



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

11042 - Robert Pira Regional Trail Grade Separation at Barge Channel Rd

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 3:57 PM

Primary Contact

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

Title: Management Assistant

Department: Saint Paul Parks and Recreation

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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 <small>City State/Province Postal Code/Zip</small>
County:	Ramsey
Phone:*	651-266-6400 <small>Ext.</small>
Fax:	
PeopleSoft Vendor Number	0000003222A15

Project Information

Project Name	Robert Piram Regional Trail Grade Separation at Barge Channel Rd
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 construct a bridge over Barge Channel Rd and a spur railroad track. The project will include grading, constructing a bridge and approaches, base and asphalt for trail, landscaping, installing signage, installing lighting, and installing user amenities.
<i>(Limit 2,800 characters; approximately 400 words)</i>	
TIP Description <u>Guidance</u> (will be used in TIP if the project is selected for funding)	OVER BARGE CHANNEL RD, CONSTRUCT NEW BRIDGE AND APPROACHES
Project Length (Miles)	0.3
<i>to the nearest one-tenth of a mile</i>	

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	\$5,500,000.00

Match Amount \$1,607,130.00
Minimum of 20% of project total

Project Total \$7,107,130.00

Match Percentage 22.61%
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: 2022
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 55107

(Approximate) Begin Construction Date 05/01/2023

(Approximate) End Construction Date 05/01/2025

Name of Trail/Ped Facility: Robert Piram Regional Trail
(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

To:
(Intersection or Address)

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

Or At: 701 Barge Channel Rd, Saint Paul MN

Primary Types of Work BRIDGE, APPROACHES, BIKE PATH
*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 2 Regional Bicycle Transportation Alignment; 7.17 - Facilitate safe and continuous trips to regional destinations; 7.23 - Safety

(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:

Saint Paul Bicycle Plan, Figures 4 and 5

(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.

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 (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)	\$125,000.00
Removals (approx. 5% of total cost)	\$80,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$4,325,000.00
Retaining Walls	\$1,560,130.00
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	\$927,000.00
Other Roadway Elements	\$20,000.00
Totals	\$7,037,130.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$70,000.00
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	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$70,000.00

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	\$7,107,130.00
Construction Cost Total	\$7,107,130.00
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

Tier 2, RBTN Corridor Yes

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 1531488229656_Robert Piram RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 14280

Existing Employment Within One Mile (Integer Only) 4838

Upload the "Population Summary" map 1531488291593_Robert Piram 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)

1531488330546_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): Yes

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(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.

Response:

The community was engaged during the master planning process for the entire Robert Pira Regional Trail. Engagement will happen before construction of the bridge. There is a significant Latinx community in the area around the Robert Pira Regional Trail that will be specifically engaged in future activities.

(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:

This bridge will alleviate a significant safety hazard that initial construction of the trail will create in that it will separate trail users from freight and rail traffic in the Barge Channel/Southport area. An additional benefit is separating users from the exhaust produced by that freight traffic.

(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:

There are not expected to be any negative externalities produced by this project.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531488368765_Robert Piram 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
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Total Project Length

Total Project Length (as entered in the "Project Information" form) 0

Affordable Housing Scoring

Total Project Length (Miles) or Population	0
Total Housing Score	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

Response:

The principal benefit of this project is to separate users of the Robert Pira Regional Trail from freight traffic operating at Southport Terminal. That is expected to increase the desirability to use this trail and its connection to the river and downtown.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

If the railroad were to close the Robert Piram Regional Trail where the bridge will be constructed, trail users would be forced to use Concord St/Cesar Chavez St as a detour. Portions of that street are 4 lanes and 35 MPH, especially where the street has a junction with TH 52. 230 total crashes along the detour route were reported 2011-2015, including 12 that involved a bicycle or pedestrian. It is imperative to complete this final stage of the Robert Piram project to maximize long-term safety.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

This project will improve safety for users in the area served by the Route 71 local bus. Multimodal users will especially benefit.

(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

1531488690015_Robert Piram 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

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 Yes

25%

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

0%

Anticipated date or date of acquisition 01/01/2023

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)

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement 01/01/2023

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$0.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$0.00

Points Awarded in Previous Criteria

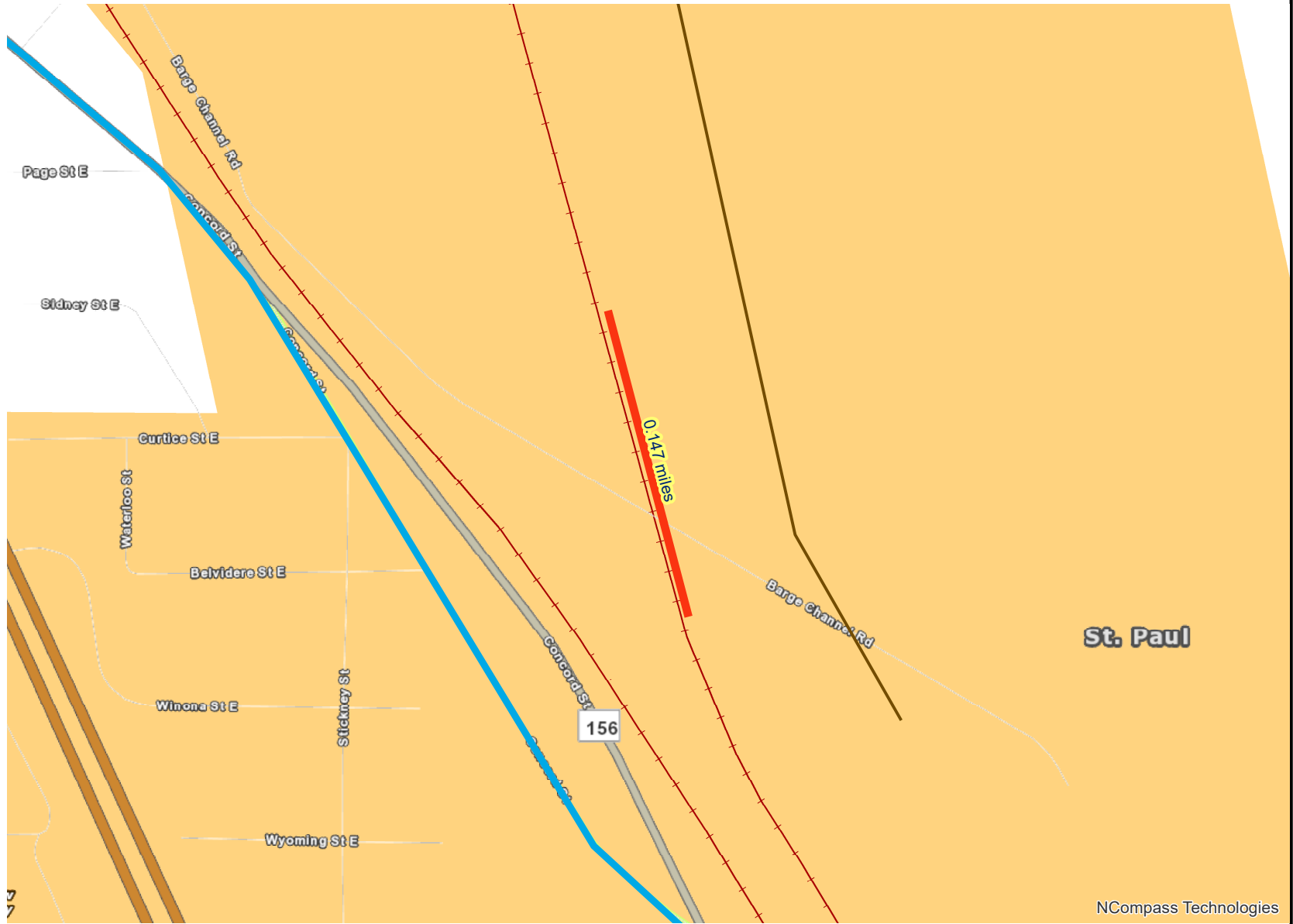
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Robert Piram Before Photo.pdf	Project before photo	151 KB
Robert Piram Crash Type Summary All.pdf	Crash summary for all vehicles	59 KB
Robert Piram Crash Type Summary Bike-Ped.pdf	Crash summary for bicycles and pedestrians	61 KB
Robert Piram Summary.pdf	Project summary	47 KB
Support Letter - Piram Bridge Development.pdf	Letter of support from Saint Paul Port Authority	104 KB

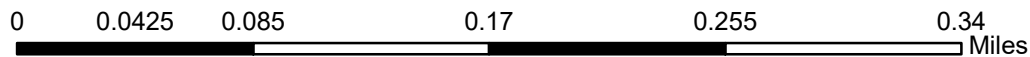
Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Robert Piram Regional Trail Grade Separation | Map ID: 1531146666901



NCompass Technologies

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



Created: 7/9/2018
LandscapeRSA6



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



Population/Employment Summary



Results

Within ONE Mile of project:
Total Population: 14280
Total Employment: 4838

-  Project
-  2010 TAZ



Created: 7/9/2018
LandscapeRSA4



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



Metropolitan Council



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

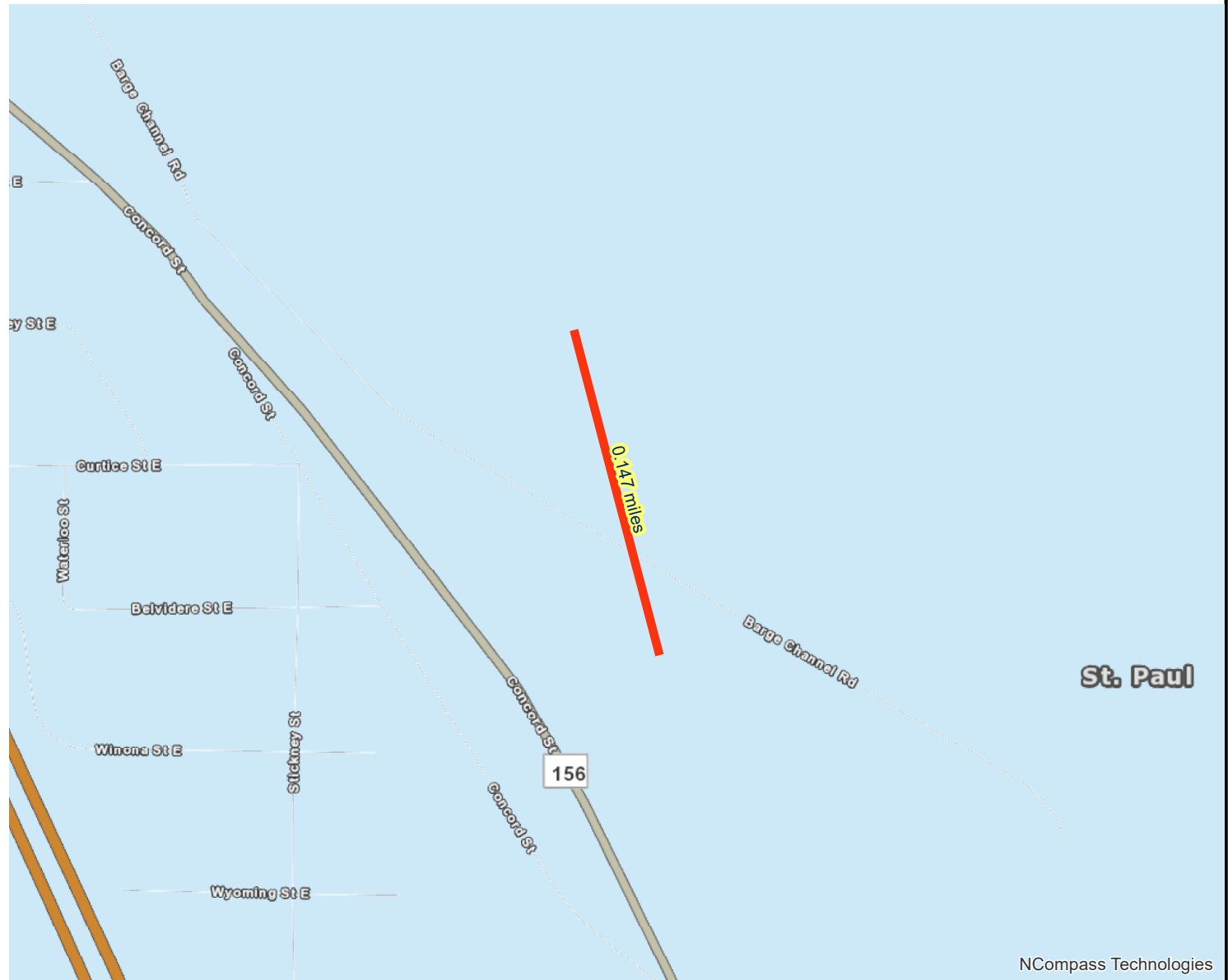
Approved by the Mayor 
Melvin Carter III





Date _____

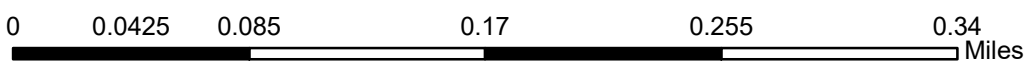
Socio-Economic Conditions

Results

Project located **IN**
 Area of Concentrated Poverty
 with 50% or more of residents
 are people of color (ACP50):
 (0 to 30 Points)



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



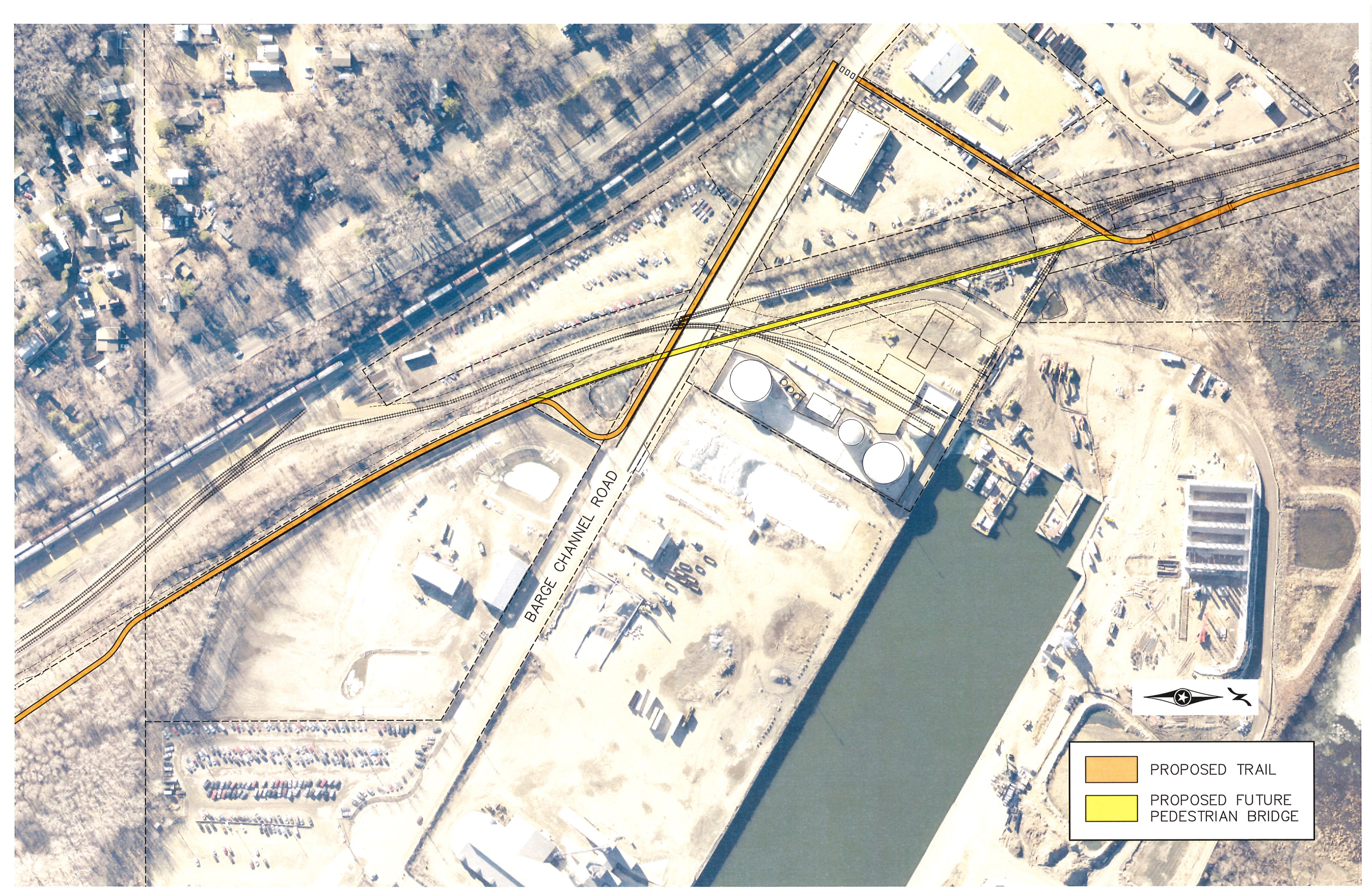
Created: 7/9/2018
 LandscapeRSA2



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



NCompass Technologies



BARGE CHANNEL ROAD



-  PROPOSED TRAIL
-  PROPOSED FUTURE PEDESTRIAN BRIDGE



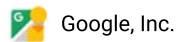
670 Barge Channel Rd

Current condition of Barge Channel Rd. Courtesy Google Maps.

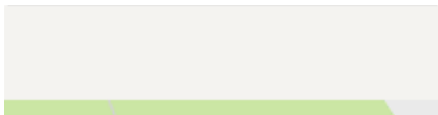


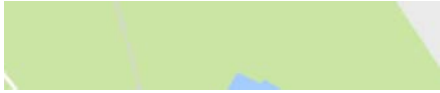
Image capture: Oct 2017 © 2018 Google

St Paul, Minnesota



Street View - Oct 2017







Crash Type Summary

Piram Trail Detour 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	2	1	1	0
B - Non-Incapacitating	14	5	5	4
C - Possible	38	19	16	3
N - Property Damage	176	30	134	12
X - Not Reported	0	0	0	0
Miscoded	0	0	0	0
Total	230	55	156	19

Surface Condition Summary:	
01 - Dry	164
02 - Wet	26
03 - Snow	13
04 - Slush	3
05 - Ice/Packed Snow	21
Other	2
Unknown/Not Specified	1
Miscoded	0
Total	230

Diagram Summary:	
02 - Sideswipe - Same Dir	39
03 - Left Turn	15
04 - Ran Off Road - Left Side	10
05 - Right Angle	32
06 - Right Turn	8
07 - Ran Off Road - Right Side	10
08 - Head On	19
09 - Sideswipe - Opposing Dir	4
Other	88
Unknown/Not Stated	4
Miscoded	1
Total	230

Intersection Relation Summary:	
01 - Not at Intersection	102
02 - T Intersection	24
03 - Y Intersection	2
04 - 4 Legged Intersection	48
05 - 5 or more Leg Intersection	15
06 - Roundabout/Traffic Circle	0
07 - Intersection Related	19
08 - Alley or Driveway	2
09 - School Crossing	0
10 - RR Crossing	0
11 - Recreational Crossing	0
20 -22 - Interchange	8
Other	4
Unknown/Not Stated	6
Miscoded	0
Total	230

Accident Type Summary	
01 - Motor Vehicle in Transport	156
02 - Parked Vehicle	21
03-04 - Road Equipment	1
05 - Train	0
06 - Bike	4
07 - Pedestrian	8
08-09 - Deer/Animal	1
10-14 - Other/Unknown Collision	1
21-42 - Fixed Object	34
51 - Overturn	2
52-65 - Other Non-Collision	0
Other	2
Unknown/Not Stated	0
Miscoded	0
Total	230

Light Condition Summary:	
01 - Daylight	166
02 - Before Sunrise	5
03 - After Sunset	3
04 - Dark (Street Lights On)	50
05 - Dark (Street Lights Off)	0
06 - Dark (No Street Lights)	1
07 - Dark (Unknown Lighting)	1
Other	0
Unknown/Not Stated	0
Miscoded	4
Total	230

Selection Filter:

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

Analyst:

Reuben Collins

Notes:

All Crashes



Crash Type Summary

Piram Trail Detour 2011-2015

Report Version 1.0 March 2010

Analysis Years 2011, 2012, 2013, 2015

Crash Summary:		Number of Vehicles		
		1	2	3+
K - Fatal	0	0	0	0
A - Incapacitating	1	1	0	0
B - Non-Incapacitating	4	4	0	0
C - Possible	7	7	0	0
N - Property Damage	0	0	0	0
X - Not Reported	0	0	0	0
Miscoded	0	0	0	0
Total	12	12	0	0

Surface Condition Summary:	
01 - Dry	11
02 - Wet	1
03 - Snow	0
04 - Slush	0
05 - Ice/Packed Snow	0
Other	0
Unknown/Not Specified	0
Miscoded	0
Total	12

Diagram Summary:	
02 - Sideswipe - Same Dir	1
03 - Left Turn	1
04 - Ran Off Road - Left Side	0
05 - Right Angle	6
06 - Right Turn	1
07 - Ran Off Road - Right Side	0
08 - Head On	3
09 - Sideswipe - Opposing Dir	0
Other	0
Unknown/Not Stated	0
Miscoded	0
Total	12

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

Accident Type Summary	
01 - Motor Vehicle in Transport	0
02 - Parked Vehicle	0
03-04 - Road Equipment	0
05 - Train	0
06 - Bike	4
07 - Pedestrian	8
08-09 - Deer/Animal	0
10-14 - Other/Unknown Collision	0
21-42 - Fixed Object	0
51 - Overturn	0
52-65 - Other Non-Collision	0
Other	0
Unknown/Not Stated	0
Miscoded	0
Total	12

Light Condition Summary:	
01 - Daylight	7
02 - Before Sunrise	1
03 - After Sunset	0
04 - Dark (Street Lights On)	4
05 - Dark (Street Lights Off)	0
06 - Dark (No Street Lights)	0
07 - Dark (Unknown Lighting)	0
Other	0
Unknown/Not Stated	0
Miscoded	0
Total	12

Selection Filter:

WORK AREA: COUNTY_CODE('62') - FILTER: CRASH_YEAR('2011','2012','2013','2014','2015'), CRASH_TYPE_CODE('06','07') - SPATIAL FILTER APPLIED

Analyst:

Reuben Collins

Notes:

Ped & Bike Crashes

The Robert Piram Trail Pedestrian Bridge provides a grade-separated pedestrian connection through the Southport Industrial District. The bridge parallels existing railroad tracks and would tie into the proposed Robert Piram Regional Trail. The bridge structure would be 14' wide on piers accommodating a 12' wide trail. It's alignment begins adjacent to existing wetland areas, crosses over two sets of railroad tracks and Barge Channel Road, then drops down to tie into the proposed trail.

The desire for this bridge stems from the Railroad's willingness to temporarily vacate a portion of their tracks providing an at-grade trail connection, but reserving the right to re-activate the railroad tracks at any time, thus creating a gap in the regional trail system. This bridge would provide a permanent connection for the regional trail through Southport and over the Union Pacific Railroad tracks. The Southport Industrial District is a busy commercial and freight area. This bridge would allow for a physical separation of vehicle and pedestrian uses as well. This pedestrian bridge is part of the Robert Piram Regional Trail, a 3.7 mile trail connection from Harriet Island to South Saint Paul. As part of a multi-state national trail, it will close a gap in our regional trail system, bringing quality of life and economic benefits to St. Paul and the entire metropolitan region.

The construction phase of the project is estimated at \$7,107,130, of which, \$5,500,000 is being requested with this application and \$1,607,130 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 new facility that is safer for all users of the corridor. The safety benefits make this project a high priority to fund.



July 12, 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: Regional Solicitation Application for the Robert Piram Grade Separation project

Dear Ms. Messer:

Thank you for requesting a letter of support from the Saint Paul Port Authority for the 2018 Regional Solicitation. The Saint Paul Port Authority operates Southport Terminal in the project area and is a land owner along the project's alignment.

The Saint Paul Port Authority supports the City's efforts to secure funding to construct a grade-separated crossing over Barge Channel Road and the railroad tracks serving Southport Terminal. This project will provide significant safety improvements at Southport Terminal by separating bicycles and pedestrians from freight traffic in the area.

The Saint Paul Port Authority will continue to actively partner with the City to negotiate any property rights necessary to construct the bridge.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Hilleman", is written over a light blue background.

Monte M. Hilleman
SVP – Real Estate Redevelopment

/lkw

