



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

11025 - Sam Morgan Regional Trail Segment 1 Reconstruction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 2:15 PM

Primary Contact

Name:* Paul Michael Sawyer
Salutation First Name Middle Name Last Name

Title: Management Assistant

Department: Saint Paul Parks and Recreation

Email: paul.sawyer@ci.stpaul.mn.us

Address: 25 W 4th St
400 City Hall Annex

***** 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? Parks Capital Improvement Program Grants

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: Parks and Recreation
 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 Sam Morgan Regional Trail Segment 1 Reconstruction
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located: Saint Paul
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

This project proposes to reconstruct sections of the original segment that have reached the end of their usable life of the Sam Morgan Regional Trail along Shepard Rd in Saint Paul. The project will include removing the asphalt and base of the old trail; correcting any grades for drainage and accessibility; constructing new base and asphalt; installing audible pedestrian signals and pedestrian ramps at intersections; landscaping; and installing lighting, signage, and user amenities. Except where constrained by topography, combined bicycle-pedestrian trail sections will be 12 feet wide and separated trails will be 10 feet wide for bicycle trails and 6 feet wide for pedestrian trails.

(Limit 2,800 characters; approximately 400 words)

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

ALONG ELWAY ST & SHEPARD RD, MONTREAL AVE TO RANDOLPH AVE, RECONSTRUCT PORTIONS OF TRAIL FOR BIKES AND PEDS

Project Length (Miles) 1.6

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,877,600.00

Match Amount \$469,400.00

Minimum of 20% of project total

Project Total \$2,347,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Parks and Trails Legacy Fund, Metro Parks CIP

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: 2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

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 55102

(Approximate) Begin Construction Date 05/01/2023

(Approximate) End Construction Date 11/01/2024

Name of Trail/Ped Facility: Sam Morgan Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Elway St & Montreal Ave

To:
(Intersection or Address) Randolph Ave & Shepard Rd

*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 BIKE PATH, LIGHTING, PED RAMPS

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):

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 (2015), 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 goals, objectives, and strategies that relate to the project.

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

7.11 - Tier 1 Regional Bicycle Transportation Alignment; 7.17 - Facilitate safe and continuous trips to regional destinations; 7.22 - Tier 1 Alignments "should be given the highest priority for transportation funding"; 7.24 - Reconstruction of Existing Facilities

(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:

East Bank Mississippi River Regional Trail Corridor Master Plan, pp. 10-11; Saint Paul Comprehensive Plan, Transportation Chapter, pg. T-18; Saint Paul Bicycle Plan, pp. 11, 57, Figures 3, 4, 6, 7, 8

(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 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.

Multituse 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Yes

04/21/2010

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$279,000.00
Removals (approx. 5% of total cost)	\$158,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$120,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$33,000.00

Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$193,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$783,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$364,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$3,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$3,000.00
Pedestrian-scale Lighting	\$644,000.00
Streetscaping	\$22,000.00
Wayfinding	\$33,000.00
Bicycle and Pedestrian Contingencies	\$391,000.00
Other Bicycle and Pedestrian Elements	\$104,000.00
Totals	\$1,564,000.00

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	\$2,347,000.00
Construction Cost Total	\$2,347,000.00
Transit Operating Cost Total	\$0.00

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

1531414451968_Sam Morgan RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	42157
Existing Employment Within One Mile (Integer Only)	13779
Upload the "Population Summary" map	1531414629390_Sam Morgan Job-Pop Map.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

Upload Maintenance Plan (if no link is available) 1531429487656_RES 18-803.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty: Yes

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

There has been, and will continue to be, significant community engagement in the project area. Dozens of community meetings were held during the master planning process for the nearby Victoria Park, including direct outreach to the disabled community to inform development of a universally accessible play area in the park. The master plan emphasizes connections to the Sam Morgan Regional Trail for recreational and transportation purposes. One improvement in the master that has already been completed is the construction of an off-street trail along Otto Ave, directly connecting the park area to the Sam Morgan Regional Trail.

Response:

A Ramsey County Public Works plan to realign Lexington Pkwy and Elway St has been presented at public meetings hosted by the two district council organizations serving the project area. Community input has influenced that plan.

A master planning process is also currently underway for Hidden Falls-Crosby Farm Regional Park at the western end of this project. Engagement involving all communities near the park, and thus the Sam Morgan Regional Trail, is a critical component of that planning process. As an existing trail, general feedback about the trail is provided by the community on an on-going basis, and that feedback will be combined with enhanced engagement before construction begins on this project.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The Sam Morgan Regional Trail is one of the most important trails in Saint Paul. As an exclusively off-street regional trail, the Sam Morgan serves as a critical transportation and recreation resource, allowing users to walk, bike, or roll free from motorized traffic. The trail provides a direct, safe connection to downtown, the city's densest concentration of jobs. The trail is also prized for its location along the Mississippi River, providing close access from residential areas for walking, biking, and other trail-based outdoor recreation for people of all ages. The trail saw 540,000 visits in 2016. This project will also improve all crosswalks in the project corridor that are not currently accessible to ensure all people can safely access the trail and reduce modal conflicts. The separation of bicycle and pedestrian trails in portion of the corridor also reduces those conflicts. Improved pavement condition will improve the safety and comfort of the facility. The planned realignment of Lexington Pkwy and Elway St will provide an improved and direct bicycle and pedestrian connection to the neighborhood at the western end of this project. This project also reconstructs a direct connection to the Montreal Hi-Rise, a Saint Paul Public Housing Agency site containing 185 affordable housing units.

(Limit 2,800 characters; approximately 400 words)

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

This project will reconstruct an existing trail within its current alignment. No negative externalities are expected with the project.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531425064031_Sam Morgan ACP Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
St. Paul	1.6	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.6

Affordable Housing Scoring

Total Project Length (Miles) or Population	1.6
Total Housing Score	100.0

Affordable Housing Scoring

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 Yes

Response:

This segment of the Sam Morgan Regional Trail provides the only continuous bicycle facility parallel to Shepard Rd and W 7th St/TH 5. If the condition of the trail continues to deteriorate and had to be closed, there is no safe alternative route for nearly a mile, and that alternative is indirect and slower. Bicyclists would not be able to safely bike on Shepard Rd (50 MPH, 4-lane road) or W 7th St/TH 5 (35 MPH, 3-lane road). The trail also provides direct access to a crossing of the Mississippi River at 35E, connecting multiple RBTN Tier 1 alignments and regional trail facilities in Lilydale and Mendota. The next nearest crossing is over 2 miles away. This crossing provides a major connection point to the Big Rivers Regional Trail operated by Dakota County.

This project also reconstructs the trail along Elway St, an RBTN Tier 1 Alignment, which is planned to be connected to a realignment of Lexington Pkwy. The realigned Lexington/Elway will include the construction of bicycle facilities along the road. That project will complete a bicycle connection between the residential areas and the Sam Morgan Regional Trail.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

The Sam Morgan Regional Trail provides an off-street trail along a 50 MPH road that directly connects to an interstate. 139 total car crashes along the project area were reported 2011-2015. The design of the trail minimizes conflict points with automotive traffic, which has resulted in no pedestrian or bicycle crashes in the area in that time frame. The pavement in the project area has degraded significantly over time, requiring some sections to already be reconstructed. This project will reconstruct and improve the condition of the trail, increasing comfort and usability for trail users, and reconstruction in its current alignment will maintain separation from traffic and the safety benefits that brings. Additionally, accessibility improvements, such as audible pedestrian signals and truncated dome ramps, at intersections that connect to the trail will increase safety for users of all abilities. Pedestrian-scale lighting will also be added in this project to increase visibility of trail users in low-light conditions, which will increase their safety and comfort.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Sam Morgan Regional Trail is heavily used by both pedestrians and bicyclists. This project will reconstruct a portion of the trail that connects these pedestrians and bicyclists to transit service. The western terminus of the project provides a direct connection to the Route 83 local bus, and other segments of the project is in close proximity to the Route 74 local bus and the high-frequency Route 54. This project also will provide close connection points to the planned Riverview regional transit line. Improvements to crosswalks proposed in this project will make these connection points safer for all users.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Attach Layout

1531496849046_Sam Morgan Reconstruction Layout.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$2,347,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,347,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

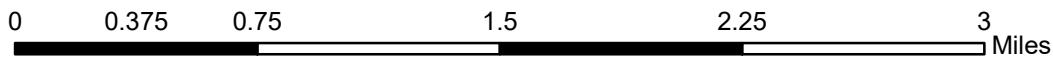
File Name	Description	File Size
Sam Morgan Crash Type Summary.pdf	Crash data for project area	61 KB
Sam Morgan Summary.pdf	Summary of project	47 KB
Support ltr St. Paul-Sam Morgan Trail 2018.pdf	Letter of support from MnDOT	466 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Sam Morgan Regional Trail Reconstruction | Map ID: 1531146992508



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



Created: 7/9/2018
LandscapeRSA6



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

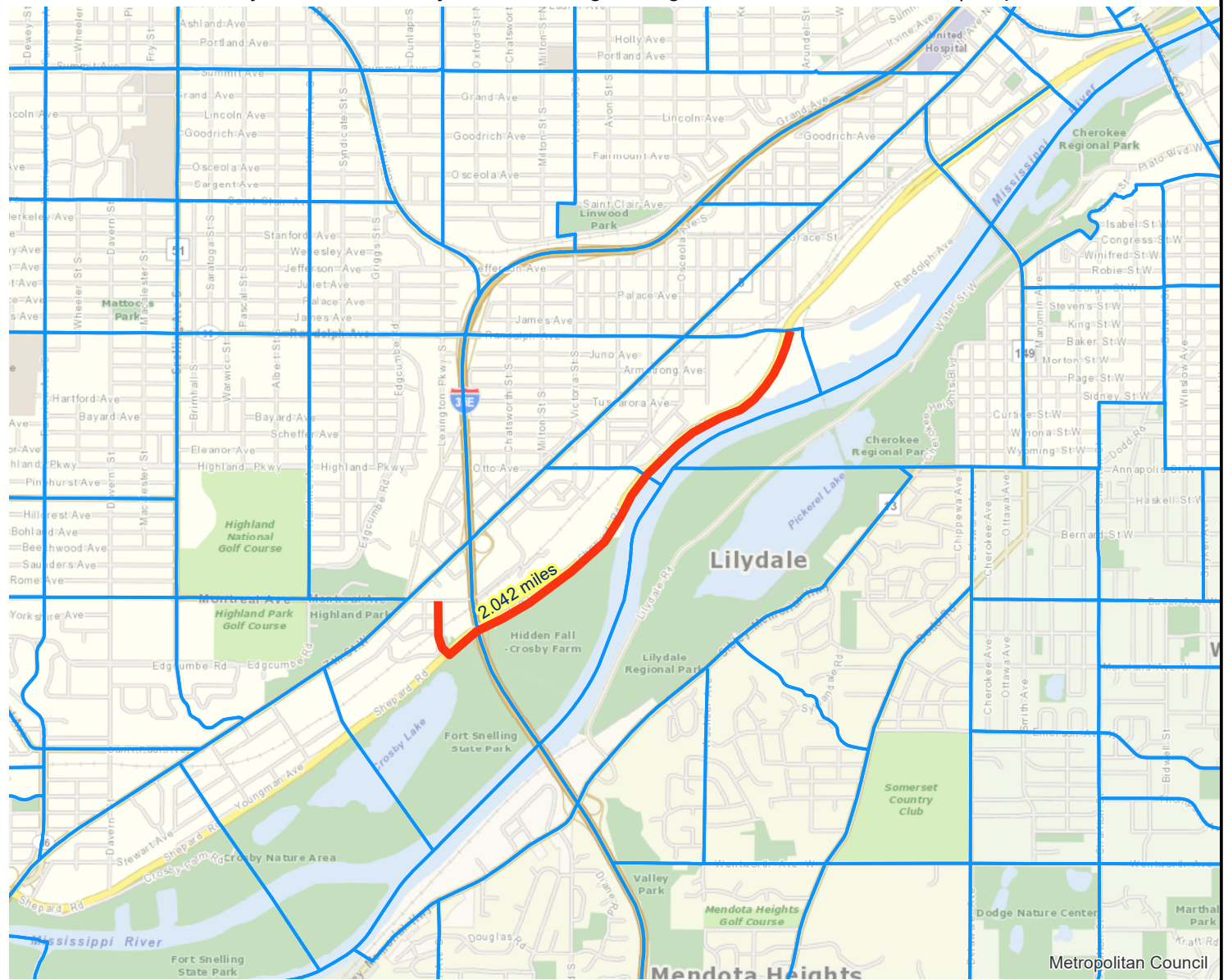
NCompass Technologies



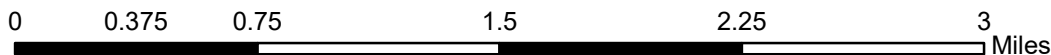
Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 42157
 Total Employment: 13779



 Project
 2010 TAZ



Created: 7/9/2018
 LandscapeRSA4



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





City of Saint Paul

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

Signature Copy

Resolution: RES 18-803

File Number: RES 18-803

Authorizing the Departments of Public Works and Parks and Recreation to submit eleven project applications for federal funding into the 2018 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a twenty percent local funding match plus engineering for any project that is awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit eleven project applications for federal funding into the 2018 Metropolitan Council Regional Solicitation Program; and

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

WHEREAS, the City commits to ensuring that all sidewalks and bikeways included in these project applications will be fully open for use and cleared of snow throughout the winter, either by City staff or by adjacent property owners per existing City ordinances; and

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

- Kellogg/3rd Street Bridge Replacement
- Capital City Bikeway - Kellogg Boulevard from Jackson to St. Peter
- Troutbrook Road Connection - Kittson to Lafayette
- West Side Signalized Intersection Control Enhancements
- Sidewalk In-Fill Project - south side of Front Street from Dale to Mackubin
- Safe Routes to School Project - Bruce Vento Elementary School
- Sam Morgan Regional Trail Segment 1 Reconstruction
- Fish Hatchery Trail Stabilization and Reconstruction
- Point Douglas Regional Trail Phase 1 Construction
- Robert Piram Regional Trail Grade Separation at Barge Channel Rd
- HourCAR Expansion and Electrification

WHEREAS, these projects fall within appropriate funding categories and meet the conditions and

requirements specified for eligibility of federal funding; now, therefore, be it

RESOLVED, that the Council of the City of Saint Paul authorizes submission of the project applications for possible award of federal transportation funds through the Metropolitan Council Regional Solicitation Program: and be it


FURTHER RESOLVED, that the Council of the City of Saint Paul authorizes the commitment of local funds on a twenty percent match basis plus engineering for any project awarded federal funding under the Regional Solicitation Program.

At a meeting of the City Council on 7/11/2018, this Resolution was Mayor's Office.

Yea: 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, and Councilmember Henningson

Nay: 0

Absent: 1 Councilmember Thao

Vote Attested by 
Council Secretary _____
Trudy Moloney

Date 7/11/2018

Approved by the Mayor 

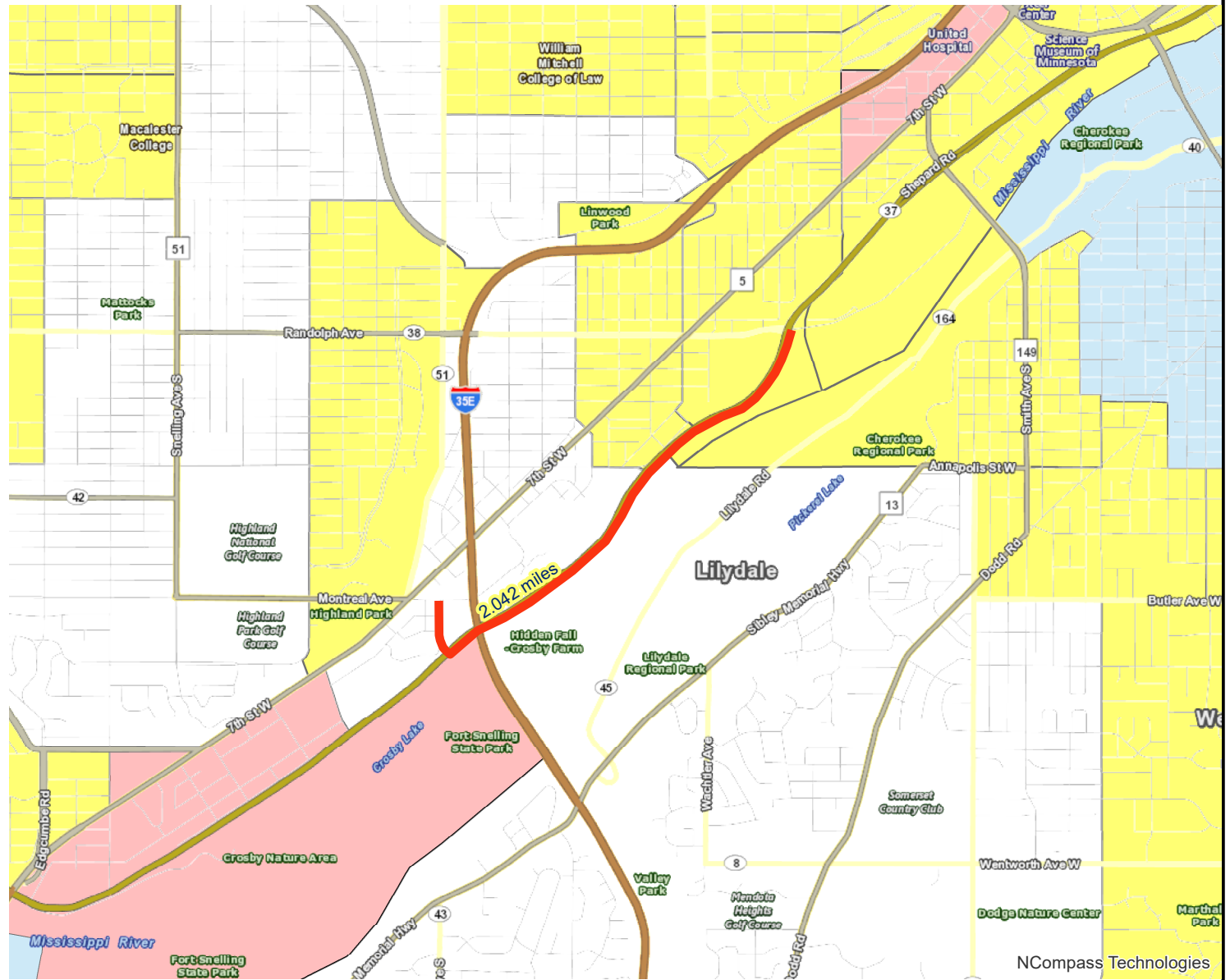
Melvin Carter III

Date _____

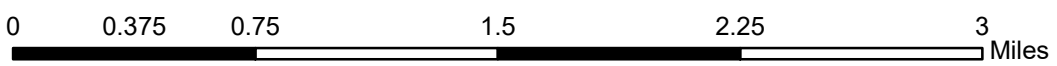
Socio-Economic Conditions

Results

Project located IN
Area of Concentrated Poverty:
(0 to 24 Points)



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



Created: 7/9/2018
LandscapeRSA2



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



NCompass Technologies



End project

Improve
intersection

Reconstruct all segments
in existing alignment

Begin project

Improve
intersection



Crash Type Summary

Sam Morgan Trail - Elway to Randolph 2011-2015

Report Version 1.0 March 2010

Analysis Years 2011, 2012, 2013, 2014, 2015

Crash Summary:		Number of Vehicles		
		1	2	3+
K - Fatal	0	0	0	0
A - Incapacitating	3	2	1	0
B - Non-Incapacitating	1	0	0	1
C - Possible	26	11	15	0
N - Property Damage	109	26	75	8
X - Not Reported	0	0	0	0
Miscoded	0	0	0	0
Total	139	39	91	9

Surface Condition Summary:	
01 - Dry	78
02 - Wet	18
03 - Snow	25
04 - Slush	4
05 - Ice/Packed Snow	13
Other	1
Unknown/Not Specified	0
Miscoded	0
Total	139

Diagram Summary:	
02 - Sideswipe - Same Dir	31
03 - Left Turn	8
04 - Ran Off Road - Left Side	12
05 - Right Angle	17
06 - Right Turn	0
07 - Ran Off Road - Right Side	10
08 - Head On	8
09 - Sideswipe - Opposing Dir	4
Other	48
Unknown/Not Stated	1
Miscoded	0
Total	139

Intersection Relation Summary:	
01 - Not at Intersection	68
02 - T Intersection	28
03 - Y Intersection	1
04 - 4 Legged Intersection	12
05 - 5 or more Leg Intersection	0
06 - Roundabout/Traffic Circle	0
07 - Intersection Related	15
08 - Alley or Driveway	0
09 - School Crossing	0
10 - RR Crossing	0
11 - Recreational Crossing	0
20 -22 - Interchange	6
Other	2
Unknown/Not Stated	7
Miscoded	0
Total	139

Accident Type Summary	
01 - Motor Vehicle in Transport	99
02 - Parked Vehicle	0
03-04 - Road Equipment	2
05 - Train	0
06 - Bike	0
07 - Pedestrian	0
08-09 - Deer/Animal	0
10-14 - Other/Unknown Collision	1
21-42 - Fixed Object	36
51 - Overturn	0
52-65 - Other Non-Collision	0
Other	1
Unknown/Not Stated	0
Miscoded	0
Total	139

Light Condition Summary:	
01 - Daylight	98
02 - Before Sunrise	3
03 - After Sunset	3
04 - Dark (Street Lights On)	33
05 - Dark (Street Lights Off)	0
06 - Dark (No Street Lights)	1
07 - Dark (Unknown Lighting)	1
Other	0
Unknown/Not Stated	0
Miscoded	0
Total	139

Selection Filter:

WORK AREA: COUNTY_CODE('62') - FILTER: CRASH_YEAR('2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

Analyst:

Reuben Collins

Notes:

All Crashes.

The Sam Morgan Regional Trail is a major trail and Tier 1 RBTN Alignment that follows along the east bank of the Mississippi River from Hidden Falls-Crosby Farm Regional Park to Indian Mounds Regional Park in Saint Paul. This project proposes to reconstruct Segment 1 of that trail, the first segment to be constructed in 1991. Segment 1 has degraded in condition as it has approached the end of its useful life. Portions of Segment 1 have already had to be reconstructed.

The Sam Morgan Regional Trail is heavily used. There were 540,000 visits to the trail in 2016. It serves as primary commuter trail for bicyclists, in part because of its direct connection to several other Tier 1 RBTN Alignments. In addition to reconstructing most of Segment 1, this project also proposes to reconstruct the trail along Elway St, one of those other connecting Tier 1 Alignments, in preparation for a realignment project for Lexington Pkwy which will eventually carry it through to Elway St.

The construction phase of the project is estimated at \$2,347,000, of which, \$1,877,600 is being requested with this application and \$469,400 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

This project will result in a trail that is safer, more comfortable to use, and more accessible to all users. The trail's connectivity to major destinations and other Tier 1 RBTN Alignments makes this project a high priority to fund.



MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

July 10, 2018

Alice Messer
Design and Construction Manager
Department of Parks and Recreation
25 West 4th Street, 400 City Hall Annex
Saint Paul, MN 55102

**Re: Letter of Support for City of Saint Paul
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for Sam
Morgan Regional Trail Reconstruction Project**

Dear Ms. Messer,

This letter documents MnDOT Metro District's support for Saint Paul's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Sam Morgan Regional Trail Reconstruction Project.

As proposed, this project could impact MnDOT right-of-way on I-35E. As the agency with jurisdiction over I-35E, MnDOT will support Saint Paul and will allow the improvements proposed in the application for the Sam Morgan Regional Trail Reconstruction Project. Details of a future maintenance agreement with the City of Saint Paul will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Saint Paul as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Sheila Kauppi, your North Area Manager, at Sheila.Kauppi@state.mn.us or 651-234-7718.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride
Metro District Engineer

CC: Sheila Kauppi, Metro District North Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer