



## City of Saint Paul Capital Budget Proposal

Funding years 2022-2023

Thank you for your interest in the Saint Paul Capital Improvement Budget. Through the capital improvement budget process, we strive to reflect and uphold the values of our community. Our funding decisions are guided by the principles of equity and inclusion, strategic investments, and fiscal responsibility.

Please respond to each question listed below as it applies to your project. Please do not submit your proposal until the application is complete.

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**Before proceeding with the application, please read and indicate your awareness of the following requirements.**

**ADA requirements available at: <https://www.ada.gov>**

I am aware of ADA requirements.

**CERT requirements available at: <https://cert.smwbe.com/>**

I am aware of CERT requirements.

**Saint Paul's public art ordinance available at: <https://www.stpaul.gov/departments/financial-services/public-art-ordinance-program>**

I am aware of the City's public art ordinance.



Contact Information

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Project Overview

1. Project Title:

Gold Line BRT Lighting & Ped Improvements

2. Brief (1-2 sentence) Summary of Project:

The Gold Line BRT project is a planned \$461 million Bus Rapid Transit project led by Metro Transit anticipated to begin construction as early as 2022 and end in 2024. This budget request for \$1.2 million represents the Cost of elements the City has asked Metro Transit to include in their scope, such as street lighting, sidewalks, and trails.

3. Project Location:

The Gold Line BRT spans from downtown Saint Paul to the eastern city border, generally following parallel to I-94.

4. Affected Ward(s): See the [Saint Paul District Council and Ward Lookup](#)

- Ward 1             Ward 5
- Ward 2            Ward 6
- Ward 3            Ward 7
- Ward 4

5. Affected Neighborhood District Council(s): See the [Saint Paul District Council and Ward Lookup](#)

- District Council 1     District Council 6     District Council 11     District Council 16
- District Council 2     District Council 7     District Council 12     District Council 17
- District Council 3     District Council 8     District Council 13     Citywide
- District Council 4     District Council 9     District Council 14
- District Council 5     District Council 10    District Council 15

6. Estimated Project Completion Date:

End of 2024

7. Submitting Department:



Public Works

8. Department Priority (numerical priority out of total submitted projects, ex. 3 of 6):

6 of 7

9. Which category best describes your project?

- Buildings
- Streets and Utilities
- Residential and Economic Development
- Parks and Trails
- Other

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### Project Description

10. Please describe the project including a physical description of the project noting important sub-elements and information on project timing and/or phasing.

Metro Transit will begin construction of the Gold Line BRT transitway connecting downtown Saint Paul to Maplewood, Oakdale, and Woodbury in 2022. The City has been collaborating with Metro Transit for several years to develop the \$461 million major transitway through Saint Paul's east side. The vast majority of the project costs will be paid by federal, state, and County funding sources.

The City has requested that Metro Transit include in their construction scope several elements that are high priorities for the City, but Metro Transit has determined are not serving a transit purpose. Metro Transit requests these items to be funded by the City and County, who have agreed to split these costs with each entity paying 50% of the costs. This \$1.2 million funding request would fund sidewalks, trails, and street lighting that the City believes are prudent to have constructed at the time of the transitway.

The specific items the City has asked Metro Transit to include in the project include:

- Additional street lighting along portions of Hudson Road, Wilson Avenue, and Old Hudson Road.
- A shared pedestrian and bicycle trail along the east side of US-52 between Etna Street and Burns Avenue
- A new sidewalk connecting the Hazel Street Station to Ruth Street.
- Increasing the width of the sidewalk along Old Hudson Road between Pederson Street and McKnight Road to provide additional pedestrian comfort and reflect the anticipated shared use with bicycles.
- Filling a sidewalk gap along Hudson Road on the west side of Johnson Parkway.

### Purpose and Justification



11. Please provide pertinent information on the purpose and justification for this project. Please consider the following questions in your response:

- Why is this project important? (eg. opportunity for collaboration, condition, significant need, etc.)
- What problem is this project trying to solve?
- What benefits does it provide to residents or users? What is the historical context of this project?
- Is this a new project, an improvement or expansion project, or maintenance on an existing asset?
- Does this project address any specific health and safety concerns?
- Does this project address an inequity or otherwise support diversity and inclusion?

This project is important because it is a landmark investment in transit service on Saint Paul's east side. This is the second largest transit investment in Saint Paul's history (behind the Green Line). This transitway will connect downtown Saint Paul with east side neighborhoods, 3M campus, and destinations further east. This project is the result of years of collaboration between the City, Ramsey County, and Metro Transit. The Gold Line is an important investment in helping the City address greenhouse gas emissions.

This \$1.2 million local match to the project is a small fraction of the overall \$461 million total project cost. This project is important to fund now because the City would struggle to fund these investments in street lighting and sidewalks on our own if we wanted to pursue them outside of the Gold Line project.

This project will result in safer streets with improved lighting, that are more inviting to walking. The investment in a shared used trail along the east side of US-52 between Etna Street and Burns Avenue is particularly noteworthy because of the high traffic speeds and volumes on US-52. Today, pedestrians cross US-52 at informal locations, and are walking through the grass on dirt trails ground into the turf through repeated use. This investment by the city will formalize a crossing of US-52 and I-94 through the interchange area with appropriate crossing treatments.



Funding Request

Anticipated Funding Source*	Prior 5 Years	2022	2023	2024	2025	2026	5-Year Total
CIB		\$600,000	\$600,000				\$1,200,000
<b>Total</b>		\$600,000	\$600,000				\$1,200,000

Anticipated Expenses*	Prior 5 Years	2022	2023	2024	2025	2026	5-Year Total
Construction		\$600,000	\$600,000				\$1,200,000
<b>Total</b>		\$600,000	\$600,000				\$1,200,000

**\*Add rows if needed.**

Additional comments regarding funding request:

The improvements will be designed and construction oversight provided by the Metro Transit. This \$1.2 million ask represents the City's cost share in the \$461,000,000 project.

Fiscal Responsibility

12. Have grants or other matching funds for this project been secured?

- Yes
- No

If yes, please explain: These funds match Metro Transit's planned \$461,000,000 investment in Saint Paul.

13. How does this project further City goals of fiscal responsibility? As applicable, include details such as:

- Status and timing details of grants applied for and/or secured or other non-City funding sources.
- Estimated annual increase or decrease in operating costs for this project.
- How operating cost increases or decreases were determined (include details such as personnel costs, materials, maintenance, contracts, energy savings, etc.).
- If new infrastructure, how the department will pay for the increased operating costs.
- Whether the project is currently underway.
- If/how the project prevents a measurable financial loss or reduces future expenses.
- If/how the project contributes to growth in the City's tax base.



It is fiscally responsible to pursue these improvements now because Metro Transit will be doing work in the area related to transitway construction. These improvements will be more efficient and less costly to deliver as part of the broader scope of work, and the City will also benefit by piggybacking on Metro Transit’s design and engineering efforts. Bundling these lighting and sidewalk improvements in with the Gold Line project is more cost effective than delivering them as a separate project at a later date.

The project adds minimal increase to the city’s operating expenses. The street lights will be maintained primarily through funds collected through the annual street maintenance fees collected from adjacent property owners. The sidewalks and trails will be maintained through existing programs.

These improvements in street lighting, sidewalks, and trails (in addition to the \$461,000,000 transitway) will make Saint Paul’s east side a more attractive place to live and do business.

Condition

14. Facility/Pavement Condition Index: N/A

15. Expected useful life of the project: 30+ years

16. Please elaborate on any issues relating to condition. Consider things such as:

- Whether/how this project remediates health or safety issues that pose a danger to users.
- Whether/how this project addresses code violations or other mandates or legal requirements.

This project will result in safer streets and improved pedestrian accessibility and safety. Street lighting makes streets more inviting and attractive to pedestrians and allows drivers to better see pedestrians. They also contribute to an improved feeling of personal safety. The sidewalk and trail improvements will also improve safety conditions for pedestrians, who otherwise would walk in the street. Notably, the shared use trail along the east side of US-52 between Burns Ave and Etna Street will replace an informal and unsafe crossing that exists today. US-52 is a high volume, high speed expressway, and pedestrians are walking through it today at a variety of locations. I-94 is a significant barrier to pedestrians, and pedestrians walk through the I-94/US-52 interchange because it is a significantly shorter path than walking west to Johnson Parkway or east to the pedestrian bridge. By formalizing a crossing and applying appropriate pedestrian safety treatments, and modifying the geometry of the interchange to reduce vehicle speeds, this project will greatly improve pedestrian safety.

Usage

17. Describe the current and potential usage of this project, using the following questions as a guide:



- If this is an existing asset, who currently uses it?
- How is it used?
- Who might use it if this project is funded?
- How will this project/improvement meet the needs of the surrounding community/those who do or will use it?

The proposed project is the second largest transit investment in Saint Paul's history (second only to the Green Line). The Gold Line will carry thousands of passengers per day. Within Saint Paul, most stations will not provide parking for park-and-ride use. Instead, transit patrons will arrive at the station areas by walking, biking, and using other connecting transit routes. As such, it is critical that we provide appropriate, safe, and plentiful options for walking and biking around the transit stations. This project will provide some of the pedestrian connections that will allow Saint Paul residents to safely and conveniently get to the station areas. If this project is not funded, it is less likely that Saint Paul residents will be able to use the transitway, and more likely that it will primarily be used by suburban commuters.

### Equity and Inclusion

The City of Saint Paul and the Capital Improvement Budget Committee are committed to advancing equity and inclusion in Saint Paul.

### Economic Impact

18. Describe the economic development impact of the project, using the following questions as a guide:

- How does this project create jobs?
- How does this project promote business opportunities?
- How does this promote economic development in underserved or underdeveloped neighborhoods?

The Gold Line transitway will be a driver of economic activity throughout the east metro. It will help Saint Paul residents reach jobs in downtown Saint Paul as well as employment opportunities throughout the east metro. Employers want to locate where they will have access to employees, and employees want to work where they have transportation options. This will be an economic benefit to downtown Saint Paul and the east side neighborhoods it passes through. It will make a number of parcels throughout Saint Paul desirable redevelopment opportunities to take advantage of proximity to rapid transit.

East Side residents are currently underserved with transportation and transit options. Existing bus service on the east side is lacking, and this project will bring new transportation and accessibility options to residents.



### Community Impact

19. Please describe the impact this project will have on the community. As applicable, address issues such as:

- Potential to enhance neighborhood stability or quality of life
- Right fit (supports or enhances the cultural characteristics of the surrounding community)
- Proximity to Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50)
- Art/aesthetics
- Unmet need
- Accessibility
- Transportation
- Potential long term positive/negative effects on community
- Historical or cultural significance of asset
- Public safety
- Equitable and inclusive design

This investment in the Gold Line transitway will add an incredible amenity to the east side neighborhoods it passes through. It will bring reliable, accessible, and attractive transit to areas where service is lacking today. Much of the line passes through ACP50 areas, and our most economically stressed residents often rely entirely on transit, biking, and walking to get around Saint Paul. This \$1.2 million ask will add needed sidewalks, trails, and street lighting to neighborhoods along the transitway to ensure that the \$461,000,000 transit investment doesn't just pass through Saint Paul, but actually serve Saint Paul neighborhoods. Without these investments, Saint Paul residents may not feel like they are able to safely access the transitway.

Street lighting contributes to public safety by allowing people walking at night to better see around them, and to allow them to be better seen by others. Street lighting contributes to more "eyes on the street" that will help transit patrons walking to and from stations during dark hours feel safe.

The pedestrian connections proposed in this project will add accessible pathways for those using wheelchairs. Without this investment, able-bodied people may still walk in these locations, but they'll walk through grass and bumpy terrain – something wheelchair users couldn't do. The proposed sidewalks and trails will bring ADA compliance and ensure wheelchair users (who often heavily rely on transit) can get to and from the transit stations.

### Strategic Investment

20. How does this project further City goals of strategic investment? As applicable, include details such as:

- Collaborative arrangements with outside project partners, including who they are and what their role is with the project.
- Collaborative arrangements with other City departments for this project (example: bundling materials).





- How this project promotes innovation (incorporates new technology, uses resources strategically, etc.).
- How this project takes climate change/environmental sustainability/energy efficiency into account.
- How this project complies with a need or goal identified in an adopted City or neighborhood plan.

This project is the result of years of collaboration between Washington County, Ramsey County, City of Saint Paul, Metro Transit, and other east metro cities. This \$1.2 million funding request would allow Saint Paul to include some local improvements in the scope of work to take advantage of cost savings due to economy of scale and by taking advantage of Metro Transit’s engineering staff to reduce design and overhead costs. These improvements will be far more affordable to deliver as part of the Gold Line project than they would be to deliver separately.

This project brings efficient transportation options to Saint Paul that will help Saint Paul address greenhouse gas emissions from automobiles. Supporting transit investments, walking, and biking is consistent with the strategies identified in the Climate Action and Resilience Plan as well as the Saint Paul Comprehensive Plan. The City has established goal in these plans to reduce vehicle miles traveled by cars by 40% by 2040, and we accomplish that by supporting and investing in transit and walking infrastructure like this.

#### Other

What else you would like to tell us about this project that was not addressed in the questions above?

Click or tap here to enter text.

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# Gold Line BRT Lighting & Improvements

- City to fund lighting along local streets, sidewalk, trails, & other improvements to be included in Ramsey County's Gold Line BRT Project.
- City has previously committed to funding the design of these improvements.
- 2022-2023
- \$600,000 CIB in 2022
- \$600,000 CIB in 2023

