

Transportation, Community, and System Preservation Program (TCSP)

PROGRAM FY 2011 GRANT APPLICATION

PART A. PROJECT INFORMATION

Project Title:	Saint Paul Streetcar Feasibility Plan
Project Location (Include City/County, State):	City of Saint Paul, Ramsey County, Minnesota
State Priority (to be completed by State DOT):	
GRANTEE CONTACT INFORMATION	
Grantee Contact Name:	Christina Morrison, City Planner
Agency/Tribal Government:	City of Saint Paul
Mailing Address (Street/P.O. Box):	25 W. 4 th Street, #1200
City, State, Zip code:	Saint Paul, MN 55102
Phone:	651-266-6546
Fax:	651-228-3341
E-Mail:	Christina.morrison@ci.stpaul.mn.us
STATE DOT CONTACT INFORMATION	
State Contact Person:	Brian Gage
Phone:	651-366-3748
Fax:	NA
E-Mail:	Brian.gage@state.mn.us
FHWA DIVISION OFFICE CONTACT INFORMATION	
Division Contact Person:	Susan Moe
Phone:	651-291-6109
Fax:	651-291-6000
E-Mail:	Susan.moe@dot.gov
CONGRESSIONAL INFORMATION	
Congress Member:	Congresswoman Betty McCollum
Congressional District No.:	4
TCSP Program Funds:	\$200,000.00
Matching Funds/In-kind Services Value:	\$50,000.00
Matching Funds/In-kind Services Source:	Local: city, county rail authority, and private foundation
Total TCSP-Related Project Costs:	\$250,000.00

TO BE COMPLETED BY THE FHWA DIVISION OFFICE				
State Administered?		Yes		No
Division Administered?		Yes		No
"Transfer" TCSP funding for Project Administration?		Yes		No
If yes, which Federal Agency				
Will the project be obligated by September 30, 2011?		Yes		No
Date grant application approved by FHWA Division Office				

Part B. Project Abstract

The TCSP grant will fund planning to explore the feasibility of a modern streetcar network in Saint Paul, Minnesota. The process will develop of a set of prioritized citywide streetcar investments that are physically viable, offer the greatest potential for improving local circulation, support economic development, and complement existing and planned regional transportation systems. The plan will prepare Saint Paul for long-term success in financing and implementing a comprehensive streetcar network.

Part C. Project Narrative

Project Needs

The feasibility planning process will develop a set of prioritized streetcar investments and remove several barriers to streetcar implementation: a lack of public knowledge about the benefits of streetcars, engineering and technical unknowns, and a lack of information about capital and operating costs. These items will be thoroughly addressed in the plan, preparing Saint Paul to seek funds for the implementation of streetcar corridors. For more specific task descriptions, please see the planning benchmarks under the *Work Plan* section.

After the construction of a streetcar line or network in Saint Paul, it be possible to measure travel changes and economic development impacts. Because this grant only facilitates the study of these corridors, an analysis of the expected results would be outside the scope of the *Saint Paul Streetcar Feasibility Plan*, and impacts would not be able to be quantified during the course of a planning process alone. For more information on the timeframe of the planning process, please see the *Project Administration & Schedule* section.

Expected Results

Improve the efficiency of the transportation system. Commercial corridors that were built as streetcar streets have experienced disinvestment due to congestion and present-day parking demands of a

suburban-style, automobile-oriented marketplace. Many streets, which double as state trunk highways, county roads, or truck routes, have heavy amounts of daily traffic due to a lack of viable local transportation alternatives. Restoring transit to these neighborhoods will help to shift more local travel to transit, reducing the need for automobile use for short trips. This in turn will encourage increased residential and commercial density which will also support efficient multi-use trips, and promote active life style choices for both transportation and recreation purposes.

Reduce the impacts of transportation on the environment. It is anticipated that the introduction of an electrically-powered streetcar system in Saint Paul would reduce overall automobile use and corresponding pollutants, especially for short, localized trips. Modern streetcars in other American cities have shown to effectively reduce or eliminate automobile trips, and help to extend the number of trips that can be made on foot. Portland, Oregon, has estimated that, “the existing Portland Streetcar experience indicates a savings of 60 million vehicle miles traveled per year due to added urban development, when compared to a similar suburban alternative,” and that the more dense, mixed-use development that accompanies streetcar development inevitably increases transportation choice and reduces automobile use.¹

Reduce the need for costly future investments in public infrastructure. Saint Paul envisions that detailed planning and foresight for transit service in the built city will position the urban core for a generation of growth and increased density. Passenger rail can help focus that new density, providing the most efficient use of existing public infrastructure. A report on development investments in Portland noted that by April 2008, \$3.5 billion had been invested within two blocks of the streetcar alignment, and that “55% of all CBD development since 1997 has occurred within 1-block of the streetcar.”² Saint Paul recognizes the tremendous economic impetus that a streetcar network would provide for redevelopment, and hopes to concentrate new development around transit stations on mixed-use corridors. This increases the ridership and effectiveness of transit, and builds transportation capacity in the regional system without roadway expansion.

Provide efficient access to jobs, services, and centers of trade. Streetcar service would restore the competitiveness of transit within each neighborhood, and reconnect the regional bus and rail system to local and regional employment centers, including the major centers in Downtown Saint Paul, Downtown Minneapolis, the University of Minnesota, and the State Capitol complex. The main street corridors in Saint Paul also contain local job center nodes, major educational institutions and non-profit organizations, and service facilities. Saint Paul’s Central Corridor Light Rail Transit line and restored Union Depot (both currently under construction) will provide strong future connections to the region and to the Upper Midwest.

Examine Community Development Patterns and Encourage Private Development. Saint Paul’s mixed-use commercial corridors have many historic and cultural resources, but need rehabilitation, revitalization, and new development to compete in the regional market. A modern streetcar network attracts small-scale infill development, and will spur interest in filling vacant storefronts built to serve transit-dependent neighborhoods during the original streetcar era of Saint Paul. Streetcar routes would be chosen in part based on their ability to support a compact, complementary mix of land uses, and the kind of transit-oriented development that can provide commercial and retail spaces for entrepreneurs and additional housing choices for existing residents and future growth.

¹ *Why Streetcars? The Role of Streetcars in Portland*, City of Portland, Office of Transportation., page 10

² *Portland Streetcar Development Oriented Transit*, Office of Transportation and Portland Streetcar, Inc., 2008.

Priority Consideration Criteria

Regional Planning Coordination. The project is consistent with local and regional planning. The *Saint Paul Comprehensive Plan* (2010) calls for a renewed investment in streetcars and other modes of transit, and specifically calls for streetcar feasibility planning and increased neighborhood connectivity in the Transportation Chapter:

2.9 Work with Metro Transit to study and implement possible corridors for new bus rapid transit, LRT, streetcars, or commuter rail lines serving Saint Paul (see Figure T-C and Appendix T-A). (Page T-13)

2.10 Study the feasibility and possible location of new streetcar lines. To assist the City and community in understanding key issues associated with a new streetcar system, a feasibility study should be conducted. The costs and benefits of a streetcar network should be assessed, and potential short term and longer term priorities for implementation should be identified. (Page T-13)

4.12 Explore the use of neighborhood circulators to serve gaps in community connectivity. An innovative and successful model for transporting children to after-school and summer activities has been implemented on the West Side and recreated in the Dayton's Bluff and Payne-Phalen neighborhoods. (Page T-24)

The plan also recalls the formation of the historic main streets, and calls for the preservation of commercial corridors in the Historic Preservation chapter:

6.7. Partner with organizations that support preservation and redevelopment efforts in neighborhood commercial districts and along commercial corridors. Because Saint Paul's urban form was created largely by the location of streetcar lines along commercial corridors, the preservation of commercial corridors is particularly important to preserving the overall character of the city. In addition, neighborhood commercial districts are a key feature of Saint Paul's traditional urban neighborhoods. Effort should be made to provide necessary support to the various organizations working to retain and enhance commercial districts and corridors as defining elements of the urban fabric. (Page HP-25)

The Metropolitan Council, the Twin Cities region's metropolitan planning organization, recommends several policies that would be implemented, in part, by the addition of a new streetcar network in the urban core:

Strategy 12a. Transit Services Tailored to Diverse Markets: Diverse transit markets need different transit service strategies, service hours, operating frequencies, and capital improvements. To tailor transit service to these diverse market needs, regional transit providers will follow the standards and service delivery strategies as outlined in Appendix G: Transit Market Areas and Service Standards.

Strategy 12b. Transit Service Options: Transit providers will pursue a broad range of transit service options and modes to match transit services to demand.

Strategy 12c. Transit Centers and Stations: Regional providers will plan and design a transit network that utilizes Transit Centers and Stations to connect various types of transit service options. Transit Centers and Stations will also link transit to local land use and enable the network to provide efficient service to a wider geographic area through timed transfers.

Strategy 12e. Underrepresented Populations: Regional transit providers will continue to ensure their transit planning fairly considers the transit needs of all populations and is compliant with the environmental justice directives outlined in various federal legislation, including Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act.

Strategy 13a. Coordination Among Services: The Council will promote coordination among the different transit services provided by various authorities throughout the region to ensure that the overall regional transit system functions as a seamless and user-friendly regional network, and to avoid inefficiencies and duplication.

It should be noted that the Metropolitan Council, which also runs the regional transit authority, does not address streetcar development policy in their transportation plan per se, but rather encourages local initiation of projects³:

Streetcar service is particularly suitable for high volume local routes with short average trip distance in urban areas. Streetcars maybe also be appropriate as a development tool for local units of government. The Council will collaborate with local units of government to determine where and when streetcars may be appropriate.

An Intercity Investment Strategy. The City of Saint Paul has been in close communication with the Office of Minneapolis Mayor R.T. Rybak about the coordination of streetcar planning. An intercity streetcar network in the urban core will lay the foundation for expanded transit options, promote walkable and transit-oriented neighborhood development, and enhance connections to regional destinations and employment centers.

Minneapolis has already adopted a streetcar feasibility study, long-term streetcar network map, and streetcar funding study, and is currently beginning an Alternatives Analysis on their first corridor, the Nicollet-Central Urban Circulator. In an August 2010 letter to Saint Paul Mayor Christopher Coleman, Minneapolis Mayor R.T. Rybak wrote, “we are excited to participate in this planning process in collaboration with the City of Saint Paul, and look forward to sharing lessons learned, coordinating potential intercity routes, and participating in regional conversations about streetcar implementation.” Having a comprehensive assessment of streetcar feasibility will help both Saint Paul and Minneapolis to position the urban core for leveraging maximum resources from local, state, and federal sources.

Development Policy to Reduce Impacts on the Environment. As transportation choice and transit use expands, a streetcar system will promote investment in walkable urban neighborhoods that encourage non-motorized transportation as a part of daily activities, both for commuting and non-commuting trips, reducing local automobile trips and corresponding pollutants.

The City’s Land Use chapter has several policies supportive of transit-oriented development:

1.21 Balance the following objectives for Mixed-Use Corridors through the density and scale of development: accommodating growth, supporting transit use and walking, providing a range of housing types, and providing housing at densities that support transit.

1.28 Promote conditions that support those who live and work along Mixed-Use Corridors, including frequent transit service, vibrant business districts, and a range of housing choices.

The Land Use chapter policy focuses much of Saint Paul’s future density near traditional “neighborhood center” nodes on these transit-oriented, mixed use corridors.

³ Metropolitan Council 2030 Transportation Policy Plan, 2009

Commitment to Public and Private Involvement. Saint Paul has a strong track record of collaboration. In drafting plans, it is standard operating procedure that the City engage key stakeholder organizations like the Saint Paul Port Authority, community development corporations, Ramsey County, the State of Minnesota, the Metropolitan Council, and non-profit advocacy groups. Saint Paul also engages in outreach to businesses, residents, developers, and land owners.

The outreach and participation process will include both traditional and non-traditional techniques, and a diverse team of public and private partners. The project will have an appointed Task Force (comprised of interested community members, business owners, developers, non-profit organizations, advocacy groups, etc.) and a Project Management Team made up of pertinent agency staff. The task force and project management team meetings will be coordinated and led by city staff and each held monthly. Public open houses will be held at the mid-point and near the end of the process, to gather input and inform any changes that may come during the adoption process. As with every planning process, general presentations will be offered to any interested party at their regular location and meeting time, and to all District Councils in Saint Paul. In addition to these traditional outreach methods, the City will continue to use Web 2.0 strategies to help publicize and promote wide participation in planning activities. Some of these non-traditional outreach strategies include tools such as blogging and micro-blogging, wikis and other project collaboration tools, web surveys, and social networking.

The City also has a strong network of community organizations and newspapers that have effectively passed information along to wider audiences. This is done via their own organizational outreach techniques, including action alerts, advertisements, email lists, membership networks, websites and blogs, Facebook and Twitter, and e-newsletters.

Encourage Private Sector Investment. American cities with modern streetcar networks have seen a significant return on the capital investment through economic development. The following table shows a comparison of streetcar investments to benefits:

Streetcar Benefits to Investment							
City	Start of Service	Initial Track Miles	Initial System Cost Per Track Mile (Millions)	Initial System Cost (Millions)^	Development Investment (Millions)*	Return on Investment (%)	Expansion Planned
Kenosha	2000	2	3	6	150	2400	Yes
Little Rock	2004	2.5	7.84	19.6	200	920.41	Yes
Tampa	2003	2.3	24.35	56	1000	1685.71	Yes
Portland	2001	4.8	11.38	54.6	2300	4112.45	Yes
^ This represents the total costs of the project including maintenance facilities and in Tampa's case, land acquisition.							
* This represents planned and existing development investments directly related to the lines. Numbers were through interviews in Little Rock and Kenosha, a development study in Portland, and calculations of new planned development located three blocks or less from the streetcar in Tampa.							

Source: American Public Transportation Association, 2006

Project Selection Criteria

Enhance Livability through Complete Streets. Saint Paul has adopted a Complete Street policy, and is currently developing a detailed *Complete Streets Plan*. The *Complete Streets Plan* will satisfy several needs, including providing a survey of existing street conditions in the city, setting clear guidelines for street designs that balance the needs of pedestrians, cyclists, transit, automobiles, and freight, and identifying priority projects for implementation. Streetcar planning will provide key information regarding preservation and access management requirements for future transit enhancements.

Improve the Condition and Capacity of Existing Streets. Because developed cities have little ability for new road expansion or right-of-way acquisition, streetcars can be used as a tool to add travel capacity while reinvesting in existing roads. Once feasibility planning is complete, streetscape improvements, maintenance projects, or street enhancements could be coordinated with streetcar construction in order to minimize disruption and make the projects most cost-effective.

Complete Projects Expeditiously. The City of Saint Paul's Department of Planning and Economic Development (PED) has a great breadth of internal capacity across a myriad of planning fields, including environmental, zoning, green building, multi-modal transportation, corridor development, TOD/smart growth, economic development, industrial development, urban design, historic preservation, geographic information systems and research, and housing. Having such technical expertise in-house is invaluable for addressing both land use development and transportation system issues. This expertise has been put to good work in recent years with the adoption of a great number of plans. In the last five years, the City has adopted over 45 neighborhood and citywide plans. These plans range from a major update of the full Comprehensive Plan, various neighborhood and citywide plans, modal plans, and plans related to the proposed Central Corridor Light Rail Transit line.

The City has also shown a strong commitment to transit corridor planning and development policy. In anticipation of the Central Corridor Light Rail Transit line (funded through the federal New Starts program), the City has undertaken more than five years of continuous planning, design, and engineering work in close partnership with the community and regional agencies. The *Central Corridor Development Strategy* and thirteen station area plans have been created to leverage investment in light rail through land use redevelopment, preservation, and rehabilitation. Extensive planning has also been completed in the areas of parking management and policy, bike and pedestrians connections, stormwater management, development master planning and financial feasibility, rezonings, streetscape design and improvements, brownfield remediation, and business mitigation. This ongoing commitment to transitway development shows a strong understanding of the opportunity associated with integrating community and transportation planning in Saint Paul.

Budget & Commitment of Funds

The City of Saint Paul is requesting \$200,000 in TCSP funds. Local sources will leverage an additional \$50,000. Contributors will include two public sources, the City and Ramsey County Regional Rail Authority, and a private funder, the Central Corridor Funders Collaborative. The total project cost is \$250,000. This project has not received any previous TCSP funds. This project will not be initiated until complete funding is secured, therefore, partial funding may not be accepted.

Budget chart estimates are based on the actual contract amounts from the *Minneapolis Streetcar Feasibility Study* completed in December 2007, with an additional emphasis on the work most important to Saint Paul economic development and comprehensive planning goals.

	Planning Task	Estimated Costs
1	Initiate Planning & Educate stakeholders	\$15,000
2	Identify vehicle type and technology	\$10,000
3	Identify and agree upon objectives and evaluation criteria	\$50,000
4	Review previous planning, determine potential routes, identify potential sites for OMFs	\$60,000
5	Evaluate potential streetcar routes for operational and technical feasibility	\$30,000
6	Evaluate potential streetcar corridors for redevelopment potential and ability to generate public and private funding	\$50,000
7	Develop a long-term streetcar network	\$25,000
8	Estimate costs and recommend action for pursuing funding	\$10,000
	Total Amount Requested from TCSP Funding	\$200,000
	City of Saint Paul (pending approval)*	\$17,000
	Ramsey County Regional Rail Authority (pending approval)*	\$16,500
	Central Corridor Funders Collaborative	\$16,500
	Total Project Resources	\$250,000

**Due to the short timeline of the TCSP solicitation, boards and councils have not yet been able to officially act on these commitments. Staff will pursue official written commitments in the coming weeks.*

The pending contributions shown above are considered a starting point for collaboration. Once the streetcar plan is funded, city staff will continue to actively pursue critical community and agency partnerships, including invitations to the following organizations to participate in planning:

- Neighborhood District Council system
- Community Development Corporations
 - Aurora/Saint Anthony Neighborhood Development Corporation
 - East Side Neighborhood Development Company
 - Greater Frogtown Community Development Corporation
 - Model Cities
 - Neighborhood Development Alliance
 - Neighborhood Development Center
 - Northeast Neighborhood Development Corporation
 - Riverview Economic Development Association
 - Selby Area Community Development Corporation
 - SPARC
- Saint Paul Heritage Preservation Commission
- Historic Saint Paul
- Business associations
- Saint Paul Chamber of Commerce
- Minnesota Department of Transportation
- City of Minneapolis

- Metro Transit
- Metropolitan Council

Work Plan

The Streetcar Feasibility Plan work plan is comprised of eight planning benchmarks.

1. *Initiate planning process and educate stakeholders.* City staff will issue a national Request for Proposals (RFP) to hire a planning consultant to complete the bulk of the streetcar feasibility planning. The consultant team will prepare a presentation about modern streetcar applications, focused on the benefits and opportunities of implementing a streetcar network. By focusing on what makes a streetcar line successful, staff and stakeholders will begin to develop a list of criteria for evaluating potential streetcar corridors.
2. *Identify vehicle type and technology.* Based on the above research, the consultant team will identify appropriate streetcar vehicle types and infrastructure technology and describe the advantages and disadvantages for local application.
3. *Identify and agree upon objectives and evaluation criteria.* All interested parties should understand what work will be done at what level of detail, how corridors will be evaluated, and on what basis decisions will be made. The evaluation criteria will be refined with stakeholder input, with weighting if appropriate.
4. *Review previous planning and criteria to determine possible routes, and identify potential sites for Operations and Maintenance Facilities (OMFs).* The consultant team will study the adopted Preferred Transit Network map, the *Comprehensive Plan*, any appropriate small area and modal plans, and historical information in preparation of using the defined criteria to determine routes that have potential for streetcar application. Potential corridors will have route continuity, maneuverability, favorable topography, a ridership market, redevelopment potential, etc. Initial screening of each alternative will include identification of technical flaws, major utility conflicts, traffic and parking impacts, construction impacts, and other issues that might prevent reasonable streetcar development. The goal will be to separate the corridors with high potential from those with less potential, and corridors not meeting the route criteria will be eliminated from further study. For each corridor, highest potential segments should also be noted. A Corridor Assessment Table will list a summary of route markets, strengths, & constraints. The consultant team will also identify strategic potential sites citywide that could be used for streetcar OMFs.
5. *Evaluate potential streetcar for operational and technical feasibility.* In this task, the short list of corridors would be evaluated based on their ability to meet criteria, forecasted ridership, capacity and operations benefit of streetcar over bus, and constructability. This benchmark would include a technical analysis of ROW issues, an initial operating plan, and a comparison of bus and streetcar options in the corridor, preliminary capital costs, and additional corridor prioritization.
6. *Evaluate potential streetcar corridors for redevelopment potential and ability to generate public and private funding.* Corridors would be rated for the potential and ability to generate public and private funding, and the ability to attract funding from private and public sources. This analysis will include the types of development allowable under current zoning, the potential for increased development in the current code, potential for decreased parking requirements, and an assessment of barriers that may prevent corridor from reaching their zoning potential. This task should also take into account the potential to revitalize cultural and historic resources, especially sites within historic districts, sites with historic designation, or sites that show potential for historic designation. The task will be closely coordinated with the City's Economic Development staff team, who has already done detailed analysis on many commercial corridors in the city.

7. *Develop a long-term streetcar network.* The consultant team will create a map showing the long-term streetcar network in Saint Paul, identifying logical minimum segments for each corridor. This task will include an assessment of starter line options. Starter lines should have include options for a related OMF site.
8. *Estimate costs and recommend action for pursuing funding.* The team will generate costs for each corridor segment and identify potential funding sources. The task would include refining capital costs, estimating operating costs, identifying options for owner/operator arrangements, and evaluating funding options for streetcar implementation. For each source, the potential for receiving funds and the requirements for the source will be considered.

Outcome: Adopt a <i>Saint Paul Streetcar Feasibility Plan</i> that will serve as the guiding document of how Saint Paul will build a long-term streetcar network.	
Benchmark	Outputs
1. Initiate planning process and educate stakeholders	<ul style="list-style-type: none"> • Issue Request for Proposals • Signed Contract • Streetcar presentation • Draft Evaluation Criteria
2. Identify vehicle type and technology	<ul style="list-style-type: none"> • Preferred streetcar vehicle type and technology chosen
3. Identify and agree upon objectives and evaluation criteria	<ul style="list-style-type: none"> • Final Evaluation Criteria
4. Review previous planning, determine potential routes, identify potential sites for OMFs	<ul style="list-style-type: none"> • Draft map of all possible routes with OMF site potential • Corridor Assessment Table • Short list of Corridors for Further Study • Public Open House
5. Evaluate potential streetcar routes for operational and technical feasibility	<ul style="list-style-type: none"> • Constructability and operations analysis of short list corridors • Initial Operating Plans • Preliminary Capital Costs • Refined Short Lists of High Potential Corridors
6. Evaluate potential streetcar corridors for redevelopment potential and ability to generate public and private funding	<ul style="list-style-type: none"> • Corridor Analysis of economic development opportunities • Meetings with business stakeholders in each corridor • Assessment of interest in private financing
7. Develop a long-term streetcar network	<ul style="list-style-type: none"> • Final map of long-term streetcar network • Minimum segments for each corridor • Public Open House
8. Estimate costs and recommend action for pursuing funding	<ul style="list-style-type: none"> • Capital costs by corridor/segment • Options for operating arrangements • Funding potential for each corridor

Evaluation of TCSP Funds & Knowledge Sharing

In addition to completing these benchmarks, city staff will prepare an appropriate evaluation to assess the planning process. Following the adoption of the streetcar plan, the City of Saint Paul will work with the participating local agencies to form a Twin Cities Streetcar Work Group, which will carry forth the implementation steps from both the Minneapolis and Saint Paul streetcar plans. The Work Group will continue to focus on action items like financing and implementation of routes, as well as intercity coordination. The group will serve as the local experts in streetcar planning, and can share their experiences with other regions via a website and a “lessons learned” webinar regarding streetcar implementation.

Project Administration & Schedule

The process would primarily be staffed by City of Saint Paul transportation planners from both the Department of Planning and Economic Development and the Department of Public Works, in cooperation with the administering agency (Minnesota Department of Transportation or the Metropolitan Council). These planners would serve as the project managers, internal process managers, and communications and outreach directors. The technical feasibility analysis, plan drafting, and associated tasks would be undertaken by a qualified consultant, solicited through a national Request for Proposals.

	2011					2012										2013						
Planning Task	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Initiate Planning & Educate stakeholders																						
Identify vehicle type and technology																						
Identify and agree upon objectives and evaluation criteria																						
Review previous planning, determine potential routes, identify potential sites for OMFs																						
Evaluate potential streetcar routes for operational and technical feasibility																						
Evaluate potential streetcar corridors for redevelopment potential and ability to generate public and private funding																						
Develop a long-term streetcar network																						
Estimate costs and recommend action for pursuing funding																						
Adopt plan																						

Part D. Project Eligibility

The project is eligible for assistance under Chapter 53 of Title 49, Section 5305 *Planning programs*: “Under criteria established by the Secretary, the Secretary may award grants to States, authorities of the States, metropolitan planning organizations, and local governmental authorities, and make agreements with other departments, agencies, or instrumentalities of the Government to (A) develop transportation plans and programs; (B) plan, engineer, design, and evaluate a public transportation project; and (C) conduct technical studies relating to public transportation.

The project meets the statutory eligibility criteria for planning programs project. Eligible activities include “studies related to management, planning, operations, capital requirements, and economic feasibility.”⁴ As stated under Section 5305(2)c, the project will, “support balanced and comprehensive transportation planning that considers the relationships among land use and all transportation modes.” The project will integrate transportation and land use planning through the following goals (as described in detail in Part C of this application):

- Improve the efficiency of the transportation system of the United States;
- Reduce the impacts of transportation on the environment;
- Reduce the need for costly future investments in public infrastructure;
- Provide efficient access to jobs, services, and centers of trade; and
- Examine community development patterns and identify strategies to encourage private sector development.

⁴ 49 U.S.C. Section 5305(b)2

The project is a citywide plan. The City of Saint Paul does include portions of U.S. Highways 10, 61, and 52, and Interstates 94 and 35E. Streetcar feasibility planning is not likely to focus on Federal-aid Highways, but rather on Municipal State Aid, County, and local roads.

Saint Paul was a city that was built on a historic streetcar network that operated between 1888 and 1954, shaping much of its corridor land use patterns. The *Streetcar Feasibility Plan* would take a comprehensive approach to reinstating transit capacity on these corridors. Reliable transit can increase the efficiency of the urban transportation network, relieving local, short-trip congestion, and therefore preserving the integrity of traffic and freight movement through the city. As has been the case on Saint Paul's Central Corridor Light Rail Line, major transit projects offer an opportunity to review access management and to reduce curb cuts on urban streets, benefiting traffic flow and enhancing the safety and comfort of the pedestrian realm. Having a planned network in place will help the City and County to preserve and optimize each street corridor for future streetcar implementation.