



CITY OF SAINT PAUL  
*Melvin Carter, Mayor*

25 West Fourth Street, Ste. 1300  
Saint Paul, MN 55102

Telephone: 651-266-6565

Date: July 5, 2018  
To: Planning Commission  
From: Comprehensive and Neighborhood Planning Committee  
Re: *Re-imagine the Railway: Studying New Uses for the Ford Spur*

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### **Background**

Attached (by link) is *Re-imagine the Railway: Studying New Uses for the Ford Spur* ("the study"), prepared in response to an April 2014 City Council resolution authorizing the Department of Planning and Economic Development to apply for a Federal TIGER IV grant. The grant was to fund a preliminary planning study for a multi-modal transportation corridor within Canadian Pacific right-of-way that would link the former Ford plant to approximately the eastern terminus of St. Clair Avenue. The study was also funded in part by East Metro Strong, The Ford Motor Company, and City funds.

The Ford Spur connects the West 7th and Highland neighborhoods, and is owned by Canadian Pacific (CP) Railway. It was originally used to serve the Ford Twin Cities Assembly Plant (Ford Site), which closed in 2011 and is planned for mixed-use redevelopment. With the railway no longer in use, there is potential for the Ford Spur to be remade into a vibrant recreation and transportation resource that can serve Saint Paul residents well into the future.

The study examined opportunities to redevelop the railway for pedestrians and bicyclists, taking into account scenarios with and without public transit. The Ford Spur study gives preliminary design guidance for the corridor, as well as provides important background information that sets the stage for more detailed work in the future. It will not influence the decision whether or not to construct transit in the Ford Spur; this will be decided as part of the Riverview Corridor and Ford Corridor transit studies.

### **Study Engagement and Process**

The consultant project team of Alta Planning + Design, Kimley-Horn, and Sambatek developed a Public Involvement Plan for outreach during the course of the study. PED assembled both a Technical Advisory Group (TAG) and a Project Advisory Group (PAG), each consisting of agency partners and community representatives. These groups, along with City staff, refined project goals, strategies and evaluation criteria that were vetted with the community. The City hosted a series of traditional open houses, as well as a series of smaller, less formal, but targeted outreach efforts to inform residents of the study and solicit opinions. Significant effort was made to post flyers in apartment buildings and at community events in advance of open houses. Additional information regarding engagement is available in the report.

### **Study Recommendations**

Recommendations include preliminary design concepts based on varied typologies found along the corridor. The study proposes trail cross sections that maximize safety and comfort for trail users. Trail alignment along the spur is also recommended in segments defined by the group as representative of unique conditions. Opportunities for trail amenities and considerations for interaction with existing infrastructure are also provided. The preliminary designs accommodate two parallel, but not competing, scenarios: one with space for future transit and one without. This was to account for uncertainty in future Riverview and Ford Corridor transit alignment decisions.

The study also includes an environmental screening section to provide a basis for selection of recommended concept(s) to be carried forward for further evaluation through the National Environmental Policy Act (NEPA) and Minnesota Environmental Policy Act (MEPA) processes. The focus of this analysis was to identify potentially significant impacts and if they can be mitigated, or if they deem a concept infeasible. More detailed environmental analysis would be required as part of a future design phase. Basic capital and operations and maintenance (O&M) costs were also estimated, and are included in the report.

### **Committee Review**

The study was discussed at the June 18, 2018 meeting of the Transportation Committee and at the June 27, 2018 meeting of the Comprehensive and Neighborhood Planning Committee. The Transportation Committee suggested continued emphasis on distinction between the spur study work and Riverview Corridor Study efforts. They also recommended more enthusiastic language to support the work in the draft resolution (incorporated in this draft). The Comprehensive and Neighborhood Planning Committee discussed the study and recommended approval. Neither committee felt that a public hearing was necessary, as the study was mostly technical in nature and has been vetted in the community through the engagement process.

### **District Council Involvement and Review**

Districts 9 and 15 had representatives on the Project Advisory Group throughout the process. Staff presented the study to the Highland District Council Transportation Committee on June 12, 2018 and is scheduled to present to the District 9 Board on July 9, 2018. While the HDC Transportation Committee did not adopt a resolution, they generally supported the work as a good basis for future work as ownership and funding questions are resolved.

### **Draft Amendments**

There are three minor recommended edits to the draft:

P.2 Add **Saint Paul Planning Commission: Wendy Underwood**

P.2 Add **Ford Road Federation: Betty Moran, Emily Northey**

P.2 Add material required per Grant Agreement Section 4.1: This material is based upon work supported by the FHWA under Grant Agreement P-18. Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the FHWA.

### **Committee Recommendation**

The Comprehensive and Neighborhood Planning Committee recommends that the Planning Commission forward the Study with amendments to the Mayor and City Council with a recommendation for approval as a foundational document for future design and engineering work.

Planning Commission

July 5, 2018

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**Attachments**

Attachment A: *Re-imagine the Railway: Studying New Uses for the Ford Spur, with Appendices*

Available at: [www.stpaul.gov/fordspurstudy](http://www.stpaul.gov/fordspurstudy)

Attachment B: Draft Planning Commission Resolution

Attachment C: Transportation Committee Staff Report, June 18, 2018

Attachment D: Council Resolution 14-723

Attachment E: Council Resolution 16-203

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

**FORD SPUR STUDY**

WHEREAS, the Canadian Pacific (CP) Ford Rail Spur is no longer used to serve the Ford Motor Company Twin Cities Assembly Plant; and

WHEREAS, the CP Ford Spur represents an opportunity to provide important transportation and recreation options by incorporating multiple modes of transportation in a corridor that passes through diverse neighborhoods; and

WHEREAS, the Saint Paul City Council passed Resolution 14-723 in April 2014 authorizing the Department of Planning and Economic Development to apply for a Federal TIGER VI Planning Grant to prepare a plan for the Canadian Pacific Ford Rail Spur; and

WHEREAS, the United States Department of Transportation ("DOT") awarded a \$100,000 grant (FHWA FY 2014 TIGER Planning Grant No. P-18, T14HP039; S.P. # 164-070-014) to the City of Saint Paul to be used in the preparation of a preliminary design study ("Study") of the Canadian Pacific Ford Rail Spur to identify constraints and opportunities for multi-modal use and develop preliminary design concepts; and

WHEREAS, the Grant was combined with \$70,000 from the pre-development account of the Loan Enterprise Fund Budget of the Housing and Redevelopment Authority of the City of Saint Paul to fund the Study; and

WHEREAS, East Metro Strong generously donated \$20,000 to the City of Saint Paul to be used in support of the Study; and

WHEREAS, Ford Motor Company generously donated \$10,000 to the City of Saint Paul to be used in support of the Study; and

WHEREAS, a project team led by Alta Planning + Design and Planning Commission staff, and supported by Sambatek and Kimley-Horn, undertook a study of the CP Ford Spur using the grant application and agreement as guides; and

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

WHEREAS, Project and Technical Advisory Groups were assembled to represent stakeholder interests and provide input throughout the Study process; and

WHEREAS, a series of community forums was held between May of 2017 and March of 2018 to help guide the Study direction and recommendations; and

WHEREAS, the Study provides recommendations for

- Preliminary trail designs
- Crossing considerations
- Interactions with pedestrian, bicycle, and transit infrastructure
- Future environmental investigations
- Trail-supporting facilities
- Operations and maintenance considerations; and

WHEREAS, the Transportation Committee, on June 18, 2018, forwarded its strong endorsement of the Study and recommendation for support to the Planning Commission; and

WHEREAS, the Comprehensive and Neighborhood Planning Committee, on June 27, 2018, forwarded its endorsement of the Study and recommendation for support with minor amendments to the Planning Commission; and

WHEREAS, the Planning Commission finds the Study to be consistent with the Comprehensive Plan;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby forwards the Study to the Mayor and City Council with a recommendation for approval as a foundational document for future design and engineering work.

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## Transportation Committee Staff Report for Projects

Committee date: 6/18/18

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**Project Name:** Canadian Pacific Rail Ford Spur Study

**Geographic Scope:** 5 miles of unused rail corridor in DCs 9 and 15

**Project Contact:** Mike Richardson, mike.richardson@ci.stpaul.mn.us, 651.266.6621

**Project Webpage:** www.stpaul.gov/fordspurstudy

**Project Description:** Explore feasibility, opportunities, and constraints for new bike/ped trail facilities and consider relationship to possible Riverview Corridor transit connection.

**Project Stage & General Timeline:** Deliverables complete, beginning review and routing to Council and Mayor approval

**Public Hearing Date & Location:** N/A

**Cost & Primary Funding Source(s):** \$200,000. \$100,000 (TIGER grant); \$70,000 (HRA); \$30,000 (Private - East Metro Strong, Ford Motor Company)

**Transportation Committee Role:**

- Inform project scope & approach       Inform design       Inform implementation
- Make recommendation

**Explanation** Requesting a review of the study and recommendation to forward to the City Council and Mayor for their approval.

**Attachments include:**

- Complete Streets Checklist       Scoping document       CIB request
- Summary of Engineering Recommendations

Staff recommendation	Review study and recommend that the Planning Commission forward the study to the Mayor and City Council with a recommendation for approval.
Action item requested of the Committee	Recommend approval of the study and for the Planning Commission to forward the study to the Mayor and City Council.
Committee recommendation	Recommend that the Planning Commission forward the study to the Mayor and City Council with its strong endorsement and recommendation for approval.
Committee vote	Unanimous



## Legislation Details (With Text)

**File #:** RES 14-723    **Version:** 1    **Name:** CP Rail Spur Master Plan TIGER Application  
**Type:** Resolution    **Status:** Passed  
**In control:** City Council  
**Final action:** 4/23/2014

**Title:** Authorizing the Department of Planning and Economic Development to apply for a federal TIGER VI Planning Grant to prepare a Master Plan for the CP Rail Spur between Downtown and the site of the former Ford plant.

**Sponsors:** Dave Thune, Chris Tolbert

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
4/30/2014	1	Mayor's Office	Signed	
4/23/2014	1	City Council	Adopted	Pass

Authorizing the Department of Planning and Economic Development to apply for a federal TIGER VI Planning Grant to prepare a Master Plan for the CP Rail Spur between Downtown and the site of the former Ford plant.

WHEREAS, on January 17, 2014, the President signed the Consolidated Appropriations Act that includes a \$600 million authorization for National Infrastructure Investments referred to by the U.S. Department of Transportation as TIGER Discretionary Grants; and

WHEREAS, \$35 million of the total will be devoted by the Department of Transportation to planning grants; and

WHEREAS, the City of Saint Paul has reviewed the qualifying and ranking criteria associated with these funds and determined that a Master Plan for CP Rail Spur between downtown and the site of the former Ford Plant would be eligible for a planning grant; and

WHEREAS, the Department of Planning and Economic Development proposes to submit a \$200,000 grant application to the TIGER Discretionary Grant program for the CP Rail Spur Master Plan; and

WHEREAS, although the grant application requires a minimum of twenty (20) percent local funding match, among successful applications, the average match amount is sixty-six (66) percent; and

WHEREAS, the Department of Planning and Economic Development is seeking grant funds from partners to propose a fifty (50) percent match with the understanding that CIB funds will be available to make up the difference; now, therefore, be it

RESOLVED, that the Saint Paul City Council authorizes the Department of Planning and Economic Development to prepare and submit an application to the U.S. Department of Transportation for the CP Rail Spur Master Plan; and be it finally

RESOLVED, that if the grant is awarded, the Council does hereby authorize the proper City officials to prepare a budget amendment for Council consideration and execute contracts and grant agreements as are necessary to implement the project on behalf of the City of Saint Paul.



# City of Saint Paul

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

## Signature Copy

### Resolution-Public Hearing: RES PH 16-203

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**File Number: RES PH 16-203**

Accepting a \$100,000 grant from The United States Department of Transportation (DOT), a \$20,000 contribution from East Metro Strong, and a \$10,000 contribution from Ford Motor Company for a preliminary multimodal design study for the Canadian Pacific Rail Spur (Ward 3, District 15 and Ward 2, District 9).

**WHEREAS**, The United States Department of Transportation ("DOT") has awarded a \$100,000 grant ("Grant") to the City of Saint Paul to be used in the preparation of a preliminary design study ("Design Study") of the Canadian Pacific (CP) Rail Spur that will identify constraints and opportunities for multi-modal use and develop preliminary design concepts; and

**WHEREAS**, East Metro Strong has generously committed \$20,000 to the City of Saint Paul to be used in support of the Design Study; and

**WHEREAS**, Ford Motor Company has generously committed \$10,000 to the City of Saint Paul to be used in support of the Design Study; and

**WHEREAS**, the grant funds will be advanced and must be used solely for the purposes described in the grant award; and

**WHEREAS**, in Resolution 14-723 the City Council authorized the proper City officials to prepare a budget amendment for Council consideration and execute contracts and grant agreements as are necessary to implement the Design Study; and

**WHEREAS**, the City of Saint Paul has the legal authority to accept this Grant from DOT and the institutional, managerial and financial capability to ensure adequate implementation of the Design Study; and

**WHEREAS**, the Grant will be combined with \$70,000 from the predevelopment account of the Loan Enterprise Fund Budget of the Housing and Redevelopment Authority of the City of Saint Paul, Minnesota to fully fund the Design Study; and

**WHEREAS**, the Mayor pursuant to Section 10.07.1 of the Charter of the City of Saint Paul, does certify that there are available for appropriation funds of \$130,000, as identified in the attached budget amendment, in excess of those estimated in the budget and recommends such changes to the budget; and

**WHEREAS**, after a public hearing the City Council determines there is a public purpose to accept the Grant and use it for its intended purposes;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Saint Paul, that:

1. The City Council hereby approves and accepts the Grant from DOT and the contributions



from East Metro Strong and the Ford Motor Company and the City budget is hereby amended and approved as detailed in Attachment A.

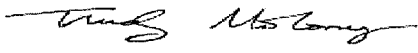
2. The City staff and legal counsel are directed and authorized to take all actions necessary to implement this Resolution and PED's Director is authorized to execute any documents and instruments in connection therewith.

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


**Yea:** 5 Councilmember Bostrom, Councilmember Tolbert, City Council President Stark, Councilmember Noecker, and Councilmember Prince

**Nay:** 0

**Absent:** 2 Councilmember Brendmoen, and Councilmember Thao

**Vote Attested by**   
**Council Secretary** \_\_\_\_\_  
Trudy Moloney

**Date** 7/6/2016

**Approved by the Mayor**   
\_\_\_\_\_ **Date** 7/8/2016  
Chris Coleman