



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02138 - Bruce Vento Bridge

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 3:33 PM

Primary Contact

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Salutation First Name Middle Name Last Name

Title: Management Assistant III

Department: Parks and Recreation

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Address: 400 City Hall Annex
25 West 4th St.

***:** Saint Paul Minnesota 55102
City State/Province Postal Code/Zip

Phone:* 651-266-6417
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 400 CITY HALL ANNEX
25 W 4TH ST

***** ST PAUL Minnesota 55102
City State/Province Postal Code/Zip

County: Ramsey

Phone:* 651-266-6400
Ext.

Fax:

PeopleSoft Vendor Number 0000003222A15

Project Information

Project Name Bruce Vento Bridge

Primary County where the Project is Located Ramsey

Jurisdictional Agency (If Different than the Applicant):

This project will create a bridge to span existing BNSF and CP Railroad tracks to connect the Sam Morgan and Bruce Vento regional trails and the Bruce Vento Nature Sanctuary, together serving an estimated 676,000 visits annually, according to the latest Met Council sponsored estimates. This connection provides a safe crossing where no at-grade road/rail crossing is feasible. It will encourage more sanctuary and east side neighborhood visits, and further enable healthier walking and cycling lifestyles. With a challenging location, limited by road, rail and airport boundaries, the emerging design breaks through the site's constraints and delivers a one-of-a-kind, artfully engineered structure that will enhance this sensitive, highly valued sanctuary. Destined to become an iconic gateway to the neighborhood, Downtown and Union Depot areas, this bridge will create connections to other trails, parks, commercial and other jobs areas and concentrations of poverty.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The Bridge is designed to appear very thin, light and transparent, avoiding disrupting treasured views of the nearby limestone river bluff. To achieve this, the bridge is optimally located to span over Warner Road and the multiple rail lines adjacent to the sanctuary. By using a curved shape that is supported by a single suspension mast and cables, the bridge appears to hover over the railroad tracks. Located in the central part of the City of Saint Paul, near Hwy. 52, Lower Landing Park, Bruce Vento Nature Sanctuary, Indian Mounds Regional Park, the bridge is in a position to link all regional parks and trails in the city, as well as the planned Grand Round, a drivable, bikable, and walkable system of landscaped parkways that ring most of Saint Paul, providing more opportunities for exercise, and being outdoors in naturalized, green space settings.

The new bridge will be steel construction using a single mast support, supporting an array of 12 strong, high tension, twisted steel cables that will support the bridge, allowing an uninterrupted span of the railroad property in anticipation of increased rail development. Views of the bridges striking curves will be matched by spectacular views from the bridge into that sanctuary, across the river and into downtown Saint Paul creating a viewing destination connected to the many miles of the City's bike trail system and thousands of acres of parks and water bodies. The 12 wide trail surface on the bridge will use materials selected for weather resistant durability and easy maintenance.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

0.23

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

The Bruce Vento Regional Trail is part of the Regional Park System, Regional Parks Policy Plan (2013), p. 3-65 and Fig. 3-1, p. 3-67. The trail and bridge link area are also illustrated in the Draft Saint Paul Bicycle Plan, p. 32 and 33, and the Saint Paul Parks System Comprehensive Plan, Transp. Plan, p. T-18, and Parks and Recreation Plan, p. PR-32. Saint Pauls Great River Passage Master Plan also references the above plans on p. 133.

Connection to Local Planning

In March, 2009 the City Council adopted a complete streets policy, that promotes walking, biking and transit usage. Ultimately, combined existing and future bicycle trails are planned to total 348 miles of both on and off street facilities. This project meets goals in the Metropolitan Councils Thrive MSP 2040 Plan, pp. 25, 37, 67 and 70 . It conforms to the 2030 Transportation Policy Plan, Ch. 9, p. 168, and the 2030 Water Resources Management Policy Plan (2005), Reg. Framework for Accommodating Growth, Pol. 2, p. 6.

Project Funding

Are you applying for funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	State, Metro Council, City of Saint Paul
Federal Amount	\$5,500,000.00
Match Amount	\$4,500,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$10,000,000.00
Match Percentage	45.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	State bonding, regional Legacy funds, Met Council.
Preferred Program Year	
Select one:	2019

Project Information

County, City, or Lead Agency	City of Saint Paul
Zip Code where Majority of Work is Being Performed	55106
(Approximate) Begin Construction Date	04/02/2018
(Approximate) End Construction Date	10/31/2019

LOCATION

From:
(Intersection or Address) Warner Rd. & Mclean Ave. extended southerly

*Do not include legal description;
 Include name of roadway if majority of facility
 runs adjacent to a single corridor.*

To:
(Intersection or Address) Southerly from Mounds Blvd. & Short St.

Type of Work Grading, aggregate, lighting, guardrail, bicycle path, ramps, bridge, steel, concrete, carpentry, landscaping and electrical.

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

**BRIDGE/CULVERT PROJECTS
 (If Applicable)**

Old Bridge/Culvert?	No
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	NA

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$450,000.00
Removals (approx. 5% of total cost)	\$450,000.00
Roadway (grading, borrow, etc.)	\$500,000.00
Roadway (aggregates and paving)	\$500,000.00
Subgrade Correction (muck)	\$250,000.00
Storm Sewer	\$0.00
Ponds	\$100,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$25,000.00
Striping	\$10,000.00
Signing	\$25,000.00
Lighting	\$100,000.00

Turf - Erosion & Landscaping	\$65,000.00
Bridge	\$4,900,000.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$25,000.00
RR Crossing	\$100,000.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$7,500,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$700,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$100,000.00
Pedestrian Curb Ramps (ADA)	\$25,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$50,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$25,000.00
Bicycle and Pedestrian Contingencies	\$1,600,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,500,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$10,000,000.00
Construction Cost Total	\$10,000,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

Check the box to indicate that the project meets this requirement. Yes

5. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

Check the box to indicate that the project meets this requirement. Yes

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

Check the box to indicate that the project meets this requirement. Yes

4. Seventy percent of the project cost must fall under one of the following eligible activities:

Check the box to indicate that the project meets this requirement. Yes

For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

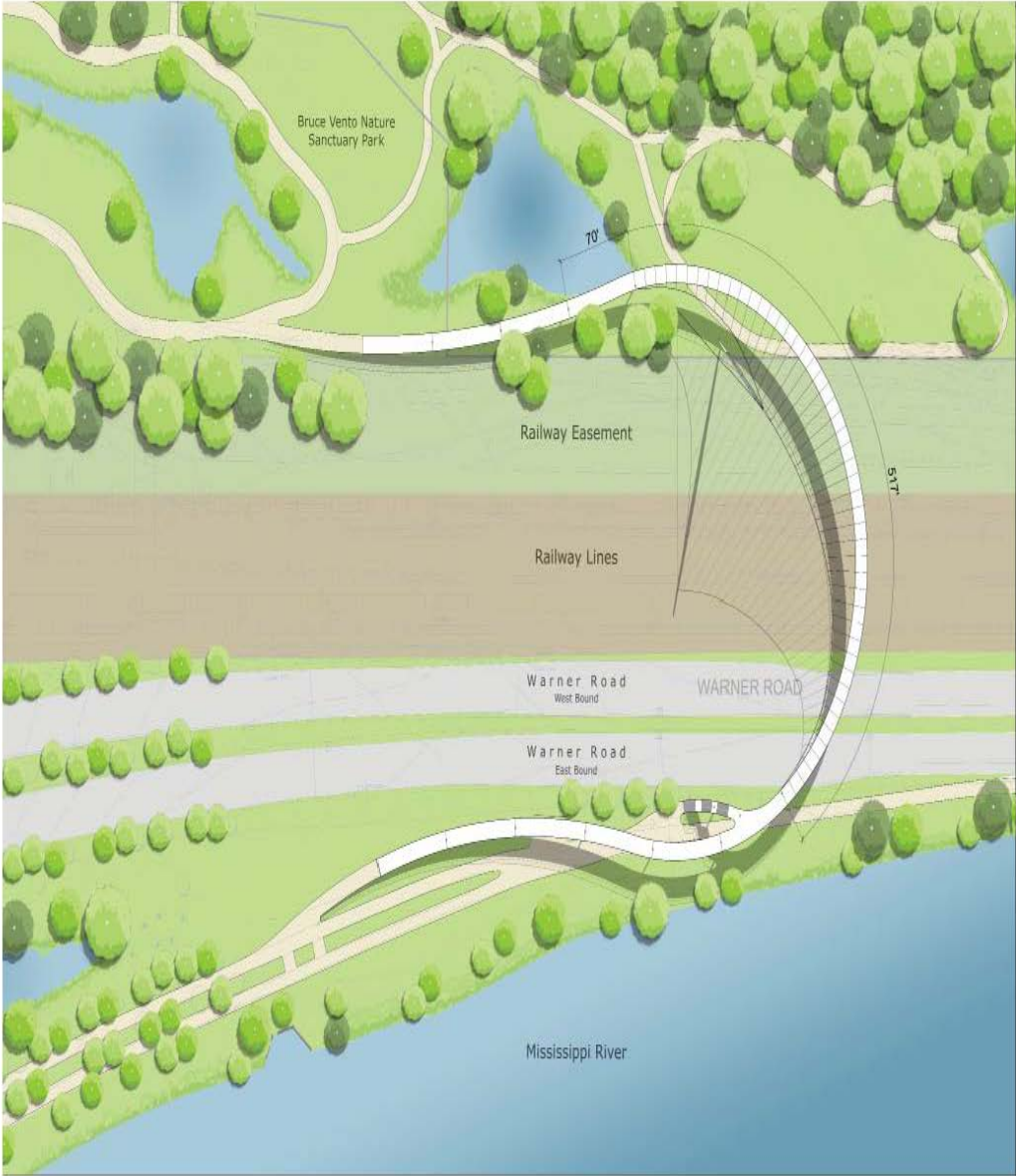
Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments



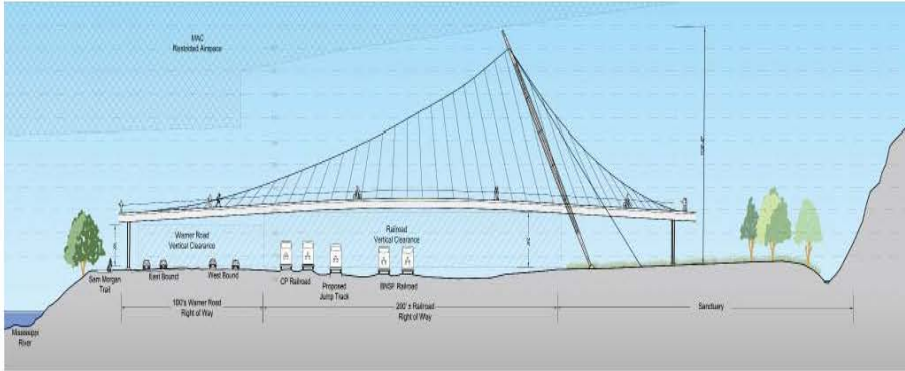
Rendered bridge model

7.4 MB

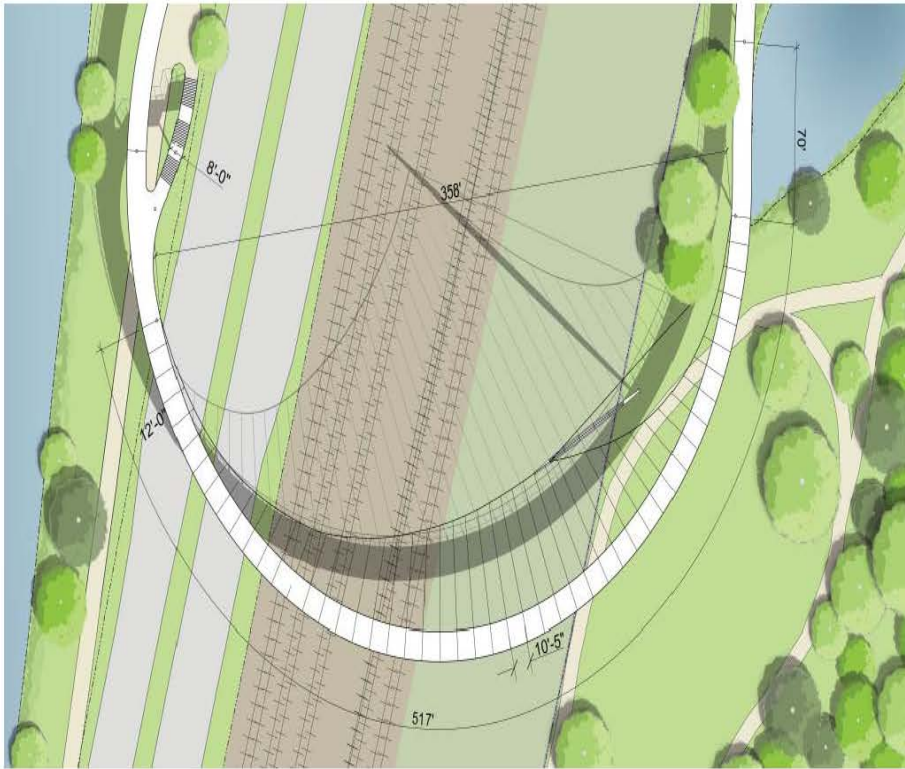


Plan

Concept plan
95 KB



Detail section



Plan

File Name	Description	File Size
Bruce Vento Bridge Council Res Legislation Details (With Text).pdf	City Council resolution	96 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan

Upload Map BV bridge RBTN & major barriers map.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 23213

Existing Employment Within One Mile (Integer Only) 33950

Completed by Metropolitan Council Staff

Total Project Cost \$10,000,000.00

Cost Effectiveness for Population \$430.79

Cost Effectiveness for Employment \$294.55

Upload Map BV Bridge Pop Map.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty Yes

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Response (Limit 1,400 characters; approximately 200 words)

This project positively impacts low-income populations, people of color, children, people with disabilities, and the elderly. It improves Park and Trail bicycle and pedestrian access to the Nature Sanctuary, the Lowertown Ballpark and Downtown. It provides a safer, accessible, attractive, high visibility connection that helps to mitigate lack of access to regional parks and trails with a comprehensive solution. The existing 4 lane road (Warner Rd./Hwy 36) and approximately 283 feet of parallel BNSF and Soo Line railroad tracks are a significant access barrier to the Nature Sanctuary and the East Side neighborhood with no other nearby bike/ped crossing from the Samuel H. Morgan Trail for ¾ of a mile toward downtown Saint Paul and over 1½ miles to the south. The bridge ramps will connect to existing parks and trails a safe distance above and away from transportation barriers. Given its location, it will also allow for expansive views up and down the Mississippi River, the Bruce Vento Nature Preserve (a regional park facility in development), and the distinctive, high bluffs of Indian Mounds Regional Park. The entire span and approaches will be designed to meet the Americans with Disabilities Act (ADA) standards, gently rising, curving and descending back to level grades. The bridge will likely become a scenic destination with its location, links, vistas and design.

Upload Map

BV bridge socio,econ map.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
City of Saint Paul	0.23
	0

Total Project Length

Total Project Length 0.23

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
City of Saint Paul	0.23	0.23	98.0	1.0	98.0
		0	98	1	98

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.23
Total Housing Score	98.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

Response (Limit 1,400 characters; approximately 200 words)

This crucial connection will forge a link between major regional trails, the Sam Morgan and Bruce Vento trails, as well as other. As it bridges the 4 50 MPH lanes of Warner Road, and the 5 Soo Line and BNSF Railroad tracks adjacent, landing in the Bruce Vento Nature Sanctuary, the bridge will link to the City bike lane system including links to downtown, lower river, East 7th St, and the I-94 from White Bear Ave., to McKnight Road business areas, bike commuter access to jobs producing areas will be significantly enhanced . This is not an otherwise safely passable span, and has no current crossing facilities or official designations. This dangerous area amounts to a linear span of around 400 feet. Given its location and links, it will be well placed to fill a gap that also leads to other regional park and trail facilities in other jurisdictions, such as Ramsey and Dakota Counties. The City of Saint Paul is currently working on the Harriet Island to South St. Paul Mississippi River Trail link with Dakota County. This link, once complete will fill a major gap between Dakota County and Saint Paul bike trails, connecting across the Mississippi River to bridge regional trail links.

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

This bridge project will correct existing deficiencies and safety concerns by providing pedestrian and bicycle trail commuter links to jobs producing and entertainment areas via a bridge facility that safely spans both a 4 lane highway and multi-track railroad lines, into a regional park facility, From the Sam Morgan Regional Trail to the Bruce Vento Regional Trail via the Bruce Vento Nature Sanctuary with a much shorter, and more efficient route. The bridge will be designed to meet current safety and ADA regulations and standards, while providing panoramic vistas of the Mississippi River, the bluffs of Indian Mounds Regional Park and downtown Saint Paul. Without this bridge, there is no other similar safe, or ADA accessible connection - other options are very limited, more costly or not feasible.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	70
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	21, 53, 54, 61, 63, 64, 68, 70, 71, 74, 94, 262, 265, 275, 285, 294, 350, 351, 353, 355, 361, 364, 365, 375, 417, 452, 480, 484, 489, 860
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	Robert Street BRT, East 7th Street BRT
Upload Map	BV bridge Transit Connections Map.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	309347.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	1.5797303E7
Transitway Ridership Indirectly Connected	4684800.0

Measure B: Pedestrian Connections

This bridge will cross a major pedestrian connection barrier consisting of a 4 lane highway, and 5 sets of railroad tracks. There is no direct connection in this area to get people safely across those facilities. The bridge will safely span those barriers with 2 at grade landing points, 1 on Warner Road connected to trails along it, and the other in Bruce Vento Nature Sanctuary with inter-connecting trail, parkway and sidewalk system links to Downtown and other commercial, mixed use and entertainment areas. These areas include the downtown, the redeveloping Lowertown area with the Lowertown Ballpark as the center piece of a renaissance of the area, East 7th Street, and south of the river and adjacent to the Saint Paul airport via the Wabasha and Robert Street bridges.

Response (Limit 1,400 characters; approximately 200 words)

This area is called out and as a Corridor for Study in the adopted City of Saint Paul Comprehensive Plan, Parks and Recreation Plan section, under Strategy 6: Connect the Entire City, Equitable Access to Parks and Programs, in Figure PR-F. Priority Trail Connections, page PR 32. There is also a regional trail connection proposed for this area and illustrated in the same document, Appendix PR-B, Figure PR-1: Proposed Saint Paul Regional Parks and Trails. There is also extensive support for bike and pedestrian trails in the Transportation Plan component, including the same map on Page T-18.

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

This project is a centrally located as a bike and pedestrian bridge link to numerous transit modes, major regional bike commuting trails, and routes and parking for vehicles. Bike and pedestrian trail links include the Bruce Vento and Sam Morgan Regional Trails, the downtown network of trails, including the recently renovated Union Depot which connects train, light rail transit, bike, sidewalk, and auto, and Johnson Parkway bike trails, part of the City's Grand Round. When complete, the Grand Round will connect the bridge with the rest of the City, providing a multitude of trail travel and commute options, similar to the Grand Rounds in Minneapolis. These routes lead to jobs producing commercial areas in the central and east central parts of the City Saint Paul. Hundreds of thousands of uses of these trails already occur annually, and many more are likely when this important link is established. In addition, planning is underway for the Harriet Island to South St. Paul Mississippi River Trail (MRT), which could bring even more bike commuter traffic to the bridge area.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

Yes

50%

Document not started

0%

Anticipated date or date of completion/approval

01/01/2018

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

Yes

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

07/01/2015

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

Yes

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

01/01/2016

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

Yes

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

01/01/2016

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion

01/02/2017

9)Letting

Anticipated Letting Date

09/04/2018



Legislation Details (With Text)

File #: RES 14-1921 **Version:** 2 **Name:**
Type: Resolution **Status:** Passed
In control: City Council
Final action: 11/12/2014

Title: Authorizing the Department of Public Works to prepare and submit project applications into the Metropolitan Council's Regional Solicitation Process for potential federal funding for projects in years 2018 and 2019, and to commit the local funding match requirement if the Department is awarded the federal funding.

Sponsors: Kathy Lantry

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
11/17/2014	2	Mayor's Office	Signed	
11/12/2014	1	City Council		

Authorizing the Department of Public Works to prepare and submit project applications into the Metropolitan Council's Regional Solicitation Process for potential federal funding for projects in years 2018 and 2019, and to commit the local funding match requirement if the Department is awarded the federal funding.

WHEREAS, the Metropolitan Council has released its Regional Solicitation for project applications for potential federal funding in years 2018 and 2019, and

WHEREAS, the Department of Public Works is proposing to submit ~~six~~ seven project applications into the Metropolitan Council's Regional Solicitation process, and

WHEREAS, the ~~six~~ seven project applications being proposed are:

- Replacement of the Kellogg Boulevard/3rd Street Bridge #62080
- Trout Brook Road Extension from Prince Street to Lafayette/Kittson
- Pierce Butler East Extension Ph. II - Arundel to east of Western
- Margaret Street Bicycle Boulevard - Forest Street to McKnight Road
- Rehabilitation of Indian Mounds Park Trail - T.H. 61 to Bruce Vento Trail
- Saint Paul Downtown Traffic Signal Enhancements Program
- The Samuel H. Morgan to Bruce Vento Nature Sanctuary Bicycle and Pedestrian Bridge, and

WHEREAS, if any of the above named projects get selected to receive federal funding the City is prepared to commit to a local funding match of 20% of the total project(s) cost which is a requirement to securing the federal funds, and

WHEREAS, the Mayor, pursuant to Section 10.07.1 of the Charter of the City of Saint Paul, does certify that there will be funds made available for appropriation in future Capital Improvement Budgets if federal funds are awarded to any of the projects listed above; so

THEREFORE BE IT RESOLVED, by the Council of the City of Saint Paul to authorize the Department of

Public Works to prepare and submit project applications for federal funding through the Metropolitan Council's Regional Solicitation Process as referenced in this resolution, and

BE IT FURTHER RESOLVED, by the Council of the City of Saint Paul that local funding will be made available as a match to any and all federal funds that are awarded to any of the projects referenced in this resolution. These funds will be identified and made available in future years capital improvement budgets.

RBTN Evaluation and Major Barriers

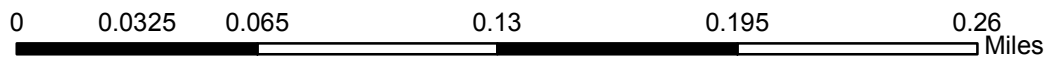
Multiuse Trails and Bicycle Facilities Project: Bruce Vento Regional Trail Bridge | Map ID: 1415395350511

Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- RBTN Tier 1
- RBTN Tier 2
- Principal Arterials
- Minor Arterials
- Railroads



Created: 11/7/2014
LandscapeRSA1



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Population Summary

Multiuse Trails and Bicycle Facilities Project: Bruce Vento Regional Trail Bridge | Map ID: 1415395350511

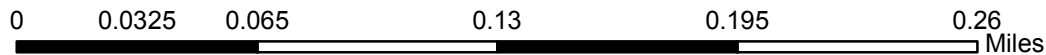
Results

Within ONE Mile of project:
Total Population: 23213
Total Employment: 33950



Project School

2010 TAZ



Created: 11/7/2014
LandscapeRSA4



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

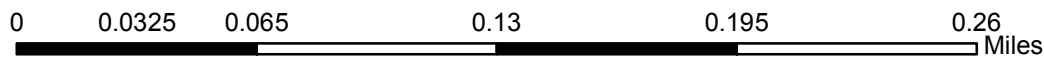


Results

Project **IN** a racially concentrated area of poverty.



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



Created: 11/7/2014
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Transit with a Direct Connection to project:
70

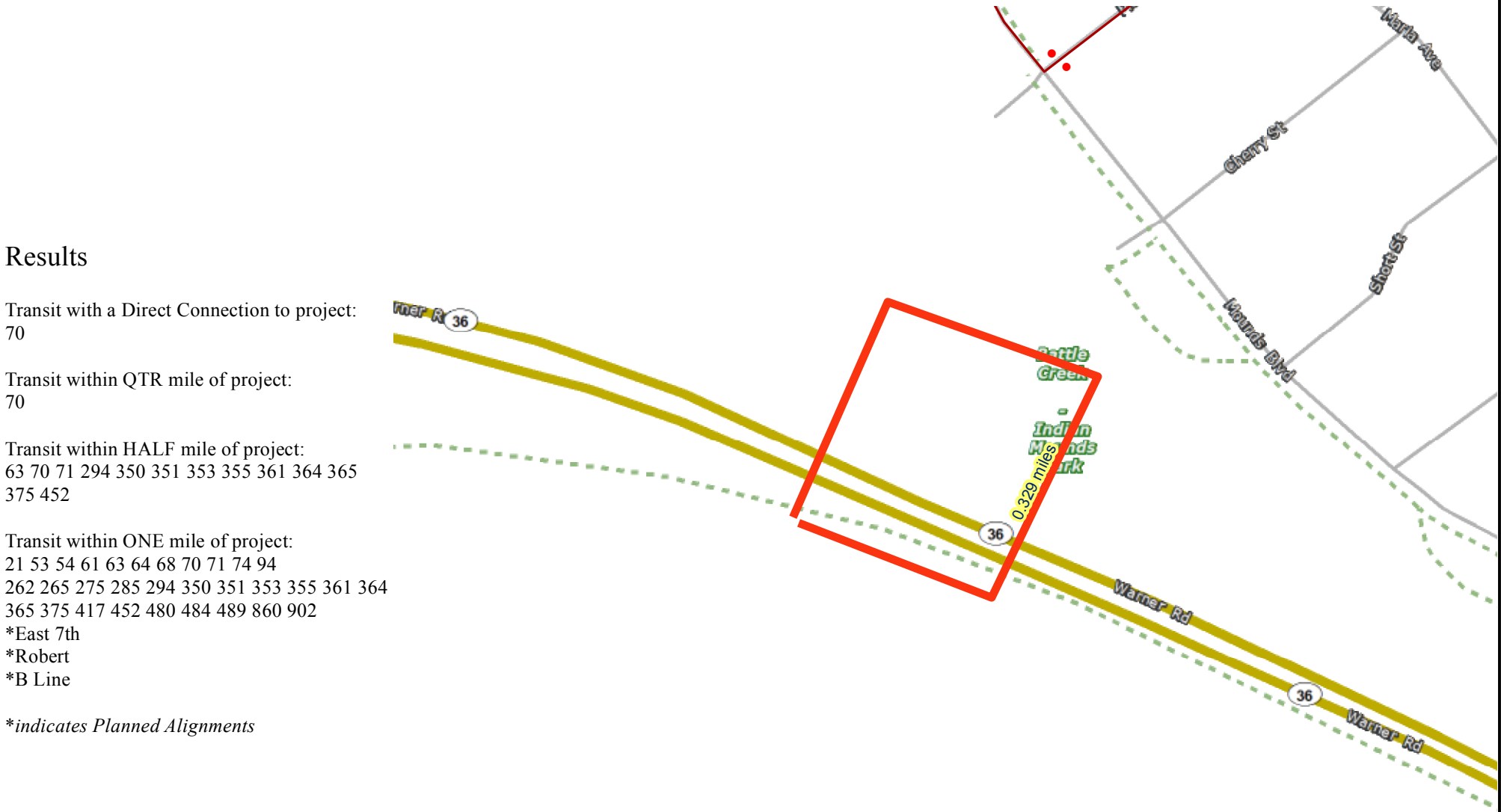
Transit within QTR mile of project:
70

Transit within HALF mile of project:
63 70 71 294 350 351 353 355 361 364 365
375 452

Transit within ONE mile of project:
21 53 54 61 63 64 68 70 71 74 94
262 265 275 285 294 350 351 353 355 361 364
365 375 417 452 480 484 489 860 902

- *East 7th
- *Robert
- *B Line

**indicates Planned Alignments*



Project Transit Routes

Active Stop

