

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

April 20, 2010

The Ramsey County Regional Railroad Authority met with the following members present: Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 6. Absent: Bennett - 1. Also present were Julie Kleinschmidt, County Manager, and David MacMillan, Assistant County Attorney.

Chair McDonough called the meeting to order at 9:40 A.M.

## AGENDA

Commissioner Carter moved approval of the Agenda of the April 20, 2010 Board Meeting, seconded by Commissioner Reinhardt. Roll Call: Ayes – Parker, Reinhardt, Rettman, Carter, Ortega, McDonough – 6. Nays – 0.

## MINUTES

Commissioner Carter moved approval of the Minutes of the April 6, 2010 Board Meeting, seconded by Commissioner Rettman. Roll Call: Ayes – Parker, Reinhardt, Rettman, Carter, Ortega, McDonough – 6. Nays – 0.

Commissioner Carter announced to the Board that long time St. Paul civil rights leader Katie McWatt had passed away the previous day, on April 19, 2010. She will be remembered for her many contributions to the State, City and Community.

### 1. Approve Third Amendment to the Professional Services Agreement with AECOM USA, Inc for Union Depot Project Coordination Services

Commissioner Rettman moved approval of the following resolution, seconded by Commissioner Carter. Roll Call: Ayes – Parker, Reinhardt, Rettman, Carter, Ortega, McDonough – 6. Nays – 0. (R10-28)

WHEREAS, Ramsey County Regional Railroad Authority is developing the Union Depot concourse as a multi-modal transit hub; and

WHEREAS, Ramsey County Regional Railroad Authority entered into a contract with AECOM USA, Inc. to provide project coordination services for the Union Depot; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes the County Manager to approve and execute a contract amendment with AECOM USA, Inc. to extend the contract termination date to December 31, 2010, at no additional cost.

### 2. Union Depot Multi-Modal Transit and Transportaion Hub Update

Tim Mayasich, Director, Ramsey County Regional Railroad Authority (RCRRA), said after the Board authorized the contract with Mortenson Construction on January 12, 2010, Mortenson's team immediately went to work on the Union Depot project. Mortenson has worked closely with the staff of the RCRRA and Property Management and has adhered to their suggestions and direction. Both departments have been pleased and impressed with their progress to date.

Chair McDonough asked staff to provide a brief reminder of the project's timeline and the expectations as it moves forward.

Jolly Mangine, Director, Property Management, explained that the project is on a very tight schedule. The approach was to complete Phase I activities allowing for the completion of sufficient design to enter into a Phase II contract. Completion of Phase I is scheduled for September 28, 2010, however, Mortenson is ahead of schedule and may be able to return to the Board for Phase II contract approval in late August, a month earlier than planned. He said the overall timeframe is to complete the project no later than September

28, 2012 because of Federal eligibility guidelines for American Recovery and Reinvestment Act (ARRA) and Transportation Investment Generating Economic Recovery (TIGER) funding. Following today's presentation that will update the Board on the work done to-date, staff will return in two months to provide another update on design and development details and following that for approval of the Phase II contract.

(The Union Depot - Schematic Design Presentation is on file with the RCRRRA Office)

Dan Mehls, Director of the Union Depot Project, introduced himself to the Board saying he has been with Mortenson for 22 years, spent the majority of his career managing large public assembly and sports facilities and is excited to be on board with this project. He said his key partners, Michael Bjornberg with HGA Architects and Engineers and Greg Brown with URS, will assist him in today's presentation. The Design Build Team assembled by Mortenson consists of experts in train engineering, led by URS, and historic preservation, led by HGA Architects and Engineers along with several other partner companies. Mr. Mehls explained some of the processes involved to work through design, build consensus and engage the community: a neighborhood open house was held on February 23, 2010, which was well attended, and a second one will be held this evening; they have had media tours with Minnesota Public Radio (MPR), Finance and Commerce and WCCO; and a series of individual meetings with the Capital River Council have taken place.

Commissioner Ortega asked for the location of tonight's open house.

Mr. Mehls replied it is taking place at the Union Depot in the large conference room from 5:30-7:30 pm.

Mr. Mehls explained their efforts for Community Participation, including efforts to provide meaningful participation opportunities for women and people of color; small, women and minority owned businesses. They are fully engaged in implementing their Disadvantaged Business Enterprise (DBE) Program and they have currently exceeded their goal of 15% participation for DBE. For a firm to participate, they must be DBE certified by the Minnesota Unified Certification Program (MNUCP), Mn/DOT and Met Council at the time of contract award.

Mr. Mehls turned the presentation over to Michael Bjornberg to discuss the Public Art aspects of the project.

Michael Bjornberg, HGA, explained they are currently identifying an allocation for public art in the overall project budget. They are exploring historically and culturally significant art opportunities and are working with Public Arts St. Paul to help identify them.

Commissioner Carter mentioned that Public Arts St. Paul is going through a process, funded by the Central Corridor Funders Collaborative, in order to design Central Corridor's public art strategy, and she asked if he was connected into that work and if the Union Depot Project would be a part of collaborating with Public Art St. Paul for Central Corridor's designs.

Mr. Bjornberg said they are in communication with Public Art St. Paul but are not necessarily going to tie together the design details of each project. He said they are already in discussions about Central Corridor's impact on the Head House and front plaza.

Mr. Mehls said some of the partners relative to the design of the facility are Amtrak, Jefferson Lines, Greyhound, and Metro Transit (Light Rail Transit and buses). Ongoing communication has taken place to understand their program needs and how to incorporate them into the project. There are also various other potential tenants that will be engaged as they look for opportunities to lease out other portions of the building, and they have been engaging the community to seek their input as well.

Chair McDonough commented that conversations with the freight railroads have also been very positive.

Greg Brown, URS, said freight railroad negotiations can potentially be a lengthy process. However, Amtrak has been very cooperative and helpful in figuring out the complicated process of getting the trains to the Union Depot, and it has been a positive working relationship.

The team showed a brief animation of the Schematic Design plans for the Union Depot. It included the addition of an entrance along Kellogg Boulevard, which would also serve as a drop off/pick up area for vehicles.

Chair McDonough commented that a higher platform height at the back of the Depot was incorporated into the design plans to accommodate High Speed Rail.

Mr. Brown confirmed Chair McDonough's comment and said one of the constrictions they had with the historic element of the platform is that the clearance between the train deck and the bottom of the concourse was only about 18 feet, which is the minimum to accommodate an Amtrak train. Moving the Amtrak platform to the south end of the Concourse allowed for enough clearance.

Mr. Bjornberg discussed some more of the features and details of the design plans. He said the Plaza along 4<sup>th</sup> Street is a particular area of interest and is significant because of its symmetry, proportions and balance. The addition of the Kellogg Boulevard entrance would serve as the primary vehicular access, provide a drop-off/short term parking area, allow access to the deck and waiting room and provide new access to transit, bus, train and taxi. This addition is a key feature that they believe will add to the success of the Depot.

Mr. Brown added that the railroad deck, which is one of the largest infrastructure elements of the site, required an in depth structural review and assessment of its condition to assure that safe operations will be provided. Specifically, they are assessing the piling, the columns and the deck. They are anticipating significant reconstruction and rehabilitation on the southern extremity of the deck to support the future Amtrak and potential commuter rail lines. They are not as concerned about the north end of the deck, where bus traffic loads and lighter vehicles will be utilized, because it is in better condition. These loads are probably a bit less than the sand and asphalt that are there currently. They will have a report that summarizes this in depth, including precise cost estimates, in the next couple of weeks. He said this is clearly a big item of the County's investment in this project. They will also need to make modifications to the Kellogg/Sibley sidewalks and rearrange the traffic circulation at the bus ramp.

Chair McDonough clarified that when the Post Office bought the property they brought in two feet of sand as fill and put a layer of asphalt on top of the train deck so that their operations could run smoothly. The sand and asphalt will all be removed to allow train activity to return.

Mr. Bjornberg added that the Head House is the most architecturally significant aspect of the whole project. They are being very careful and mindful about its restoration and are looking at general repair and improvements. The waiting room/concourse area is the second most significant space in the Union Depot and they plan to restore it to what it was with careful insertion of the new elements. They have a draft of the historic structures report which tracks the history of railroads, St. Paul and the Union Depot building. He said they would provide each of the board members with a copy of it. There are many historical agencies involved in this project. They organized a recurring meeting with the State Historic Preservation Office (SHPO) for every three weeks that includes six to eight agencies at each meeting. So far, they have met six times and will continue to meet.

Mr. Brown gave an overview of the security plans. They include cameral surveillance, area lighting, emergency call buttons/phones, and vehicle access control. Also in the plans is the possibility of having a security/St. Paul Police kiosk in the building.

Mr. Bjornberg said they are pursuing LEED certification and will register the project as LEED certified. They are excited about the opportunities of saving energy on the project and using it as a model.

Mr. Mehls reported on the budget and schedule. He said they finished the schematic design estimate and they are right on budget. They also have some strategic alternates that will be carried through the project as they continue to add more to the building. The goal is to establish a Guaranteed Maximum Price (GPM) by the end of July so they can present it to the Board in August and proceed with construction. Mr. Mehls discussed the milestone goals of the project schedule such as mobilization, interior demolition and front plaza work that will take place in October of 2010. He also talked about the procurement schedule that includes multiple bid packages and contracts and plan to put bids out early for the front plaza and environmental work.

This concluded the Mortenson presentation.

Commissioner Parker asked if there are plans for public parking ramps for transportation users. She also commented on the new Kellogg Street entrance/drop-off and pick-up area and asked about the design plans for that side of the building.

Mr. Brown said there will be sufficient parking and ample spaces located at the under deck area and east of Broadway Street. They are focusing on making the drop-off and pick-up operations convenient and fluid.

Mr. Mehls said they will definitely clean and fix up the outside of the Head House.

Mr. Bjornberg added that the industrial feel of the building is part of the history. The plan is to make it elegant but to keep that historical element.

Commissioner Rettman said the Minnesota High Speed Rail (HSR) Commission has put a lot of investment in supporting HSR to end up at the Depot and suggested that the Mortenson team bring their presentation to the HSR Commission meeting to allow them to see the plans and have the information as well.

Commissioner Ortega suggested the presentation be taken to all of the corridor commissions to help solidify their partnership for this project.

Mr. Mehls said they would welcome the opportunity to present to the other groups. They are more than willing to show off the work that they have done for the past few months.

Chair McDonough agreed this would be beneficial and they will come up with a plan to prepare it. He said the Board has been extremely pleased with the work that has been done so far and they are confident the design team will continue to exceed the expectations.

#### ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned at 10:35 A.M.