cities and other interested organizations and individuals and incorporate them into the final Regional LRT Coordination Plan as appropriate and where they would not conflict with the meaning or intent of the final Regional LRT Coordination Plan as recommended by the Joint LRT Advisory Committee and the Regional Transit Board.

Jeff Spartz
Chair

mff
12/29/90



REGIONAL TRANSIT BOARD
Mears Park Centre
230 East Fifth Street
Saint Paul, Minnesota 55101
612/292-8789

REPORT OF THE POLICY COMMITTEE

At the meeting of December 17, 1990, the Policy Committee considered and approved the following:

Accessible Regular Route Implementation Plan (1991-1993)

The Policy Committee recommends:

That the Regional Transit Board adopt the Accessible Regular Route Implementation Plan for 1991-1993.

Jeff Spartz
Chair

cb
12/21/90



REMINDER REMINDER REMINDER REMINDER

NOTICE OF PUBLIC HEARING TO RECEIVE COMMENTS ON FARES FOR REGULAR ROUTE TRANSIT SERVICES

The Regional Transit Board is considering a fare increase and will hold a series of public hearings to receive comments from local agencies, communities and interested parties on fares for regular route transit service in the Twin Cities metro area.

January 2, 1991 12:00 noon	Minneapolis Public Library Heritage Hall 300 Nicollet Mall Minneapolis, MN
January 2, 1991 7:00 p.m.	Pilot City Regional Center The Canteen-Lower Level 1315 Penn Avenue North Minneapolis, MN
January 3, 1991 7:00 p.m.	Roseville City Hall Council Chambers 2660 Civic Center Drive Roseville, MN
January 7, 1991 12:00 noon	U of M-Coffman Union Rm. 320-President's Room Minneapolis, MN
January 7, 1991 5:00 p.m.	Regional Transit Board Board Chambers 230 E. 5th Street St. Paul, MN
January 8, 1991 7:00 p.m.	Apple Valley City Hall Council Chambers 14200 Cedar Avenue Apple Valley, MN

Written comments on fares will be received through January 8, 1991. If you wish to present comments at the public hearings, contact the RTB at 292-8789.

Michael J. Ehrlichmann
Chair



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

DATE: January 7, 1991
TO: Members of the Regional Transit Board
FROM: Richard Wedell, Chair
SUBJECT: Nominating Committee

As noted at the December 17, 1990 board meeting, new officers must be elected at the first meeting in January. Accordingly, the committee conferred and made the following recommendation:

RECOMMENDATION

The Nominating Committee recommends that the Regional Transit Board elect the following officers for 1991:

John T. Finley, Vice Chair
Ruth Franklin, Treasurer
Mary Fitzgerald, Secretary

The appointments are effective immediately.

mff

A handwritten signature in cursive script that reads "Richard Wedell". The signature is written in black ink and is positioned below the typed name of the sender.