

DRAFT: Formstack Submission For: [IIJA Grants Technical Assistance Application](#)

Name of Agency: City of St. Paul

Address of Agency: [Add City Address]

Name: [Add City Contact]

Address: [Add City Contact Address]

Phone: [Add City Contact Phone]

Email: [Add City Contact Email]

Project Description. Include a brief description of the project for which federal funds are being sought.:

The City of St. Paul, in collaboration with the Saint Paul Port Authority, would like to apply for an IIJA discretionary grant to advance planning efforts for a comprehensive multimodal initiative to improve critical infrastructure at the Southport Intermodal Terminal (SIT), which is located along the Mississippi River and Barge Channel Road, near the intersection of Concord Ave and US-52, in St. Paul, Ramsey County, Minnesota. Planning objectives are to improve regional transportation infrastructure by enhancing safety, reliability, and critical connections.

Federal Discretionary Grant Program Being Pursued.: To Be Determined (current target is Railroad Crossing Elimination Grant Program)

Name of Federal Awarding Agency: US Department of Transportation – Federal Railroad Administration

State Funds Requested for IIJA Grants Technical Assistance. \$30,000 is the max, and not more than one grant per local agency per year. Tribes are 30000

eligible for more than one grant per year.:

Consultant, if known. If consultant has been selected, include name here. If not, write “consultant not selected yet.” Note that grant agreement cannot be executed until a consultant is selected and the anticipated necessary grant amount is known.:

Stantec

Anticipated start date of consultant contract. Note that any consultant costs incurred before a state funded grant agreement is executed are not eligible for re-imbursement.:

7/1/2024 (estimated)

Anticipated closing date of federal grant opportunity. Include actual due date of federal grant application, if known. If not known, including estimated date and “(estimated).”:

9/15/2024 (estimated)

Mitigate the impacts of climate change in reducing emissions or improving infrastructure resiliency.:

Improving the SIT will enhance environmental sustainability in many ways. River shipping provides one of the most efficient methods of bulk commodities transportation. Compared to other modes of transportation, marine transportation carries the most freight, is the most fuel efficient, and produces the lowest emissions. One typical barge, carrying 1,750 tons, is equivalent to about 70 truck trips. Freight rail trains follow marine transportation in efficiency and emissions.

Provide benefit to areas of persistent poverty or historically disadvantaged communities.:

The SIT is located in the West Side neighborhood of the City of Saint Paul. It is one of the most diverse neighborhoods in

Saint Paul with nearly 70% of the population being non-white. The two census tracts (CT) in and around the SIT are designated as disadvantaged according to the Climate and Economic Justice Screening Tool (CEJST). This planning project will engage the community and will provide economic and environmental benefits to the neighborhoods.

Improve safety for all users.:

The SIT is accessed via Barge Channel Road only. Barge Channel Road has an at-grade railroad crossing which often completely blocks off access to the site. This is a significant safety concern because when the access road is blocked by a freight train, emergency vehicles cannot access the SIT. Additionally, the dock walls are unstable and require substantial repair and replacement to prevent them from collapsing. The planning effort will address these and other safety concerns.