



Summary

Saint Paul Union Depot Phase II Analysis

Prepared for Ramsey County Regional Railroad Authority
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Introduction

The purpose of the Phase II study of Union Depot was to describe how several different modes of public transportation now serving, or proposed to serve, downtown St. Paul, Minnesota, can fit together in a thoughtfully designed multi-modal transit terminal located at Saint Paul Union Depot (see map illustrating location of Union Depot on Page 4). It follows a Phase I study that analyzed alternative locations for the multi-modal transit terminal and resulted in a preferred site location, that of St. Paul Union Depot. Union Depot offers the best opportunity for a facility that can meet the needs of the city, region and state, and enhance the role of St. Paul and the Twin Cities as a central place for the upper Midwest.

Although the opportunity for creative reuse of a significant architectural monument is an obvious benefit of this concept, in fact the proposed terminal would be a modern facility, incorporating today's and tomorrow's transportation modes in a thoroughly contemporary way. It is the combination of modern functionality and stirring architecture that makes the Union Depot multi-modal transit facility concept so appealing. Opportunities to use a new and busy Depot as a catalyst for redevelopment, and for exploitation of air rights, to complement and reinforce Downtown and Lowertown St. Paul make this an inspiring choice.

Concept

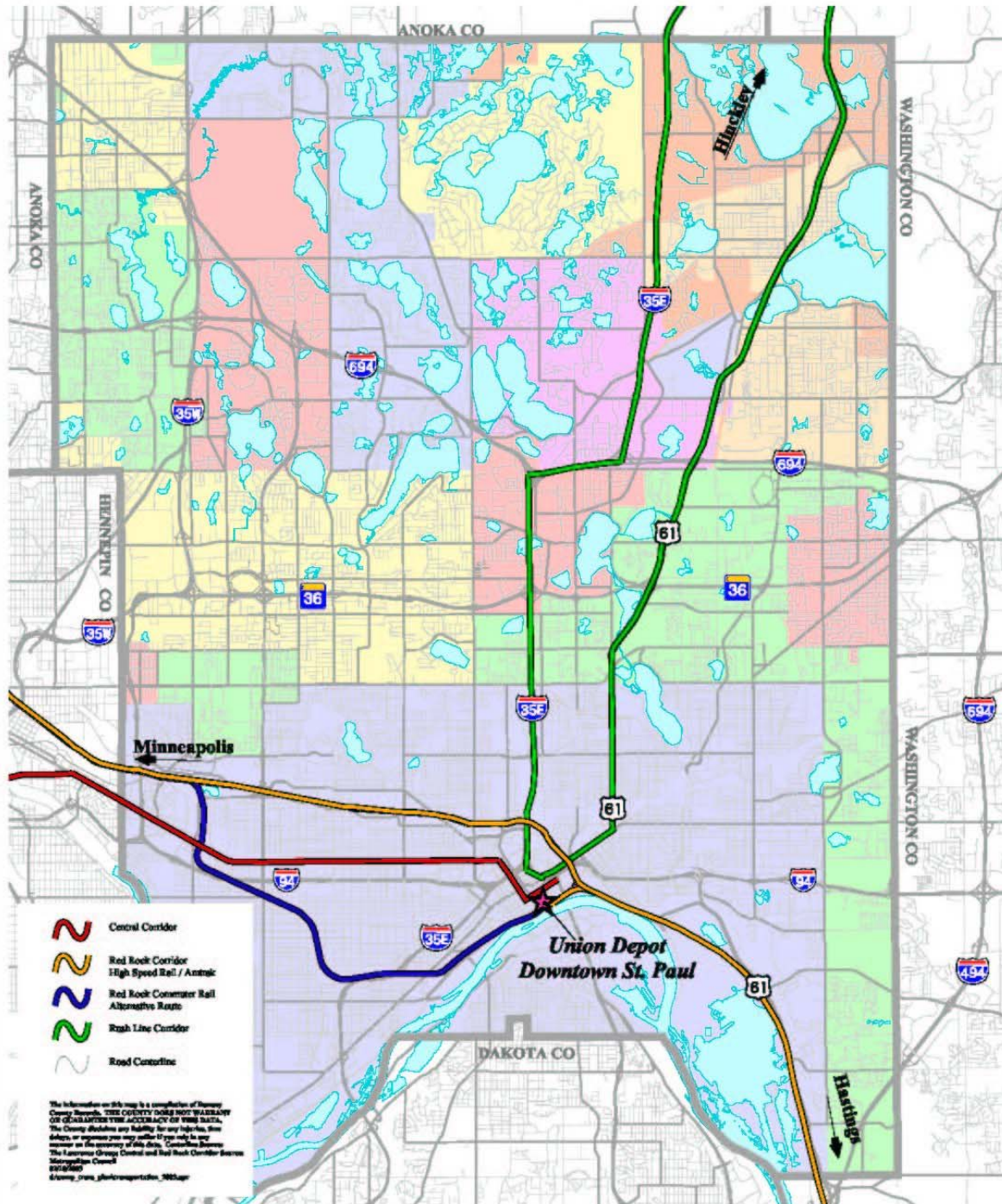
The general concept proposed for the reuse of Union Depot is to reestablish the former track level located between Kellogg Boulevard and Warner Road as the location for passenger railroad tracks and platforms, and to add to them tracks for Central Corridor light rail transit, and platforms and access for Metro Transit buses and intercity buses (Greyhound and Jefferson Lines).

The first new passenger tracks and platforms would initially be used to relocate existing Amtrak intercity operations from their Midway location; later, Red Rock Corridor and Rush Line Corridor platforms, trackage and commuter trains would be added, as would the proposed Midwest high speed trains to and from Chicago. The Concourse, the structure above the track level, would be rehabilitated and reconnected to the familiar



Downtown Saint Paul - Multi-Modal Facility Ramsey County

Prepared by Ramsey County Surveyor's Office, GIS Group



neoclassical Headhouse (lobby area) facing Fourth Street. The Concourse would be used for ticketing, baggage checking, and as a waiting room, with access to the train and bus platforms below by escalator, elevator and stairs. The Headhouse, currently in private ownership, could initially stay in private ownership and its present use, but eventually it too would be required for transportation purposes.

The former track area is used by the U.S. Postal Service for mail handling, truck circulation and employee parking. The Concourse is also Postal Service property, and is used for storage. This analysis assumes that the Postal Service functions will be relocated so that the multi-modal transit terminal can be established on this site.

Timing

While the initial reintroduction of transportation services into Union Depot might occur in a three to five-year period, it is recognized that the full flowering of commuter rail, light rail and high speed service may take decades.

A chart illustrating potential phases of implementation and steps to be undertaken in two year increments is provided beginning below.

PERIOD	STUDIES/ANALYSES and DESIGN	CONSTRUCTION	OTHER ACTIONS
2002-2004	• Complete locational analysis (Done) • Complete conceptual analysis (Done)		
2004-2006	• Begin Preliminary Engineering (PE)/Draft Environmental Impact statement (DEIS),the Federal environmental clearance process • Prepare schematic designs for facilities • Resolve any historic preservation issues • Incorporate redevelopment concerns and concepts into PE • Resolve railroad issues (see below)		• SAFETEA Earmark for Phase One • Advance right-of-way acquisition • Resolve Post Office Relocation issue • Begin Post Office Relocation • Put institutional structures and staffing in place for implementation of multi-modal terminal

PERIOD	STUDIES/ANALYSES and DESIGN	CONSTRUCTION	OTHER ACTIONS
2006-2008	• Complete PE/DEIS • Begin/Complete Phase One Final Design • Begin detailed joint development studies	• Issue Phase One Construction Bid Documents	• Apply/Obtain Federal Grant for Phase One Final Design and Construction • Complete Post Office relocation
2008-2010	• Complete Joint Development Concept for Phase One	• Construct Phase One	
2010-2012	• Resolve principal remaining railroad issues (east end grade separation)	• Construct first phase of joint development	• Inaugurate Phase One services at Union Depot • New Federal earmark for Phases Two and Three • Apply/Obtain Federal Grant for Phase Two Final Design and Construction
2012-2014	• Begin/Complete Phase Two Final Design	• Issue Phase Two Construction Bid Documents • Continued joint development construction	• Negotiate acquisition of
2014-2016	• Begin/Complete Final Design work for rehabilitation	• Construct Phase Two • Issue Bid Documents for rehabilitation • Continued joint development construction	• Inaugurate Phase Two services at Union Depot • Apply/Obtain Federal Grant for Phase Three Final Design and Construction
2016-2018	• Begin/Complete Final Design work for Phase Three	• rehabilitation • Issue Bid Documents for Phase Three • Begin Phase Three Construction • Continued joint development construction	• New Federal earmark or Phase Four (and other?) • Apply/obtain Federal Grant for Phase Four Final Design and Construction
2018-2020	• Begin/Complete Final Design work for Phase Four	• Complete Phase Three Construction • Issue Bid Documents for Phase Four Construction • Construct Phase Four • Continued joint development construction	• Inaugurate Phase Three and Four services at Union Depot

Costs

The overall cost to develop a multi-modal transit terminal at Union Depot, including track, signals, platforms for all rail and bus modes, eventual purchase of the Headhouse and Concourse, vertical circulation (elevators, escalators and stairs) and construction of passenger track connections and grade separations over the distance between Dayton's Bluff and Chestnut Street (see illustration on Page 8), if the project were to be committed and funded in its entirety today, providing for all modes and corridors, would be an estimated \$248 million. This figure excludes real estate purchases (estimated to be \$24 million) and costs for relocation of the Postal Service. The figure, expressed in year 2003 dollars, includes significant allowances for contingency, engineering, design and project management. It also reflects costs associated with the accommodation of various other transportation projects which might reasonably be considered a legitimate cost of those projects, rather than the cost of the terminal. This is a matter for public policy discussion.

Funding

Funding sources would be needed for both capital and operating costs of the multi-modal transit center. As mentioned previously, a large portion of the capital costs could be the responsibility of specific corridor projects. Various sources of capital funds are available at the federal, state, local and private level which are discussed in detail in the full report. A comprehensive funding plan will be prepared if preliminary engineering is undertaken for this project.

Conclusion

Senator Daniel Patrick Moynihan, discussing the new Pennsylvania Station project for New York City in his Foreward to Great American Railroad Stations, observed: "David Reisman once remarked that America is the land of the second chance. By God, here is one."

For Ramsey County and St. Paul, this is a moment of historic opportunity. The community is near a point of decision, one which it will, as Senator Moynihan noted about New York's Penn Station, have a "second chance" to take an underutilized historic masterpiece and fashion from it a modern, functioning, multi-modal transit facility that can meet the region's

Insert Port Authority Map

transportation needs today and tomorrow. Downtown St. Paul has everything to gain by bringing an exceptional combination of longer distance passenger trains, commuter rail, high speed trains, light rail, Metro Transit bus lines, and intercity buses together at its doorstep.