MEETING MINUTES
NCITE May Section Meeting
Tuesday, May 10, 2016; 11:00 AM – 1:00 PM

Location: Union Depot (Veterans Gallery)
Gold Sponsor: none

1. Call Meeting to Order
   Joe called the meeting to order at 12:02 PM. A buffet style lunch preceded the business meeting.

2. Introductions
   All attendees introduced themselves, stated their employer, NCITE involvement, and answered the question of the day “what is your most interesting journey by rail?” The total attendee count was 39. The breakdown is as follows:
   - 39 in-person attendees
   - 0 online attendees

3. Announcements
   Joe made the following announcements:
   - The MWITE Annual Meeting is June 26-28 in Chicago. Early registration ends this Friday May 13.

4. Technical Presentation: Union Depot Update
   Max introduced Jean Krueger and Andrew Gizlaff from the Ramsey County Regional Railroad Authority to present an update on Union Depot since it opened in late 2012.
   - The original Depot was built in 1851 and sustained 2 fires. Work began on a new Depot in the current location in 1917 and was completed in 1926. The new Depot had 10 platforms and 21 tracks. The last passenger train at the Depot was in 1971. It made it on the National Register of Historical Places in 1974. From 1971 through the late 2000s, it was used for rail access by the US Postal Service, parking, restaurants, office space, and condominiums.
   - Renovation work began on the new Depot in 2011 after a LOCATE task force recommended it be a transportation hub in 2002. The project was funded by a combination of federal sources, state bonds, and Ramsey County Railroad Authority levies. The total cost was $243 million.
   - The renovation was completed in 2012. The timeframe for completion was dictated by the SAFETEA LU funding sunset date.
   - The design/build contractor team consisted of Mortensen Construction, HGA, and URS. The project produced an estimated 4400 jobs.
   - The renovation had several challenges. At the last minute the FTA required track signalization. The weather interfered with construction with spring flooding and winter extreme temperatures.
   - Current and planned transportation providers are as follows: Metro Transit bus, Jefferson Lines, Casino shuttles, bicycle storage, Megabus, Greyhound Lines, Amtrak, ZipCar, Car2Go, Metro Transit Green Line LRT, bike trail, and Segway.
   - In 2014 the Depot achieved LEED Gold certification.
   - The Depot is planned to be a transportation hub for Ramsey County. Several transitway projects are in the pre-project development phase that will directly impact the Depot. The Gateway Corridor Gold Line BRT is proposed to connect Woodbury...
to the Depot in 2023 at an estimated cost of $485 million. The Riverview Corridor is proposed to connect MSP airport and MOA with the Depot in 2025 via either BRT, LRT, Streetcar, or DMU. The Rush Line is proposed to connect Forest Lake to the Depot in 2025 via either BRT, LRT, or DMU. Finally the Red Rock BRT Corridor is proposed to connect Hastings with the Depot at a cost of an estimated $44 million.

5. **Adjournment**
Max thanked the speakers and adjourned the formal business meeting at 1:06 PM. The meeting participants were invited to take a tour of the Depot and lasted approximately 45 minutes.

Respectfully submitted,

Scott Poska
2016 NCITE Secretary

Date: May 12, 2016
NCITE Section Meeting
Union Depot Update

May 10, 2016
History
Renovation
Challenges & Lessons Learned
Early Successes
Long-Term Vision & Future Plans
Question and Answer
Tour
History

1881-1913
Original depot and nine railroads

1914
Architect Charles Sumner Frost engaged

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 passengers

1971
Last passenger train

1974
National Register of Historic Places
History

1971-2005+
US Postal Services, parking, restaurants, office, condominiums.

2002:
LOCATE task force recommends site as transportation hub

2005-2009
RCRRA re-establishes the 33 acre Union Depot property.

2010
Design

2011-2012
Renovation
Renovation

“Achieving brand new 1924”

- 33-Acre Site with Multiple Stakeholders
- Multi-Modal Transportation Facility
- Design-Build Delivery with GMP
- Federal Stimulus Funding
- Existing Conditions Assessment
- Historic Building, Site and Train Deck Structure
- FHWA Section 106 Review Process
**Renovation**

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
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

Transportation Partners were many and varied.

Met Council completing the Green Line on 4th Street

Condominium residents

Restaurant operations

Construction timeline of less than two years
Early Successes

Transportation Providers and tenants have been added since the December 2012 opening.

Significant Events:
- Northern Spark
- President Obama visit
- CP Holiday train
- Train Days
- Doggie Depot
- VP Biden Visit
- Lowertown Pop
- Weekly programs

2012-2013
- Metro Transit bus
- Jefferson Lines
- Casino shuttles
- Bicycle storage

2014
- Megabus
- Greyhound Lines
- Amtrak
- ZipCar
- Car2Go
- Green Line LRT

2015-2016
- Office tenants
  - Lowertown Bike Shop
  - Bike Trail
  - Segway
Challenges & Lessons Learned

Signal Work

- Never as simple as anticipated
- Multiple stakeholders
  - FRA
  - Three Class Ones
  - RCRRA
- Weather
- Freight Traffic
Challenges & Lessons Learned

Multiple Agencies
Timeline
Historic building & site
Skilled Trades
Train Deck
Parking structure
Flood Plain
Mn/DOT Lafayette Bridge
Concrete
Retail spaces
Challenges & Lessons Learned

Historic Stair Case relocation – slow moving traffic!
Vision:
Working to provide transit services to meet changing needs for today and for succeeding generations by:

- Preserving rail corridors for future use
- Participation in regional planning initiatives
- Active collaborations with CTIB and other regional partners
Union Depot
Center of it all
Union Depot Transportation Options
Buses, Light Rail, Passenger Rail, Bikes, Peds, Taxi, Car Sharing
Current Status:
Environmental Analysis and Engineering

Cost:
To Be Determined

Mode:

Project Begins:
To Be Determined
Current Status:
Phase 1 Study (2017)
Cost:
$47 million (capital)
$6.6 million (operating)
Mode:
Service Begins:
To Be Determined
Transitway Corridors
Transitway Development Process

ONGOING PUBLIC AND STAKEHOLDER ENGAGEMENT

PRE-PROJECT DEVELOPMENT: 2-3 YRS
PROJECT DEVELOPMENT: 2 YRS
ENGINEERING: 2 YRS
CONSTRUCTION: 3-4 YRS

FEDERAL TRANSIT ADMINISTRATION DECISION POINT
Current Status:
Draft Environmental Impact Statement (2016)

Cost:
$485 million

Mode:
BRT

Service Begins:
2023
Current Status:
Pre-project Development Study (2016)

Cost:
To Be Determined

Modes (under consideration):
- BRT
- STREET-CAR
- LRT
- DMU

Service Begins:
2025
Current Status:
Pre-project Development Study (2016)

Cost:
To Be Determined

Modes (under consideration):

- BRT
- LRT
- DMU

Service Begins:
2025
Current Status:
Implementation Plan (Spring 2016)

Cost:
$44 million

Modes (under consideration):
BRT

Service Begins:
To Be Determined
Impact of Investment

- Transit is key to employees and employers alike
- Without a robust transit system the region is not competitive
- It's critical to connect the east metro
- Transit is a catalyst for sustainable economic development
Thank you