

# RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

June 22, 2010

The Ramsey County Regional Railroad Authority met with the following members present: Bennett, Carter, Ortega, Parker, Reinhardt, Rettman, McDonough – 7. Absent: 0 Also present were Julie Kleinschmidt, County Manager, and Darwin Lookingbill, Director, Civil Division, County Attorney's Office.

Chair McDonough called the meeting to order at 9:53 a.m.

## AGENDA

Commissioner Bennett moved approval of the Agenda of the June 22, 2010 Board Meeting, seconded by Commissioner Parker. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, Bennett, McDonough – 7. Nays – 0.

## MINUTES

Commissioner Carter moved approval of the Minutes of the June 15, 2010 Board Meeting, seconded by Commissioner Parker. Roll Call: Ayes – Carter, Ortega, Parker, Reinhardt, Rettman, Bennett, McDonough – 7. Nays – 0.

### 1. Union Depot Multi-Modal Transit and Transportation Hub Update

Tim Mayasich, Director, Ramsey County Regional Railroad Authority (RCRRA), introduced the Union Depot update presenters: Dan Mehls, Union Depot Project Manager, Mortenson Construction, Leigh Rolfshus, Senior Project Architect, HGA, and Greg Brown, Senior Associate Civil Engineer, URS Corporation.

(The Union Depot presentation is on file with the RCRRA Office)

Dan Mehls, Mortenson Construction, emphasized that much work has taken place since they have started. He said over 130 individuals have been working through the design phase of the project. The design team has turned over the design development documents in preparation for the design development cost estimates, which will evolve into guaranteed maximum price. He reminded the Board of the project goals, which are 'to preserve and restore a historic Minnesota landmark to its original use as a multi-modal transportation hub for the Twin Cities' and 'to create economic viability for the Union Depot, Lowertown District, City of St. Paul and Ramsey County.

Mr. Mehls then highlighted the key points of the project schedule: they are on schedule and on budget; design development was completed on June 18, 2010 and detailed cost estimates are being prepared; Guaranteed Maximum Price (GMP) will be established in late July, 2010; they will present the GMP to the RCRRA on August 24, 2010 [it was later determined that Mortenson would present the GMP on September 14, 2010 because August 24 is not a Board meeting date]. A soft start for construction will begin either late this year or in January 2011. He explained that one of the factors that determine when they can begin is when the Post Office is able to turn over the deck. If they get it late this year, then they will start earlier. However, there is a lot of work they can do in the Depot in preparation for construction. Heavy construction will begin in 2011, with completion scheduled for 2012. The project team has given project updates to other interested parties, such as the Red Rock Corridor Commission, the Rush Line Task Force, the City of St. Paul, and will be presented to the High Speed Rail (HSR) Corridor Commission on July 1, 2010 and other groups as well. Neighborhood and media communications have been successful. A neighborhood open house was held on February 23 and April 20, and the next open house will tentatively take place in July 2010. Mr. Mehls also reported that they have exceeded the Phase I goal of 15% for the Disadvantaged Business Enterprise (DBE) Program and they are also exceeding the 18% minority and 6% female workforce goals for the project so far.

Commissioner Bennett asked if the Union Depot project team has worked with the Lafayette Bridge project engineers and designers because of the impact the bridge may have on the south end of the

Depot. He also commented on the plans for the north exit of the bridge and how commuters will be affected by the exit ramp changes and new connections to 7<sup>th</sup> street, Interstate 35E, and the path to the Depot.

Mr. Mehls agreed that coordinating with that project is important. An advantage they have is that Dan Brown, from URS, is not only one of the designers for the Lafayette Bridge project, but is also on the Union Depot project team.

Greg Brown, URS, said URS did the preliminary engineering and also the oversight for MnDOT on the final design of the Lafayette Bridge project. Design planning for this project was complex because of the different design options for the bridge and how it stems to the track alignment needs of the Depot project. Luckily, the Depot track alignments are workable with the bridge's different design scenarios.

Commissioner Carter asked if the future reports for the DBE goals would be coming from Mortenson, Property Management or the RCRRRA staff. She also asked about the established goals for utilization with the design build contract.

Jolly Mangine, Director, Property Management, said they are one month behind on those reports and he will forward them to the board. There are two types of reports, one that tracks the actual subcontracts as a percentage of the work, and the other tracks the outside utilization that tracks minorities and women, both skilled and unskilled.

Mr. Mehls said they have not yet established the goals for Phase II because they are still waiting for input from the Met Council and MnDOT.

Mr. Mangine implied that the DBE participation for Phase II is critical for the bid packages and they have been pressing to obtain this information from the Federal Transit Administration. Met Council will also help to develop the utilization goals.

Commissioner Parker asked for clarification on whether the Lafayette Bridge plans would restrict the number of tracks used for the Depot project and if this would limit the different rail lines coming into the Depot.

Mr. Brown said the bridge plans would not affect the rail lines. He said the yard could ultimately allow up to eight tracks, with currently six intended for intercity rail and two for HSR in the future. The different bridge options would not affect the Depot program plans.

Mr. Mehls briefly discussed HR&A's Economic Analysis and Development Potential Study of the Depot project's impacts on the Lowertown neighborhood, and mentioned the four guiding principles for development: Make it local (businesses); Make it beautiful (quality architecture); Make it connected (Lowertown, river, downtown); Make it transit oriented (focus on transit).

Mr. Brown referred to a map that highlighted the transit corridors and transportation modes being planned to come to the Depot. He said the space is perfect for rail and substantial enough to accommodate all of the modes. Additionally, arrangements are being made in the designs to make the major trail connections to the Depot as fluid as possible. The Depot will truly be a seamless transportation facility.

Commissioner Rettman asked for clarification of the trail connectivity between the Union Depot and the Bruce Vento, Trout Brook and Mississippi River Trails.

Mr. Brown clarified that the connection to the Sam Morgan Trail along the Mississippi River will be along Sibley Street, which will be enhanced and made more open by expanding its sidewalk width to 20 or 30 feet. Connection to the Bruce Vento and Trout Brook Trails will be made via an additional trail along the

north side of the train deck. Specific connections between the Depot property and those trails are still being developed.

Commissioner Bennett asked if a traffic flow pattern has been done for the Depot area.

Mr. Brown replied that they continue to work with St Paul's and Ramsey County's Public Works to fine tune the traffic implications primarily on Kellogg Boulevard. For example, for the designs on Kellogg, the focus is to have as many options as possible to enhance the flow. These new options include the Depot drop-off/pickup area on Kellogg to accommodate up to ten cars, a recommended median to be added on Kellogg, and the introduction of two protected left turns on Broadway to help facilitate the movement.

Leigh Rolfshus, HGA, presented the existing layouts and proposed designs for the front plaza, carriageway, Head House, and the waiting room.

Commissioner Bennett asked if any of the front plaza doors would be eliminated in the design plans.

Mr. Rolfshus said they are keeping and restoring all of the doors.

Mr. Brown presented the existing and proposed designs for the Sibley Kellogg corner, Kellogg Boulevard, platform interior and exterior, train deck, and the Second Street Bridge.

Chair McDonough asked when the Post Office is expected to turn over the train deck to the RCRRA, and if there is potential to obtain it earlier than expected to allow for early construction.

Steve Morris, Transit Project Manager, RCRRA, responded that they will have the train deck by December 31, 2010. The Post Office has the incentive to give us the property sooner, therefore we are hopeful to receive it a month or two earlier.

Commissioner Parker suggested the Mortenson Team present their preview/update to the Saint Paul Area Chamber of Commerce and the Saint Paul Riverfront Development Corporation.

Mr. Mangine relayed to the Board what to expect in the near future. He said the RCRRA would be back on August 24 [September 14] for the Phase II agreement. Prior to that, bid packages will be advertised and there will be pre-proposal meetings, which is work that will need to take place before the Phase II contract.

Chair McDonough thanked the team for the update. He said he continues to receive tremendous feedback nationally and internationally on the project team and the work that has been done. He is confident they will have a product that will work extremely well.

#### ADJOURNMENT

There being no further business, Chair McDonough declared the meeting adjourned at 10:50 a.m.