



Funding Intercity Passenger Rail Station Development

SCORT

October 4, 2016

We all have a stake in **A**  **B**



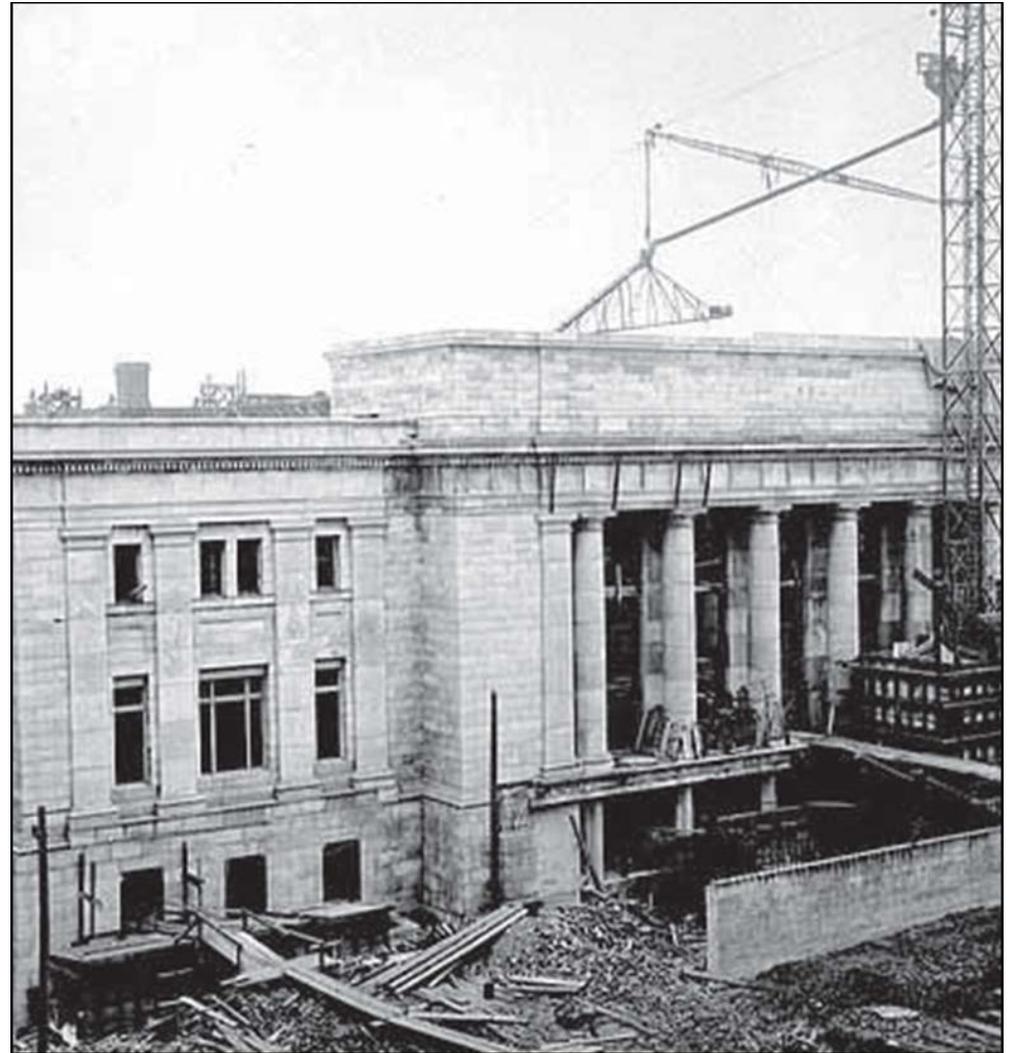
Union Depot St. Paul, MN

- ▶ History
- ▶ Renovation
- ▶ Challenges & Lessons Learned
- ▶ Project Impacts
- ▶ Question and Answers



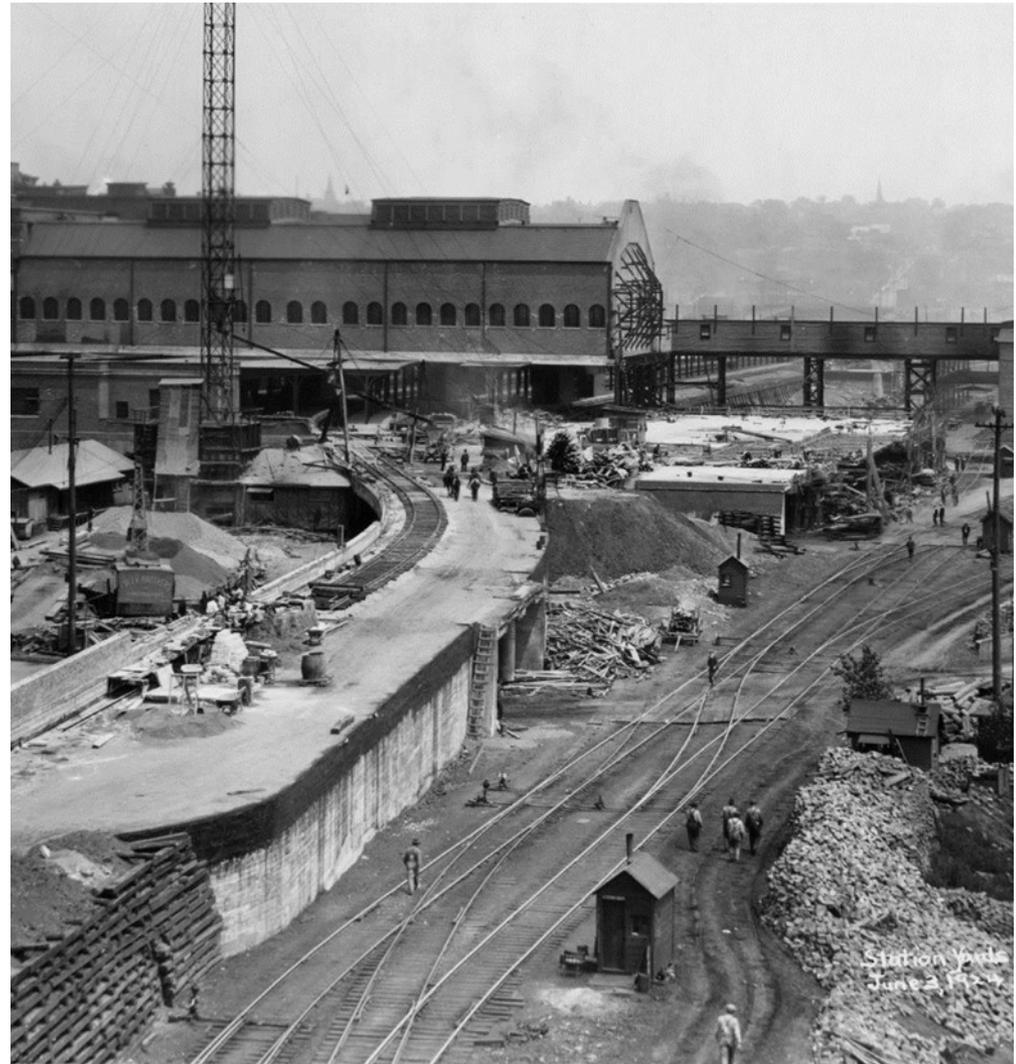
History

- ▶ 1881–1913
Original depot and nine railroads
- ▶ 1914
Architect Charles Sumner Frost designed
- ▶ 1917–1923
Construction of the new Head House, Concourse and Waiting Room



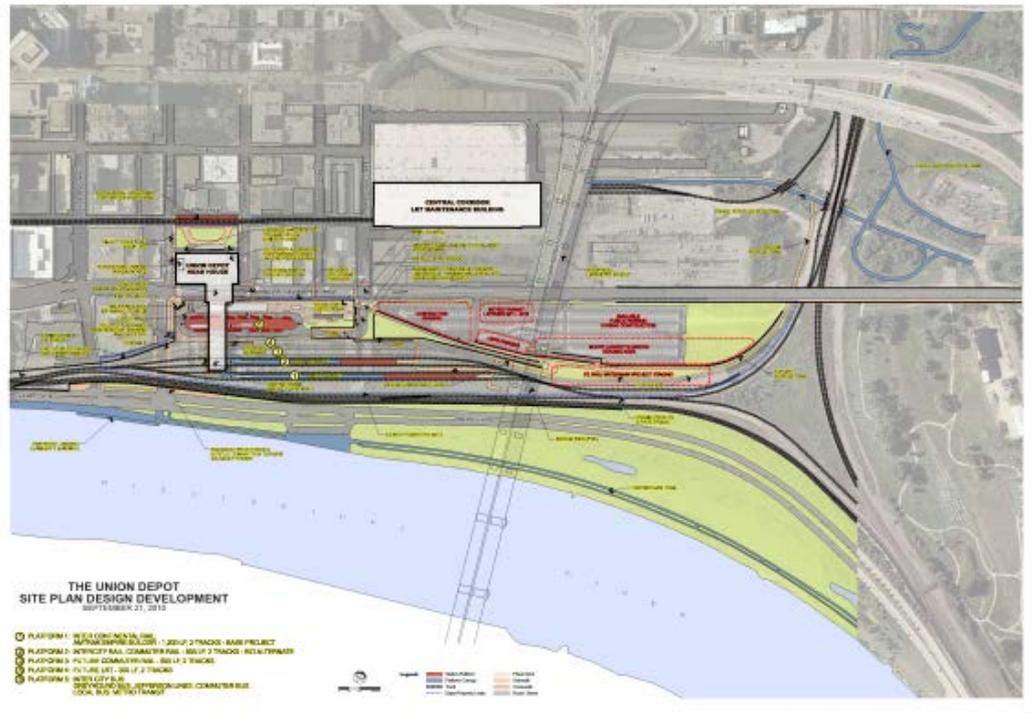
History

- ▶ 1926
Completion of the elevated train deck, 10 platforms and 21 tracks
- ▶ 1940's
Extensive travel by military personnel
- ▶ 1950-1960
Diminishing numbers of trains/passengers
- ▶ 1971
Last passenger train
- ▶ 1974
National Register of Historic Places



History

- ▶ 1971–2005+
US Postal Services, parking, restaurants, office, condominiums.
- ▶ 2002:
County LOCATE task force recommends site as transportation hub
- ▶ 2005–2009
RCRRA reacquires the 33 acre Union Depot property.
- ▶ 2010
Design
- ▶ 2011–2012
Renovation



Project footprint in green



Renovation Issues

“Achieving brand new 1924”

- ▶ 33-Acre site with multiple stakeholders
- ▶ Multi-modal transportation facility
- ▶ Design-Build
- ▶ Federal Stimulus funding timeline
- ▶ Existing conditions assessment
- ▶ Historic building, site and train deck structure
- ▶ FHWA Section 106 Review Process



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Funding partnerships

NOTE: Ramsey County Regional Railroad Authority Project– MnDOT a project partner

Funding was a combination of federal sources, state bonds and RCRRRA levy dollars.

Funding sources had their own requirements related to timing, recordkeeping, and reporting.

– SAFETEA LU, 1301 federal funds	\$45.3 million
– Federal Railroad Administration	\$40 million
– TIGER 1 federal funds	\$35 million
– Federal Transit Administration	\$4 million
– State bond funds	\$13.7 million
– Balance funded by RCRRRA levy	<u>\$105 million</u>
– Total project cost	\$243 million



Renovation oversight

Contractor Team:

- ▶ Mortenson Construction – Design/Build Contractor
- ▶ HGA – Design Team Lead
- ▶ URS – Transportation/Rail Engineering Team Lead

Historic Preservation Process

Team Historical Expertise

- HGA, BBB, CCRG, URS
- Historic Structures Report
- Condition Assessment
- Conservation Analysis

Team met every 3 weeks with representatives of:

- SHPO
- HPC
- Preservation Alliance
- Historic St. Paul
- MnDOT
- MNRRA (National Parks)
- Capital River Council
- St. Paul Planning & Economic Development



Renovation Partners

RCRRA lead agency

Transportation Partners were many and varied.

Met Council completing the Green Line LRT on 4th Street in front of Depot

Existing condominium residents (in Depot) involved

Maintain existing restaurant operations during construction

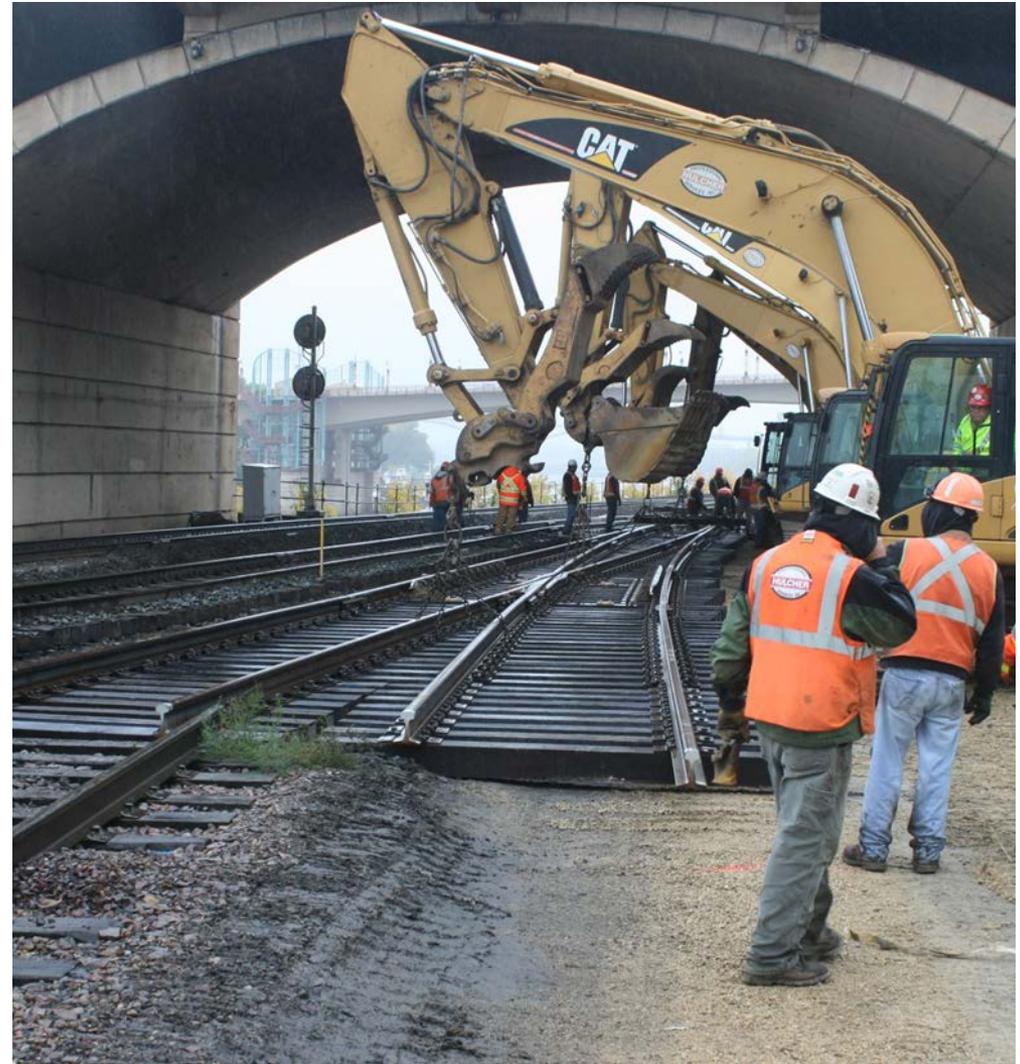
Construction timeline of less than two years due in part to funding limitations



Challenges & Lessons Learned

Track and Signal Work

- ▶ Never as simple as anticipated
- ▶ Multiple stakeholders
 - FRA
 - Three Class I railroads
 - RCRRA
- ▶ Minnesota weather
- ▶ Existing high volume freight traffic



Challenges & Lessons Learned

Multiple agencies with differing funding requirements

Aggressive timeline

Historic building & site project unknowns

Coordination of a variety skilled trades for historic accurate renovation

Train deck rebuild

Parking structure renovation below train deck

Flood plain adjacent to train deck

MnDOT Lafayette Bridge construction over train deck

Securing retail space occupants



Transportation Impacts of the Investment

- ▶ Intercity passenger rail is important to regional and national connections
- ▶ Transit is key to employees and employers alike
- ▶ The Depot and its robust transportation options create sustainable economic development opportunities



New vitality in Lowertown – associated economic impacts

Old Post Office:

- Luxury hotel
- High-end condos

Warehouse conversions

- Retail/ restaurants
- Condominiums

Riverfront area development

- Proposed River Walk
- CHS Field



Union Depot – Center of it all





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