Funding Intercity Passenger Rail Station Development

SCORT
October 4, 2016
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
Funding partnerships

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

Funding was a combination of federal sources, state bonds and RCRRA 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 RCRRA levy $105 million
- 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
- MNRRRA (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
Thank you.