



Application

04751 - 2016 Roadway Expansion

05404 - Vandalia - Ellis

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 07/15/2016 11:28 AM

Primary Contact

Name:* Mr. Eriks V Ludins
Salutation First Name Middle Name Last Name

Title: Right of Way Manager

Department: Saint Paul Public Works

Email: eriks.ludins@ci.stpaul.mn.us

Address: 891 N Dale St

***** Saint Paul Minnesota 55103
City State/Province Postal Code/Zip

Phone:* 651-266-9810
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

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

Vandalia - Ellis

Primary County where the Project is Located

Ramsey

Jurisdictional Agency (If Different than the Applicant):

Improve Ellis Ave. and Vandalia St. to create a strong, principally truck oriented, connection between Pierce Butler Route and the BNSF Intermodal Facility to Interstate 94.

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

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)

Vandalia - Ellis Improvement

Project Length (Miles)

0.53

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

\$4,470,000.00

Match Amount

\$1,117,500.00

Minimum of 20% of project total

Project Total

\$5,587,500.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Municipal State Aid

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: 2021

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: Roadway Projects

County, City, or Lead Agency City of Saint Paul

Functional Class of Road A-Minor Augmentor

Road System MSAS

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 233

i.e., 53 for CSAH 53

Vandalia Street 233

Name of Road Ellis Avenue 240

Example: 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55114

(Approximate) Begin Construction Date 04/01/2021

(Approximate) End Construction Date 11/19/2021

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

From:
(Intersection or Address) Vandalia and University

To:
(Intersection or Address) Ellis and Transfer Road

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work Grade, Agg Base, Bit Pavement, Concrete Curb & Gutter, Lighting, Sidewalk.

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, 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)	\$185,000.00
Removals (approx. 5% of total cost)	\$185,000.00
Roadway (grading, borrow, etc.)	\$450,000.00
Roadway (aggregates and paving)	\$1,600,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$635,000.00
Traffic Control	\$38,000.00
Striping	\$10,000.00
Signing	\$0.00
Lighting	\$517,000.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
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	\$0.00
RR Crossing	\$400,000.00
Roadway Contingencies	\$500,000.00
Other Roadway Elements	\$1,017,500.00
Totals	\$5,537,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$0.00
Sidewalk Construction	\$50,000.00
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	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$50,000.00

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	\$5,587,500.00
Construction Cost Total	\$5,587,500.00
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:

The purpose of the Vandalia - Ellis project is to create a strong, principally truck oriented, connection between Pierce Butler Route and the BNSF Intermodal Facility and the I-94 interchange at Vandalia.

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:

This project is specifically recommended in the City's Northwest Area Transportation Study, October 12, 2012. See page 8, recommendation #5.

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 elements in more than one funding application 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.

Roadway Expansion: \$1,000,000 to \$7,000,000

Roadway Reconstruction/ Modernization: \$1,000,000 to \$7,000,000

Roadway System Management \$250,000 to \$7,000,000

Bridges Rehabilitation/ Replacement: \$1,000,000 to \$7,000,000

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

Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a Principal Arterial (Non-Freeway facilities only) or A-Minor Arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Expansion and Reconstruction/Modernization projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a Principal Arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

5. The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Requirements - Roadways Including Multimodal Elements

Expander/Augmentor/Non-Freeway Principal Arterial

Select one:	Augmentor
Area	0.175
Project Length	0.526
Average Distance	0.3327
Upload Map	1468335524676_Roadway Area Definition.pdf

Reliever: Relieves a Principle Arterial that is a Freeway Facility

Facility being relieved

Number of hours per day volume exceeds capacity (based on the Congestion Report) 0

Reliever: Relives a Principle Arterial that is a Non-Freeway Facility

Facility being relieved

Number of hours per day volume exceeds capacity (based on the table below) 0

Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am			0	
1:00am - 2:00am			0	
2:00am - 3:00am			0	
3:00am - 4:00am			0	

4:00am - 5:00am	0
5:00am - 6:00am	0
6:00am - 7:00am	0
7:00am - 8:00am	0
8:00am - 9:00am	0
9:00am - 10:00am	0
10:00am - 11:00am	0
11:00am - 12:00pm	0
12:00pm - 1:00pm	0
1:00pm - 2:00pm	0
2:00pm - 3:00pm	0
3:00pm - 4:00pm	0
4:00pm - 5:00pm	0
5:00pm - 6:00pm	0
6:00pm - 7:00pm	0
7:00pm - 8:00pm	0
8:00pm - 9:00pm	0
9:00pm - 10:00pm	0
10:00pm - 11:00pm	0
11:00pm - 12:00am	0

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	40223
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	6747
Existing Students:	13411
Upload Map	1468335659171_Regional Economy.pdf

Measure C: Current Heavy Commercial Traffic

Location:	Vandalia between Ellis and Territorial Rd.
Current daily heavy commercial traffic volume:	1805
Date heavy commercial count taken:	7/14/16

Measure D: Freight Elements

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

Vandalia St runs through an industrial area with light manufacturing and warehousing the predominant industries. Vandalia also connects Interstate 94 to the BNSF Intermodal Facility on Pierce Butler. Currently, trucks going to and from the Intermodal Yard have to take Transfer Road and make several difficult turns in order to navigate to I-94. Improving Elis and Vandalia St. would eliminate those difficult turns.

Measure A: Current Daily Person Throughput

Location	Vandalia between Ellis and Territorial Road
Current AADT Volume	6125
Existing Transit Routes on the Project	902-METRO Green Line
<i>For New Roadways only, list transit routes that will be moved to the new roadway</i>	
Upload Transit Map	1468356858711_Transit Connections.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	7963.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume Yes

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Forecast (2040) ADT volume

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:

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

The project will add sidewalks in an industrial corridor were currently there are few if any. Though the residential portion of the project area lies west of the actual project, bicycle and pedestrian connections to jobs and the Green Line will be greatly improved.

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

Upload Map

1468357294475_Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Saint Paul	0.53
	1

Total Project Length

Total Project Length (Total Population) 0.53

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) 0.53

Total Housing Score 0

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1957.0	0.53	1037.21	1957.0
	1	1037	1957

Average Construction Year

Weighted Year	1957.0
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Total Segment Length (Miles)

Total Segment Length	0.53
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Measure A: Vehicle Delay Reduction

Total Peak Hour Delay Per Vehicle Without The Project	Total Peak Hour Delay Per Vehicle With The Project	Total Peak Hour Delay Per Vehicle Reduced by Project	Volume (Vehicles Per Hour)	Total Peak Hour Delay Reduced by the Project (Seconds)	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable:	Synchro or HCM Reports

0 0 0 0

No Synchro or similar type analysis was performed prior to this submittal. Traffic is being rerouted to free moving turns at Ellis at both Transfer Rod and Vandalia thus eliminating difficult turns onto University (narrow width due to Green Line) and turning movements across the Green Line. It is expected that delay time will be reduced.

14684206822
69_Vandalia
Synchro
Data.docx

Total Delay

Total Peak Hour Delay Reduced 0

Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0	0	0
0	0	0	0	0

Total

Total Emissions Reduced: 0
Upload Synchro Report 1468599814468_Vandalia Synchro Data.docx

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0		0	0

Total Parallel Roadways

Emissions Reduced on Parallel Roadways 0
Upload Synchro Report

New Roadway Portion:

Cruise speed in miles per hour with the project: 0
Vehicle miles traveled with the project: 0
Total delay in hours with the project: 0
Total stops in vehicles per hour with the project: 0
Fuel consumption in gallons: 0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms): 0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.0

Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project: 0
Vehicle miles traveled without the project: 0

Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used: N/A

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

The basis for the crash reduction is in the idea that by diverting traffic from turning onto and off of University, a busy CSAH, A-Minor and Green Line route onto Ellis, crashes related to turning movements would be reduced if not eliminated. See also other attachments.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio: 0

Worksheet Attachment 1468548931828_University Ave between Transfer Road and Vandalia Ave (2013 - 2015).xlsx

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Multimodal Elements and Existing Connections

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

Currently there is only intermittent sidewalk on Vandalia and no sidewalk on Ellis. In fact, the entire West Midway Industrial Area has only intermittent sidewalks making the entire area difficult to navigate on foot. This project will construct a sidewalk on both streets connecting the jobs area with the Green Line on University. While no bike facilities are planned on Vandalia or Ellis, by directing trucks off of Transfer Road and onto Vandalia, the existing bike route on Transfer Road will become much safer and inviting for users. In addition, this project will directly connect the BNSF Intermodal Facility on Pierce Butler with the I-94/Vandalia Interchange.

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

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

06/30/2017

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 06/30/2020

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: 06/30/2020

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 Yes 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

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

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

Yes

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

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

Yes

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

10/30/2020

10)Letting

Anticipated Letting Date

04/01/2021

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):

\$5,587,500.00

Enter Amount of the Noise Walls:

\$0.00

Total Project Cost subtract the amount of the noise walls: \$5,587,500.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Page 8 - NWQ Report 10-12-2012.pdf	Page 8 of the Northwest Area Transportation Study - Recommendation #5.	18 KB
RES 16-1053 SignatureCopy12-Jul- 2016-03-18-08.pdf	City Council Resolution approving application for federal funding and commitment for matching funds.	118 KB

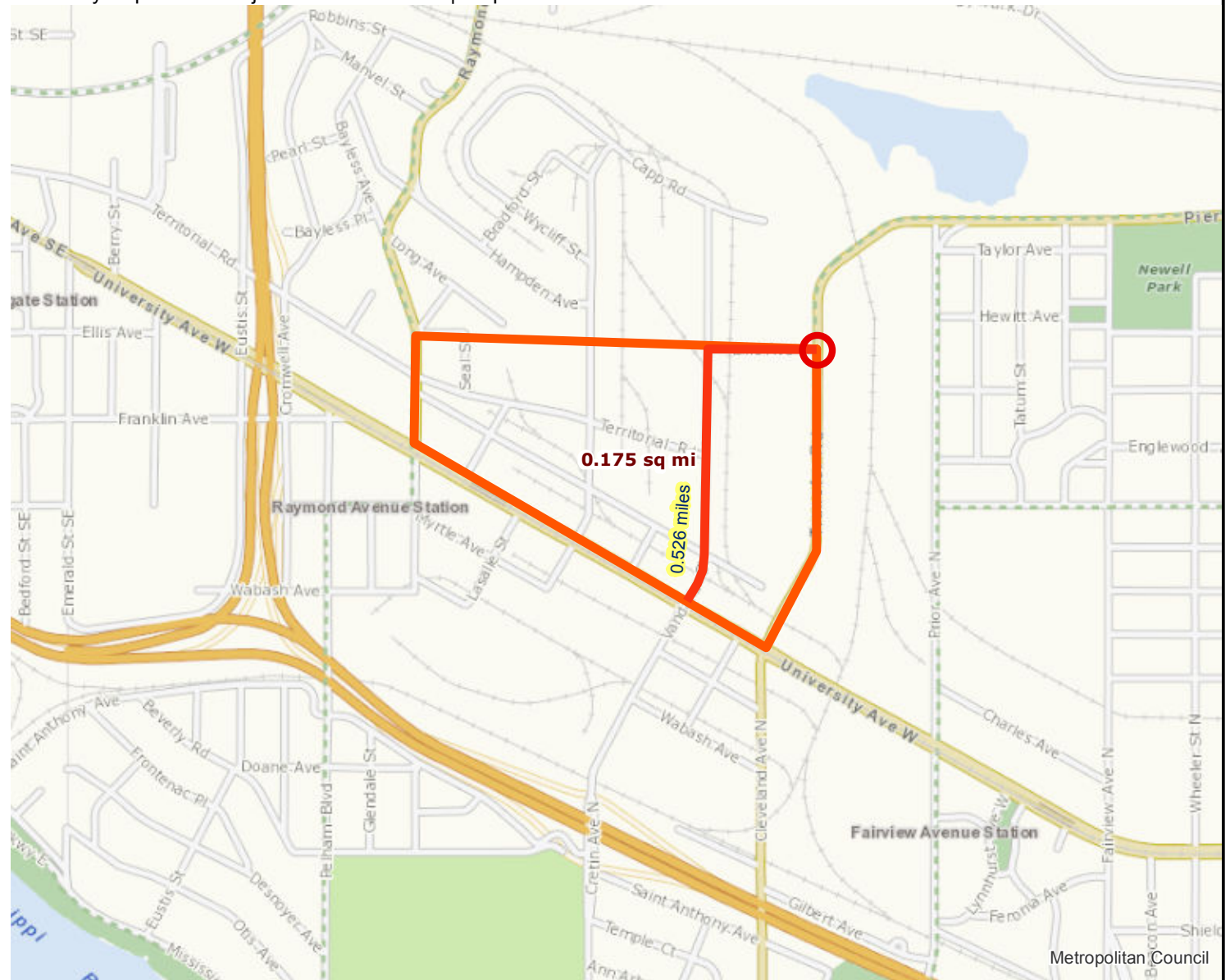
Roadway Area Definition

Roadway Expansion Project: Vandalia - Ellis | Map ID: 1468254112543

Results

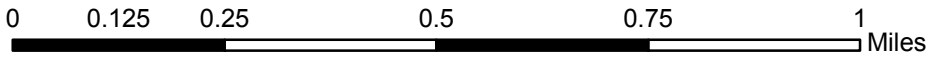
Project Length: 0.526 miles

Project Area: 0.175 sq mi



Metropolitan Council

- Project Points
- Project
- Project Area
- Principal Arterials
- A Minor Arterials
- A Minor Arterials Planned
- Principal Arterials Planned



Created: 7/11/2016
LandscapeRSA1



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



Regional Economy

Roadway Expansion Project: Vandalia - Ellis | Map ID: 1468254112543

Results

WITHIN ONE MI of project:

Totals by City:

Falcon Heights

Population: 1823

Employment: 4258

Mfg and Dist Employment: 8

St. Paul

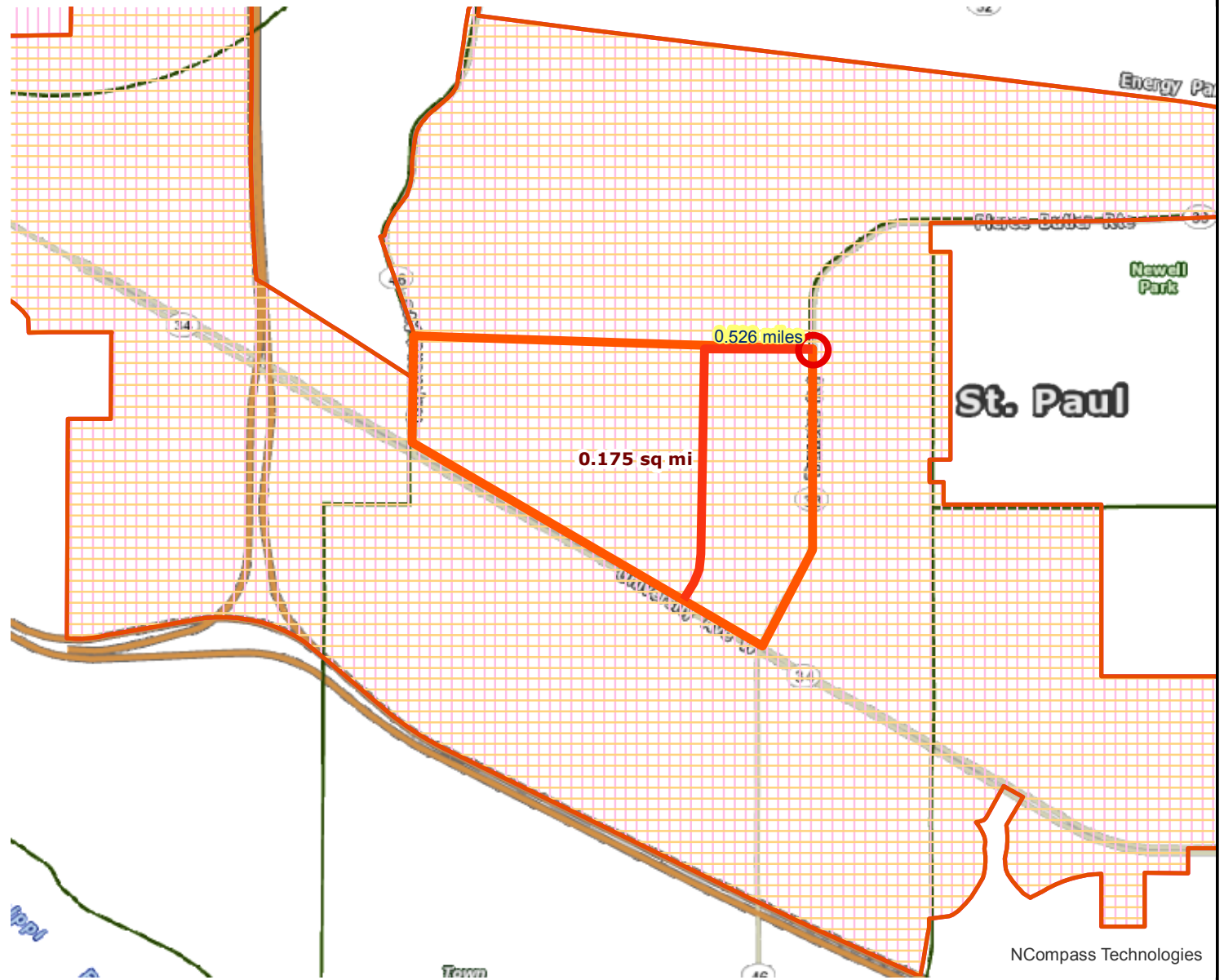
Population: 21832

Employment: 35965

Mfg and Dist Employment: 6739

Postsecondary Students:

13411



○ Project Points

□ Project Area

▨ Manufacturing/Distribution Centers

— Project

● PostSecondary Education Centers

▨ Job Concentration Centers

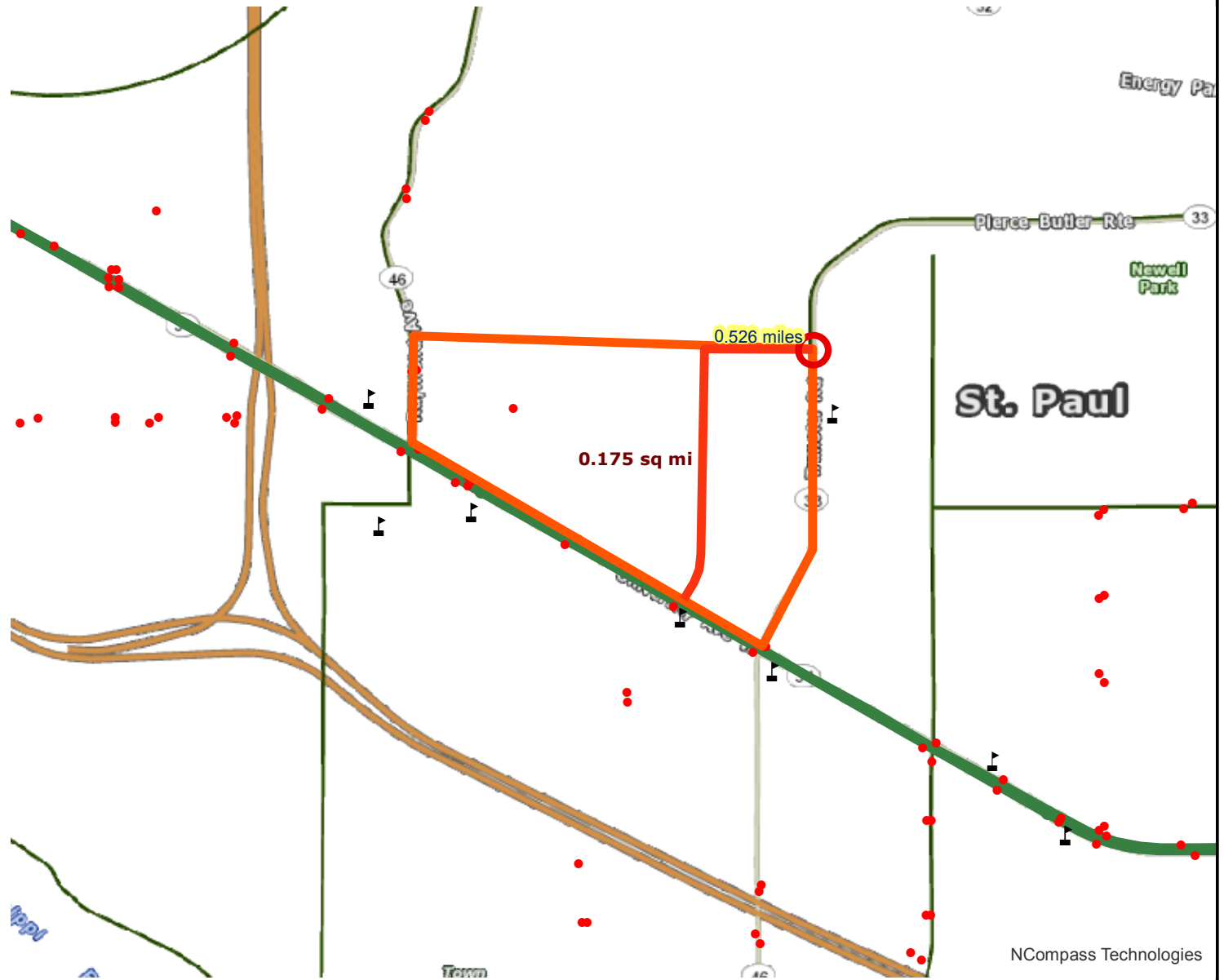
0 0.125 0.25 0.5 0.75 1 Miles

Created: 7/11/2016
LandscapeRSA5



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












Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

-  Project Points
-  Project Area
-  School
- Transitway**
-  Project
-  Active Stop
-  Light Rail, Green Line
-  Green Line



Created: 7/11/2016
LandscapeRSA3



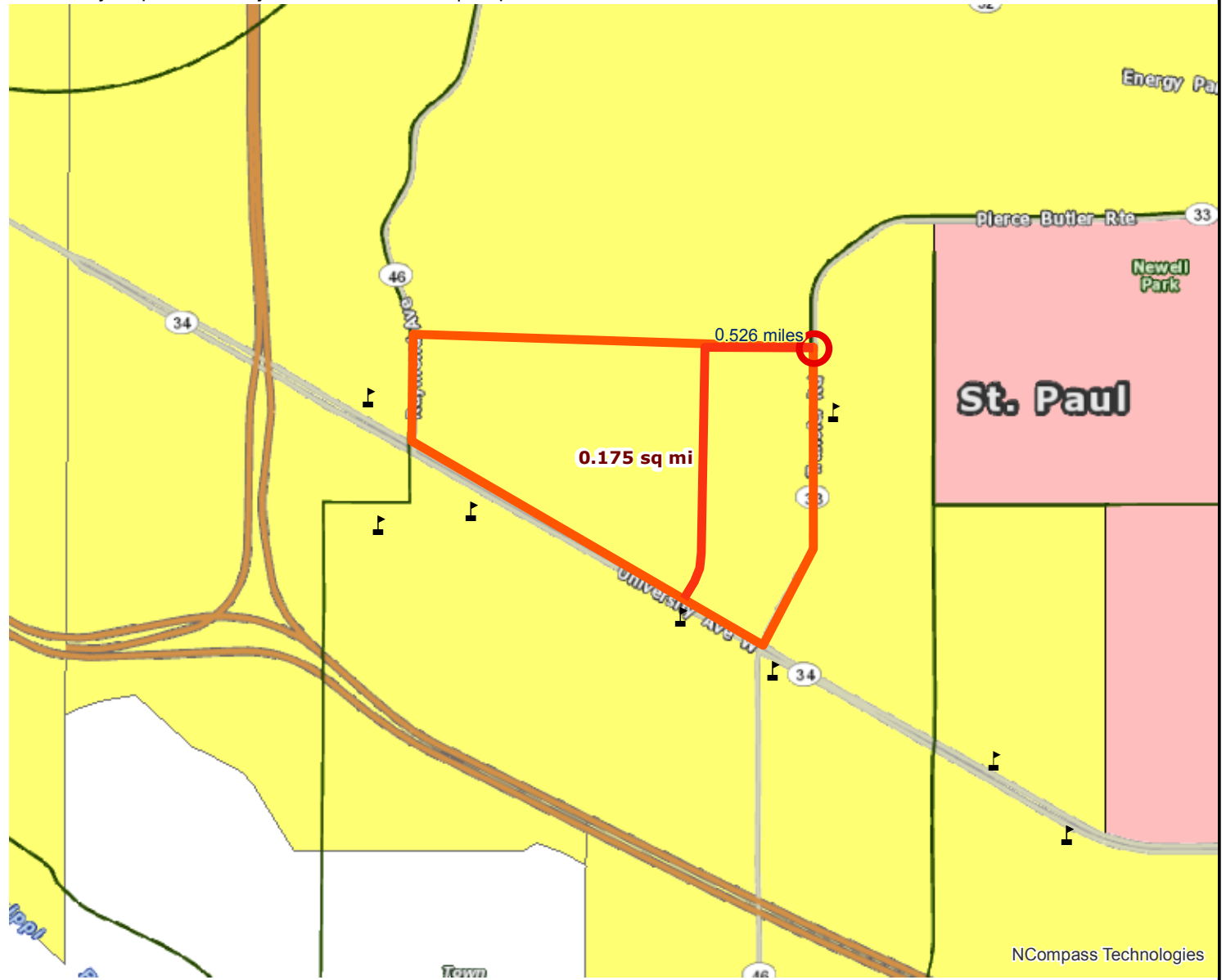
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

Results

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



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



Created: 7/11/2016
LandscapeRSA2



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NCompass Technologies

RECOMMENDATIONS

1. The East-West connection should be removed from consideration and have no additional study.
2. At this time, the Task Force does not recommend a connection between Granary Road in Minneapolis to Westgate Drive as it does not adequately serve St. Paul interests and only functions as access to and from the “SEMI” area in Minneapolis and 280.
3. The North-South connection should continue to be considered if it is shown to provide significant new redevelopment opportunities or if there is new development that changes the 2030 traffic forecast. Further consideration requires additional study to determine overall costs including right of way, and to determine the willingness of other institutions to support a new road in this alignment. These institutions include BNSF railroad, the University of Minnesota, the Minnesota State Fair, Falcon Heights, Roseville and Ramsey County. Alternatives that extend north of Como need to identify mitigations to the potential negative impacts on University of Minnesota agricultural research lands and on traffic on Fairview Avenue.
4. Provide improved vehicular access to the industrial area from Highway 280 via Territorial Road (which also reduces traffic on Raymond between Energy Park Drive and Hampden, and on Hampden between Raymond and Hersey). Allow trucks to use Territorial Road from Highway 280 to Hampden, and improved traffic control at Territorial/Hampden and at Territorial/Vandalia.
5. Improve the connection between Transfer Road and Vandalia at/near Ellis, thereby drawing north/south traffic to Vandalia and away from University between Transfer and Vandalia.
6. Working with MnDOT, make traffic flow improvements at the Vandalia – I-94 interchange.
7. Improve access to eastbound I-94 directly from Eustis, not at Franklin.
8. Improve/reconstruct Pierce Butler Route (Transfer Road to Grotto) to match configuration of proposed East Extension project to include a median, on road bike lanes and an off road trail.
9. Improve on-street bicycle accommodations on:
 - Raymond – University to Como (3 Phases: 2013, 2015 & 2016)
 - Charles/Carlton/Territorial/Westgate Drive from Transfer Road to the U of M Transitway.
 - Transfer Road from Pierce Butler to University.
 - Cleveland from I-94 to University (currently under study).
 - Bike facility treatment on Aldine/Hewitt or Taylor from I-94 to Snelling.
 - Franklin from Pelham to West City Limits.
 - Lanes on Pierce Butler.
 - Lanes on any future North-South connector.
10. Further study improvements for off-street bicycle facilities on:
 - Langford Park over BNSF to Energy Park Drive.
 - Minnehaha Extension over Minnesota Commercial RR to Transfer Road/Charles.
 - Vacated Gibbs under BNSF to Energy Park Drive (unclog and inspect tunnel and negotiate R/W with property owner).
 - Transfer Road – Pierce Butler to University.
 - Snelling over PB/BNSF/EPD/Como (Snelling Study).
 - Path along Pierce Butler – Grotto to Transfer Road
 - Path along any future North-South Connector



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