



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05260 - Fish Hatchery Trail Reconstruction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 1:45 PM

Primary Contact

Name:* Kathleen Angelo
Salutation First Name Middle Name Last Name

Title: Senior Landscape Architect

Department: Parks and Recreation

Email: kathleen.anglo@ci.stpaul.mn.us

Address: 25 West 4th Street
400 CHA

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

Phone:* 651-266-6368
Phone Ext.

Fax: 651-292-7405

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: DEPT OF PUBLIC WORKS-CITY HALL ANNEX
25 W 4TH ST #1500

* ST PAUL Minnesota 55101
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-9700
Ext.
Fax:
PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name Fish Hatchery Trail Reconstruction
Primary County where the Project is Located Ramsey
Jurisdictional Agency (If Different than the Applicant):

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

Fish Hatchery Trail is part of the Battle Creek, Pig's Eye, and Indian Mounds Regional Park system. This project will reconstruct 1.56 miles of bituminous trail from pedestrian bridge #96093 on US 61/10 in Battle Creek Regional Park to pedestrian bridge #62084 over Warner Road. A portion of this reconstruction includes .5 mile of the Sam Morgan Regional Trail from Fish Hatchery Road to the pedestrian/bike bridge #62084. This off-road trail was constructed in 1986 and provides a critical connection for users on the east side of St. Paul and eastern suburbs to St. Paul's Grand Round, downtown St. Paul, the Union Depot, and destinations west. The regional park and trail facilities that this trail connects facilitated the following visits in 2014: Battle Creek Regional Park -674,000 visits; Indian Mounds Regional Park - 373,000 visits; and Sam Morgan Regional Trail- 443,000 visits. This trail provides the only barrier-free bike and pedestrian connection under US 61/10 between I-494 and I-94. The closest crossing of US 61/10 in St. Paul is 1.2 miles to the north at the signalized intersection with Burns Avenue where users must cross 8 lanes of traffic. AADT of US 61/10 in this location is 38,000 vehicles.

The trail has had minimal improvements in the past 30 years and is sorely in need of replacement, especially the portion along US 61/10. Large lateral cracks have formed and half of the trail pavement width has sloughed off down the steep slope to the west. Temporary repairs have been made to make the trail passable, but a complete reconstruction is needed to mitigate poor subsoils and erosion from water run-off from US 61/10. Other areas of the trail have large potholes and undulations due to poor subsoils. The scope of work includes removal of the existing bituminous trail, soil remediation, stabilization, retaining walls, and erosion control along US 61/10, new bituminous trail, wayfinding, landscape restoration, and site amenities.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Reconstruct off-street multi-use trail and wayfinding signage.

Project Length (Miles)

1.56

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$1,801,600.00

Match Amount

\$450,400.00

Minimum of 20% of project total

Project Total

\$2,252,000.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency

City of Saint Paul

Zip Code where Majority of Work is Being Performed

55119

(Approximate) Begin Construction Date

06/01/2020

(Approximate) End Construction Date

10/30/2020

Name of Trail/Ped Facility:

Fish Hatchery Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:

(Intersection or Address)

Bridge #96093 on US 61/10.

To:

(Intersection or Address)

Bridge #62084 over Warner Road

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work

Grading, bike path, signage, trail amenities, landscaping

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$90,000.00
Removals (approx. 5% of total cost)	\$90,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$84,000.00
Storm Sewer	\$17,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$30,000.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$28,000.00
Bridge	\$0.00
Retaining Walls	\$280,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$28,000.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
Totals	\$647,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,196,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$67,000.00
Bicycle and Pedestrian Contingencies	\$270,000.00
Other Bicycle and Pedestrian Elements	\$36,000.00
Totals	\$1,569,000.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$2,216,000.00
Construction Cost Total	\$2,216,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

2040 Transportation Policy Plan: 7:15: Critical Transportation Links; 7.24: Reconstruction of Existing Facilities. This project is a reconstruction of a Tier 1 alignment within the Regional Bicycle Transportation Network. This segment also circumvents the barrier of US 61/10 via a tunnel under US 61/10.

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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:

Battle Creek Regional Park, Joint Master Plan for Development, 1981. Saint Paul Comprehensive Plan, Transportation Chapter, pg. T5. Saint Paul Bicycle Plan, pg. 97.

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5.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

6.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

7.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. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

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

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

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

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

10.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

11.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

12.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

13.The project applicant must send written notification regarding the proposed project to all affected state and local 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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3.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.

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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, city or regional parks implementing agency plan.

Upload Map 1468594866546_Bike Corridors Map2.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 30354

Existing Employment Within One Mile (Integer Only) 5609

Upload the "Population Summary" map 1468594896906_Population Summary Map2.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

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

Yes

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:

The Fish Hatchery Trail is a critical bicycle and pedestrian connection to an area that has census tract above the regional average for population in poverty and population of color and provides a barrier free crossing of US 61/10 in St. Paul. The closest crossing of US 61/10 in St. Paul is 1.2 miles to the north at the signalized intersection with Burns Avenue where users must cross 8 lanes of traffic. AADT of US 61/10 in this location is 38,000 vehicles.

Response (Limit 2,800 characters; approximately 400 words)

The Battle Creek-Highwood neighborhood directly to the east of US 61/10 is comprised of 60% people of color. There is also a direct connection to a Park and Ride for routes 351 and 365 at US 61 and Lower Afton Road. This trail provides a direct connection to Sam Morgan Regional Trail, which takes users to employment opportunities in downtown St. Paul or to make transit connections at the Union Depot.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1466454980515_Map1.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Saint Paul	1.56
	2

Total Project Length

Total Project Length (Total Population) 1.56

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.56
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or 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

The Fish Hatchery trail is a RBTN Tier 1 alignment and currently serves as the only barrier free bicycle and pedestrian crossing of US 61/10 (38,000 ADT) in St. Paul. US 61/10 is a four lane highway with a speed limit of 60 MPH and a large barrier for pedestrians and bicyclists moving between the eastern suburbs, the east side of St. Paul, and downtown St. Paul. The trail also connects Battle Creek, Pig's Eye, and Indian Mounds Regional Parks and the Sam Morgan Regional Trail (another RBTN Tier 1 alignment). The next closest crossing of US 61/10 (38,000 ADT) is an at-grade crossing of 8 lanes of traffic 1.2 miles to the north at the intersection of Burns Avenue where one (1) pedestrian crash was reported between 2010-2014. No other crash data is reported for this segment since it is an off-road facility.

Response (Limit 2,800 characters; approximately 400 words)

The closest barrier free crossing is 3.25 miles to the south at Bailey Road. The Bailey Road trail crossing connects to the west side of the Mississippi River in this location and does not provide a direct connection to the above regional facilities in St. Paul.

Currently a portion of the trail along US 61/10 has long lateral cracking and is sloughing off down a steep embankment. Temporary repairs have allowed the trail to remain open, but reconstruction is necessary to mitigate erosion from US 61/10 run-off. If permanent repairs are not made, closing the trail will have an adverse effect on bicycle and pedestrian transportation between the eastern suburbs, the east side of St. Paul, regional park facilities, and the downtown business district.

Measure B: Project Improvements

Response (Limit 2,800 characters; approximately 400 words)

There have not been any documented crashes involving bicycles and pedestrians within the project area because this is an off-road facility that provides a barrier free crossing of US 61/10 (38,000 ADT) in St. Paul. Should this trail be closed, users would be forced to cross 8 lanes of traffic at the Burns Avenue intersection, where one (1) reported pedestrian crash occurred between 2010-2014. The existing trail provides the safest route for bicyclists and pedestrians between the east side of St. Paul, eastern suburbs, downtown St. Paul, and regional facilities of Battle Creek, Pig's Eye, and Indian Mounds Regional Parks and the Sam Morgan Regional Trail. It also provides direct access to a barrier free crossing over Warner Road to Indian Mounds Regional Park and the Grand Round. The next barrier free crossing is 3.25 miles to the south at Bailey Road. The Bailey Road trail crossing connects to the west side of the Mississippi River in this location and does not provide a direct connection to regional facilities in St. Paul.

Measure A: Multimodal Elements

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

This off-road trail provides a barrier free crossing of US 61/10 for bicyclists and pedestrians and connections to a park and ride facility at Lower Afton Road and Highway 61 with services on Routes 361 and 365 to Cottage Grove. It also provides a direct connection to a barrier free crossing of Warner Road at Indian Mounds Regional Park. If the trail were to be closed due to disrepair, it would greatly impact barrier free access for those living east of US 61/10 to downtown St. Paul.

Transit Projects Not Requiring Construction

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

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 03/29/2019

3) Environmental Documentation (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent
 50%

Document not started Yes
 0%

Anticipated date or date of completion/approval 09/02/2019

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

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

80%

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

40%

Unsure if there are any historic/archaeological resources in the project area

0%

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

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received Yes

100%

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

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9) 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

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

12/20/2019

10) Letting

Anticipated Letting Date

05/15/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$2,216,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,216,000.00

Points Awarded in Previous Criteria

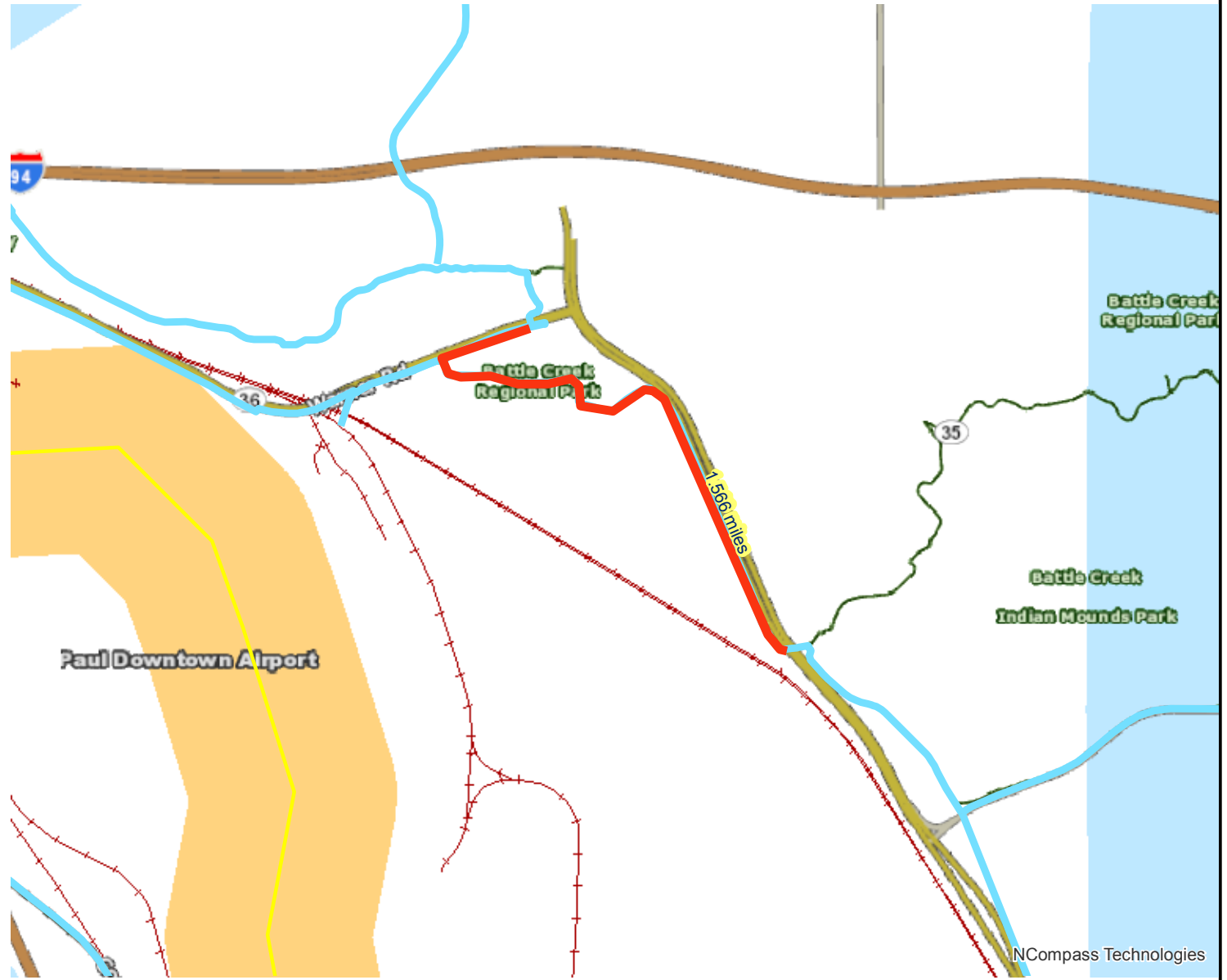
Cost Effectiveness \$0.00

Other Attachments

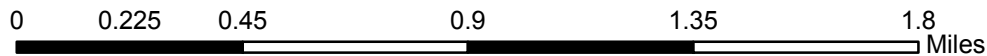
File Name	Description	File Size
4f negative Declaration_signed.pdf	4F Negative Declaration Letter	227 KB
7-15-2016 City of St. Paul K Anglo Fish Hatchery Trail_DNR.pdf	MnDNR Letter of Support	115 KB
Fish Hatchery Trail MnDOT letter of support.pdf	MnDOT Letter of Support	107 KB
Fish Hatchery Trail to Battle Creek_Ramsey County.docx	Ramsey County Letter of Support	106 KB
Fish Hatchery_Grant Map.pdf	Project Location Map	631 KB
RES 16-1053 SignatureCopy12-Jul-2016-03-18-08.pdf	Resolution to apply and provide matching grant funds.	118 KB

Project to RBTN Orientation

Multise Trails and Bicycle Facilities Project: Fish Hatchery Trail Reconstruction | Map ID: 1468590690575



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- - - Railroads
- RBTN Tier 1
- RBTN Tier 2



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LandscapeRSA1



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



NCompass Technologies

Population Summary

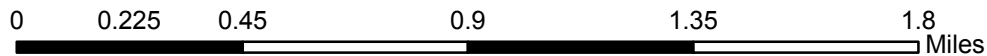
Multiuse Trails and Bicycle Facilities Project: Fish Hatchery Trail Reconstruction | Map ID: 1468590690575



Results

Within ONE Mile of project:
 Total Population: 30354
 Total Employment: 5609

- Project
- 2010 TAZ



Created: 7/15/2016
 LandscapeRSA4

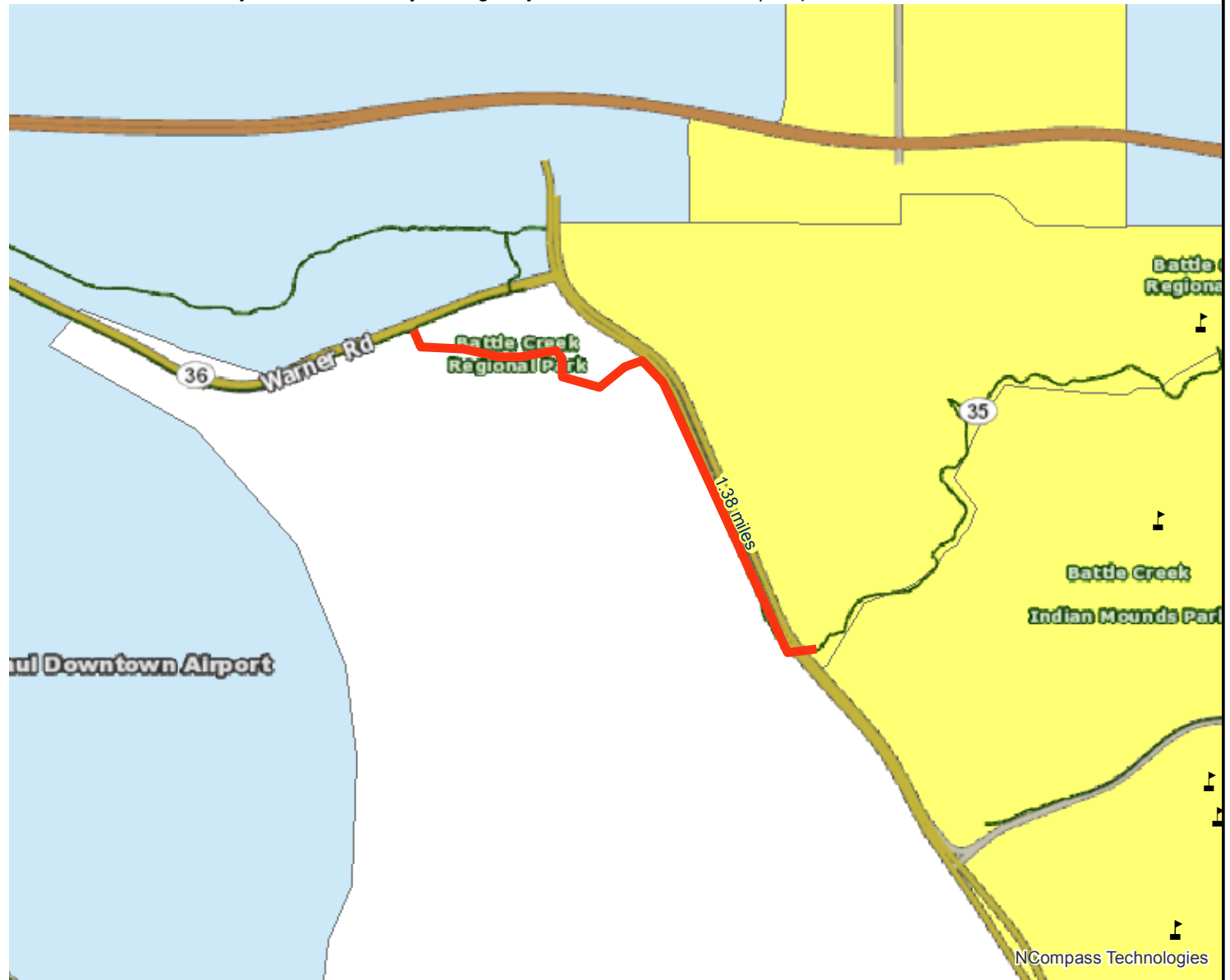


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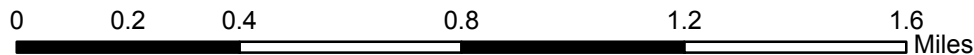


Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- School



Created: 6/13/2016
LandscapeRSA2



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NCompass Technologies



CITY OF SAINT PAUL

Mayor Christopher B. Coleman

400 City Hall Annex
25 West Fourth Street
Saint Paul, Minnesota 55102
www.ci.stpaul.mn.us/depts/parks

Telephone: 651-266-6400
Facsimile: 651-292-7405
TTY: 651-266-6378

July 8, 2016

Ms. Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert St. North
St. Paul, MN 55101-1805

Subject: 4F Negative Declaration
Regional Solicitation Grant Applications:
Johnson Parkway Trail
Bruce Vento Bridge/Trail Connection.
Fish Hatchery Trail Reconstruction

Dear Ms. Koutoukas:

I have reviewed the three projects listed above submitted for the 2016 Regional Grant Solicitation. In all of the listed projects, the proposed work will have no adverse effects on any City of Saint Paul park property.

It is my strong belief that these projects will be an enhancement to the parklands they occupy.

Sincerely,

Mike Hahm, Director
Saint Paul Parks and Recreation.



CAPRA Accreditation

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MINNESOTA DEPARTMENT OF NATURAL RESOURCES
CENTRAL REGION
1200 WARNER ROAD
SAINT PAUL, MN 55106
651-259-5800

July 15, 2016

Kathleen Anglo
25 West Fourth Street, 400 CHA
Saint Paul, MN 55102
Kathleen.angloci.stpaul.mn.us

Dear Ms. Anglo,

The Minnesota Department of Natural Resources (MnDNR) has been notified by the City of Saint Paul (the City) of their intention to submit a Regional Solicitation application for funding to reconstruct the Fish Hatchery Trail between Battle Creek Regional Park and the Sam Morgan Regional Trail at Warner Road. The trail was built as part of MnDOT's Trunk Highway 61 reconstruction in 1986 and a portion of this trail is within MnDNR property. A lease agreement for purposes of a recreational trail (#144-012-0346) was entered between the MnDNR and the City. Maintenance of the trail across the MnDNR property is the responsibility of the City. The City has met with MnDNR staff to review the project. The MnDNR supports the City's application to the Regional Solicitation for reconstruction funding of the trail.

Sincerely,

Keith Parker Regional Director

Cc: Michael Hahm, CPRP, Director of Saint Paul Parks and Recreation

mndnr.gov



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Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

July 8, 2016

Kathleen Anglo
Senior Landscape Architect
Department of Parks and Recreation
25 West 4th Street, 400 City Hall Annex
Saint Paul, MN 55102

RE: Regional Solicitation Application for the Fish Hatchery Trail reconstruction project

Dear Ms. Anglo:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Fish Hatchery Trail reconstruction project impacts MnDOT right of way on US 61.

MnDOT, as the agency with jurisdiction over US 61, would allow the trail reconstruction project as the trail was originally built as part of a previous MnDOT road reconstruction project. Details of an existing maintenance agreement with the City provides for maintenance for the project's useful life, and continued maintenance of this pedestrian and bike amenity impacting MnDOT right of way, would likely be owned and maintained by the local agency.

This project currently has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Sheila Kauppi, MnDOT Metro District – North Area Manager
Gina Mitteco, MnDOT Metro District – Multimodal Planning Director

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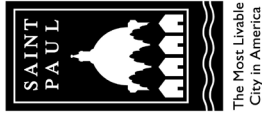




Fish Hatchery Trail Reconstruction Map

2016 Regional Solicitation Grant Application

City of Saint Paul





City of Saint Paul

City Hall and Court
House
15 West Kellogg
Boulevard
Phone: 651-266-8560

Signature Copy

Resolution: RES 16-1053

File Number: RES 16-1053

Authorizing the Departments of Public Works and Parks and Recreation to submit 14 project applications for federal funding into the 2016 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a 20% local funding match for any project(s) that get awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit 14 project applications for possible federal transportation funding in years 2020 and 2021 under the Metropolitan Council Regional Solicitation Process, and

WHEREAS, there is a required twenty percent local funding match to any project(s) awarded to an agency under the Regional Solicitation Program, and

WHEREAS, the projects to be submitted by the City under the Metropolitan Council Regional Solicitation are:

- Freight Connection from Pierce Butler to I-94 via Transfer, Ellis and Vandalia
- University Avenue Reconstruction - I35E to Lafayette Road
- Sidewalk Infill, Replacement and ADA Compliance - Area Bounded by Maryland-Case-Forest-Duluth
- Tedesco Street Reconstruction - University Avenue to Payne Avenue
- Como Avenue Trail Construction - Raymond Avenue to Hamline Avenue
- Troutbrook Road Connection - Kittson Street to Lafayette/University
- Eastbound Kellogg Boulevard Bridge near the RiverCentre Ramp
- Johnson Parkway Trail (Grand Round) - Burns Avenue to Phalen Boulevard
- Bruce Vento Bicycle and Pedestrian Bridge - connects Sam Morgan Trail with Bruce Vento Trail
- Pierce Butler East Extension - Grotto to Arundel
- Battle Creek to Sam Morgan Regional Trail Rehabilitation
- Arterial Corridor Management (Snelling and Lexington) - Implement Technology to Improve Traffic Flow & Safety (Fiber Optics, Detection, ADA Upgrades)
- Safe Routes to School (SRTS) - Washington Magnet School Area and Ran-Ham Schools (Cretin, Holy Spirit Elementary and Expo Elementary)
- Lafayette Bridge reconstruction from University to Otsego

WHEREAS, these projects all fall within appropriate funding categories and all meet the conditions and requirements specified for eligibility of federal funding, and so

THEREFORE BE IT RESOLVED, by the Council of the City of Saint Paul to authorize submission of the thirteen project applications for possible award of federal transportation funds through the Metropolitan Council Regional Solicitation Program, and

BE IT FURTHER RESOLVED, by the Council of the City of Saint Paul to authorize the commitment of local funds on a twenty percent match basis for any project(s) awarded federal funding under

the Regional Solicitation Program.

At a meeting of the City Council on 7/6/2016, this Resolution was Passed.

Yea: 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Tolbert, City Council President Stark, Councilmember Noecker, and Councilmember Prince

Nay: 0

Absent: 1 Councilmember Thao

Vote Attested by _____
Council Secretary Trudy Moloney

Date 7/6/2016

Approved by the Mayor 
Chris Coleman

Date 7/8/2016