

# 2016 Adopted Capital Improvement Budget and Program



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**CITY OF SAINT PAUL, MINNESOTA**  
**MAYOR CHRISTOPHER B. COLEMAN**

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The cover image highlights CHS Field located in the City of St. Paul's Lowertown District. The St. Paul Saints played their first game in the newly designed ballpark on May 18, 2015. The stadium also serves as a venue for concerts and various special events. The field has been recognized for its high level of environmentally sustainable practices.

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## **BUDGET SUMMARY**

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**BUDGET SUMMARY****By Financing Source**

	<b>2012 ADOPTED *</b>	<b>2013 ADOPTED</b>	<b>2014 ADOPTED *</b>	<b>2015 ADOPTED</b>	<b>2016 ADOPTED</b>	<b>2017 TENATIVE</b>
<b><u>LOCAL GENERAL OBLIGATION BONDS</u></b>						
Capital Improvement Bonds	6,185,000	6,680,000	11,000,000	11,000,000	<b>11,000,000</b>	<b>11,000,000</b>
Capital Improvement Bonds - Prior Year	186,000	165,000	1,000,000	0	<b>0</b>	<b>0</b>
Interest Earnings on Bonds	222,000	222,000	222,000	222,000	<b>222,000</b>	<b>222,000</b>
Library Bonds	4,000,000	2,000,000	7,000,000	0	<b>0</b>	<b>0</b>
Public Safety Bonds	0	0	0	0	<b>0</b>	<b>15,000,000</b>
Street Improvement Bonds	12,500,000	12,900,000	12,500,000	2,500,000	<b>0</b>	<b>0</b>
Street Improvement Bonds - Prior Year	0	284,000	2,352,000	2,000,000	<b>1,431,984</b>	<b>0</b>
Street Reconstruction Bonds	0	0	0	10,000,000	<b>12,500,000</b>	<b>12,500,000</b>
<b>SUBTOTAL</b>	<b>23,093,000</b>	<b>22,251,000</b>	<b>34,074,000</b>	<b>25,722,000</b>	<b>25,153,984</b>	<b>38,722,000</b>
<b><u>OTHER LOCAL FINANCING SOURCES</u></b>						
Assessments	590,000	616,000	3,018,000	556,000	<b>1,414,000</b>	<b>985,000</b>
Internal Loan	1,530,000	0	2,675,000	0	<b>0</b>	<b>0</b>
Neighborhood / YR STAR	284,000	536,000	0	0	<b>0</b>	<b>0</b>
Other Local Sources	0	0	0	0	<b>0</b>	<b>1,000,000</b>
Parking Fund Transfers	0	0	0	0	<b>104,000</b>	<b>0</b>
Private	0	0	3,875,000	200,000	<b>150,000</b>	<b>1,150,000</b>
Public Improvement Aid	60,000	60,000	60,000	60,000	<b>60,000</b>	<b>60,000</b>
Public Utility	0	0	0	0	<b>20,000</b>	<b>0</b>
Ramsey County	0	0	509,000	623,000	<b>1,795,000</b>	<b>194,000</b>
Right-of-Way Fund	739,000	869,000	999,000	999,000	<b>999,000</b>	<b>999,000</b>
Sale of Land or Buildings	0	0	0	0	<b>271,000</b>	<b>0</b>
Sales Tax Bonds	0	0	40,000,000	0	<b>0</b>	<b>0</b>
STAR Bonds Interest Earnings	55,000	0	0	0	<b>0</b>	<b>0</b>
Transfer from Special Fund	280,000	0	0	0	<b>0</b>	<b>0</b>
Storm Sewer	0	0	0	0	<b>1,100,000</b>	<b>0</b>
Water Utility	0	0	0	0	<b>1,400,000</b>	<b>0</b>
Other	0	0	0	0	<b>25,000</b>	<b>0</b>
<b>SUBTOTAL</b>	<b>3,538,000</b>	<b>2,081,000</b>	<b>51,136,000</b>	<b>2,438,000</b>	<b>7,338,000</b>	<b>4,388,000</b>

# BUDGET SUMMARY

## By Financing Source

	<b>2012 ADOPTED *</b>	<b>2013 ADOPTED</b>	<b>2014 ADOPTED *</b>	<b>2015 ADOPTED</b>	<b>2016 ADOPTED</b>	<b>2017 TENATIVE</b>
<b><u>STATE GRANTS AND AIDS</u></b>						
Municipal State Aid	5,230,000	6,000,000	7,416,000	7,432,000	<b>7,400,000</b>	<b>7,400,000</b>
MN Department of Transportation	0	0	216,000	165,000	<b>0</b>	<b>0</b>
State of Minnesota Grants	700,000	0	4,400,000	624,000	<b>0</b>	<b>0</b>
<b>SUBTOTAL</b>	<b><u>5,930,000</u></b>	<b><u>6,000,000</u></b>	<b><u>12,032,000</u></b>	<b><u>8,221,000</u></b>	<b><u>7,400,000</u></b>	<b><u>7,400,000</u></b>
<b><u>FEDERAL GRANTS AND AIDS</u></b>						
CDBG and Program Income	4,000,000	4,000,000	4,000,000	4,000,000	<b>4,000,000</b>	<b>4,000,000</b>
CDBG and Program Income - Prior Year	0	0	465,000	0	<b>0</b>	<b>0</b>
TEA-21 (Transportation Equity Act)	1,075,000	0	1,040,000	2,000,000	<b>1,120,000</b>	<b>0</b>
Federal Discretionary	0	3,876,000	0	9,882,000	<b>0</b>	<b>0</b>
Federal Grant	160,000	0	0	0	<b>668,000</b>	<b>0</b>
<b>SUBTOTAL</b>	<b><u>5,235,000</u></b>	<b><u>7,876,000</u></b>	<b><u>5,505,000</u></b>	<b><u>15,882,000</u></b>	<b><u>5,788,000</u></b>	<b><u>4,000,000</u></b>
<b>TOTAL</b>	<b><u>37,796,000</u></b>	<b><u>38,208,000</u></b>	<b><u>102,747,000</u></b>	<b><u>52,263,000</u></b>	<b><u>45,679,984</u></b>	<b><u>54,510,000</u></b>

\* 2012 and 2014 Adopted budgets reflect recent budget amendments.

**BUDGET SUMMARY****Financing Sources by Department**

	2012 <u>ADOPTED*</u>	2013 <u>ADOPTED</u>	2014 <u>ADOPTED*</u>	2015 <u>ADOPTED</u>	2016 <u>ADOPTED</u>	2017 <u>TENTATIVE</u>
<b><u>FIRE AND SAFETY SERVICES</u></b>						
Capital Improvement Bonds	0	0	2,079,000	0	1,340,000	1,000,000
<b>SUBTOTAL</b>	<b>0</b>	<b>0</b>	<b>2,079,000</b>	<b>0</b>	<b>1,340,000</b>	<b>1,000,000</b>
<b><u>GENERAL GOVERNMENT ACCOUNTS (Ofc of Fin Svcs)</u></b>						
Capital Improvement Bonds	1,553,000	1,717,000	1,893,000	1,772,000	1,876,000	1,906,000
Capital Improvement Bonds-prior year	186,000	0	0	0	0	0
CIB Bond Interest Earnings	222,000	222,000	222,000	222,000	222,000	222,000
Public Improvement Aid	30,000	30,000	30,000	30,000	30,000	30,000
Street Improvement Bonds	187,000	187,000	187,000	0	0	0
Street Improvement Bonds-prior year	0	284,000	0	0	1,431,984	0
<b>SUBTOTAL</b>	<b>2,178,000</b>	<b>2,440,000</b>	<b>2,332,000</b>	<b>2,024,000</b>	<b>3,559,984</b>	<b>2,158,000</b>
<b><u>PARKS AND RECREATION</u></b>						
Capital Improvement Bonds	2,180,000	3,367,000	3,935,000	8,369,000	5,594,000	5,471,000
Capital Improvement Bonds-prior year	0	165,000	0	0	0	0
Community Development Block Grant	45,000	0	0	0	250,000	275,000
Community Development Block Grant-prior year	0	0	465,000	0	0	0
Neighborhood / YR STAR	120,000	100,000	0	0	0	0
Other Local Sources	0	0	0	0	0	1,000,000
Private	0	0	0	200,000	0	1,000,000
Public Improvement Aid	30,000	30,000	30,000	30,000	30,000	30,000
Transfer from Special Fund	280,000	0	0	0	0	0
<b>SUBTOTAL</b>	<b>2,655,000</b>	<b>3,662,000</b>	<b>4,430,000</b>	<b>8,599,000</b>	<b>5,874,000</b>	<b>7,776,000</b>
<b><u>PLANNING AND ECONOMIC DEVELOPMENT</u></b>						
Assessments	0	0	2,500,000	0	0	0
Community Development Block Grant	3,555,000	3,600,000	3,600,000	3,600,000	3,350,000	3,325,000
Sales Tax Bonds	0	0	40,000,000	0	0	0
<b>SUBTOTAL</b>	<b>3,555,000</b>	<b>3,600,000</b>	<b>46,100,000</b>	<b>3,600,000</b>	<b>3,350,000</b>	<b>3,325,000</b>



**BUDGET SUMMARY****Financing Sources by Department**

	2012 <u>ADOPTED*</u>	2013 <u>ADOPTED</u>	2014 <u>ADOPTED*</u>	2015 <u>ADOPTED</u>	2016 <u>ADOPTED</u>	2017 <u>TENTATIVE</u>
<b><u>POLICE</u></b>						
Capital Improvement Bonds	0	0	0	0	1,000,000	0
Public Safety Bonds	0	0	0	0	0	15,000,000
<b>SUBTOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>15,000,000</b>
<b><u>PUBLIC WORKS</u></b>						
Assessments	590,000	616,000	518,000	556,000	1,414,000	985,000
Capital Improvement Bonds	2,452,000	1,596,000	3,093,000	859,000	1,190,000	2,623,000
Capital Improvement Bonds-prior year	0	0	1,000,000	0	0	0
Federal Discretionary	160,000	3,876,000	0	9,882,000	0	0
Federal Grants	0	0	0	0	668,000	0
Internal Loan	1,530,000	0	0	0	0	0
TEA-21 (Transportation Equity Act)	1,075,000	0	1,040,000	2,000,000	1,120,000	0
Minnesota Department of Transportation	0	0	216,000	165,000	0	0
Municipal State Aid	5,230,000	6,000,000	7,416,000	7,432,000	7,400,000	7,400,000
Neighborhood STAR	164,000	436,000	0	0	0	0
Parking Fund Transfers	0	0	0	0	104,000	0
Private	0	0	0	0	150,000	150,000
Private Utility	0	0	0	0	20,000	0
Ramsey County	0	0	509,000	623,000	1,795,000	194,000
ROW Fund 225	739,000	869,000	999,000	999,000	999,000	999,000
Sale of Land or Buildings	0	0	0	0	271,000	0
State of Minnesota Grants	700,000	0	4,400,000	624,000	0	0
Street Improvement Bonds	12,313,000	12,713,000	12,313,000	2,500,000	0	0
Street Improvement Bonds-prior year	0	0	2,352,000	2,000,000	0	0
Street Reconstruction Bonds	0	0	0	10,000,000	12,500,000	12,500,000
Storm Sewer	0	0	0	0	1,100,000	0
Water Utility	0	0	0	0	1,400,000	0
Other	0	0	0	0	25,000	0
<b>SUBTOTAL</b>	<b>24,953,000</b>	<b>26,106,000</b>	<b>33,856,000</b>	<b>37,640,000</b>	<b>30,156,000</b>	<b>24,851,000</b>
<b><u>SAFETY AND INSPECTIONS</u></b>						
Community Development Block Grant	400,000	400,000	400,000	400,000	400,000	400,000
<b>SUBTOTAL</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>
<b>TOTAL</b>	<b>37,796,000</b>	<b>38,208,000</b>	<b>102,747,000</b>	<b>52,263,000</b>	<b>45,679,984</b>	<b>54,510,000</b>

\* 2012 and 2014 Adopted budgets reflect budget amendments.

# **BUDGET SUMMARY**

## **Allocation of Funds by Department and Project Type**

	2015 ADOPTED	2016 ADOPTED
<b>PARKS AND RECREATION</b>	<b>16.5%</b>	<b>12.9%</b>
Bicycle and Trail Facilities	238,000 2.8%	235,000 4.0%
Building Improvements	4,453,000 51.8%	3,403,000 57.9%
Park/Playground Improvements	3,575,000 41.6%	1,906,000 32.4%
Tree Planting	333,000 3.9%	330,000 5.6%
Total	8,599,000	5,874,000
<b>PUBLIC WORKS</b>	<b>72.0%</b>	<b>66.0%</b>
Bicycle and Trail Facilities	26,000 0.1%	595,000 2.0%
Bridge Improvements	6,477,000 17.2%	1,480,000 4.9%
Contingency: Specified/Unspecified	240,000 0.6%	233,000 0.8%
Sidewalk and Alley Improvements	1,049,000 2.8%	1,049,000 3.5%
Street and Lighting Improvements	29,604,000 78.7%	26,304,000 87.2%
Traffic Signals and Channelization	244,000 0.6%	495,000 1.6%
Total	37,640,000	30,156,000
<b>FIRE and SAFETY SERVICES</b>	<b>0.0%</b>	<b>2.9%</b>
Building Improvements	0 0.0%	1,340,000 0.0%
Total	0	1,340,000
<b>SAINT PAUL POLICE</b>	<b>0.0%</b>	<b>2.2%</b>
Building Improvements	0 0.0%	1,000,000 0.0%
Total	0	1,000,000
<b>SAFETY AND INSPECTIONS</b>	<b>0.8%</b>	<b>0.9%</b>
Building Demolition	400,000 100.0%	400,000 100.0%
Total	400,000	400,000

**BUDGET SUMMARY****Allocation of Funds by Department and Project Type**

2015 ADOPTED

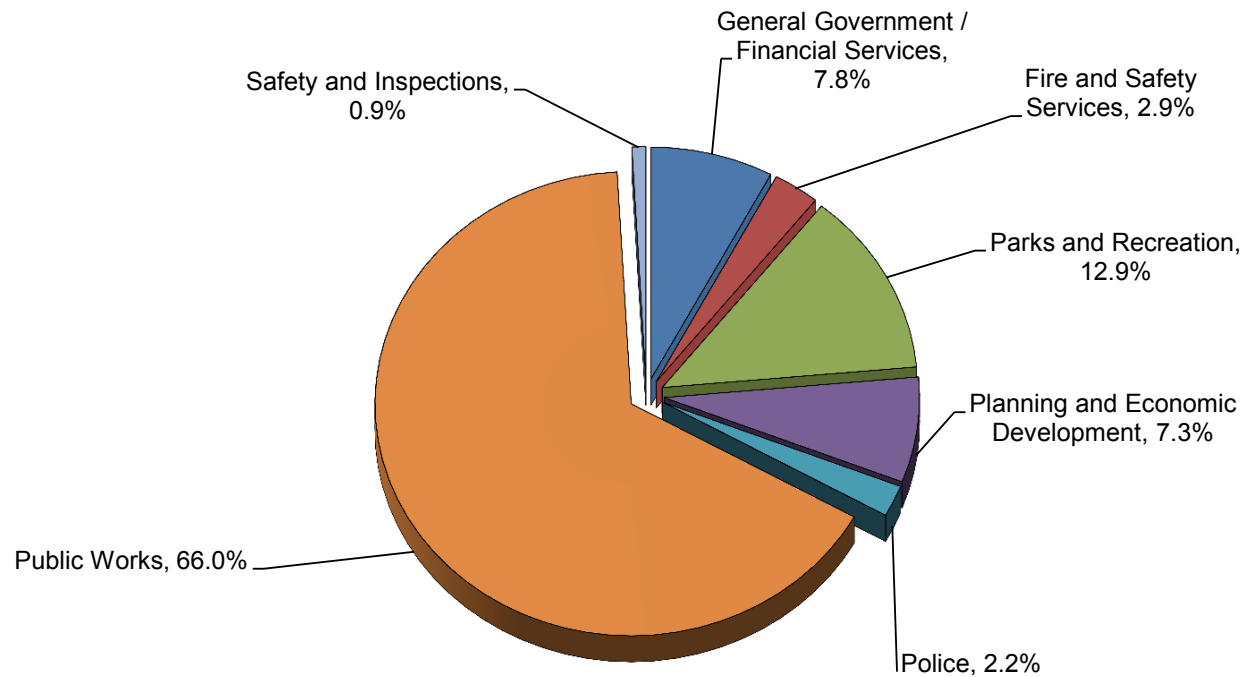
2016 ADOPTED

<b>PLANNING and ECONOMIC DEVELOPMENT</b>	<b>6.9%</b>		<b>7.3%</b>	
Economic Development - Commercial Improvements	<b>425,000</b>	11.8%	<b>375,000</b>	11.2%
Economic Development - Residential Improvements	<b>3,175,000</b>	88.2%	<b>2,975,000</b>	88.8%
Total	<b>3,600,000</b>		<b>3,350,000</b>	
<b>GENERAL GOVERNMENT ACCOUNTS</b>	<b>3.9%</b>		<b>7.8%</b>	
Bond Sale/Discount/Admin Expenses	<b>345,000</b>	17.0%	<b>1,783,984</b>	50.1%
Building Improvements	<b>1,455,000</b>	71.9%	<b>1,528,000</b>	42.9%
Contingency: Specified/Unspecified	<b>224,000</b>	11.1%	<b>248,000</b>	7.0%
Total	<b>2,024,000</b>		<b>3,559,984</b>	
	<b>52,263,000</b>		<b>45,679,984</b>	

## 2016 Capital Improvement Budget

### Adopted Spending by Department

Department	Amount (in thousands)	% of Total
General Government / Financial Services	3,560	7.8%
Fire and Safety Services	1,340	2.9%
Parks and Recreation	5,874	12.9%
Planning and Economic Development	3,350	7.3%
Police	1,000	2.2%
Public Works	30,156	66.0%
Safety and Inspections	400	0.9%
<b>Total:</b>	<b>45,680</b>	<b>100.0%</b>



**SUBSET OF CIB FINANCING SOURCES**  
**ADOPTED 2015, ADOPTED 2016 AND TENTATIVE 2017, 2018, 2019**  
(Amounts reflected in thousands)

Capital Improvement Bonds	Title	Adopted	Adopted	Tentative	
		<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u> <u>2019</u>
	Citywide Long-Term Capital Maintenance Program	1,425	1,498	1,539	1,500 1,500
	Asphalt Restoration and Replacement Program	238	235	235	250 250
	Children's Outdoor Play Area Improvements	237	235	235	250 250
	Citywide Tree Planting Program	333	330	330	350 350
	Outdoor Court Restoration Program	238	235	235	251 251
	Park and Library Capital Asset Revitalization	190	190	190	200 200
	Parks and Rec Grant Prep/Prelim Design Program	28	30	30	30 30
	Arterial/Collector Street Overlay Program	250	-	-	- -
	Bicycle, Pedestrian and Traffic Safety Program	-	235	235	250 250
	Bridge Enhancement Program	238	235	235	250 250
	Citywide Stairway Repair and Replacement	119	120	120	125 125
	Railroad Crossing Safety Improvements Program	10	10	10	10 10
	Signalized Intersection Safety Improvements Program	119	120	120	125 125
	CIB Bond Sale Costs	123	130	130	130 130
	CIB Contingency	224	248	237	250 250
	Bike Racks on Saint Paul's East Side	-	-	20	- -
	Cleveland Avenue Lighting Improvements	-	35	-	- -
	Downtown Sidewalk Tree Preservation	-	-	96	- -
	East 7th Streetscape, Pedestrian and Bicycle Enhancements	97	-	-	- -
	El Rio Field Improvements	1,419	-	-	- -
	Enhancement of the Bike Trail that runs along Interstate 35E	-	178	579	- -
	Fire Station 19 Expansion	-	1,340	-	- -
	Fire Station 20 Expansion	-	-	1,000	- -
	Frogtown Park and Farm Play Area	-	522	-	- -
	Grand Avenue Pedestrian Safety and Traffic Calming	-	250	-	- -
	Greenbrier Bicycle Boulevard	26	-	45	- -
	Hampden Park and Bayless Avenue/Bayless Place Improvements	170	-	-	- -
	Highland Park Community Center (Hillcrest) Play Area	-	-	459	- -
	Jimmy Lee Play Area	-	600	-	- -
	Kellogg/3rd Street Bridge Rehabilitation	-	-	1,125	- -
	Lockwood Park Play Area	237	-	-	- -
	Margaret Park Site Improvements	453	-	-	- -
	Margaret Street Bike Boulevard	-	-	400	- -
	Martin Luther King Center Improvement	478	-	-	- -
	Marydale Play Area	-	-	75	- -
	Maryland Avenue at Edgerton Street Channelization	-	-	50	- -
	May Park Play Area	27	254	-	- -
	McQuilian Play Area	229	-	-	- -
	New Facility for Training, Special Investigative Task Force, Etc.	-	1,000	-	- -
	North Dale Refrigerated Ice Rink	-	407	-	- -
	Palace Recreation Center Renovation	3,785	1,380	-	- -
	Parque Castillo Play Area Improvements	307	-	-	- -
	Phalen Refrigerated Ice Rink	-	-	406	- -
	Pierce Butler Lexington Parkway Bicycle Connection	-	160	-	- -
	Rice Street Streetscape - Sycamore to Pennsylvania	-	-	54	- -
	Sidney State Robert Intersection Redesign and Reconstruction	-	-	50	- -
	Signalized Crossing for Easter Heights Elementary School	-	-	63	- -

**SUBSET OF CIB FINANCING SOURCES**  
**ADOPTED 2015, ADOPTED 2016 AND TENTATIVE 2017, 2018, 2019**  
(Amounts reflected in thousands)

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<b>Capital Improvement Bonds</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Tentative</b>		
<b>Title</b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>
Scheffer Area Strategic Plan	-	250	1,037	-	-
Sylvan Play Area and Field Improvements	-	148	1,638	-	-
Victoria Park Universally Accessible Play Area	-	200	-	-	-
Wabasha Street Bike Lane Connection	-	25	-	-	-
Waterline to Conway Community Garden	-	-	22	-	-
Wilder Recreation Center Renovations	-	400	-	-	-
Available for Other Projects	-	-	-	7,029	7,029
<b>Total recommended for Capital Improvement Bonds</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>
<b>Community Development Block Grant (CDBG)</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Tentative</b>		
<b>Title</b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>
Acquisition Fund for Stabilizing Neighborhoods	100	125	75	-	-
Business Investment Fund	75	75	75	-	-
City Wide Homeowner Improvement Loan Program	900	825	850	-	-
Commercial Corridor and Citywide Economic Development	100	100	100	-	-
East Side Home Improvement Revolving Loan Fund	325	325	325	-	-
Facelift and Emergency Assistance Fund	400	200	200	-	-
Flexible Fund for Redevelopment	100	-	-	-	-
Home Improvement Plus	125	125	125	-	-
Housing Real Estate Multi-Unit Development Fund	600	400	400	-	-
Inspiring Communities	-	425	425	-	-
Marydale Play Area	-	-	275	-	-
NENDC Economic Development Fund	200	200	200	-	-
North End Economic Development Fund	50	50	50	-	-
Restore Saint Paul Commercial Façade Improvement Program	-	100	100	-	-
Rondo Commemorative Plaza	-	250	-	-	-
Single Family Redevelopment Program	425	-	-	-	-
St. Paul Green Line Home Improvement Loan Fund	-	200	200	-	-
St. Paul Home Improvement Loan Fund	200	200	200	-	-
Vacant & Hazardous Building Demolition	400	400	400	-	-
<b>Total recommended for CDBG funds</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>

**SUBSET OF CIB FINANCING SOURCES**  
**ADOPTED 2015, ADOPTED 2016 AND TENTATIVE 2017, 2018, 2019**  
(Amounts reflected in thousands)

<b>Municipal State Aid (MSA)</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Tentative</b>		
<b>Title</b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>
Municipal State Aid Contingency	240	233	367	300	300
Railroad Crossing Safety Improvements Program	40	40	40	40	40
Signalized Intersection Safety Improvements Program	125	125	125	125	125
Battle Creek Road Reconstruction	-	-	1,950	-	-
Como Avenue Improvement Lighting for Pedestrian Safety	-	-	81	-	-
Ford Parkway Reconstruction - Howell to Snelling	325	-	-	-	-
Forest Street Bridge Replacement	-	-	375	-	-
Kellogg Boulevard Bridge at St. Peter Street Reconstruction	2,200	-	-	-	-
Kellogg Boulevard Bridge Reconstruction @ Market Street	800	-	-	-	-
Kellogg/3rd Street Bridge Rehabilitation	-	1,125	-	-	-
Maryland Avenue at Edgerton Street Channelization	-	-	200	-	-
Oakdale Avenue Lighting Improvements	-	388	-	-	-
Pierce Butler East Extension - Ph. I Construction	2,000	-	-	-	-
Phalen Boulevard at Mississippi Street Traffic Signals	-	-	125	-	-
Phalen Boulevard at Olive St. Traffic Signals	-	125	-	-	-
Randolph Avenue Reconstruction - Snelling to I-35E	1,295	850	-	-	-
Raymond Avenue Streetscape - EPD to Como (Ph.III)	136	255	-	-	-
Reconstruction of Summit Ave. Bridge	-	425	425	-	-
Redesign/Reconstruction of Payne/7th St Intersection	271	-	-	-	-
Rice Street Streetscape - Sycamore to Pennsylvania	-	-	1,928	-	-
Rice Street Streetscape - Sycamore to Pennsylvania	-	-	453	-	-
Smith Avenue Traffic Signals	-	875	675	-	-
SPSVP Traffic Signals	-	-	656	-	-
Street Lighting Improvements (East 6th, Eichenwald, Maple, and Hope)	-	-	156	-	-
Street Lighting Improvements (Wall St. between 5th and 7th St.)	-	156	-	-	-
White Bear - East Seventh St. Turn Lanes	-	1,608	-	-	-
White Bear Avenue Reconstruction - 194 to Minnehaha	-	1,195	-	-	-
Available for other projects	-	-	-	-	-
<b>Total recommended for MSA funds</b>	<b>7,432</b>	<b>7,400</b>	<b>7,400</b>	<b>6,935</b>	<b>6,935</b>
<b>Street Improvement and Street Reconstruction Bonds</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Tentative</b>		
<b>Title</b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>
Saint Paul Street Vitality Paving Program	14,500	12,500	12,500	12,500	12,500
<b>Total recommended for Street Improvement Bonds</b>	<b>14,500</b>	<b>12,500</b>	<b>12,500</b>	<b>12,500</b>	<b>12,500</b>
<b>Public Safety Bonds</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Tentative</b>		
<b>Title</b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>
New Facility for Training, Special Investigative Task Force, Etc.	-	-	15,000	-	-
<b>Total recommended for Public Safety Bonds</b>	<b>-</b>	<b>-</b>	<b>15,000</b>	<b>-</b>	<b>-</b>

**SUBSET OF CIB FINANCING SOURCES**  
**ADOPTED 2015, ADOPTED 2016 AND TENTATIVE 2017, 2018, 2019**  
(Amounts reflected in thousands)

<b>Public Improvement Aid (PIA)</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Tentative</b>		
<b>Title</b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>
Parks and Rec Grant Prep/Prelim Design Program	30	30	30	30	30
Real Estate Division Design Services	30	30	30	30	30
<b>Total recommended for PIA funds</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
<b>Other Significant Financing Sources</b>	<b>Adopted</b>	<b>Adopted</b>	<b>Tentative</b>		
<b>Title</b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>
Cleveland Avenue Bike Lane Improvement	-	200	-	-	-
Grand Avenue Pedestrian Safety and Traffic Calming	-	668	-	-	-
Pedestrian Safety and Traffic Improvements in the Snelling-Selby Area	-	25	-	-	-
Safe Routes to School - Plan Development	-	150	-	-	-
Saint Paul Street Vitality Paving Program	-	2,520	-	-	-
Sidewalk Reconstruction Program - ROW Fund	999	999	999	999	999
Transfers to Debt Service Fund	222	1,654	222	222	222
Victoria Park Universally Accessible Play Area - Private Donations	-	-	1,000	-	-
Victoria Park Universally Accessible Play Area - Other Local Sources	-	-	1,000	-	-
<b>Total for Other Financing</b>	<b>1,221</b>	<b>6,216</b>	<b>3,221</b>	<b>1,221</b>	<b>1,221</b>



## Budget Summary

## All Project List

Proposal Title	All Project Submissions		CIB Committee Recommendations		Mayor's Proposed		City Council	
							(Dollars in Thousands)	
	2016	2017	2016	2017	2016	2017	Adopted	Tenative
Acquisition fund for Stabilizing Neighborhoods	100	100	-	-	125	75	125	75
Battle Creek Road Reconstruction	-	4,230	-	-	-	-	-	-
Battle Creek Road reconstruction phase 1	1,600	-	-	1,600	-	2,550	-	2,550
Bike Racks on Saint Paul's East Side	20	-	20	-	-	20	-	20
Bridge Capital Improvement Program	350	350	-	-	-	-	-	-
Business Investment Fund	400	-	75	75	75	75	75	75
Central Corridor Sidewalk Completion Fund	400	-	-	-	-	-	-	-
Central Exchange	282	118	282	118	-	-	-	-
Changsha China Friendship Garden at Phalen Park	144	919	-	-	-	-	-	-
Charles Avenue Bicycle-Pedestrian Boulevard	750	-	-	-	-	-	-	-
Circus Juventas Expansion	2,702	-	200	-	-	-	-	-
Citywide Homeowner Improvement Loan Program	1,000	1,000	580	832	825	850	825	850
Cleveland Avenue Bike Lane Improvements	-	-	-	-	-	-	200	-
Cleveland Avenue Lighting Improvements	60	-	60	-	60	-	60	-
Commercial Node Citywide Economic Development Program	100	100	100	100	100	100	100	100
Como Avenue Improved Lighting for Pedestrian Safety	152	-	-	152	-	152	-	152
Como park - Intersections and Crosswalk Modifications	138	883	-	-	-	-	-	-
Conway Park-Heart of the D1 Community	60	640	-	-	-	-	-	-
Dayton's Bluff Play Area Improvements	400	-	-	-	-	-	-	-
Dickerman Park	520	2,480	-	-	-	-	-	-
Downtown Sidewalk Tree Preservation	96	-	96	-	-	96	-	96
East 3rd Street Kellogg Bridge Streetscape Improvements	3,660	-	-	-	-	-	-	-
East Side Home Improvement Revolving Loan Fund	500	500	375	375	325	325	325	325
Enhancement of the Bike Trail that runs along Interstate 35E	178	579	178	579	178	579	178	579
Event Center at Eastview	1,272	198	-	-	-	-	-	-
Facelift Program	400	400	250	250	200	200	200	200
Fire Station 17	5,172	-	-	-	-	-	-	-
Fire Station 19 Expansion	-	-	-	-	1,340	-	1,340	-
Fire Station 20	5,646	-	1,500	-	-	1,000	-	1,000
Fire Station 7	5,646	-	-	-	-	-	-	-
Forest Street Bridge Replacement	375	375	-	-	-	375	-	375
Frogtown Park and Farm Wilder Play Area	522	-	-	522	522	-	522	-
Frost Lake Play Area Improvements	385	-	-	-	-	-	-	-
Grand Avenue Pedestrian Safety and Traffic Calming	250	-	250	-	250	-	918	-
Greenbriar Bike Blvd and Bruce Vento Connection Preliminary Design	45	-	-	45	-	45	-	45
Hamline Midway Library Modernization	1,965	-	-	-	-	-	-	-
Hamm Park Restoration	83	533	-	-	-	-	-	-
Harriet Island River Walk	153	1,355	-	-	-	-	-	-
Hayden Heights Library Modernization	1,283	-	-	-	-	-	-	-
Henry Park Preliminary Design	-	246	-	-	-	-	-	-
Higher Ground St. Paul	479	-	-	-	-	-	-	-
Highland Clubhouse Restoration	946	3,828	-	-	-	-	-	-
Highland Park Community Center (Hillcrest) Play Area	459	-	459	-	-	459	-	459
Highland Park Community Center Fields	1,787	1,291	-	-	-	-	-	-
Historic Highland Pool Bath House Stabilization and Re-Use Study	198	-	-	-	-	-	-	-

## Budget Summary

## All Project List

Proposal Title	All Project Submissions		CIB Committee Recommendations		Mayor's Proposed		City Council	
	2016	2017	2016	2017	2016	2017	Adopted 2016	Tenative 2017
Homeownership Expansion in St. Paul	250	250	-	-	-	-	-	-
Housing Longevity Project	115	115	-	-	-	-	-	-
Housing Real Estate Multi-Unit Development Fund	1,000	1,000	400	400	400	400	400	400
Improvements to Ruth Street/I-94 bridge	400	-	-	-	-	-	-	-
Inspiring Communities	500	500	425	425	425	425	425	425
Jimmy Lee Play Area	600	-	600	-	600	-	600	-
Jimmy Lee Upper Field	965	-	-	-	-	-	-	-
Kellogg Boulevard - Third Street Bridge	1,800	1,800	-	1,800	1,125	1,125	1,125	1,125
Kellogg Mall Park Improvements	395	-	-	-	-	-	-	-
Linwood Fields Improvements	298	-	-	-	-	-	-	-
Little Mekong Public Infrastructure Improvement Project	750	-	-	-	-	-	-	-
Maintenance Facility	1,000	440	-	-	-	-	-	-
Make It Happen on E. 7th Street Safety and Beautification	2,750	-	-	-	-	-	-	-
Margaret Street Bike Boulevard	-	400	-	400	-	400	-	400
Marydale Play Area	350	-	-	350	-	350	-	350
Maryland Avenue at Edgerton Street Channelization	-	250	-	250	-	250	-	250
May Park	254	-	254	-	254	-	254	-
McMurray Field Improvements	485	3,105	-	-	-	-	-	-
Mear Park Improvements	756	-	-	-	-	-	-	-
Merriam Park Improvements	795	607	-	-	-	-	-	-
Montgomery Street Reconstruction from University to Wabash	150	-	-	-	-	-	-	-
Mounds Boulevard Promenade Redesign	6,200	-	-	-	-	-	-	-
NENDC Economic Development Loan Leverage Fund	200	200	200	200	200	200	200	200
NENDE Home Improvement Plus	200	200	175	175	125	125	125	125
New Facility for Training, Special Investigative Task Force, Etc.	22,197	-	1,000	15,840	1,000	15,000	1,000	15,000
North Dale Refrigerated Ice Rink Modification	73	334	-	-	407	-	407	-
North End Economic Development Fund	100	100	75	75	50	50	50	50
Oakdale Avenue Lighting Improvements	463	-	463	-	463	-	463	-
Orchard Recreation Center - Orchard Soccer Complex	481	3,085	-	-	-	-	-	-
Palace Community Center Site Improvements	1,380	-	1,380	-	1,380	-	1,380	-
Pascal Saratoga Street Bicycle Connection	1,537	2,180	-	-	-	-	-	-
Payne Ave Overlooks into Swede Hollow	810	-	-	-	-	-	-	-
Payne Avenue Reconstruction - Edgerton to Woodward	4,300	-	-	-	-	-	-	-
Ped/Bike crossing to Pigs Eye	5,600	-	-	-	-	-	-	-
Pedestrian safety and traffic improvements in the Snelling-Selby Area	275	-	-	-	-	-	25	-
Pedestrian Safety Flag Project	5	-	-	-	-	-	-	-
Pedro Park	1,543	-	-	-	-	-	-	-
Pelham Boulevard on Grand Round	6,400	-	-	-	-	-	-	-
Phalen Refrigerated Ice Rink Modification	73	333	-	-	-	406	-	406
Phalen Blvd Olive Traffic Signal CIB Project Proposal Form	275	-	275	-	275	-	275	-
Phalen Boulevard at Mississippi Street - Traffic Signal	-	275	-	275	-	275	-	275
Pierce Butler - Lexington Parkway Bicycle Connection	160	-	160	-	160	-	160	-
Pierce Butler East Extension - Grotto to Arundel	9,000	2,000	9,000	2,000	-	-	-	-
Point Douglas Road Reconstruction Phase 1	5,500	-	-	-	-	-	-	-
Prince Street and Trout Brook Road Extensions	700	500	-	-	-	-	-	-

Shading reflects changes from previous phases in the process

(Dollars in Thousands)

## Budget Summary

## All Project List

Proposal Title	All Project Submissions		CIB Committee Recommendations		Mayor's Proposed		City Council	
	2016	2017	2016	2017	2016	2017	Adopted 2016	Tenative 2017
Railroad Island Neighborhood Signage	25	-	-	-	-	-	-	-
Randolph Avenue Reconstruction - Syndicate to I35E	1,200	-	1,200	-	1,200	-	1,200	-
Raymond Avenue Reconstruction - EPD to Como	3,200	-	3,200	-	3,200	-	3,200	-
Reconstruction of Summit Ave. Bridge	425	425	425	425	425	425	425	425
Replacement of the Hazelwood/I-94 ped bridge	3,500	-	-	-	-	-	-	-
Restore Saint Paul Commercial Façade Improvement Program	200	-	50	150	100	100	100	100
Rice Park Revitalization	1,002	-	-	-	-	-	-	-
Rice Street Streetscape - Pennsylvania to University	-	1,892	-	-	-	-	-	-
Rice Street Streetscape - Sycamore to Pennsylvania	-	2,306	-	2,306	-	2,306	-	2,306
Rice Street Traffic Study	75	-	-	-	-	-	-	-
Riverview Library Modernization	1,403	-	-	-	-	-	-	-
Rondo Commemorative Plaza	288	-	288	-	250	-	250	-
Safe Routes to School - Plan Development	100	100	-	-	-	-	150	-
Scheffer Area Strategic Plan	1,287	6,860	-	1,287	250	1,037	250	1,037
Sidewalk to Battle Creek Rec Center	30	-	-	-	-	-	-	-
Sidney State Robert Intersection Redesign and Reconstruction	50	-	50	-	-	50	-	50
Signalized crossing for Easter Heights Elementary School	63	-	63	-	-	63	-	63
Smith Avenue Bridge(aka High Bridge) Rehabilitation	-	690	-	-	-	-	-	-
Smith Avenue Traffic Signals	-	453	-	453	-	453	-	453
SPSVP Traffic Signals	-	-	-	-	875	675	875	675
St. Clair and Grand Ramsey Bridges over I35E Rehabilitation	160	-	-	-	-	-	-	-
St. Paul Green Line Home Improvement Loan Fund	250	250	200	200	200	200	200	200
St. Paul Home Improvement Loan Fund	300	300	200	200	200	200	200	200
Street Lighting Improvements (East 6th, Eichenwald, Maple and Hope St.)	1,139	-	-	790	-	790	-	790
Street Lighting Improvements (Wall Street between 5th Street and 7th Street)	330	-	330	-	330	-	330	-
Sylvan Play Area and Field Improvements	279	1,507	279	1,507	148	1,638	148	1,638
System Wide Signage	526	559	-	-	-	-	-	-
Territorial Road Equitable Use	6,900	-	-	-	-	-	-	-
The Arts and Culture Club	-	250	-	-	-	-	-	-
Trout Brook Stormwater Infrastructure	250	-	-	-	-	-	-	-
Vacant and Hazardous Building Demolition	1,000	1,000	-	-	400	400	400	400
Vacation of East 6th Street between Mounds Blvd and Maria Ave	790	-	-	-	-	-	-	-
Vandalia Street Bridge - Structural Capital Improvements	350	400	-	-	-	-	-	-
Victoria Arts Center	200	200	325	75	-	-	-	-
Victoria Park Restroom and Picnic Shelter	1,045	-	-	-	-	-	-	-
Victoria Park Universally Accessible Play Area	-	-	-	-	200	2,000	200	2,000
Wabasha Street Bike Lane Connection	25	-	25	-	25	-	25	-
Wacouta Commons Improvements	155	-	-	-	-	-	-	-
Waterline to Conway Community Garden	22	-	-	22	-	22	-	22
West 7th Streetscape - Phase 1	1,570	-	-	-	-	-	-	-
West Side Plaza	-	200	-	-	-	-	-	-
Westgate Bike Lane Project	100	-	-	-	-	-	-	-
White Bear - East Seventh turn lanes	1,763	-	1,763	-	1,763	-	1,763	-
White Bear Avenue Bridge	300	-	-	-	-	-	-	-
White Bear Avenue Reconstruction - I94 to Minnehaha	1,775	-	1,775	-	1,775	-	1,775	-

## Budget Summary

## All Project List

Shading reflects changes from previous phases in the process

(Dollars in Thousands)

Proposal Title	All Project Submissions		CIB Committee Recommendations		Mayor's Proposed		City Council	
	2016	2017	2016	2017	2016	2017	Adopted	Tenative
	2016	2017	2016	2017	2016	2017	2016	2017
Wilder Recreation Center Renovations	393	2,858	598	-	400	-	400	-
Asphalt Restoration and Replacement Program	250	250	235	235	235	235	235	235
Bicycle, Pedestrian and Traffic Safety Program	250	250	235	235	235	235	235	235
Bond Sale Costs	130	130	130	130	130	130	130	130
Bridge Enhancement Program	250	250	235	235	235	235	235	235
CIB Contingency	250	250	250	250	248	237	248	237
Citywide Capital Maintenance	1,500	1,500	1,498	1,539	1,498	1,539	1,498	1,539
Citywide Tree Planting Program	350	350	330	330	330	330	330	330
Municipal State Aid Contingency	300	300	233	367	233	367	233	367
Outdoor Court Restoration Program	251	251	235	235	235	235	235	235
Park and Library Capital Asset Revitalization Program	200	200	190	190	190	190	190	190
Parks and Rec Grant Prep/Prelim Design Program	60	60	60	60	60	60	60	60
Play Area Improvements	250	250	235	235	235	235	235	235
Railroad Crossing Safety Improvements Program	50	50	50	50	50	50	50	50
Real Estate Division Design Services	30	30	30	30	30	30	30	30
Sidewalk Reconstruction Program	1,049	1,049	1,049	1,049	1,049	1,049	1,049	1,049
Signalized Intersection Safety Improvements Program	250	250	245	245	245	245	245	245
St. Paul Street Paving Program (SIB Funded)	12,500	12,500	12,500	12,500	12,500	12,500	15,020	12,500
Stairway Repair and Replacement Program	125	125	120	120	120	120	120	120
Transfers to Debt Service Fund	222	222	222	222	222	222	1,654	222
<b>Total:</b>	<b>172,500</b>	<b>76,316</b>	<b>47,685</b>	<b>52,510</b>	<b>40,685</b>	<b>54,510</b>	<b>45,680</b>	<b>54,510</b>

## Budget Summary

## Projects by Financing Source

(Dollars in Thousands)

Score	TF Rank	Log No.	Proposal Title	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
<b>Capital Imp. Bonds</b>										
		CF-0103484	Waterline to Conway Community Garden	0	0	22	0	0	0	22
		CF-0503417	North Dale Refrigerated Ice Rink Modification	0	407	0	0	0	0	407
		CF-0503425	Wilder Recreation Center Renovation	0	400	0	0	0	0	400
		CF-0603414	Marydale Play Area	0	0	75	0	0	0	75
		CF-0603421	Sylvan Play Area and Field Improvements	0	148	1,638	0	0	0	1,786
		CF-0702921	Scheffer Area Strategic Plan	0	250	1,037	0	0	0	1,287
		CF-0703102	Frogtown Park and Farm/ Wilder Play Area	500	522	0	0	0	0	522
		CF-0803124	Jimmy Lee Play Area	0	600	0	0	0	0	600
		CF-0902916	Palace Recreation Center Renovation	4,720	1,380	0	0	0	0	1,380
		CF-0903407	Enhance of Bike Trail along I35E from Grand to St. Clair	0	178	579	0	0	0	757
		CF-0903562	Victoria Park Universally Accessible Play Area	0	200	0	0	0	0	200
		CF-1003542	Phalen Refrigerated Ice Rink Modification	0	0	406	0	0	0	406
		CF-1103129	May Park Play Area	27	254	0	0	0	0	254
		CF-1103219	Fire Station 20	0	0	1,000	0	0	0	1,000
		CF-1503122	Highland Park Community Center (Hillcrest) Play Area	0	0	459	0	0	0	459
		CF-1503522	Fire Station 19 Expansion	2,079	1,340	0	0	0	0	1,340
		CF-6600692	Bond Sale Costs	2,044	130	130	130	130	130	650
		CF-6600693	CIB Contingency	2,807	248	237	250	250	250	1,235
		CF-6600833	Outdoor Court Restoration Program	1,696	235	235	251	251	251	1,223
		CF-6600834	Parks Grant Prep/Preliminary Design Program	232	30	30	30	30	30	150
		CF-6600835	Citywide Tree Planting Program	2,366	330	330	350	350	350	1,710
		CF-6600836	Citywide Long-Term Capital Maintenance Program	17,480	1,498	1,539	1,500	1,500	1,500	7,537
		CF-6601054	Children's Outdoor Play Area Improvements	2,587	235	235	250	250	250	1,220
		CF-6601722	Asphalt Restoration and Replacement Program	1,729	235	235	250	250	250	1,220
		CF-6601982	Park and Library Capital Asset Revitalization	2,077	190	190	200	200	200	980
		CF-6603207	New Facility for Training, Special Investigative Task Force,	0	1,000	0	0	0	0	1,000
		SU-0103463	Signalized crossing for Eastern Heights Elementary School	0	0	63	0	0	0	63
		SU-0303462	Sidney/State/Robert Intersection Redesign and Reconstruction	0	0	50	0	0	0	50
		SU-0303470	Wabasha Street Bike Lane Connection	0	25	0	0	0	0	25
		SU-0403189	Kellogg/3rd Street Bridge Rehabilitation	0	0	1,125	0	0	0	1,125

## Budget Summary

## Projects by Financing Source

(Dollars in Thousands)

Score	TF Rank	Log No.	Proposal Title	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
<b>Capital Imp. Bonds</b>										
		SU-0503231	Greenbrier Bicycle Boulevard and Bruce Vento Connection	26	0	45	0	0	0	45
		SU-0503445	Maryland Avenue at Edgerton Street Channelization	0	0	50	0	0	0	50
		SU-1103012	Pierce Butler Lexington Parkway Bicycle Connection	0	160	0	0	0	0	160
		SU-1303440	Cleveland Avenue Lighting Improvements	0	35	0	0	0	0	35
		SU-1703441	Downtown Sidewalk Tree Preservation	0	0	96	0	0	0	96
		SU-5503229	Grand Avenue Pedestrian Safety and Traffic Calming	0	250	0	0	0	0	250
		SU-5503247	Margaret Street Bike Boulevard	0	0	400	320	0	0	720
		SU-5503382	Bike Racks on Saint Paul's East Side	0	0	20	0	0	0	20
		SU-5503459	Rice Street Streetscape Pennsylvania to Sycamore	0	0	54	0	0	0	54
		SU-6602223	Railroad Crossing Safety Improvements Program	39	10	10	10	10	10	50
		SU-6602230	Sidewalk Reconstruction Program	351	0	0	0	0	0	0
		SU-6602344	Bridge Enhancement Program	941	235	235	250	250	250	1,220
		SU-6602763	Signalized Intersection Safety Improvements Program	470	120	120	125	125	125	615
		SU-6602764	Bicycle, Pedestrian and Traffic Safety Program	522	235	235	250	250	250	1,220
		SU-6602966	Stairway Repair and Replacement Program	482	120	120	125	125	125	615
<b>Total Capital Imp. Bonds</b>				43,175	11,000	11,000	4,291	3,971	3,971	34,233
<b>Comm Dev. Block Grnt</b>										
		CF-0603414	Marydale Play Area	0	0	275	0	0	0	275
		CF-0803420	Rondo Commemorative Plaza	0	250	0	0	0	0	250
		RE-0402942	East Side Home Improvement Revolving Loan Fund	3,200	325	325	0	0	0	650
		RE-0503226	Business Investment Fund (BIF)	150	75	75	0	0	0	150
		RE-0603432	North End Economic Development Fund	0	50	50	0	0	0	100
		RE-5501806	Home Improvement Plus	1,250	125	125	0	0	0	250
		RE-5502583	Facelift Program	800	200	200	0	0	0	400
		RE-5502944	NENDC Economic Development/Loan Leverage Fund	1,800	200	200	0	0	0	400
		RE-5503431	Inspiring Communities	0	425	425	0	0	0	850
		RE-5503433	Restore Saint Paul: Commercial Facade Improvement	0	100	100	0	0	0	200
		RE-6600840	Vacant & Hazardous Building Demolition	5,054	400	400	0	0	0	800

## Budget Summary

## Projects by Financing Source

(Dollars in Thousands)

Score	TF Rank	Log No.	Proposal Title	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
<b><u>Comm Dev. Block Grnt</u></b>										
		RE-6601753	St. Paul Green Line Home Improvement Program	0	200	200	0	0	0	400
		RE-6601807	Citywide Homeowner Improvement Loan Program	8,395	825	850	0	0	0	1,675
		RE-6601808	Housing Real Estate Multi-Unit Development Fund	5,897	400	400	0	0	0	800
		RE-6601810	Commercial Node Citywide Economic Development Program	3,200	100	100	0	0	0	200
		RE-6601846	Acquisition Fund for Stabilizing Neighborhoods	3,534	125	75	0	0	0	200
		RE-6603434	St. Paul Home Improvement Loan Fund	2,099	200	200	0	0	0	400
		Total Comm Dev. Block Grnt		35,379	4,000	4,000	0	0	0	8,000
<b><u>Municipal State Aid</u></b>										
		SU-0103473	White Bear Avenue Reconstruction I94 to Minnehaha	0	1,195	0	0	0	0	1,195
		SU-0103485	Battle Creek Road reconstruction phase 1	0	0	1,950	0	0	0	1,950
		SU-0203472	White Bear East Seventh turn lanes	0	1,608	0	0	0	0	1,608
		SU-0303447	Oakdale Avenue Lighting Improvements	0	388	0	0	0	0	388
		SU-0403189	Kellogg/3rd Street Bridge Rehabilitation	300	1,125	0	0	0	0	1,125
		SU-0403263	Street Lighting - E. 6th, Eichenwald, Maple & Hope	0	0	656	0	0	0	656
		SU-0503445	Maryland Avenue at Edgerton Street Channelization	0	0	200	500	0	0	700
		SU-0503453	Phalen Boulevard at Olive Street - Traffic Signal	0	125	0	0	0	0	125
		SU-0503454	Phalen Boulevard at Mississippi Street - Traffic Signal Inst	0	0	125	0	0	0	125
		SU-0603242	Como Avenue Lighting Improvements	0	0	81	0	0	0	81
		SU-1203202	Raymond Avenue Streetscape - EPD to Como (Ph.III)	136	255	0	0	0	0	255
		SU-1303502	Reconstruction of Summit Ave. Bridge	0	425	425	0	2,600	0	3,450
		SU-1703467	Street Lighting Improvements (Wall Street)	0	156	0	0	0	0	156
		SU-5503442	Forest Street Bridge Replacement	0	0	375	3,250	0	0	3,625
		SU-5503457	Randolph Avenue Reconstruction Ph II Syndicate to I35E	0	850	0	0	0	0	850
		SU-5503459	Rice Street Streetscape Pennsylvania to Sycamore	0	0	1,928	0	0	0	1,928
		SU-5503465	Smith Avenue Traffic Signals	0	0	453	0	0	0	453
		SU-6600818	Municipal State Aid Contingency	1,018	233	367	300	300	300	1,500
		SU-6602223	Railroad Crossing Safety Improvements Program	160	40	40	40	40	40	200
		SU-6602763	Signalized Intersection Safety Improvements Program	500	125	125	125	125	125	625

## Budget Summary

## Projects by Financing Source

(Dollars in Thousands)

Score	TF Rank	Log No.	Proposal Title	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
<b><u>Municipal State Aid</u></b>										
		SU-6603523	SPSVP Traffic Signals	0	875	675	0	0	0	1,550
<b>Total Municipal State Aid</b>				2,114	7,400	7,400	4,215	3,065	465	22,545
<b><u>Street Imprv. Bonds</u></b>										
		CF-6600692	Bond Sale Costs	1,705	0	0	0	0	0	0
		SU-6602231	Saint Paul Street Vitality Paving Program	39,813	12,500	12,500	12,500	12,500	12,500	62,500
<b>Total Street Imprv. Bonds</b>				41,518	12,500	12,500	12,500	12,500	12,500	62,500
<b><u>Public Safety Bonds</u></b>										
		CF-6600692	Bond Sale Costs	70	0	0	0	0	0	0
		CF-6603207	New Facility for Training, Special Investigative Task Force,	0	0	15,000	0	0	0	15,000
<b>Total Public Safety Bonds</b>				70	0	15,000	0	0	0	15,000
<b><u>CIB Prior Yr Balance</u></b>										
		CF-6600693	CIB Contingency	165	0	0	0	0	0	0
		CF-6600836	Citywide Long-Term Capital Maintenance Program	48	0	0	0	0	0	0
		CF-6600869	Transfers to Debt Service Fund	391	0	0	0	0	0	0
		CF-6601982	Park and Library Capital Asset Revitalization	133	0	0	0	0	0	0
<b>Total CIB Prior Yr Balance</b>				737	0	0	0	0	0	0
<b><u>S Bond Int. Earnings</u></b>										
		CF-6601982	Park and Library Capital Asset Revitalization	332	0	0	0	0	0	0
<b>Total S Bond Int. Earnings</b>				332	0	0	0	0	0	0
<b><u>Assessments</u></b>										
		SU-0103473	White Bear Avenue Reconstruction I94 to Minnehaha	0	580	0	0	0	0	580
		SU-0103485	Battle Creek Road reconstruction phase 1	0	0	600	0	0	0	600



## Budget Summary

## Projects by Financing Source

(Dollars in Thousands)

Score	TF Rank	Log No.	Proposal Title	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
<b><u>Assessments</u></b>										
		SU-0303447	Oakdale Avenue Lighting Improvements	0	75	0	0	0	0	75
		SU-0403263	Street Lighting - E. 6th, Eichenwald, Maple & Hope	0	0	134	0	0	0	134
		SU-0603242	Como Avenue Lighting Improvements	0	0	71	0	0	0	71
		SU-1203202	Raymond Avenue Streetscape - EPD to Como (Ph.III)	104	185	0	0	0	0	185
		SU-1703467	Street Lighting Improvements (Wall Street)	0	174	0	0	0	0	174
		SU-5503457	Randolph Avenue Reconstruction Ph II Syndicate to I35E	0	350	0	0	0	0	350
		SU-5503459	Rice Street Streetscape Pennsylvania to Sycamore	0	0	130	0	0	0	130
		SU-6602230	Sidewalk Reconstruction Program	200	50	50	50	50	50	250
Total Assessments				304	1,414	985	50	50	50	2,549
<b><u>CIB Bd Intrst Earngs</u></b>										
		CF-6600869	Transfers to Debt Service Fund	7,859	222	222	222	222	222	1,110
Total CIB Bd Intrst Earngs				7,859	222	222	222	222	222	1,110
<b><u>Federal Discretnry</u></b>										
		SU-1303502	Reconstruction of Summit Ave. Bridge	0	0	0	0	1,720	0	1,720
		SU-5503247	Margaret Street Bike Boulevard	0	0	0	1,250	0	0	1,250
Total Federal Discretnry				0	0	0	1,250	1,720	0	2,970
<b><u>Federal Grant</u></b>										
		SU-5503229	Grand Avenue Pedestrian Safety and Traffic Calming	0	668	0	0	0	0	668
Total Federal Grant				0	668	0	0	0	0	668
<b><u>ISP Bonds</u></b>										
		CF-6600833	Outdoor Court Restoration Program	251	0	0	0	0	0	0
		CF-6600835	Citywide Tree Planting Program	350	0	0	0	0	0	0
		CF-6600836	Citywide Long-Term Capital Maintenance Program	1,500	0	0	0	0	0	0

## Budget Summary

## Projects by Financing Source

(Dollars in Thousands)

Score	TF Rank	Log No.	Proposal Title	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
<b>ISP Bonds</b>										
		CF-6601054	Children's Outdoor Play Area Improvements	250	0	0	0	0	0	0
		CF-6601722	Asphalt Restoration and Replacement Program	211	0	0	0	0	0	0
		CF-6601982	Park and Library Capital Asset Revitalization	1,000	0	0	0	0	0	0
		<b>Total ISP Bonds</b>		3,562	0	0	0	0	0	0
<b>Neighborhood STAR</b>										
		CF-6601054	Children's Outdoor Play Area Improvements	555	0	0	0	0	0	0
		<b>Total Neighborhood STAR</b>		555	0	0	0	0	0	0
<b>Other</b>										
		SU-1303440	Cleveland Avenue Lighting Improvements	0	25	0	0	0	0	25
		<b>Total Other</b>		0	25	0	0	0	0	25
<b>Other Local Sources</b>										
		CF-0903562	Victoria Park Universally Accessible Play Area	0	0	1,000	0	0	0	1,000
		<b>Total Other Local Sources</b>		0	0	1,000	0	0	0	1,000
<b>Parking Fund Transfe</b>										
		SU-6603461	Safe Routes to School - Plan Development	0	104	0	0	0	0	104
		<b>Total Parking Fund Transfe</b>		0	104	0	0	0	0	104
<b>Private</b>										
		CF-0903562	Victoria Park Universally Accessible Play Area	0	0	1,000	0	0	0	1,000
		SU-0503453	Phalen Boulevard at Olive Street - Traffic Signal	0	150	0	0	0	0	150
		SU-0503454	Phalen Boulevard at Mississippi Street - Traffic Signal Inst	0	0	150	0	0	0	150
		<b>Total Private</b>		0	150	1,150	0	0	0	1,300

## Budget Summary

## Projects by Financing Source

(Dollars in Thousands)

Score	TF Rank	Log No.	Proposal Title	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
<b><u>Private Utility</u></b>										
		SU-6602231	Saint Paul Street Vitality Paving Program	0	20	0	0	0	0	20
<b>Total Private Utility</b>				0	20	0	0	0	0	20
<b><u>Public Improv. Aid</u></b>										
		CF-6600834	Parks Grant Prep/Preliminary Design Program	240	30	30	30	30	30	150
		CF-6601277	Real Estate Division Design Services	330	30	30	30	30	30	150
<b>Total Public Improv. Aid</b>				570	60	60	60	60	60	300
<b><u>ROW Fund 225</u></b>										
		SU-6602230	Sidewalk Reconstruction Program	3,606	999	999	999	999	999	4,995
<b>Total ROW Fund 225</b>				3,606	999	999	999	999	999	4,995
<b><u>Ramsey County</u></b>										
		SU-0203472	White Bear East Seventh turn lanes	0	155	0	0	0	0	155
		SU-1203202	Raymond Avenue Streetscape - EPD to Como (Ph.III)	400	1,640	0	0	0	0	1,640
		SU-5503459	Rice Street Streetscape Pennsylvania to Sycamore	0	0	194	0	0	0	194
<b>Total Ramsey County</b>				400	1,795	194	0	0	0	1,989
<b><u>Sale of land/bldgs</u></b>										
		SU-1303450	Pedestrian safety and traffic improvements	0	25	0	0	0	0	25
		SU-5503582	Cleveland Avenue Bike Lane Improvements	0	200	0	0	0	0	200
		SU-6603461	Safe Routes to School - Plan Development	0	46	0	0	0	0	46
<b>Total Sale of land/bldgs</b>				0	271	0	0	0	0	271
<b><u>Sewer Utility Fund</u></b>										
		SU-6602231	Saint Paul Street Vitality Paving Program	0	1,100	0	0	0	0	1,100

## Budget Summary

## Projects by Financing Source

(Dollars in Thousands)

Score	TF Rank	Log No.	Proposal Title	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
<b><u>Sewer Utility Fund</u></b>										
			<b>Total Sewer Utility Fund</b>	0	1,100	0	0	0	0	1,100
<b><u>St. Paul Water Dept</u></b>										
		SU-6602231	Saint Paul Street Vitality Paving Program	0	1,400	0	0	0	0	1,400
			<b>Total St. Paul Water Dept</b>	0	1,400	0	0	0	0	1,400
<b><u>State Grants</u></b>										
		SU-1303502	Reconstruction of Summit Ave. Bridge	0	0	0	0	2,070	0	2,070
		SU-5503442	Forest Street Bridge Replacement	0	0	0	2,000	0	0	2,000
			<b>Total State Grants</b>	0	0	0	2,000	2,070	0	4,070
<b><u>Street Bonds PY</u></b>										
		CF-6600869	Transfers to Debt Service Fund	1,324	1,432	0	0	0	0	1,432
		SU-6602231	Saint Paul Street Vitality Paving Program	2,000	0	0	0	0	0	0
			<b>Total Street Bonds PY</b>	3,324	1,432	0	0	0	0	1,432
<b><u>Street Recons Bonds</u></b>										
		SU-6602231	Saint Paul Street Vitality Paving Program	10,000	0	0	0	0	0	0
			<b>Total Street Recons Bonds</b>	10,000	0	0	0	0	0	0
<b><u>Trnsfr frm Debt Fund</u></b>										
		CF-6601982	Park and Library Capital Asset Revitalization	281	0	0	0	0	0	0
			<b>Total Trnsfr frm Debt Fund</b>	281	0	0	0	0	0	0
<b><u>Trnsptn Equity Act21</u></b>										
		SU-1203202	Raymond Avenue Streetscape - EPD to Como (Ph.III)	1,000	1,120	0	0	0	0	1,120

Budget Summary

Projects by Financing Source

(Dollars in Thousands)

Score	TF Rank	Log No.	Proposal Title	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	
<u>Trnsptn Equity Act21</u>											
			Total Trnsptn Equity Act21	1,000	1,120	0	0	0	0	1,120	
Total:					154,786	45,680	54,510	25,587	24,657	18,267	168,701



## **PROJECT DETAIL SHEETS**

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<b>Project:</b> Fire Station 20 <b>Location:</b> 2179 University Ave West				<b>Log No.:</b> CF-1103219 <b>Activity No.:</b> <b>Department:</b> Fire & Safety Services <b>Contact:</b> John Swanson				<b>District:</b> 11																										
<b>Description:</b> The Fire Department would like to replace existing Fire Station 20 (University Avenue). The new station would include a drive-through four bay, two-story fire station containing dormitory rooms on the second floor and apparatus and firefighter support spaces on the ground floor.			<b>Justification:</b> Station 20 is 90+ years old and is in poor shape. The station cannot hold the fire engine, ambulance, and firefighters needed to protect the new development along the central corridor light rail line. This area has already seen hundreds of additional housing units added as a result of the light rail line development.																															
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Phase Description</th> <th style="width: 15%;">Financing Source</th> <th style="width: 5%;">Priors</th> <th style="width: 8%;">2016 Adopted</th> <th style="width: 8%;">2017 Tentative</th> <th style="width: 8%;">2018 Tentative</th> <th style="width: 8%;">2019 Tentative</th> <th style="width: 8%;">2020 Tentative</th> <th style="width: 12%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Const-Plans/Spec's</td> <td>Capital Imp. Bonds</td> <td>0</td> <td>0</td> <td>1,000</td> <td>0</td> <td>0</td> <td>0</td> <td>1,000</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>1,000</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>1,000</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Const-Plans/Spec's	Capital Imp. Bonds	0	0	1,000	0	0	0	1,000	<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																										
Const-Plans/Spec's	Capital Imp. Bonds	0	0	1,000	0	0	0	1,000																										
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>																										



<b>Project:</b> Fire Station 19 Expansion <b>Location:</b> 2530 Edcumbe Road, Saint Paul, MN 55116				<b>Log No.:</b> CF-1503522 <b>Activity No.:</b> <b>Department:</b> Fire & Safety Services <b>Contact:</b>				<b>District:</b> 15																										
<b>Description:</b> Expand the apparatus bay, crew quarters, and watch office of Fire Station 19 to bring an existing ladder truck and crew to the station. The relocation of ladder truck and crew will significantly improve service in Highland Park and surrounding neighborhoods, and shorten fire and paramedic response times citywide.			<b>Justification:</b> This project restores full-time fire and EMS to Highland Park and the surround neighborhoods and maximizes use of existing Fire personnel and apparatus to close a gap in emergency service coverage in St. Paul. Station 19 was built in 1958 and houses a 4-person Firefighter/Paramedic crew. That crew operates both a fire engine and an ambulance, but not at the same time. When the crew is using the ambulance, there is no fire suppression or EMS available in Highland/Mac-Groveland. If Station 19's crew is using the fire engine, there is no crew to staff the ambulance. The frequency of this coverage gap continues to grow as calls for fire and EMS services increase. Currently, Highland and Mac-Groveland have a part-time fire and EMS service for about 16 hours per day, which necessitates drawing fire and EMS resources from surrounding areas whenever simultaneous incidents are occurring. This depletes services in surrounding neighborhoods, and increases response time throughout the City. The solution lies in expanding Station 19 and relocating a second fire/EMS company to the station. This project would allow an existing ladder truck and crew to relocate to the station and close the service gap.																															
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Phase Description</th> <th style="width: 15%;">Financing Source</th> <th style="width: 10%;">Priors</th> <th style="width: 10%;">2016 Adopted</th> <th style="width: 10%;">2017 Tentative</th> <th style="width: 10%;">2018 Tentative</th> <th style="width: 10%;">2019 Tentative</th> <th style="width: 10%;">2020 Tentative</th> <th style="width: 10%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Construction/Rehab</td> <td>Capital Imp. Bonds</td> <td>2,079</td> <td>1,340</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1,340</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>2,079</b></td> <td><b>1,340</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>1,340</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Construction/Rehab	Capital Imp. Bonds	2,079	1,340	0	0	0	0	1,340	<b>Total Project Cost</b>		<b>2,079</b>	<b>1,340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																										
Construction/Rehab	Capital Imp. Bonds	2,079	1,340	0	0	0	0	1,340																										
<b>Total Project Cost</b>		<b>2,079</b>	<b>1,340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,340</b>																										

<b>Project:</b> Bond Sale Costs <b>Location:</b> N/A				<b>Log No.:</b> CF-6600692 <b>Activity No.:</b> <b>Department:</b> General Government Accounts/Financial Services <b>Contact:</b> Todd Hurley				<b>District:</b> Citywide
<b>Description:</b> To set aside a portion of the Capital Improvement Bond proceeds to cover the cost of issuing the bonds.			<b>Justification:</b>					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Contingency	Capital Imp. Bonds	2,044	130	130	130	130	130	650
	Public Safety Bonds	70	0	0	0	0	0	0
	Street Imprv. Bonds	1,705	0	0	0	0	0	0
<b>Total Project Cost</b>		<b>3,819</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>130</b>	<b>650</b>

<b>Project:</b> CIB Contingency <b>Location:</b> N/A				<b>Log No.:</b> CF-6600693 <b>Activity No.:</b> <b>Department:</b> General Government Accounts/Financial Services <b>Contact:</b> Todd Hurley				<b>District:</b> Citywide	
<b>Description:</b> To set aside a portion of the Capital Improvement Bond proceeds for unforeseen budget needs such as new project cost overruns and matches to grant received.			<b>Justification:</b> Experience suggests that some contingency funds will be needed throughout the budget year. This allocation - at approximately 1.3% of CIB Bond proceeds - provides an adequate reserve.						
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>		<b>Total (not including priors)</b>
Contingency	CIB Prior Yr Balance Capital Imp. Bonds	165 2,807	0 248	0 237	0 250	0 250	0 250		0 1,235
<b>Total Project Cost</b>		<b>2,972</b>	<b>248</b>	<b>237</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>1,235</b>	

<b>Project:</b> Citywide Long-Term Capital Maintenance Program <b>Location:</b> Citywide				<b>Log No.:</b> CF-6600836 <b>Activity No.:</b> <b>Department:</b> General Government Accounts/Financial Services <b>Contact:</b> Todd Hurley				<b>District:</b> Citywide
<b>Description:</b> A specified fund for Capital Maintenance work on City-owned facilities. This program funds the preservation of the City's physical assets.			<b>Justification:</b> The purpose of this program is to provide a fund to be utilized under specified eligibility guidelines for the repair, replacement, renovation, remodeling, and/or retrofitting of the structural parts and/or service system components of an improved site. This program is necessary to protect the City's investment in its public facilities.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Construction/Rehab	CIB Prior Yr Balance	48	0	0	0	0	0	0
	Capital Imp. Bonds	17,480	1,498	1,539	1,500	1,500	1,500	7,537
	ISP Bonds	1,500	0	0	0	0	0	0
<b>Total Project Cost</b>		<b>19,028</b>	<b>1,498</b>	<b>1,539</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>7,537</b>

<b>Project:</b> Transfers to Debt Service Fund <b>Location:</b> N/A				<b>Log No.:</b> CF-6600869 <b>Activity No.:</b> <b>Department:</b> General Government Accounts/Financial Services <b>Contact:</b> Todd Hurley				<b>District:</b> Citywide																																											
<b>Description:</b> Transfer of interest earnings from prior years' capital improvement bond accounts and project balances from completed projects to capital improvement bonds debt service account.			<b>Justification:</b> Excess interest earnings and project balances are available in the capital improvement bond accounts and are eligible to be used for debt service on outstanding bonds, thereby avoiding an increase in the tax levy for debt service.																																																
<table><thead><tr><th>Phase Description</th><th>Financing Source</th><th>Priors</th><th>2016 Adopted</th><th>2017 Tentative</th><th>2018 Tentative</th><th>2019 Tentative</th><th>2020 Tentative</th><th>Total (not including priors)</th></tr></thead><tbody><tr><td rowspan="3">Other</td><td>CIB Bd Intrst Earngs</td><td>7,859</td><td>222</td><td>222</td><td>222</td><td>222</td><td>222</td><td>1,110</td></tr><tr><td>CIB Prior Yr Balance</td><td>391</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Street Bonds PY</td><td>1,324</td><td>1,432</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1,432</td></tr><tr><td colspan="2">Total Project Cost</td><td>9,574</td><td>1,654</td><td>222</td><td>222</td><td>222</td><td>222</td><td>2,542</td></tr></tbody></table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Other	CIB Bd Intrst Earngs	7,859	222	222	222	222	222	1,110	CIB Prior Yr Balance	391	0	0	0	0	0	0	Street Bonds PY	1,324	1,432	0	0	0	0	1,432	Total Project Cost		9,574	1,654	222	222	222	222	2,542
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																											
Other	CIB Bd Intrst Earngs	7,859	222	222	222	222	222	1,110																																											
	CIB Prior Yr Balance	391	0	0	0	0	0	0																																											
	Street Bonds PY	1,324	1,432	0	0	0	0	1,432																																											
Total Project Cost		9,574	1,654	222	222	222	222	2,542																																											

<b>Project:</b> Real Estate Division Design Services <b>Location:</b> Citywide				<b>Log No.:</b> CF-6601277 <b>Activity No.:</b> <b>Department:</b> General Government Accounts/Financial Services <b>Contact:</b> Bruce Engelbrekt				<b>District:</b> Citywide																										
<b>Description:</b> OFS's Real Estate Division provides staff time and expertise to other city departments that prepare capital maintenance and CIB proposals. These departments do not compensate the division for proposals, only for projects that are eventually funded.			<b>Justification:</b> Public Improvement Aid will cover the Division's costs of professional services provided to other city departments.																															
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Phase Description</th> <th style="width: 15%;">Financing Source</th> <th style="width: 5%;">Priors</th> <th style="width: 5%;">2016 Adopted</th> <th style="width: 5%;">2017 Tentative</th> <th style="width: 5%;">2018 Tentative</th> <th style="width: 5%;">2019 Tentative</th> <th style="width: 5%;">2020 Tentative</th> <th style="width: 10%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Preliminary Design</td> <td>Public Improv. Aid</td> <td>330</td> <td>30</td> <td>30</td> <td>30</td> <td>30</td> <td>30</td> <td>150</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>330</b></td> <td><b>30</b></td> <td><b>30</b></td> <td><b>30</b></td> <td><b>30</b></td> <td><b>30</b></td> <td><b>150</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Preliminary Design	Public Improv. Aid	330	30	30	30	30	30	150	<b>Total Project Cost</b>		<b>330</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																										
Preliminary Design	Public Improv. Aid	330	30	30	30	30	30	150																										
<b>Total Project Cost</b>		<b>330</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>150</b>																										

<b>Project:</b> Waterline to Conway Community Garden <b>Location:</b> grounds at 2090 Conway Street				<b>Log No.:</b> CF-0103484 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b>				<b>District:</b> 01	
<b>Description:</b> Run a water line from Conway Street to the Garden of Feed'em Community Garden at Conway Park and install a water meter and outlet to provide access to water at the garden and to the University of St. Thomas's experimental garden plots.				<b>Justification:</b> Community members created a community garden in Conway Park in 2011. In 2014 St. Thomas University installed a series of raised beds adjacent to the garden (leasing the space from Parks) in order to run experiments on different gardening techniques for students. The gardens can only be watered by hooking up a hose to a fire hydrant across Conway Street and dragging the hoses to the gardens - a very significant distance. This is difficult for many of the older gardeners, but must be done at least two times a week for the entire garden space due to the extremely sandy nature of the soil. The project proposes that a line be run from the watermain in the street to a central location between the two garden spaces, a meter and spigot installed to increase access.  Although many of the garden spaces are individually gardened, the St. Thomas beds serve a scientific and educational purpose, and one of the large plots is communally gardened to serve homebound seniors in the neighborhood. The plot fed 6-8 elders weekly through the summer as well as supplying fresh produce to the neighborhood foodshelf. The plot was intended to be gardened by local youth and elders, but the strength and stamina needed to water prevented that from happening.  There is currently no water meter on the fire hydrant so installation of the water meter would mean that the city could at least charge for water used.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Capital Imp. Bonds	0	0	1	0	0	0	1
Construction/Rehab	Capital Imp. Bonds	0	0	1	0	0	0	1
Construction Mgmt.	Capital Imp. Bonds	0	0	19	0	0	0	19
Design	Capital Imp. Bonds	0	0	1	0	0	0	1
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>

<b>Project:</b> North Dale Refrigerated Ice Rink Modification <b>Location:</b> 1414 St. Albans St. N				<b>Log No.:</b> CF-0503417 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b>				<b>District:</b> 05	
<b>Description:</b> This ice rink requires a major system modification. Piping will be installed underground and leave the infrastructure in place on a permanent basis, which will minimize annual start-up and shut-down costs, and provide a more sustainable system. It will also provide a summer roller hockey sport field.				<b>Justification:</b> This ice rink requires a major system modification, installed in 2007, require staff to lay out mats, cover with sand, install piping, and fill the system with glycol on an annual basis. This labor intensive process is then reversed in the spring and the system packed up, hauled off, and stored until the next season. This repetition of installation and removal of the system is leading to leaks in the system. Also, the exposed piping has been compromised by theft and vandalism.  The annual labor intensive process can be eliminated by installing an underground piping system which allows the infrastructure to stay in place on a permanent basis. The costs of this proposal would provide for installation of 1" PVC piping over the existing concrete rink surface, connection to the existing 6" supply and return piping, and permanently encase in concrete.  Start-up and shut-down of the refrigeration system will require minimum effort. The rink surface can be utilized during the summer for roller-hockey and be easily converted to winter skating and hockey play. The system will also be protected from theft and vandalism.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Construction/Rehab	Capital Imp. Bonds	0	373	0	0	0	0	373
Design	Capital Imp. Bonds	0	34	0	0	0	0	34
<b>Total Project Cost</b>		<b>0</b>	<b>407</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>407</b>



<b>Project:</b> Wilder Recreation Center Renovation <b>Location:</b> 958 Jessie Street				<b>Log No.:</b> CF-0503425 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b> Jody Martinez				<b>District:</b> 05
<b>Description:</b> This Community Facilities project will add a second story classroom addition and a greenhouse to the Wilder Recreation Center. It also will correct deficiencies to the existing structure including settling and sewer problems.			<b>Justification:</b> In addition to serving as a neighborhood recreation center and being an anchor institution in a challenged part of the Payne-Phalen community, the Wilder Recreation Center is home to City Academy High School (CAHS), the nation's first charter school. Through a unique partnership with St. Paul Parks and Recreation, that began in 1992, CAHS leases the recreation center for use as its school facility. CAHS serves at risk youth ages 15-21 (75% of the students are 18+) who experienced failure in other educational settings. Annually, approximately 180 students, who reflect the demographics of the surrounding neighborhood, are enrolled at CAHS. St. Paul Parks and Recreation primarily uses the facility, after school hours and on weekends, to provide community programming including after school learning programs for elementary school age children. The Wilder Recreation Center was designed by famous St. Paul architect, Clarence Wesley "Cap" Wigington, the nation's first black municipal architect. It's construction was completed in 1941, by the Works Progress Administration (WPA). Because of the sleek style of its design, it and the Hamline Play Ground Stone Shelter, have been termed "WPA Moderne" by architectural historians. In 2002, an addition was added to the south side of the building, by St. Paul Parks and Recreation, to provide additional office, classroom and meeting space for CAHS. When the addition was built, it already was inadequate in size given the space needs of its inten					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Capital Imp. Bonds	0	140	0	0	0	0	140
Construction/Rehab	Capital Imp. Bonds	0	138	0	0	0	0	138
Design	Capital Imp. Bonds	0	122	0	0	0	0	122
<b>Total Project Cost</b>		<b>0</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>

<b>Project:</b> Marydale Play Area <b>Location:</b> 1120 Dale St. N				<b>Log No.:</b> CF-0603414 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b>				<b>District:</b> 06																																																														
<b>Description:</b> This proposal seeks to renovate the play area at Marydale Park with the replacement and addition of play equipment that meets CPSC and ADA guidelines. The project will provide accessibility and safety measures with the appropriate resilient surfacing. This project will enhance the park's site features and will fill the family oriented activity needs of in the adjacent diverse neighborhood.				<b>Justification:</b> Marydale Park is located in a primarily single-family home neighborhood. Pedestrian access to the park is provided by trails coming from all directions. Most of the park is devoted to passive uses. The Park's main feature, Loeb Lake, is designated by the Minnesota Department of Resources as a children's fishing pond and has an ADA fishing pier.  Marydale Park was previously a hazardous area within the North End neighborhood that was transformed by community efforts that sought to restore the area and turn it into a natural recreational area. Current neighborhood residents have expressed interest in adding more reactional activities that match the natural landscape of the park and lake.  The recent update of the parking lot and the newly improved restroom facilities adjacent to the existing play area are great compliments for an improved play area.  Revisions to CPSC and ADA recommendations have occurred since the last play area update (2008) which increases the play area's noncompliance with safety standards and guidelines. For example, the sand surfacing doesn't provide an accessible route to play equipment. Upgrades to the play area will provide a safe place for the children to enjoy while visiting the park with their families.																																																																		
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Phase Description</th> <th style="width: 15%;">Financing Source</th> <th style="width: 5%;">Priors</th> <th style="width: 5%;">2016 Adopted</th> <th style="width: 5%;">2017 Tentative</th> <th style="width: 5%;">2018 Tentative</th> <th style="width: 5%;">2019 Tentative</th> <th style="width: 5%;">2020 Tentative</th> <th style="width: 10%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Const-Plans/Spec's</td> <td>Comm Dev. Block Grnt</td> <td>0</td> <td>0</td> <td>16</td> <td>0</td> <td>0</td> <td>0</td> <td>16</td> </tr> <tr> <td>Construction/Rehab</td> <td>Capital Imp. Bonds</td> <td>0</td> <td>0</td> <td>75</td> <td>0</td> <td>0</td> <td>0</td> <td>75</td> </tr> <tr> <td></td> <td>Comm Dev. Block Grnt</td> <td>0</td> <td>0</td> <td>233</td> <td>0</td> <td>0</td> <td>0</td> <td>233</td> </tr> <tr> <td>Construction Mgmt.</td> <td>Comm Dev. Block Grnt</td> <td>0</td> <td>0</td> <td>11</td> <td>0</td> <td>0</td> <td>0</td> <td>11</td> </tr> <tr> <td>Design</td> <td>Comm Dev. Block Grnt</td> <td>0</td> <td>0</td> <td>15</td> <td>0</td> <td>0</td> <td>0</td> <td>15</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>350</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>350</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Const-Plans/Spec's	Comm Dev. Block Grnt	0	0	16	0	0	0	16	Construction/Rehab	Capital Imp. Bonds	0	0	75	0	0	0	75		Comm Dev. Block Grnt	0	0	233	0	0	0	233	Construction Mgmt.	Comm Dev. Block Grnt	0	0	11	0	0	0	11	Design	Comm Dev. Block Grnt	0	0	15	0	0	0	15	<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																																														
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	Comm Dev. Block Grnt	0	0	233	0	0	0	233																																																														
Construction Mgmt.	Comm Dev. Block Grnt	0	0	11	0	0	0	11																																																														
Design	Comm Dev. Block Grnt	0	0	15	0	0	0	15																																																														
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350</b>																																																														

<b>Project:</b> Sylvan Play Area and Field Improvements <b>Location:</b> 800 Conway Street				<b>Log No.:</b> CF-0603421 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b>				<b>District:</b> 06																																																						
<b>Description:</b> This proposal seeks to refurbish the play area and athletic fields at Sylvan Park. The improvements include replacement any equipment which does not meet CPSC and ADA guidelines and to refurbish and reorganize the athletic fields according to today's uses. Additional site improvements may include walks, benches, and landscaping as necessary.				<b>Justification:</b> <p>The play equipment at Sylvan was installed in 1994 (21 years old) and much of the equipment is in poor condition. In addition, revisions to CPSC and ADA guidelines have occurred since then which increases the noncompliance with safety standards and guidelines of the play area. The tot lot replacement list ranks this park in the top 9 for replacement due to various factors including age, safety, accessibility, and condition of the play area. According to the Play Area recommendations in the System Plan, there is a "playground service gap" directly north of Sylvan Park, justifying the need to upgrade the playground in an under-served area.</p> <p>The Sylvan athletic fields have multiple uses including baseball, softball and turf sports (soccer, rugby, ultimate frisbee, lacrosse, etc) and the current condition and safety of the fields are inadequate for the amount of use. The athletic field's replacement list ranks this park in the top 5 for field replacement. The extents of the soccer field overlap with the under-utilized ag-lime infields for softball. Possibly removing two softball fields, as suggested in the Parks and Recreation 2010 System Plan, will reduce safety concerns from overlapping use which leads to poor field conditions including erosion and compaction. In addition, the plan suggests that "flat turf areas have the greatest flexibility of use and adaptability to future needs."</p>																																																										
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 18%;">Phase Description</th> <th style="width: 18%;">Financing Source</th> <th style="width: 8%;">Priors</th> <th style="width: 10%;">2016 Adopted</th> <th style="width: 10%;">2017 Tentative</th> <th style="width: 10%;">2018 Tentative</th> <th style="width: 10%;">2019 Tentative</th> <th style="width: 10%;">2020 Tentative</th> <th style="width: 14%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Const-Plans/Spec's</td> <td>Capital Imp. Bonds</td> <td>0</td> <td>0</td> <td>111</td> <td>0</td> <td>0</td> <td>0</td> <td>111</td> </tr> <tr> <td>Construction/Rehab</td> <td>Capital Imp. Bonds</td> <td>0</td> <td>0</td> <td>1,507</td> <td>0</td> <td>0</td> <td>0</td> <td>1,507</td> </tr> <tr> <td>Inspec / Constr Mgmt</td> <td>Capital Imp. Bonds</td> <td>0</td> <td>50</td> <td>20</td> <td>0</td> <td>0</td> <td>0</td> <td>70</td> </tr> <tr> <td>Design</td> <td>Capital Imp. Bonds</td> <td>0</td> <td>98</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>98</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>0</b></td> <td><b>148</b></td> <td><b>1,638</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>1,786</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Const-Plans/Spec's	Capital Imp. Bonds	0	0	111	0	0	0	111	Construction/Rehab	Capital Imp. Bonds	0	0	1,507	0	0	0	1,507	Inspec / Constr Mgmt	Capital Imp. Bonds	0	50	20	0	0	0	70	Design	Capital Imp. Bonds	0	98	0	0	0	0	98	<b>Total Project Cost</b>		<b>0</b>	<b>148</b>	<b>1,638</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,786</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																																						
Const-Plans/Spec's	Capital Imp. Bonds	0	0	111	0	0	0	111																																																						
Construction/Rehab	Capital Imp. Bonds	0	0	1,507	0	0	0	1,507																																																						
Inspec / Constr Mgmt	Capital Imp. Bonds	0	50	20	0	0	0	70																																																						
Design	Capital Imp. Bonds	0	98	0	0	0	0	98																																																						
<b>Total Project Cost</b>		<b>0</b>	<b>148</b>	<b>1,638</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,786</b>																																																						

<b>Project:</b> Scheffer Area Strategic Plan <b>Location:</b> 237 Thomas Avenue, St.Paul, MN 55103				<b>Log No.:</b> CF-0702921 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b> Jody Martinez				<b>District:</b> 07	
<b>Description:</b> This project involves planning for modifications to Scheffer recreation center. This planning effort will focus on providing a new service delivery model for recreation and learning for youth and adults. A redeveloped Scheffer will accommodate an expanded program serving all age groups and diverse community interests.				<b>Justification:</b> Building on the success of the Arlington Hills joint rec center/library facility, Saint Paul will pursue a new model for service delivery - one that incorporates a variety of community services under one roof. A new Scheffer rec center should be a community hub devoted to the Frog town/Thomas Dale neighborhood. The aging, outdated building needs to be updated and expanded in order to achieve and maintain high a quality service center for residents of all ages.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Preliminary Design	Capital Imp. Bonds	0	0	214	0	0	0	214	
Const-Plans/Spec's	Capital Imp. Bonds	0	0	572	0	0	0	572	
Design	Capital Imp. Bonds	0	250	251	0	0	0	501	
<b>Total Project Cost</b>		<b>0</b>	<b>250</b>	<b>1,037</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,287</b>	

<b>Project:</b> Frogtown Park and Farm/ Wilder Play Area <b>Location:</b> 119 Blair Street, St. Paul, MN				<b>Log No.:</b> CF-0703102 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b>				<b>District:</b> 07
<b>Description:</b> The City recently purchased 12.7 acres of property from the Wilder Foundation for a new park and farm. There was an existing play area on the site that served the nearby Wilder Co-op community. The City has had to remove some of the equipment due to safety violations and it does not meet accessibility guidelines. As part of the Frogtown Park and Farm community design process, the community preferred a nature based play area that is unique to Frogtown. It would provide an environmental based play experience not provided in any other park in Frogtown.				<b>Justification:</b> The existing play equipment does not meet existing CPSC guidelines for safety and does not meet accessibility guidelines. The equipment is close to 20 years old and quite a few of the play components have been removed due to safety concerns. This play area ranks fourth from the top of our play areas in need of replacement. The Frogtown neighborhood was shown to have the least amount of greenspace per capita in St. Paul as part of the 2010 Parks Systems Plan and a poverty level of 35% (2010 census information). The neighborhood relies heavily on public amenities such as parks. Of the 4 parks within the neighborhood, 3 are recreation and athletic programming based. The other park is a small neighborhood park. Frogtown Park and Farm would offer the only natural resource based play area in the community.				
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Capital Imp. Bonds	0	28	0	0	0	0	28
Acq/Demolition/Reloc	Capital Imp. Bonds	500	0	0	0	0	0	0
Construction/Rehab	Capital Imp. Bonds	0	450	0	0	0	0	450
Construction Mgmt.	Capital Imp. Bonds	0	18	0	0	0	0	18
Design	Capital Imp. Bonds	0	26	0	0	0	0	26
<b>Total Project Cost</b>		<b>500</b>	<b>522</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>522</b>

<b>Project:</b> Jimmy Lee Play Area <b>Location:</b> 1063 Iglehart Ave., St. Paul, MN				<b>Log No.:</b> CF-0803124 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b> Jody Martinez				<b>District:</b> 08	
<b>Description:</b> Removal and replacement of existing play equipment and parking lot improvements located at the Oxford/Jimmy Lee Recreation Center, including associated parkland enhancements. This project also includes investigation and site cleanup required if contamination is found. This is likely due to the proximity to the improved Jimmy Lee Recreation Fields, where extensive contamination was found during Field reconstruction in 2011. Play area enhancements include resilient surfacing to meet ADA compliance installed under new play equipment, equipment replacement, and other site amenities such as seating and landscaping. The most recent improvements to the play area were over 19 years ago, in 1995.				<b>Justification:</b> The play area is over 19 years old. It is ranked number 1 of play areas to be replaced due to safety, access, and existing condition of the park facilities. The renovation of the play area also creates the opportunity to address the contamination that most likely exists well below the existing play area, though contamination does not pose a risk until the ground is excavated.  This project will replace the existing play equipment that is inaccessible to those with disabilities and does not meet current CPSC playground safety standards.  The recreation center and park serves a significant portion of the surrounding population. Single family and multi-family homes are adjacent to the park space on the East side. The Jimmy Lee/Oxford Community Center are located directly to the west of the play space, where the Great River Indoor Water Park is located. The play area is an existing asset to the community that requires improvement and updating to meet current standards.  The play area is located in a residential neighborhood of Saint Paul where the number of school age children is around 3,925 according to US Census data and 23.3% of households have children under the age of 18 which is similar to the city wide percentage (25.3%). 48% of the households have an income less than \$35,000.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Preliminary Design	Capital Imp. Bonds	0	9	0	0	0	0	9	
Const-Plans/Spec's	Capital Imp. Bonds	0	34	0	0	0	0	34	
Construction/Rehab	Capital Imp. Bonds	0	515	0	0	0	0	515	
Construction Mgmt.	Capital Imp. Bonds	0	21	0	0	0	0	21	
Design	Capital Imp. Bonds	0	21	0	0	0	0	21	
<b>Total Project Cost</b>		<b>0</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600</b>	

<b>Project:</b> Rondo Commemorative Plaza <b>Location:</b> 820 Concordia Avenue				<b>Log No.:</b> CF-0803420 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b>				<b>District:</b> 08
<b>Description:</b> The Rondo Commemorative Plaza and Garden (RCP&G) will be a place to remember the history of Rondo's African-American community. The space will feature interactive historical displays that will provide visual, written, and oral information, signage, images, music and art representative of the Rondo community before the I-94 was built in the early 1960s.				<b>Justification:</b> To preserve and promote the memory of the Rondo neighborhood and to provide the community with a place to escape the fluster of dust, noise and traffic, Rondo Avenue, Inc., (RAI) proposes to design and construct The Rondo Commemorative Plaza and Garden (RCP&G) on this site. The RCP&G will rise on the site of the last 2-story commercial building that was located along historic Rondo Avenue. Shortly after the building was demolished by the Ramsey County, RAI purchased the lot with assistance from Saint Paul Housing and Redevelopment Authority and funding from the Saint Paul STAR Program. Currently, there are limited community resources and spaces that convey the full richness of the history of the Rondo community. The history of Rondo is "endangered history" at risk of being lost to future generations of Saint Paul residents whose personal histories and identities are connected to Rondo in one way or another. As interest increases on the part of developers, homebuyers, and business owners in the area that once hosted the Rondo neighborhood, there is a critical need to ensure this history is preserved. There is also an opportunity to foster economic development and cultural tourism in the Summit University neighborhood and the Green Line LRT by establishing points of interest that are attractive to visitors from across the metropolitan area and beyond.				

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Comm Dev. Block Grnt	0	15	0	0	0	0	15
Construction/Rehab	Comm Dev. Block Grnt	0	212	0	0	0	0	212
Inspec / Constr Mgmt	Comm Dev. Block Grnt	0	8	0	0	0	0	8
Design	Comm Dev. Block Grnt	0	15	0	0	0	0	15
<b>Total Project Cost</b>		<b>0</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>

<b>Project:</b> Palace Recreation Center Renovation <b>Location:</b> 781 Palace Avenue, St. Paul, MN				<b>Log No.:</b> CF-0902916 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b> Jody Martinez				<b>District:</b> 09	
<b>Description:</b> This project is the third and final phase of the expansion and renovation of the Palace Recreation Center and is focused on completion of needed site improvements benefitting the Palace Park community. Many of the existing site amenities were removed or impacted due to the expansion of the building thus creating the need for a new play area, field enhancements, new walking paths, improved lighting, and new gathering spaces.				<b>Justification:</b> Based on previous phased CIB funding, in 2015 construction will begin on a substantial renovation and expansion to the building to create a destination that better serves diverse interests, activity levels, and demographics of the community. This CIB project will complete these enhancements by improving the quality and offerings of the park. These improvements will include a new play area for young children, renovated ball fields for athletics, and new spaces for social gatherings. However, the value in this project extends beyond programmatic improvements. Safety and accessibility concerns have been an issue at Palace for many years, and this project will address them. Included in the project will be upgrades to walking paths, site lighting, landscaping, and field lighting to allow for better access, visibility and enjoyment of Palace Park.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Preliminary Design	Capital Imp. Bonds	40	0	0	0	0	0	0	
Const-Plans/Spec's	Capital Imp. Bonds	310	0	0	0	0	0	0	
Construction/Rehab	Capital Imp. Bonds	3,863	1,380	0	0	0	0	1,380	
Inspec / Constr Mgmt	Capital Imp. Bonds	452	0	0	0	0	0	0	
Design	Capital Imp. Bonds	55	0	0	0	0	0	0	
<b>Total Project Cost</b>		<b>4,720</b>	<b>1,380</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,380</b>	



<b>Project:</b> Enhance of Bike Trail along I35E from Grand to St. Clair <b>Location:</b> Bike path parallel to 35E between Grand & St. Claire Avenue	<b>Log No.:</b> CF-0903407 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b>	<b>District:</b> 09
<b>Description:</b> Enhancement of the bike trail that runs along Interstate 35E from Grand Avenue to St. Claire Avenue. Funding request includes a crosswalk at the start and end of bike path (Grand and St Claire Avenue), resurfacing the path, lighting in key areas of safety concern, access to water for the critical maintenance of several thousands dollars worth of trees, shrubs, and plants that are part of a landscaping plan starting spring 2015.	<b>Justification:</b> The Little Bohemia Neighborhood Association (LBNA) is working to increase the safety, quality and usability of the bike/walking trail and adjacent green spaces that runs along 35E between Grand Avenue and St Clair Avenue. Our neighborhood has identified that this is an under-utilized amenity that could greatly add to the quality of life in the neighborhood if better equipped and maintained.  Not only is this trail a community asset with great potential, it has been identified as a section of the City's existing bicycle facilities network that could benefit from improvement. In addition, this proposal is supported by a number of Saint Paul's adopted planning documents, including the City's Transportation Plan policy 3.5, recommending "Support existing off-street shared-use paths and add facilities and amenities supportive of active living principles," and policy 3.6 which suggests "Fill gaps in the bikeway system." This path is a critical transportation corridor because it is the only major direct connection dedicated to bicycles between Highland Park and Downtown within the West End. This trail, when properly maintained, can also increase cyclists' safety by allowing St. Paul residents to avoid busy arterial streets such as West 7th.	

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Capital Imp. Bonds	0	178	0	0	0	0	178
Construction/Rehab	Capital Imp. Bonds	0	0	397	0	0	0	397
Lighting	Capital Imp. Bonds	0	0	162	0	0	0	162
Traffic Signals	Capital Imp. Bonds	0	0	20	0	0	0	20
<b>Total Project Cost</b>		<b>0</b>	<b>178</b>	<b>579</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>757</b>

<b>Project:</b> Victoria Park Universally Accessible Play Area <b>Location:</b> Stewart Street and Otto Avenue				<b>Log No.:</b> CF-0903562 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b>				<b>District:</b> 09	
<b>Description:</b> Victoria Park, a new 40 acre community park planned for the Fort Road neighborhood, includes a new universally accessible playground that will welcome children and families of all abilities to enjoy a nature-themed play area above the bluffs of the Mississippi River. This fully inclusive playground will be the first of its kind in Saint Paul. The former petroleum tank farm will be transformed into an active and passive park where visitors of all abilities are able to play and enjoy the amazing views of the Mississippi River and downtown skyline.				<b>Justification:</b> The site historically was an old petroleum tank farm that the City acquired from Koch Mobil. Since acquiring the land, the City has been working to acquire free fill to bring the site up to recreational soil standards. Once environmental remediation is complete onsite, the surrounding West 7th neighborhood will have an amazing neighborhood park that is sensitive to the Mississippi River Valley and surrounding neighborhood, and provides opportunities for a variety of active and passive recreational uses.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Const-Plans/Spec's	Other Local Sources	0	0	1,000	0	0	0	1,000	
Construction/Rehab	Private	0	0	1,000	0	0	0	1,000	
Design	Capital Imp. Bonds	0	200	0	0	0	0	200	
<b>Total Project Cost</b>		<b>0</b>	<b>200</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,200</b>	

<b>Project:</b> Phalen Refrigerated Ice Rink Modification <b>Location:</b> 1000 East Wheelock Pkwy				<b>Log No.:</b> CF-1003542 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b>				<b>District:</b> 10	
<b>Description:</b> This ice rink requires a major system modification. Piping will be installed underground and leave the infrastructure in place on a permanent basis, which will minimize annual start-up and shut-down costs, and provide a more sustainable system. It will also provide a summer roller hockey sport field.				<b>Justification:</b> This ice rink requires a major system modification, installed in 2007, require staff to lay out mats, cover with sand, install piping, and fill the system with glycol on an annual basis. This labor intensive process is then reversed in the spring and the system packed up, hauled off, and stored until the next season. This repetition of installation and removal of the system is leading to leaks in the system. Also, the exposed piping has been compromised by theft and vandalism.  The annual labor intensive process can be eliminated by installing an underground piping system which allows the infrastructure to stay in place on a permanent basis. The costs of this proposal would provide for installation of 1" PVC piping over the existing concrete rink surface, connection to the existing 6" supply and return piping, and permanently encase in concrete.  Start-up and shut-down of the refrigeration system will require minimum effort. The rink surface can be utilized during the summer for roller-hockey and be easily converted to winter skating and hockey play. The system will also be protected from theft and vandalism.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Construction/Rehab	Capital Imp. Bonds	0	0	372	0	0	0	372
Design	Capital Imp. Bonds	0	0	34	0	0	0	34
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>406</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>406</b>

<b>Project:</b> May Park Play Area <b>Location:</b> 816 Clayland Place, St. Paul, MN				<b>Log No.:</b> CF-1103129 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b> Jody Martinez				<b>District:</b> 11																																																						
<b>Description:</b> The project includes removal of existing play equipment, possible replacement with a smaller or modified play area, and improvements to the multi-purpose turf field located at May Park, including associated parkland enhancements. Enhancements of the park will be discussed with a community design advisory committee to determine the preferred style of the play area as well as naturalized landscaping, improved circulation around the park, and improvements to the multi-purpose turf field. If it's determined a play area is needed, improvements to it will replace the play equipment constructed in 1987 and it will meet current ADA and CPSC standards.				<b>Justification:</b> The Park Systems plan suggests that this space should be considered for "enhancement to create recreation or access to Nature." May Park play area is over 25 years old. It is ranked number 5 out of 76 play areas to be replaced due to safety, access, and existing condition of park facilities. The existing play equipment is inaccessible to those with disabilities and does not meet current CPSC playground safety standards. The open, multi-purpose field also needs to be rehabilitated to continue to be an open green space and community gathering area. The renovation will be completed in one construction phase.  The park is a small area (0.81 acres) nestled within a neighborhood where numerous homes face the play area and turf field. Recent RSVP improvements have been made in this area so a renovation to the park would complement the public works investment. Though there are other nearby parks (Newell Park), this is an existing asset to the community that requires improvement and updating to meet current standards.  The play area is located in a residential neighborhood of Saint Paul where the number of school age children is around 2,254 (3% of St. Paul's school age population) according to US Census data and 25% of households have children under the age of 18.																																																										
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 18%;">Phase Description</th> <th style="width: 18%;">Financing Source</th> <th style="width: 8%;">Priors</th> <th style="width: 8%;">2016 Adopted</th> <th style="width: 8%;">2017 Tentative</th> <th style="width: 8%;">2018 Tentative</th> <th style="width: 8%;">2019 Tentative</th> <th style="width: 8%;">2020 Tentative</th> <th style="width: 10%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Const-Plans/Spec's</td> <td>Capital Imp. Bonds</td> <td>2</td> <td>14</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>14</td> </tr> <tr> <td>Construction/Rehab</td> <td>Capital Imp. Bonds</td> <td>23</td> <td>218</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>218</td> </tr> <tr> <td>Construction Mgmt.</td> <td>Capital Imp. Bonds</td> <td>1</td> <td>9</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>9</td> </tr> <tr> <td>Design</td> <td>Capital Imp. Bonds</td> <td>1</td> <td>13</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>13</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>27</b></td> <td><b>254</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>254</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Const-Plans/Spec's	Capital Imp. Bonds	2	14	0	0	0	0	14	Construction/Rehab	Capital Imp. Bonds	23	218	0	0	0	0	218	Construction Mgmt.	Capital Imp. Bonds	1	9	0	0	0	0	9	Design	Capital Imp. Bonds	1	13	0	0	0	0	13	<b>Total Project Cost</b>		<b>27</b>	<b>254</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>254</b>
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<b>Project:</b> Highland Park Community Center (Hillcrest) Play Area <b>Location:</b> 1978 Ford Parkway, St. Paul, MN				<b>Log No.:</b> CF-1503122 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b> Jody Martinez				<b>District:</b> 15																																																					
<b>Description:</b> Removal of existing play equipment and installation of a new play area that accommodates separate 5-12 year old play area and 2-5 year old play area with resilient surfacing and additional site amenities.			<b>Justification:</b> Hillcrest Play Area was constructed in 1994 and is over 20 years old. It does not meet current CPSC guidelines and accessibility issues required of a play area.  This play area is located in the heart of Highland Park and is well loved by the community. It is adjacent to the newly renovated Highland Park Community Center, which already has a high volume of usage, and with the newly renovated library usage will greatly increase. St. Paul Parks and Recreation also utilizes the adjacent fields for extensive programming, and there are several area child care centers, as well as two elementary schools within a few blocks radius.  A new play area at the Highland Park Community Center will provide a safe place for children in the community to play outdoors and meet the needs of the community.																																																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Phase Description</th> <th style="width: 15%;">Financing Source</th> <th style="width: 5%;">Priors</th> <th style="width: 7%;">2016 Adopted</th> <th style="width: 7%;">2017 Tentative</th> <th style="width: 7%;">2018 Tentative</th> <th style="width: 7%;">2019 Tentative</th> <th style="width: 7%;">2020 Tentative</th> <th style="width: 10%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Const-Plans/Spec's</td> <td>Capital Imp. Bonds</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">28</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">28</td> </tr> <tr> <td>Construction/Rehab</td> <td>Capital Imp. Bonds</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">388</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">388</td> </tr> <tr> <td>Inspec / Constr Mgmt</td> <td>Capital Imp. Bonds</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">18</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">18</td> </tr> <tr> <td>Design</td> <td>Capital Imp. Bonds</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> </tr> <tr> <td colspan="2" style="text-align: right;"><b>Total Project Cost</b></td> <td style="text-align: center;"><b>0</b></td> <td style="text-align: center;"><b>0</b></td> <td style="text-align: center;"><b>459</b></td> <td style="text-align: center;"><b>0</b></td> <td style="text-align: center;"><b>0</b></td> <td style="text-align: center;"><b>0</b></td> <td style="text-align: center;"><b>459</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Const-Plans/Spec's	Capital Imp. Bonds	0	0	28	0	0	0	28	Construction/Rehab	Capital Imp. Bonds	0	0	388	0	0	0	388	Inspec / Constr Mgmt	Capital Imp. Bonds	0	0	18	0	0	0	18	Design	Capital Imp. Bonds	0	0	25	0	0	0	25	<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>459</b>	<b>0</b>	<b>0</b>	<b>0</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																																					
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<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>459</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>459</b>																																																					

<b>Project:</b> Outdoor Court Restoration Program				<b>Log No.:</b> CF-6600833					<b>District:</b> Citywide
<b>Location:</b> City Wide				<b>Activity No.:</b>					
				<b>Department:</b> Parks and Recreation					
				<b>Contact:</b> Jody Martinez					
<b>Description:</b> This proposal is to continue the annual program begun in the 1996-1997 budget to systematically resurface or replace, if necessary, the 90 tennis courts, 9 practice tennis courts, and the 41 outdoor basketball courts. The outdoor courts provide valuable recreation opportunities to the public and need a systematic program to rebuild/resurface them to keep them in a safe and useable condition.				<b>Justification:</b> This program continues to recondition/replace recreational tennis and basketball courts throughout the City. Parks and Recreation has conducted a study and developed a system-wide ranking of courts to be replaced. We utilize this information and other relevant data to determine which courts are to be replaced.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Const-Plans/Spec's	Capital Imp. Bonds	128	20	20	20	20	20	100	
	ISP Bonds	20	0	0	0	0	0	0	
Construction/Rehab	Capital Imp. Bonds	1,523	208	208	224	224	224	1,088	
	ISP Bonds	224	0	0	0	0	0	0	
Inspection	Capital Imp. Bonds	45	7	7	7	7	7	35	
	ISP Bonds	7	0	0	0	0	0	0	
<b>Total Project Cost</b>		<b>1,947</b>	<b>235</b>	<b>235</b>	<b>251</b>	<b>251</b>	<b>251</b>	<b>1,223</b>	

<b>Project:</b> Parks Grant Prep/Preliminary Design Program				<b>Log No.:</b> CF-6600834				<b>District:</b> Citywide	
<b>Location:</b> City Wide				<b>Activity No.:</b>					
				<b>Department:</b> Parks and Recreation					
				<b>Contact:</b> Jody Martinez					
<b>Description:</b> This proposal continues the program established in the 2008-09 budget to provide preliminary design services and assistance for community projects and grant preparation, including CIB and CIP preparation by the professional design staff within Parks and Recreation. This is an existing annual program that is currently funded at \$30,000/yr. CIB and \$30,000/yr. PIA for a total of \$60,000/year to help cover the basic cost of services requested and provided.				<b>Justification:</b> There has been a significant increase in the scope and quantity of proposals requiring design staff to provide professional design expertise for projects which are in the very early stages of planning and are as yet unfunded. Administrative services such as CIB proposal and cost estimate preparation, as well as necessary research and provision of materials such as mapping and graphics necessary to supplement grant submittals are also necessary services. In addition, many new mandated programs such as storm water regulation, Public Art Policy, Parkland Dedication Ordinance, and the new Sustainable Policy require additional staff expertise. This program will continue to allow design staff to provide this critical planning and design assistance required for these priority City projects and policies.  This fund allows staff to advise and make sure approved city design and building principles are included in all projects. This fund also allows staff to make sure approved principles are included in all proposed projects, especially through the City site plan review process, watershed district mandates, and all city projects.					
<b>Phase Description</b>		<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Design		Capital Imp. Bonds	232	30	30	30	30	30	150
		Public Improv. Aid	240	30	30	30	30	30	150
<b>Total Project Cost</b>			<b>472</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>300</b>

<b>Project:</b> Citywide Tree Planting Program <b>Location:</b> City Wide				<b>Log No.:</b> CF-6600835 <b>Activity No.:</b> <b>Department:</b> Parks and Recreation <b>Contact:</b> Jody Martinez					<b>District:</b> Citywide
<b>Description:</b> The annual City Wide tree planting program/project provides for the addition or replacement of trees on boulevards and park land, with a yearly goal of planting approximately 2,000 trees, most deciduous and a smaller amount of conifers.				<b>Justification:</b> This CIB annual program is the main source of funding to sustain the city's urban forest. As a regular, existing program, it continues to supplement and replace trees lost across the city to disease, age, storm damage, construction, drought, or other causes. The City loses an average of 2,000 trees per year, more during years with major storms. Now, the City is also dealing with a new invasive pest, emerald ash borer (EAB), which is expected to kill thousands of ash trees in the coming years, more than doubling the routine loss of trees experienced in a single year. This CIB fund is the City's main response to the loss of trees.  The annual city wide tree planting project is bid out each year and the winning contractor plants trees in two phases. The spring phase, from approximately mid-April to mid-June, is when about two thirds of the annual allotment is planted. The remaining one third is planted in the fall season, from approximately mid-October to freeze up. The fall phase is often when planting is done for construction projects which have wrapped up prior to the winter season.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Const-Plans/Spec's	Capital Imp. Bonds	229	35	35	35	35	35	175	
	ISP Bonds	35	0	0	0	0	0	0	
Trees	Capital Imp. Bonds	2,137	295	295	315	315	315	1,535	
	ISP Bonds	315	0	0	0	0	0	0	
<b>Total Project Cost</b>		<b>2,716</b>	<b>330</b>	<b>330</b>	<b>350</b>	<b>350</b>	<b>350</b>	<b>1,710</b>	



<b>Project:</b> Children's Outdoor Play Area Improvements				<b>Log No.:</b> CF-6601054				<b>District:</b> Citywide
<b>Location:</b> City Wide				<b>Activity No.:</b>				
				<b>Department:</b> Parks and Recreation				
				<b>Contact:</b> Jody Martinez				
<b>Description:</b> Continuation of an annual program which facilitates the systematic replacement, renovation, and/or retrofitting of the City's existing children's play areas based on the Parks Asset Management System, the Parks and Recreation Vision and System Plan and other factors.				<b>Justification:</b>  There are 77 children's play areas within the City of Saint Paul's Parks system; almost 20% need to be replaced while many others require retrofitting and/or renovation of their play components. The Children's Play Area Program will provide resources not otherwise available to Parks and Recreation. In addition, this program will make it possible to update all or parts of the play areas that have equipment failures and safety issues, thus extending their useful life. This program has been funded in past CIB cycles.  Due to the age and condition of many of the play areas in the system, maintenance staff generally spend a great deal of time keeping them safe and in working order. Replacement of critical play area components would reduce the number of hours required to repair or replace worn out, broken, or missing components. Also, the addition of components that meet current CPSC and ADA guidelines will reduce the number of potential injuries and provide accessibility for children of all abilities.  For the most part, the projects completed under the Children's Play Area Program are either a complete repair or retrofit on an existing section of a play area. The repairs are not staged and upon completion bring the play area back into safety compliance.				
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Const-Plans/Spec's	Capital Imp. Bonds	193	20	20	20	20	20	100
	ISP Bonds	20	0	0	0	0	0	0
	Neighborhood STAR	44	0	0	0	0	0	0
Construction/Rehab	Capital Imp. Bonds	2,137	190	190	205	205	205	995
	ISP Bonds	205	0	0	0	0	0	0
	Neighborhood STAR	456	0	0	0	0	0	0
Inspection	Capital Imp. Bonds	106	10	10	10	10	10	50
	ISP Bonds	10	0	0	0	0	0	0
	Neighborhood STAR	22	0	0	0	0	0	0
Design	Capital Imp. Bonds	151	15	15	15	15	15	75
	ISP Bonds	15	0	0	0	0	0	0
	Neighborhood STAR	33	0	0	0	0	0	0
<b>Total Project Cost</b>		<b>3,392</b>	<b>235</b>	<b>235</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>1,220</b>



<b>Project:</b> Park and Library Capital Asset Revitalization				<b>Log No.:</b> CF-6601982				<b>District:</b> Citywide
<b>Location:</b> City Wide				<b>Activity No.:</b>				
				<b>Department:</b> Parks and Recreation				
				<b>Contact:</b> Jody Martinez				
<b>Description:</b> Provide resources for the maintenance of the City's Libraries and Recreation Facilities in need of repair, upgrade, and reconfiguration to address shifting use. This will include an evaluation of use, projected trends, budgets, and how to best extend the useful life of existing facilities to meet the needs of residents and to decrease the need for premature major re-developments.				<b>Justification:</b> The City's Capital Maintenance Program serves all City Departments and addresses very specific maintenance needs. Many important park and library needs fall outside of the scope of Capital Maintenance funding and this funding request will provide funding specifically for the repair and renovation of Libraries and Parks facilities to ensure that they remain safe and attractive public venues. A comprehensive evaluation of the Park System will guide how to most efficiently and cost effectively utilize these funds.				
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Const-Plans/Spec's Construction/Rehab	ISP Bonds	62	0	0	0	0	0	0
	CIB Prior Yr Balance	133	0	0	0	0	0	0
	Capital Imp. Bonds	2,077	190	190	200	200	200	980
	ISP Bonds	846	0	0	0	0	0	0
	S Bond Int. Earnings	332	0	0	0	0	0	0
	Trnsfr frm Debt Fund	281	0	0	0	0	0	0
Inspec / Constr Mgmt	ISP Bonds	38	0	0	0	0	0	0
Design	ISP Bonds	54	0	0	0	0	0	0
<b>Total Project Cost</b>		<b>3,823</b>	<b>190</b>	<b>190</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>980</b>

<b>Project:</b> East Side Home Improvement Revolving Loan Fund <b>Location:</b> Dayton's Bluff				<b>Log No.:</b> RE-0402942 <b>Activity No.:</b> <b>Department:</b> Planning and Economic Development <b>Contact:</b> Ron Ross				<b>District:</b> 04
<b>Description:</b> The East Side RLF's primary purpose is to provide low interest home improvement loans and construction management assistance to help low and very low income households maintain and improve their homes.			<b>Justification:</b> The primary purpose of the East Side RLF is to provide low interest home improvement loans, in tandem with expert construction planning and management services, to help low and very low income homeowners, in the Daytons Bluff and Payne Phalen neighborhoods, maintain and improve their homes. Because these neighborhoods have a large number of older homes (8,835 of the units were built in 1939 or earlier), and a large number of owner-occupied households (approximately 5,365 or 55%), with annual incomes at or below 80% of the AMI, the need for affordable home improvement financing and construction planning and management assistance is ongoing. This need has been heightened further by the foreclosure crisis which left literally hundreds of vacant houses in its wake and depressed real estate values. These still lingering, depressed real estate values make it very difficult for owners to obtain conventional loans or home equity loans to maintain and improve their homes, because they cannot meet conventional loan-to-value underwriting standards. The preservation of existing neighborhoods through "aggressive housing rehabilitation" is a key strategy identified in the Housing Chapter of St. Paul's Comprehensive Plan. The Plan recommends neighborhoods, such as Dayton's Bluff and Payne-Phalen, with large numbers of aging substandard housing units should be priorities for housing rehabilitation funding.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Construction/Rehab	Comm Dev. Block Grnt	3,200	325	325	0	0	0	650
<b>Total Project Cost</b>		<b>3,200</b>	<b>325</b>	<b>325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650</b>

<b>Project:</b> Business Investment Fund (BIF)			<b>Log No.:</b> RE-0503226					<b>District:</b> 05
<b>Location:</b> Payne Avenue and Arcade Street between East 7th Street and Maryland Avenue			<b>Activity No.:</b>					
			<b>Department:</b> Planning and Economic Development					
			<b>Contact:</b> Ron Ross					
<b>Description:</b> ESNDC's Business Investment Fund (BIF) revitalizes the Payne-Arcade Commercial District by providing financing for facade improvements and code-related rehabilitation for commercial buildings that stimulates investment. ESNDC will also pursue private investments for new development opportunities on Payne Avenue by providing gap financing for construction costs as an incentive.			<b>Justification:</b>  BIF is an important financing tool that utilizes CDBG funds to provide supplemental funding to businesses carrying out projects that will create and retain permanent jobs available to moderate to low-income people.  BIF stimulates commercial real estate development by investing in construction projects related to new development, parking lot development and the rehabilitation of existing commercial properties.  Healthy neighborhood business districts play an important role in the vitality of the East Side, and throughout the City of St. Paul. ESNDC understands there are many challenges that local owners can face as they plan for rehabilitation of a commercial property. The BIF program aims to help improve and sustain the commercial corridors of Payne Avenue and Arcade Street through strategic investments in the form of forgivable and low-interest loans, which also leverage private investments.  While conditions are improving, Payne Avenue and Arcade Street continue to experience vacancies and underutilized commercial properties. Most buildings on Payne are older structures, many of them constructed before 1930. Resources for sustainable rehabilitation and energy efficiency improvements are crucial for repurposing older buildings. Code-related issues are expensive to resolve and have become a major obstacle to reinvestment, expansion, and upkeep.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Construction/Rehab	Comm Dev. Block Grnt	150	75	75	0	0	0	150
Total Project Cost		150	75	75	0	0	0	150

<b>Project:</b> North End Economic Development Fund <b>Location:</b> District 6				<b>Log No.:</b> RE-0603432 <b>Activity No.:</b> <b>Department:</b> Planning and Economic Development <b>Contact:</b>				<b>District:</b> 06																										
<b>Description:</b> With One Hundred Thousand dollars a year CDBG funding, the NEED Fund would make CDBG dollars available to North End businesses with a focus on small business improvements in the area. There is currently no Community Development Corporation with a primary service area of District 6 and the District 6 Community Council is partnering with NENDC to assist local businesses in having access to CDBG funds.				<b>Justification:</b> The North End and Rice Street businesses need an access point to CDBG dollars. Since SPARC has gone out of business there has not been a Community Development Corporation focusing in that area. Last year NENDC and District 6 partnered in proposing a STAR grant/loan program that will bring one hundred thousand dollars of STAR funding to the North End. As they began working in the area it was clear that there were local businesses that served primary low to moderate income clients in the CDBG eligible neighborhoods that were not in a position to produce the match necessary to participate in getting STAR funding. Those businesses would qualify for CDBG funding if there was a program that they could tap into. Our goal is that the NEED Fund would become the fund that would assist those local businesses that serve local customers in this CDBG eligible neighborhood.  NENDC and District 6 has created a "team" of local residents and business owners who will review applications for funding and make recommendations to the NENDC Board for approval. The team will also actively recruit local businesses to apply for assistance.																														
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																										
Construction/Rehab	Comm Dev. Block Grnt	0	50	50	0	0	0	100																										
<b>Total Project Cost</b>		<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>																										

<b>Project:</b> Home Improvement Plus				<b>Log No.:</b> RE-5501806					<b>District:</b> 01 02
<b>Location:</b> East of Johnson Parkway north of I 94				<b>Activity No.:</b>					
				<b>Department:</b> Planning and Economic Development					
				<b>Contact:</b> Ron Ross					
<b>Description:</b> Two Hundred Thousand dollars a year to provide home improvement loans to low and moderate income people living on the East Side of Saint Paul. Many home owners have moderate incomes or acquired their homes during the housing bubble; they have limited equity and have difficulty getting financing for home improvements from a private lender.			<b>Justification:</b> As mentioned, HIP provides home improvement loans to low and moderate income people living on the East Side of Saint Paul. Many home owners in the area are seniors on fixed incomes or moderate incomes and would have difficulty getting financing for home improvements from a private lender. Additionally, we have many newer home owners that bought their houses during the housing bubble of the late 1990's and early 2000's and do not have any equity to borrow on for home improvements.						
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Construction/Rehab	Comm Dev. Block Grnt	1,250	125	125	0	0	0	250	
<b>Total Project Cost</b>		<b>1,250</b>	<b>125</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>	

<b>Project:</b> Facelift Program  <b>Location:</b> Scattered Site Owner Occupied Single Family Homes in Districts 6, 7, 8 and 11				<b>Log No.:</b> RE-5502583 <b>Activity No.:</b> <b>Department:</b> Planning and Economic Development <b>Contact:</b> Ron Ross				<b>District:</b> 06 07 08 11	
<b>Description:</b> NeighborWorks Home Partners's Facelift Program provides home improvement loans and grants and construction management services for home improvement projects for eligible low-to-moderate income single family owner occupied homes in the core neighborhoods of St. Paul hit hardest by the housing crisis - Districts 6, 7, 8 and 11.			<b>Justification:</b> These funds would be used in the form of below market rate amortizing loans, deferred due on sale and forgiven loans to home owners living in Frogtown, North End, Summit University and Hamline Midway neighborhoods of St. Paul (District 6,7,8 and 11) for health and safety related improvements to their owner occupied homes. The focus communities for this program have some of the oldest housing stock in the City of St. Paul. They also have lower median incomes, which mean many families cannot afford to make repairs that are needed. These homes suffer greatly from deferred maintenance issues which often lead to developing home problems.						
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>		<b>Total (not including priors)</b>
Construction/Rehab	Comm Dev. Block Grnt	800	200	200	0	0	0		400
<b>Total Project Cost</b>		<b>800</b>	<b>200</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	



<b>Project:</b> NENDC Economic Development/Loan Leverage Fund				<b>Log No.:</b> RE-5502944				<b>District:</b> 01 02 05
<b>Location:</b> Saint Paul's East Side				<b>Activity No.:</b>				
				<b>Department:</b> Planning and Economic Development				
				<b>Contact:</b> Ron Ross				
<b>Description:</b> Two Hundred Thousand Dollars a year to provide business loans and grants, financing for acquisition funds for development and redevelopment projects as well as funding for demolition and preparation for projects located in the City of Saint Paul with a focus on White Bear Avenue, Phalen Village and East Seventh Street.				<b>Justification:</b> NENDC's Economic Development/Loan Leverage Fund is a tool for both small businesses that are interested in locating or expanding on the East Side of Saint Paul and for developers that are proposing redevelopment projects in the area. Small businesses often lack access to necessary capital, this fund is available for small businesses that otherwise would not be able to finance acquisition or rehabilitation of property. Redevelopment projects require funding for acquisition, demolition and site preparation to enhance development parcels to make them ready for new business development in our business corridors. Gap financing is often required for redevelopment projects. This fund is available to fund the financing gaps experienced by such projects. The goal would be to be able to provide loan capital and/or redevelopment funds to 2-4 projects located in the area benefit map area, within the City of Saint Paul. We have had small businesses locate in the area because of the fund and have had several significant development projects occur because this fund was available as a resource to make the project happen.				
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Acq/Demolition/Reloc	Comm Dev. Block Grnt	1,800	200	200	0	0	0	400
<b>Total Project Cost</b>		<b>1,800</b>	<b>200</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>

<b>Project:</b> Inspiring Communities <b>Location:</b> Multiple locations throughout city				<b>Log No.:</b> RE-5503431 <b>Activity No.:</b> <b>Department:</b> Planning and Economic Development <b>Contact:</b>				<b>District:</b> 02 03 04 05 06 07 08 09																										
<b>Description:</b> Inspiring Communities addresses vacant property owned by the HRA through development, redevelopment and conveyance. We are producing high quality, affordable ownership and rental units. Our work is stabilizing neighborhoods, decreasing the quantity of vacant buildings, increasing non-distressed home sales, stabilizing real estate values, and increasing the City's tax base.				<b>Justification:</b> <p>The Inspiring Communities program stabilizes neighborhoods most impacted by foreclosures, vacancy and disinvestment. The program also spurs additional rehabilitation and remodeling in the immediate project areas, increases employment opportunities for skilled and unskilled individuals, increases mortgage and construction lending, and expands affordable housing opportunities.</p> <p>The Inspiring Communities program is built upon the success of the City's Invest Saint Paul (ISP) initiative and the Neighborhood Stabilization Program (NSP). These legacy programs helped arrest the decline and disinvestment in stressed neighborhoods that were experiencing numerous foreclosures, declining property values, unemployment, and crime. Our ISP, NSP and Inspiring Communities work has been concentrated primarily in Frogtown, Dayton's Bluff, Payne-Phalen and West Seventh, and secondarily in the West Side, North End, East Side and Summit University. The ISP initiative and NSP have resulted in over \$50 million reinvestment in Saint Paul neighborhoods.</p> <p>Through 2013, our work was focused on acquisition of properties, demolition of blighted structures, and rehabilitation of salvageable structures. During the past 18 months, we made a planned shift away from acquisition and demolition activity, and significantly increased the pace of redevelopment.</p>																														
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																										
Acq/Demo/Reloc/Const/Rehab	Comm Dev. Block Grnt	0	425	425	0	0	0	850																										
<b>Total Project Cost</b>		<b>0</b>	<b>425</b>	<b>425</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850</b>																										

<b>Project:</b> Restore Saint Paul: Commercial Facade Improvement  <b>Location:</b> Scattererd sites: West Side, Dayton's Bluff, Payne Phalen, Frogtown, Summit-University, West End				<b>Log No.:</b> RE-5503433 <b>Activity No.:</b> <b>Department:</b> Planning and Economic Development <b>Contact:</b>				<b>District:</b> 03 04 05 07 08 09
<b>Description:</b>  This program provides loans, technical assistance, and project management to help business and property owners undertake historically appropriate storefront improvement projects. It is available in the city's oldest, low-moderate income neighborhoods. Financing may include forgivable, deferred, and amortizing low-interest loans and an owner match as appropriate.			<b>Justification:</b>  Historic Saint Paul's Restore Saint Paul (RSP) Commercial Facade Improvement Program has existed since 2008 with funds provided by the city through the CIB process. During this next funding cycle, we expect to complete three to four storefront improvement projects. The projects may consist of rehabilitation of existing facades or construction of new ones compatible with the buildings' original historic character if the original storefronts no longer exist.  Historic Saint Paul (HSP) offers preservation-based design, project management, and the technical services necessary to complete project improvements. These services allow business owners to focus on their own operations while remaining confident that a high quality project will be delivered.  The program is available to businesses in the city's oldest, low-middle income communities surrounding downtown - specifically planning districts three through nine - and eligible businesses must serve customers residing in low-middle income neighborhoods. Funds must be used for exterior improvements visible from the street, including business signage and streetscape improvements. HSP works with local community development organizations as appropriate to ensure that projects complement ongoing revitalization efforts.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Construction/Rehab	Comm Dev. Block Grnt	0	100	100	0	0	0	200
<b>Total Project Cost</b>		<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>

<b>Project:</b> St. Paul Green Line Home Improvement Program <b>Location:</b> Scattered Site Single Family Owner Occupied Homes Along the Green Line Transit Corridor in St. Paul				<b>Log No.:</b> RE-6601753 <b>Activity No.:</b> <b>Department:</b> Planning and Economic Development <b>Contact:</b> Ron Ross				<b>District:</b> Citywide	
<b>Description:</b> NeighborWorks Home Partners St. Paul Green Line Home Improvement Program will provide home improvement loans and grants and construction management services for home improvement projects for eligible low-to-moderate income single family owner occupied homes along the Green Line transit corridor in the heart of St. Paul.				<b>Justification:</b> NeighborWorks Home Partners (NWHP) was founded in 1981 to provide affordable home improvement loans to residents living on the Westside of St. Paul. Originally called Westside NHS, we changed our name in the mid-90's to Community NHS (CNHS) as we expanded our services, both programmatically and geographically, across all of St. Paul. Since that time, CNHS grown into a diverse organization that provides comprehensive homeownership services with the goal of revitalizing neighborhoods through successful homeownership. Despite our relative growth, CNHS's core service and the backbone of our organization is home improvement lending utilizing City of St. Paul CDBG funds to homeowners living in the core neighborhoods of St. Paul.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Construction/Rehab	Comm Dev. Block Grnt	0	200	200	0	0	0	400	
<b>Total Project Cost</b>		<b>0</b>	<b>200</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	

<b>Project:</b> Citywide Homeowner Improvement Loan Program <b>Location:</b> Citywide				<b>Log No.:</b> RE-6601807 <b>Activity No.:</b> <b>Department:</b> Planning and Economic Development <b>Contact:</b> Ron Ross				<b>District:</b> Citywide
<b>Description:</b> The funds are used to assist low income households to rehabilitate their homes by addressing CDBG eligible uses: (i.e. building code enforcement, lead paint abatement, hazardous waste treatment, handicap accessibility, energy improvements and window, roof and siding replacement, etc.). Funds are also used for emergency repair of water/sewer lines, deficient furnaces and broken water heaters.			<b>Justification:</b> Administered by the City's Home Loan Fund staff, the funds are used to assist low income households to rehabilitate their homes by addressing CDBG eligible uses: (i.e. building code enforcement, lead paint abatement, hazardous waste treatment, handicap accessibility, energy improvements and window, roof and siding replacement, etc.). Funds are also used for emergency repair of water/sewer lines, deficient furnaces and broken water heaters. Loans up to \$25,000 were originated for households at or below 50% AMI (4 member household income limit is \$41,450), and now will serve up to 60% AMI (4 member household income limit is \$49,740) because of an increased demand for households with incomes between 50-60% AMI. If these households (50-60% AMI) fall through the crack, the end result is usually an abandoned home. Loans up to \$40,000 will still be offered to households at or below 80% AMI located in targeted ISP neighborhoods.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Construction/Rehab	Comm Dev. Block Grnt	8,395	825	850	0	0	0	1,675
<b>Total Project Cost</b>		<b>8,395</b>	<b>825</b>	<b>850</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,675</b>

<b>Project:</b> Housing Real Estate Multi-Unit Development Fund <b>Location:</b> Citywide				<b>Log No.:</b> RE-6601808 <b>Activity No.:</b> <b>Department:</b> Planning and Economic Development <b>Contact:</b> Ron Ross				<b>District:</b> Citywide																										
<b>Description:</b> 1. Assist in financing the preservation, rehabilitation or new production of affordable housing. 2. Implement CDBG eligible activities related to acquisition and related costs (e.g. relocation, demolition, site preparation, and adjacent public improvements), rehabilitation, new construction and related costs that are part of the total development cost of a housing project. 3. Implement the housing component of larger mixed-use developments as determined by the Mayor, City Council/HRA and neighborhood.				<b>Justification:</b> Public financial assistance is needed for the City to meet its affordable housing goals as outlined in the Comprehensive Plan (10% of the units @30% of AMI, 10% @50% of AMI and 10% @60% of AMI). The traditional federal funding sources for these projects have been cut dramatically. PED/HRA currently has over 10 affordable housing projects in the pipeline with an estimated gap in financing of over \$10 million. These projects propose to serve families, seniors, low- income single adults and homeless youth. The projects are scattered throughout the city and involve preserving existing affordable housing and new construction. The proposed projects along the Central Corridor would improve residents' ability to access jobs, services, and amenities without a car. The HRA owns 3 properties purchased with past CDBG dollars which are in need additional financing in order to fulfill the development vision for the properties.																														
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Phase Description</th> <th style="width: 15%;">Financing Source</th> <th style="width: 10%;">Priors</th> <th style="width: 10%;">2016 Adopted</th> <th style="width: 10%;">2017 Tentative</th> <th style="width: 10%;">2018 Tentative</th> <th style="width: 10%;">2019 Tentative</th> <th style="width: 10%;">2020 Tentative</th> <th style="width: 10%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Acq/Demo/Reloc/Const/Rehab</td> <td>Comm Dev. Block Grnt</td> <td>5,897</td> <td>400</td> <td>400</td> <td>0</td> <td>0</td> <td>0</td> <td>800</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>5,897</b></td> <td><b>400</b></td> <td><b>400</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>800</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Acq/Demo/Reloc/Const/Rehab	Comm Dev. Block Grnt	5,897	400	400	0	0	0	800	<b>Total Project Cost</b>		<b>5,897</b>	<b>400</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																										
Acq/Demo/Reloc/Const/Rehab	Comm Dev. Block Grnt	5,897	400	400	0	0	0	800																										
<b>Total Project Cost</b>		<b>5,897</b>	<b>400</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>800</b>																										

<b>Project:</b> Commercial Node Citywide Economic Development Program			<b>Log No.:</b> RE-6601810					<b>District:</b> Citywide
<b>Location:</b> Citywide			<b>Activity No.:</b>					
			<b>Department:</b> Planning and Economic Development					
			<b>Contact:</b> Ron Ross					
<b>Description:</b>  The Commercial Node Citywide Program will provide financing to assist businesses with expansion, property acquisition, rehabilitation, and energy conservation improvements. Funds will be prioritized for use with the City's new Commercial Node Program, set to be rolled out in 2015, providing coordinated, targeted, and leveraged application of City resources.  Funds will be prioritized based on the city's Commercial Corridor Work Plans. Targeting city resources in a coordinated, concentrated and comprehensive manner will improve the lives of all Saint Paul citizens.			<b>Justification:</b>  Funds will be used to help revitalize key commercial areas as part of the City's new Commercial Node Program. Priority will be given to projects that maximize job creation and retention, within redevelopment efforts targeted toward larger commercial areas under the Commercial Node Program.  Due to constrictive private financing and high construction costs, small and mid-sized businesses often do not have access to the resources necessary to implement their commercial real estate and business startup or expansion plans. By providing additional financing to fill this gap, businesses are able to purchase and rehabilitate vacant, deteriorated and under-utilized buildings in our neighborhoods, and along our commercial corridors. Funding for energy efficient improvements will increase businesses profitability, growth capacity, and reduce energy consumption. Financial assistance to businesses located within Saint Paul's neighborhoods will result in job retention and creation in areas where it is most needed.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Construction/Rehab	Comm Dev. Block Grnt	2,675	100	100	0	0	0	200
Working Capital	Comm Dev. Block Grnt	525	0	0	0	0	0	0
<b>Total Project Cost</b>		<b>3,200</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>

<b>Project:</b> Acquisition Fund for Stabilizing Neighborhoods <b>Location:</b> Citywide				<b>Log No.:</b> RE-6601846 <b>Activity No.:</b> <b>Department:</b> Planning and Economic Development <b>Contact:</b> Ron Ross				<b>District:</b> Citywide	
<b>Description:</b> Funds are being requested to enable the HRA to acquire strategic, hazardous and/or blighted properties for reuse as determined by input and support from the applicable recognized community organizations representing the neighborhood in which the property is located.				<b>Justification:</b> Funds are being requested to enable the HRA or its partners, to acquire strategic, hazardous or blighted properties for reuse as determined by input and support from the applicable recognized community organization representing the neighborhood in which the property is located. The resulting lots may be utilized as follows:  1. Lots too small for redevelopment may be sold to adjacent property owners or used as green space or garden lots, in accordance with CDBG requirements. 2. Combined with a larger development for either commercial (i.e. parking) or housing 3. Infill single family home new construction 4. Preserve and rehabilitate existing structures. Repayment of the fund may result in the sale of the property. On January 1, 2015, the City had 1,009 registered vacant buildings. This is considerably less than the 2,000 vacant buildings in 2009 and 1,361 in 2013. This situation is improving, but is still a problem. Pre-housing crash, the normal number of registered vacant buildings was less than 400. The pressures of vacant buildings results in declining property values and visual unattractiveness in neighborhoods. Low building values are attractive to investors who do minimal, if any, repairs which continues the downward spiral of property values, stability and quality of life. This Program is one part of a comprehensive program involving a wide range of activities with other funding sources.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Acq/Demo/Reloc/Const/Rehab	Comm Dev. Block Grnt	3,534	125	75	0	0	0	200	
<b>Total Project Cost</b>		<b>3,534</b>	<b>125</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>	



<b>Project:</b> St. Paul Home Improvement Loan Fund				<b>Log No.:</b> RE-6603434					<b>District:</b> Citywide
<b>Location:</b> Scattered Site Single Family Owner Occupied Homes in St. Paul				<b>Activity No.:</b>					
				<b>Department:</b> Planning and Economic Development					
				<b>Contact:</b>					
<b>Description:</b> NeighborWorks Home Partners's St. Paul Home Improvement Loan Fund provides home improvement loans and construction/project management services for home improvement projects for eligible low-to-moderate income single family owner occupied homes in the City of St. Paul with a focus on underrepresented neighborhoods and overall city-wide coverage and support.				<b>Justification:</b> NeighborWorks Home Partners (NWHP) was founded in 1981 to provide affordable home improvement loans to residents living on the Westside of St. Paul. Originally called Westside NHS, we changed our name in the mid-90's to Community NHS (CNHS) as we expanded our services, both programmatically and geographically, across the entire city of St. Paul. Since that time, CNHS has grown into a diverse organization that provides comprehensive homeownership services with the goal of revitalizing neighborhoods through successful homeownership. Despite our growth, CNHS's core service and the backbone of our organization is home improvement lending utilizing City of St. Paul CDBG funds to homeowners living in the core neighborhoods of St. Paul.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Construction/Rehab	Comm Dev. Block Grnt	2,099	200	200	0	0	0	400	
<b>Total Project Cost</b>		<b>2,099</b>	<b>200</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	

**Log No.:** CF-6603207  
**Activity No.:**  
**Department:** Police  
**Contact:** Sgt. Stacy Murphy

The police department is looking to replace the Annex Building located at 100 E 10th Street. The new facility will be utilized for an indoor shooting range, defensive tactics area, training unit and classroom, and Special Investigative Task Force Office. The City of St. Paul's Real Estate has helped us locate an existing structure that would meet most of our needs. The building would require an addition to the existing building for the indoor range. The Communication Services & Maintenance garage would be relocated to the Public Safety Garage located at 1675 Energy Park Drive.

The police annex located at 100 E 10th Street is an aging and deficient building. The space does not meet the demands of our police force. Understanding this has caused the city to evaluate the building and decide on a plan to remove the building and develop the site into a park. The age and condition of the building and the furtherance of the City's plan creates an urgency to demolish the annex and move the Police staff to a facility that meets our needs. The police annex building is currently being utilized by the police department for several critical needs. The indoor shooting range, defensive tactics training area, training classroom, Special Investigative Task Force Office, storage for the Maintenance Unit, and the Communication Services & Maintenance garage are all housed out of the building. There are numerous mechanical and cosmetic concerns with the current facility at 100 E 10th Street that are not cost effective to fix.

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Capital Imp. Bonds	0	1,000	0	0	0	0	1,000
	Public Safety Bonds	0	0	15,000	0	0	0	15,000
Total Project Cost		0	1,000	15,000	0	0	0	16,000

<b>Project:</b> Signalized crossing for Eastern Heights Elementary School <b>Location:</b> Ruth Street and Margaret Street				<b>Log No.:</b> SU-0103463 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 01																																			
<b>Description:</b> Install a High intensity Activated crossWalk (HAWK) signal light for Eastern Heights Elementary School student crossings. This will stop traffic on Ruth Street and allow students to safely cross along Margaret Street, as well as enable bicycle traffic to cross. Pedestrian and bike crossing is unsafe and difficult for children attending Eastern Heights Elementary School, and for bicycle crossing of Ruth Street for the Margaret Street Bikeway.				<b>Justification:</b> Crossings of Ruth Street by elementary students have increased due to changing demographics of students. Many students use after-school facilities within walking distance, and east of Ruth Street. Many incidents of close calls of vehicles not safely stopping have occurred. In the presentation, video of this problem will be presented. This has been an ongoing problem that has caused parents increasing anxiety. The placement of a traffic signal has been suggested to be too close to another full traffic signal. Requests have been made in the past. Using a signal at Minnehaha and Ruth to the north has been suggested as a remedy. This is not practical because of the age of the students, who would have to walk the equivalent of an additional four blocks to day care, which is south of the school. The signal request for a HAWK seems appropriate for the Ruth and Margaret intersection. The HAWK is not illuminated until it is activated by a pedestrian or bicyclist, triggering the warning flashing yellow lens on the major street (Ruth), which switches to red. At the conclusion of the cycle there is a countdown for children, other pedestrians and bicycles informing time left to cross. The presentation will demonstrate this. A significant number of students use this crossing to get to school, and after school to go to a nearby church or Rec center for daycare.																																							
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																			
Const-Plans/Spec's	Capital Imp. Bonds	0	0	13	0	0	0	13																																			
Construction/Rehab	Capital Imp. Bonds	0	0	50	0	0	0	50																																			
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>																																			

<b>Project:</b> White Bear Avenue Reconstruction I94 to Minnehaha <b>Location:</b> I94 and Minnehaha Avenue				<b>Log No.:</b> SU-0103473 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 01	
<b>Description:</b> Provide local funds to contribute to a Ramsey County project reconstructing White Bear Avenue with bituminous pavement, including concrete curb and gutter, driveway aprons, outwalks, ADA compliant pedestrian ramps, storm sewer system improvements and grade and sod boulevards. In addition, the City of Saint Paul would like to include new street lighting, tree planting, traffic signal revisions and signal interconnection improvements.  Ramsey County has scheduled the roadway for reconstruction in 2016. This proposal is to fund the City share of the project cost.				<b>Justification:</b> White Bear Avenue is a County State Aid Highway (CSAH 65). The existing roadway was originally constructed in the 1950's and 60's. The Average Pavement Condition Index (PCI) is 41 which indicates a roadway in poor condition. The Average Daily Traffic ranges from 17,500 to 20,800 vehicles per day. White Bear Avenue is a designated bike route from Old Hudson Road to the south. It is also a bus route serving Routes 63 and 80.  The Ramsey County project strives to provide a better driving surface, improve existing drainage, and to bring pedestrian ramps up to current ADA standards. Additional improvements include ROW acquisition for turn lanes and bicycle facilities at the Old Hudson intersection, improved street lighting, traffic signal replacement and signal interconnection. The City of Saint Paul is required to pay a percentage of the project cost.  The Ramsey County project is scheduled for construction in 2016.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Acq/Demolition/Reloc	Municipal State Aid	0	500	0	0	0	0	500	
Construction/Rehab	Assessments	0	580	0	0	0	0	580	
	Municipal State Aid	0	695	0	0	0	0	695	
<b>Total Project Cost</b>		<b>0</b>	<b>1,775</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,775</b>	

<b>Project:</b> Battle Creek Road reconstruction phase 1 <b>Location:</b> BC Rd from Upper Afton to BC Park boundary				<b>Log No.:</b> SU-0103485 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 01
<b>Description:</b> Reconstruction of with new curb and gutter, sewer upgrades draining to Upper Afton, lighting and road structure from UpperAfton Road to the boundary of Battle Creek Park (south of Park Court).				<b>Justification:</b> This road has not been fully reconstructed for well over 50 years. It lacks curb and gutter and standard lighting fixtures as other streets in the city have. Its rain sewer needs upgrading and the road surface is in extremely bad repair. This is the first phase of a full reconstruction, focusing on the portion of the road that is bounded by residences. The southern/eastern extension to Lower Afton Road travels through Battle Creek Park and has added problems of slope and so should be considered in a second phase. The project would help with stormwater management in the area, provide a safer street for travel both on foot and by car, and would bring the road into closer compliance with general standards for city streets. The project has not been funded in the past because the entire length has previously been proposed for reconstruction and problems with financing in the County bounded section of the road made the project cost-prohibitive. This phasing of the project is an attempt to address neighbors' concerns and recognize financial constraints.				
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Const-Plans/Spec's	Assessments	0	0	100	0	0	0	100
	Municipal State Aid	0	0	300	0	0	0	300
Construction/Rehab	Assessments	0	0	500	0	0	0	500
	Municipal State Aid	0	0	1,650	0	0	0	1,650
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>2,550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,550</b>

<b>Project:</b> White Bear East Seventh turn lanes <b>Location:</b> White Bear and East Seventh				<b>Log No.:</b> SU-0203472 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Barb Mundahl				<b>District:</b> 02
<b>Description:</b> Install turn lanes on White Bear Avenue to East Seventh Street.			<b>Justification:</b> White Bear Avenue is the only North-South connection from 94 to Larpentuer between McKnight and 35E. As such it is the main artery for most East Side residents going to and from interstate 94.  To improve traffic flow on White Bear Avenue, over the course of the last ten CIB processes the City has created turn lanes at Third Street, at Minnehaha, and at Maryland. In the last CIB process they also eliminated the hazardous 5 way intersection at White Bear and Case by closing access to Ames Place. The turn lanes at East Seventh Street would eliminate the last significant bottle neck to the traffic flow on White Bear Avenue.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Municipal State Aid	0	203	0	0	0	0	203
Acq/Demolition/Reloc	Municipal State Aid	0	750	0	0	0	0	750
Construction/Rehab	Municipal State Aid	0	500	0	0	0	0	500
Traffic Signals	Municipal State Aid	0	155	0	0	0	0	155
	Ramsey County	0	155	0	0	0	0	155
<b>Total Project Cost</b>		<b>0</b>	<b>1,763</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,763</b>

<b>Project:</b> Oakdale Avenue Lighting Improvements <b>Location:</b> Oakdale Ave from State St to Annapolis St				<b>Log No.:</b> SU-0303447 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 03
<b>Description:</b> This project is to replace and supplement current bent straw lights on Oakdale Ave between State St and Annapolis St. with lantern style LED lighting. Current lighting is dim, inefficient, and unattractive				<b>Justification:</b> Current lighting along Oakdale Ave between State Street and Annapolis Street is lacking. The addition of new high efficiency lantern style street lamps would increase motorist, pedestrian, and bike visibility, while creating a more attractive street corridor that is in line with many of the homes that line the street from the 1880s. This section of Oakdale is also home to future bike lanes, as proposed in the City's Draft Bike Plan. This route will act as an important connection between Downtown, the Cesar Chavez on street bike lanes and West St. Paul's future planned bike lanes along Oakdale Ave. This stretch of Oakdale will serve as an important commuter and recreational bike corridor between our two cities. By providing an attractive and welcoming streetscape that is well lit, the city can enhance these planned investments.  In recent years, this section of Oakdale has received investments in new sewers, sidewalks, and curbs. Additionally, a mill and overlay project for the street pavement is planned for 2015. By making this investment in modern and efficient lighting, the City will have completed the overhaul of Oakdale and will not need to make significant new investments along this corridor for many years.				

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Assessments	0	19	0	0	0	0	19
	Municipal State Aid	0	74	0	0	0	0	74
Construction/Rehab	Assessments	0	56	0	0	0	0	56
	Municipal State Aid	0	314	0	0	0	0	314
<b>Total Project Cost</b>		<b>0</b>	<b>463</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>463</b>

<b>Project:</b> Sidney/State/Robert Intersection Redesign and Reconstruction <b>Location:</b> Sidney St, State St, and Robert St				<b>Log No.:</b> SU-0303462 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Barb Mundahl				<b>District:</b> 03																										
<b>Description:</b> Redesign and reconstruct the intersection of Sidney Street East, South Robert Street, and State Street to reduce speeds and blind spots. Upgrading the complicated and deadly corner will create a safer commute for the neighborhood and safer streets for businesses on the corner.			<b>Justification:</b>																															
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Phase Description</th> <th style="width: 15%;">Financing Source</th> <th style="width: 5%;">Priors</th> <th style="width: 5%;">2016 Adopted</th> <th style="width: 5%;">2017 Tentative</th> <th style="width: 5%;">2018 Tentative</th> <th style="width: 5%;">2019 Tentative</th> <th style="width: 5%;">2020 Tentative</th> <th style="width: 10%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Const-Plans/Spec's</td> <td>Capital Imp. Bonds</td> <td>0</td> <td>0</td> <td>50</td> <td>0</td> <td>0</td> <td>0</td> <td>50</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>50</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>50</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Const-Plans/Spec's	Capital Imp. Bonds	0	0	50	0	0	0	50	<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																										
Const-Plans/Spec's	Capital Imp. Bonds	0	0	50	0	0	0	50																										
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>																										



<b>Project:</b> Wabasha Street Bike Lane Connection				<b>Log No.:</b> SU-0303470				<b>District:</b> 03
<b>Location:</b> Wabasha St from Water St to Plato Blvd				<b>Activity No.:</b>				
				<b>Department:</b> Public Works				
				<b>Contact:</b> Reuben Collins				
<b>Description:</b> This project proposes to connect existing on street bike lanes along the Wabasha Bridge to Wabasha Street bike lanes south of Plato Boulevard.				<b>Justification:</b> The gap in the Wabasha on street bike lane between the base of the Wabasha Street Bridge north of Water Street and the beginning of one lane traffic south of Plato Boulevard presents a major barrier for bicycle connectivity in the City of St. Paul. As noted in the Draft Saint Paul Bicycle Plan, Wabasha Street represents the only opportunity currently proposed for on street bike facilities that connect Downtown St. Paul to the West Side and southern suburbs. Without this connection over 15,000 City residents are completely cut off from safe bike access to downtown. Given the investments that have already been made in bike lanes on the Wabasha Street Bridge and on Wabasha Street south of Plato Boulevard, it is important to complete the work by connecting these on street paths. Future investments in the Downtown Bike Loop will only strengthen the need for this connection.				
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Construction/Rehab	Capital Imp. Bonds	0	25	0	0	0	0	25
<b>Total Project Cost</b>		<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>

<b>Project:</b> Kellogg/3rd Street Bridge Rehabilitation <b>Location:</b> Kellogg/Third from Lafayette to Maria				<b>Log No.:</b> SU-0403189 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Glenn Pagel				<b>District:</b> 04																																											
<b>Description:</b> This project will provide design funding for reconstruction of the 20-span, 2116-foot long Kellogg-Third Street Bridge #62080/62080A over I-94, various railroads, the Bruce Vento Nature Sanctuary, Commercial Street and 4th Street.				<b>Justification:</b> Kellogg Boulevard (MSAS 158) is classified as an "A-minor reliever", carrying approximately 14,400 vehicles per day (2014 count) and serving as a major conduit for Lowertown community multimodal ingress and egress. Four vehicular lanes are needed to adequately carry projected traffic volumes (currently two lanes are provided inbound to downtown and one lane outbound). The current bridge configuration provides a substandard sidewalk only on one side (south side). To promote walkability and provide safe pedestrian access to Lowertown, sidewalks on both sides of the bridge will be considered during the design phase. The Gateway Initiative's preliminary request for dedicated Bus Rapid Transit lanes on any new bridge further demonstrates the need for replacement of the bridge (rather than rehabilitation) if future multi-modal transportation needs are to be met.  This project will be separated into several phases. The first major phase (design) will finalize the project approach, work scope and estimated construction cost. Future CIB request(s) will be made with anticipation of a 2018 construction. Construction will span two or more years. An accelerated construction schedule would be pursued in the event that state or federal direct appropriation funding is secured in 2015. Several external funding sources are being actively pursued at the state and federal level.																																															
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																											
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<b>Total Project Cost</b>		<b>300</b>	<b>1,125</b>	<b>1,125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,250</b>																																											

<b>Project:</b> Street Lighting - E. 6th, Eichenwald, Maple & Hope <b>Location:</b> East 6th St, Eichenwald, Maple and Hope St.				<b>Log No.:</b> SU-0403263 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 04																																																			
<b>Description:</b> Install lantern lighting- single residential lanterns, 100 watt bulbs- spaced 130 feet apart on both sides of East 6th Street from Hope St eastward until Johnson Parkway. Also replacement of existing bent straw style lights to lantern style lighting per city standard on Eichenwald Street, Hope Street (From East 7th to 3rd St.), Maple Street (7th St to 3rd St).			<b>Justification:</b> An organized and active block club approached the Dayton's Bluff Community Council with the idea for this project a number of years ago. There are not enough streetlights along these streets and residents are concerned about: a) safety, and b) the appearance and livability of their neighborhood. The neighbors in these areas ask that the upgraded lighting is funded as soon as possible. Also the quality of the housing stock is improving and the current street lighting is working against the general improvements in the neighborhood.																																																								
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																																			
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<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>790</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>790</b>																																																			

<b>Project:</b> Greenbrier Bicycle Boulevard and Bruce Vento Connection <b>Location:</b> Greenbrier Street and Wells Street				<b>Log No.:</b> SU-0503231 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Paul Kurtz				<b>District:</b> 05	
<b>Description:</b> A preliminary design for a safe connection between the Greenbrier Bike Boulevard and the Bruce Vento Trail. Currently the only way to reach the Bruce Vento Trail is by riding on Arcade or Payne. The Aguirre Connection, if built, would not provide a safe connection.				<b>Justification:</b> The Greenbrier Bike Boulevard and the Bruce Vento Trail are two designated bikeways for people aged 8-80 that go through a neighborhood of concentrated racial poverty. On the current St. Paul bikeways map there is a significant gap in this neighborhood. The Greenbrier Bike Boulevard will provide safe access to Payne Avenue and Arcade Street small businesses, two libraries, and three public schools. The Bruce Vento Trail provides residents of the East Side a safe path between Lowertown and the suburbs. It is critical that these two bikeways have a safe connection so that people aged 8-80 can not only access East Side businesses and organizations in their own neighborhood but be connected to the larger St. Paul bikeway network. Between the Bruce Vento Trail to the south and Wheelock Parkway to the north there are no designated bikeways. The Greenbrier Bike Boulevard does not yet have any safe way to connect riders to the Bruce Vento Trail. Currently the only way to reach the Bruce Vento Trail from the Greenbrier Bike Blvd is by riding on Arcade Street or Payne Avenue. The Aguirre Street Connection, if built, would not provide a safe connection as it would still require riders to travel along a very busy section of Payne Avenue. The first phase of this project would be designing a safe route from the top of the hill at Greenbrier and Wells Streets down to the Bruce Vento Trail. After the design phase we would come back for more funding to begin construction.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Design	Capital Imp. Bonds	26	0	45	0	0	0	45
<b>Total Project Cost</b>		<b>26</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>

<b>Project:</b> Maryland Avenue at Edgerton Street Channelization <b>Location:</b> Maryland - Bradley to Payne				<b>Log No.:</b> SU-0503445 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 05																																												
<b>Description:</b> The Maryland/Edgerton intersection is on the City's top ten list for the highest number of crashes at an intersection. This project will include: widening of Maryland to accommodate left turn lanes; reconstruction of the traffic signal at Edgerton to include left turn arrows, install Accessible Pedestrian Signals (APS) and upgraded Emergency Vehicle Preemption (EVP) equipment; install new lantern style street lighting; reconstruction of sidewalks where needed, and construction of pedestrian ramps to meet current Americans with Disabilities Act (ADA) standards. The Project will be managed by Ramsey County.				<b>Justification:</b> The proposed project is a continuation of a joint effort between the City and Ramsey County to improve safety along the Maryland Avenue and White Bear Avenue corridors. In past years, similar improvements were implemented along Maryland Avenue at the intersections of Rice, Arkwright, Payne, Arcade, Clarence and Prosperity and along White Bear Avenue at the intersections of Minnehaha and Maryland.  The proposed project seeks to improve the safety and capacity at the Maryland Avenue/Edgerton Street intersection. The Maryland/Edgerton intersection is on the City's top ten list for the highest number of intersection related crashes. Left turn crashes account for a large portion of the total number of crashes. This project will dramatically reduce the potential for the most dangerous and injury prone collisions to occur, i.e. those related to left turn movements.  Similar to the past projects, the proposed project is a cooperative project between the City and Ramsey County, with the County taking the lead role.																																																
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<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>250</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>750</b>																																												

<b>Project:</b> Phalen Boulevard at Olive Street - Traffic Signal <b>Location:</b> Phalen Blvd/Olive Street Intersection				<b>Log No.:</b> SU-0503453 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 05																																																			
<b>Description:</b> Install a traffic signal at the intersection of Phalen Boulevard and Olive Street.				<b>Justification:</b> <p>A proposed redevelopment at 295 Phalen Boulevard encompasses roughly 5 acres of professional office and medical clinic use. The development will include an office building which will house the proposed Health Partners Neuroscience Building and a parking garage. The primary access for patients of the medical clinic will be via Phalen Boulevard on the north leg of the intersection with Olive Street. Access for staff will be via Phalen Blvd and Mississippi Street Intersection. Traffic Study completed for the project recommends a traffic signal be constructed at the Phalen Blvd and Olive Street Intersection. The signal will improve access, traffic operations and safety at this intersection, both for the new development and for the existing businesses in the Williams Hill Business Park along Olive Street south of Phalen Blvd.</p> <p>When Phalen Blvd was originally constructed, it was expected that some traffic signals would need to be added along the corridor as development was completed.</p> <p>Traffic Signal at this intersection is proposed to be constructed in 2016. A separate proposal has been submitted for signal at Phalen Blvd/Mississippi St. Intersection for 2017 construction.</p>																																																							
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																																			
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	Private	0	120	0	0	0	0	120																																																			
<b>Total Project Cost</b>		<b>0</b>	<b>275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>275</b>																																																			

<b>Project:</b> Phalen Boulevard at Mississippi Street - Traffic Signal Inst <b>Location:</b> Phalen Blvd/Mississippi Street Intersection				<b>Log No.:</b> SU-0503454 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 05
<b>Description:</b> Install Traffic Signal at the intersection of Phalen Boulevard and Mississippi Street.				<b>Justification:</b> <p>A proposed redevelopment at 295 Phalen Boulevard encompasses roughly 5 acres of professional office and medical clinic use. The development will include an office building which will house the proposed Health Partners Neuroscience Building and a parking garage. The primary access for patients of the medical clinic will be via Phalen Boulevard on the north leg of the intersection with Olive Street. Access for staff will be via Phalen Blvd and Mississippi Street Intersection. Traffic Study completed for the project recommends a traffic signal be constructed at the Phalen Blvd/Mississippi Street Intersection. The signal will improve access, traffic operations and safety at this intersection, both for the new development and for the existing traffic which uses Mississippi Street south of Phalen Blvd.</p> <p>When Phalen Blvd was originally constructed, it was expected that some traffic signals would need to be added along the corridor as development was completed.</p> <p>A traffic signal at this intersection is proposed to be constructed in 2017. A separate proposal has been submitted for signal at Phalen Blvd/Olive Street Intersection for 2016 construction.</p>				

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Municipal State Aid	0	0	25	0	0	0	25
	Private	0	0	30	0	0	0	30
Traffic Signals	Municipal State Aid	0	0	100	0	0	0	100
	Private	0	0	120	0	0	0	120
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>275</b>

<b>Project:</b> Como Avenue Lighting Improvements <b>Location:</b> Como Avenue between Dale and Maywood				<b>Log No.:</b> SU-0603242 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Paul Kurtz				<b>District:</b> 06																																																			
<b>Description:</b> This project request is to replace or supplement the current tall "bent-straw" lights on Como Avenue with the shorter, lantern style streetlights. The current streetlights work well to illuminate the street but do not provide safe, sufficient lighting for the sidewalks which handles a good deal of pedestrian traffic.				<b>Justification:</b> The project will provide increased lighting on the street and sidewalks of a short strip of Como Avenue which runs from the railroad tracks near the east side of Como Lake and to Dale Avenue. This is a residential street on a busy street which has a large amount of pedestrian traffic. It's important because we need better lighting for safety reasons. The project will provide light to the sidewalks which get a great deal of pedestrian traffic.																																																							
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Phase Description</th> <th style="width: 15%;">Financing Source</th> <th style="width: 5%;">Priors</th> <th style="width: 5%;">2016 Adopted</th> <th style="width: 5%;">2017 Tentative</th> <th style="width: 5%;">2018 Tentative</th> <th style="width: 5%;">2019 Tentative</th> <th style="width: 5%;">2020 Tentative</th> <th style="width: 10%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Const-Plans/Spec's</td> <td>Assessments</td> <td>0</td> <td>0</td> <td>28</td> <td>0</td> <td>0</td> <td>0</td> <td>28</td> </tr> <tr> <td>Municipal State Aid</td> <td>0</td> <td>0</td> <td>14</td> <td>0</td> <td>0</td> <td>0</td> <td>14</td> </tr> <tr> <td rowspan="2">Construction/Rehab</td> <td>Assessments</td> <td>0</td> <td>0</td> <td>43</td> <td>0</td> <td>0</td> <td>0</td> <td>43</td> </tr> <tr> <td>Municipal State Aid</td> <td>0</td> <td>0</td> <td>67</td> <td>0</td> <td>0</td> <td>0</td> <td>67</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>152</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>152</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Const-Plans/Spec's	Assessments	0	0	28	0	0	0	28	Municipal State Aid	0	0	14	0	0	0	14	Construction/Rehab	Assessments	0	0	43	0	0	0	43	Municipal State Aid	0	0	67	0	0	0	67	<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>0</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																																			
Const-Plans/Spec's	Assessments	0	0	28	0	0	0	28																																																			
	Municipal State Aid	0	0	14	0	0	0	14																																																			
Construction/Rehab	Assessments	0	0	43	0	0	0	43																																																			
	Municipal State Aid	0	0	67	0	0	0	67																																																			
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>																																																			



<b>Project:</b> Pierce Butler Lexington Parkway Bicycle Connection				<b>Log No.:</b> SU-1103012					<b>District:</b> 11
<b>Location:</b> Pierce Butler Route and North Lexington Parkway				<b>Activity No.:</b>					
				<b>Department:</b> Public Works					
				<b>Contact:</b> Glenn Pagel					
<b>Description:</b> Provide a paved, off-street path connecting the south end of the Lexington Bicycle Bridge over Pierce Butler Route to the existing bicycle route on Pierce Butler, making the connection close to the intersection of Dunlap Street and Pierce Butler Route.				<b>Justification:</b> The connection provides a direct off-street connection between two regional bicycle routes, improving the integrity and structural linkage of a transportation asset. This project was recommended for funding in the 2013 CIB process and was scheduled for construction in 2014. The City Council voted to defund this project in order to cover shortfalls on other bicycle projects that were not a part of the CIB process. Building this connection will eliminate the need for bicyclists and pedestrians to cross streets with high volumes of motorized traffic. This project enhances the functionality of the Lexington Parkway Regional Trail, which directly connects to the St. Paul Grand Round.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Construction/Rehab	Capital Imp. Bonds	0	160	0	0	0	0	160	
<b>Total Project Cost</b>		<b>0</b>	<b>160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>160</b>	



<b>Project:</b> Cleveland Avenue Lighting Improvements <b>Location:</b> Cleveland Avenue between Summit (on the south) and Marshall (on the north) Avenues				<b>Log No.:</b> SU-1303440 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 13																																		
<b>Description:</b> We propose that the City of St. Paul install brighter lights on Cleveland Avenue between Summit and Marshall avenues; Cleveland borders the east side of the University of St. Thomas campus.				<b>Justification:</b> The two dozen street lights on Cleveland Avenue between Summit and Marshall Avenues are dim and should be brighter to better accommodate motorists on Cleveland, a two-lane street with parking on both sides, and the hundreds of pedestrians who cross Cleveland every day to get to and from the University of St. Thomas campus. The West Summit Neighborhood Advisory Committee has consulted with St. Thomas on this issue, and St. Thomas has agreed to provide approximately \$25,000 toward the new lights. The St. Thomas commitment, then, would provide at least 50 percent of the funds necessary for the project. WSNAC would prefer that the project occur in one phase; because pedestrian traffic in the vicinity is lightest during the summer, it might make the most sense to install new lights between Memorial Day and Labor Day. WSNAC prefers white LED lights, like those installed in 2014 on Montreal Avenue between Fairview and St. Paul avenues in Highland Park, over the traditional yellow lights.																																						
<table border="1"> <thead> <tr> <th>Phase Description</th> <th>Financing Source</th> <th>Priors</th> <th>2016 Adopted</th> <th>2017 Tentative</th> <th>2018 Tentative</th> <th>2019 Tentative</th> <th>2020 Tentative</th> <th>Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Construction/Rehab</td> <td>Capital Imp. Bonds</td> <td>0</td> <td>35</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>35</td> </tr> <tr> <td>Other</td> <td>0</td> <td>25</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>25</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>0</b></td> <td><b>60</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>60</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Construction/Rehab	Capital Imp. Bonds	0	35	0	0	0	0	35	Other	0	25	0	0	0	0	25	<b>Total Project Cost</b>		<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																		
Construction/Rehab	Capital Imp. Bonds	0	35	0	0	0	0	35																																		
	Other	0	25	0	0	0	0	25																																		
<b>Total Project Cost</b>		<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>																																		

<b>Project:</b> Pedestrian safety and traffic improvements <b>Location:</b> Snelling & Selby area (Selby & Saratoga; Saratoga & Dayton; and Hague & Fry)				<b>Log No.:</b> SU-1303450 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 13	
<b>Description:</b> This three-part project addresses serious concerns about pedestrian safety in the Snelling-Selby area. It implements infrastructure changes, some already designed by Saint Paul Public Works, and uses placemaking elements, including public art and signage, to divert and slow vehicle traffic in the area, making it safer for all users.				<b>Justification:</b> On August 14, 2014, ground was broken for a new development called the Vintage, at the corner of Snelling and Selby Avenues. The five-story apartment complex with 210 apartments will be done in late 2015, and the attached 39,100 square foot Whole Foods will open in spring 2016, on a total of 2.5 acres of land. The development will include 495 parking stalls, with 175 parking spots for the grocery store. The Union Park District Council has supported the development, but recognized that, "the community has serious concerns about the effects of the project on traffic congestion, pedestrian safety, parking and the quality of life in the adjacent residential neighborhoods." It recommended approval of the site plan, conditional on the city working with the community on pedestrian safety and traffic mitigation issues.  Over the last year, the community and city worked together with MnDOT (Snelling is a state highway) and arrived at this three-part project, designed to mitigate the					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Const-Plans/Spec's	Sale of land/bldgs	0	25	0	0	0	0	25	
<b>Total Project Cost</b>		<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	

<b>Project:</b> Reconstruction of Summit Ave. Bridge			<b>Log No.:</b> SU-1303502					<b>District:</b> 13
<b>Location:</b> Summit Ave. from Syndicate St. to Griggs St.			<b>Activity No.:</b>					
			<b>Department:</b> Public Works					
			<b>Contact:</b>					
<b>Description:</b> This project will reconstruct Summit Avenue Bridge No. 62504 and associated approach roadway over Ayd Mill Road and Canadian Pacific (CP) Railroad tracks between Syndicate Street and Griggs Street.			<b>Justification:</b> Bridge #62504 carries Summit Avenue (MSAS 203) over Ayd Mill Road and CP Railroad. The route is classified as an A Minor Expander Roadway carrying an AADT of 11,000 vehicles per day.  The existing bridge was constructed in 1897 and originally spanned the railroad only. The bridge was modified in 1962 to also span the newly constructed Short Line Road (now Ayd Mill Road). The original west abutment was modified to serve as a pier. The bridge currently has a ?sufficiency rating? of 49.9 out of a possible 100 points, making it eligible for federal and state bridge reconstruction funding. Of special concern are deficiencies related to the structural deck and waterproof expansion joints.  The main bridge span (86-foot length) employs a steel hinge assembly that is no longer utilized in highway bridge design. The replacement bridge will likely replace the steel beams with reinforced concrete beams, which offer several advantages including increased durability and stability under dynamic traffic loads. Current codes and the use of a concrete superstructure will require new abutments, piers and footings.  The proposed bridge geometry will provide accommodations for pedestrians and an ?in-street separated bike lane? as identified in the City Bike Plan.  This project was awarded \$1.71M in 2019 Federal BROS (Bridge Replacement Off System) funding. This funding source will also be supplemented by state bridge bond funding.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Construction/Rehab	Federal Discretnry	0	0	0	0	1,720	0	1,720
	Municipal State Aid	0	0	0	0	1,300	0	1,300
	State Grants	0	0	0	0	2,070	0	2,070
Inspec / Constr Mgmt	Municipal State Aid	0	0	0	0	1,300	0	1,300
Design	Municipal State Aid	0	425	425	0	0	0	850
<b>Total Project Cost</b>		<b>0</b>	<b>425</b>	<b>425</b>	<b>0</b>	<b>6,390</b>	<b>0</b>	<b>7,240</b>

<b>Project:</b> Downtown Sidewalk Tree Preservation <b>Location:</b> 6th Street and 5th Street in downtown, from Broadway to 7th Street				<b>Log No.:</b> SU-1703441 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 17	
<b>Description:</b> Install protective tree guards around sidewalk trees along 6th Street and 5th Street between Broadway and 7th Street, in order to extend lifespan by protecting the tree trunks from damage.				<b>Justification:</b> Trees planted in downtown Saint Paul face far more obstacles than trees planted in outlying areas, and their average lifespan has been about 7 years. Even minor trunk damage can severely impact tree health and leads to early tree mortality. Some common sources of trunk damage include signs attached to the tree, cuts/tears from weed whips and mowers, contact wounds from snow removal equipment, and contact wounds from the tree being used to chain up a bike. In order to address this problem, the City of Saint Paul's Forestry department has recommended installing protective tree guards around the trunk of the tree. Guards installed for the trees on the sidewalks around Mears Park have greatly extended their lifespans, and the Forestry department estimates that properly installed tree guards can increase the average lifespan of a downtown tree from 7 years to 21 years. This would not only reduce the annual replacement cost of dying trees, but also result in larger, more robust trees that provide more shade and beauty to the downtown urban streetscape.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Construction/Rehab	Capital Imp. Bonds	0	0	96	0	0	0	96	
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	

<b>Project:</b> Street Lighting Improvements (Wall Street) <b>Location:</b> Wall Street / 5th Street to Wall Street / 7th Street				<b>Log No.:</b> SU-1703467 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 17
<b>Description:</b> Installation of historic district appropriate street lighting on both sides of Wall Street from 5th Street to 6th Street and on the west side of Wall Street from 6th Street to 7th Street.			<b>Justification:</b> The Wall Street lighting project will improve pedestrian visibility and personal security on a stretch of Wall Street that is currently very dark at night and in the early morning. It is in the heart of a growing residential population and will be used as a pedestrian route for patrons of local businesses and the new ballpark. The Wall Street lighting project is located within the Lowertown Historic District and lighting installed should follow the historic standard for globe style lighting elsewhere in the district. The installation of the same lights will provide these blocks a visual continuity with the rest of the Lowertown Historic District. The Wall Street lighting project will provide a safe pedestrian environment to the residents who live in the surrounding area and to patrons of local businesses and the new ballpark. The Wall Street lighting project does not have a phase/stage plan at this time.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Assessments	0	44	0	0	0	0	44
	Municipal State Aid	0	23	0	0	0	0	23
Construction/Rehab	Assessments	0	130	0	0	0	0	130
	Municipal State Aid	0	133	0	0	0	0	133
<b>Total Project Cost</b>		<b>0</b>	<b>330</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>330</b>

<b>Project:</b> Grand Avenue Pedestrian Safety and Traffic Calming <b>Location:</b> Grand Avenue - Between Hamline & Lexington				<b>Log No.:</b> SU-5503229 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Paul Kurtz				<b>District:</b> 14 16	
<b>Description:</b> This project is focused on traffic calming and pedestrian safety on Grand Avenue between Lexington Avenue to Hamline Avenue. Grand Avenue is a heavily trafficked area, used by pedestrians, cyclists and motorists; however, the stretch from Lexington to Hamline has proven itself extremely dangerous. We are requesting CIB funding for traffic calming and pedestrian safety improvements.				<b>Justification:</b> This project is meant to provide increased pedestrian safety and to calm traffic. It is specifically meant to reduce the speeds that vehicles travel between Lexington and Hamline. Law enforcement has shared with our organizations that increasing patrols could reinforce the call for pedestrian awareness, but it likely will not change the behavior of motorists. There needs to be a variety of approaches used to tackle the problem. It will take enforcement, education and engineering to slow traffic and raise awareness for pedestrian rights. The organizations are working with law enforcement to address the issues, but it will require greater changes and this project is that necessary change. The hope and goal is that incorporating a two-phase approach of bumpouts, striping and better or increased signage would assist in creating those permanent engineering changes. The proposed project for this round of CIB consideration includes: -Bumpouts and crosswalks at the West side of both Dunlap Street and West side of Syndicate Street with pedestrian crossing signage. -Parking lane striping from Hamline Avenue east on Grand Avenue to Lexington Parkway. This engineering method will work to slow traffic by visually narrowing the roadway for motorists. -Center painted median to indicate turn lane along Grand Avenue. Again, this visually narrows the roadway for motorists yet not impede commercial parking or business along Grand Avenue.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's Construction/Rehab	Capital Imp. Bonds	0	50	0	0	0	0	50
	Capital Imp. Bonds	0	200	0	0	0	0	200
	Federal Grant	0	668	0	0	0	0	668
<b>Total Project Cost</b>		<b>0</b>	<b>918</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>918</b>



<b>Project:</b> Margaret Street Bike Boulevard <b>Location:</b> Margaret Street				<b>Log No.:</b> SU-5503247 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Paul Kurtz				<b>District:</b> 01 04
<b>Description:</b> This proposal would provide funding to complete the design of the Margaret Street Bike Boulevard (Forest Street to McKnight Road) as well as the design of an off-street path along the west side of McKnight Road between Minnehaha Avenue to Hudson Road.			<b>Justification:</b> The bicycle boulevard on Margaret Street would extend from Forest Street to McKnight Road. The primary benefit is that it would provide a continuous east/west bicycle route on a low volume local street as an alternative to making difficult modifications to other continuous routes with higher traffic volumes such as 3rd Street, Minnehaha Avenue, or 7th Street. For a bicycle boulevard to be successful, traffic calming elements must be included to ensure that bicyclists and motorists can safely share the roadway, and crossing treatments must be included to ensure that bicyclists can safely pass through intersections with larger roadways. This proposal funds the design of those additional elements.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Construction/Rehab	Capital Imp. Bonds	0	0	0	320	0	0	320
	Federal Discretnry	0	0	0	1,250	0	0	1,250
Design	Capital Imp. Bonds	0	0	400	0	0	0	400
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>400</b>	<b>1,570</b>	<b>0</b>	<b>0</b>	<b>1,970</b>

<b>Project:</b> Bike Racks on Saint Paul's East Side <b>Location:</b> East Saint Paul				<b>Log No.:</b> SU-5503382 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 02 04 05 07																										
<b>Description:</b> This project includes investing \$20K towards installation of public bike racks on the East Side to best utilize the new bike infrastructure planned for 2016.			<b>Justification:</b> Saint Paul has begun to invest in bike infrastructure in the coming years. In 2016, the City will begin to complete the Grand Rounds by installing bicycle paths along Johnson and Wheelock on Saint Paul's East Side. Saint Paul's East Side has a shortage of places where a cyclist can safely lock their bicycle. Even with this year's \$10,000 investment by Transit for Livable Communities into bicycle racks in the City, there are currently no bike racks in city right of way on the East Side of Saint Paul. By installing public bike racks on Saint Paul's East side, the City will best utilize its investment of bicycle infrastructure. Not only will the residents of the East side be able to safely lock up their bicycles, but bike racks will encourage visits from outside of the neighborhood, further bolstering the growing economy of this neighborhood.																															
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																										
Construction/Rehab	Capital Imp. Bonds	0	0	20	0	0	0	20																										
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>																										

<b>Project:</b> Forest Street Bridge Replacement <b>Location:</b> Between Bush Ave. and Wells Street				<b>Log No.:</b> SU-5503442 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 04 05
<b>Description:</b> This proposal seeks design funding for the replacement of Forest Street Bridge No. 5962. The project improvements to include a new bridge and bituminous approach roadways (from Bush Avenue to Wells Street) including retaining walls, curb & gutter, sidewalks and lantern lighting.				<b>Justification:</b> This project will fund the design of a proposed replacement for the existing MSAS 135 (Forest Street) Bridge No. 5962 over Phalen Boulevard and the Union Pacific Railroad tracks between Bush Avenue and Wells Street. The project would also include bituminous approach roadways, retaining walls, concrete curb & gutters, concrete sidewalks and lighting, from Bush Avenue to Wells Street. Forest Street in the area of the bridge had a 2010 ADT of 4,800 vehicles per day, is classified as a major collector street, and performs the vital function of conveying residential multimodal traffic to and from the City's east side arterial streets. Existing Forest Street Bridge No. 5962 was constructed in 1942 and was rehabilitated in 1981. The Bridge has a sufficiency rating of 49.9 (out of 100) in the most recent annual inspection, and is structurally deficient. The bridge is currently load posted for a maximum of 26 ton total vehicle weight for non-combination vehicles. This load restriction has been implemented to protect public safety and to maintain this reduced level of service until a replacement bridge can be constructed.				
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Construction/Rehab	Municipal State Aid	0	0	0	3,000	0	0	3,000
	State Grants	0	0	0	2,000	0	0	2,000
Inspec / Constr Mgmt	Municipal State Aid	0	0	0	250	0	0	250
Design	Municipal State Aid	0	0	375	0	0	0	375
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>375</b>	<b>5,250</b>	<b>0</b>	<b>0</b>	<b>5,625</b>

<b>Project:</b> Randolph Avenue Reconstruction Ph II Syndicate to I35E <b>Location:</b> Syndicate to 35E				<b>Log No.:</b> SU-5503457 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 14 15																																			
<b>Description:</b> <p>This Ramsey County project is to reconstruct Randolph Avenue with bituminous pavement, concrete curb and gutter, driveway aprons, outwalks, Americans with Disabilities Act (ADA) compliant pedestrian ramps, storm sewer system improvements and grade and sod boulevards. In addition, Public Works would like to include new street lighting, tree planting and traffic signal revisions.</p> <p>Ramsey County has scheduled the roadway for reconstruction in 2015-2016. This proposal is to fund the City share of the project cost for the 2016 phase of the project.</p>				<b>Justification:</b> <p>Randolph Avenue is a County State Aid Highway (CASH) route. The existing roadway was last paved in 1982. The Average Pavement Condition Index is 24, indicating a roadway in poor condition. The Average Daily Traffic is 26,650 vehicles. Randolph Avenue is not a bike route. Randolph Avenue is a bus route. It carries 112 buses per day.</p> <p>The Ramsey County project strives to provide a better driving surface, improve existing drainage issues and bring pedestrian ramps up to current ADA standards. The City of Saint Paul is required to pay a percentage of the project cost to cover city utilities and amenities such as traffic signals, street lighting and tree planting. Traffic Signal revision costs will be shared by the City and County based on approach roadway designation. This project does not involve the acquisition of any right-of-way.</p> <p>This Ramsey County project is scheduled over two years. They will reconstruct Randolph between Snelling and Syndicate in 2015 and reconstruct Randolph between Syndicate and I35E in 2016.</p>																																							
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 18%;">Phase Description</th> <th style="width: 18%;">Financing Source</th> <th style="width: 8%;">Priors</th> <th style="width: 10%;">2016 Adopted</th> <th style="width: 10%;">2017 Tentative</th> <th style="width: 10%;">2018 Tentative</th> <th style="width: 10%;">2019 Tentative</th> <th style="width: 10%;">2020 Tentative</th> <th style="width: 14%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Const-Plans/Spec's</td> <td>Assessments</td> <td>0</td> <td>350</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>350</td> </tr> <tr> <td>Municipal State Aid</td> <td>0</td> <td>850</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>850</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td><td><b>0</b></td><td><b>1,200</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>0</b></td><td><b>1,200</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Const-Plans/Spec's	Assessments	0	350	0	0	0	0	350	Municipal State Aid	0	850	0	0	0	0	850	<b>Total Project Cost</b>		<b>0</b>	<b>1,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																			
Const-Plans/Spec's	Assessments	0	350	0	0	0	0	350																																			
	Municipal State Aid	0	850	0	0	0	0	850																																			
<b>Total Project Cost</b>		<b>0</b>	<b>1,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200</b>																																			

<b>Project:</b> Rice Street Streetscape Pennsylvania to Sycamore <b>Location:</b> Pennsylvania Ave to Sycamore St				<b>Log No.:</b> SU-5503459 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 06 07
<b>Description:</b> Enhance the Streetscape of Rice Street between Sycamore Street and Pennsylvania Avenue. Enhancements will include: sidewalk and driveway apron replacement, pedestrian ramps, spot curb-replacement as necessary, and trees. Additional improvements include traffic signal work, new twin-lantern street lighting system, and new signal interconnect. Aesthetic improvements to the Rice Street Bridge over the BNSF tracks include new lighting and railing, and may be combined with additional bridge repairs.			<b>Justification:</b> This project will continue with the streetscape improvements previously made along Rice Street from Sycamore Street to Maryland Avenue. This proposed section of Rice Street from Sycamore Street to Pennsylvania Avenue features cracked and deteriorating concrete walk and driveways, and poor lighting. Project improvements will be made under a single contract and completed in one construction season.					
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Const-Plans/Spec's	Assessments	0	0	32	0	0	0	32
	Capital Imp. Bonds	0	0	12	0	0	0	12
	Municipal State Aid	0	0	500	0	0	0	500
	Ramsey County	0	0	70	0	0	0	70
Construction/Rehab	Assessments	0	0	98	0	0	0	98
	Capital Imp. Bonds	0	0	42	0	0	0	42
	Municipal State Aid	0	0	1,428	0	0	0	1,428
	Ramsey County	0	0	124	0	0	0	124
<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>2,306</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,306</b>

<b>Project:</b> Smith Avenue Traffic Signals <b>Location:</b> Smith Avenue from Annapolis to West 7th				<b>Log No.:</b> SU-5503465 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 03 09																																				
<b>Description:</b> MnDOT will be performing a mill and overlay of Smith Avenue in 2017 and as a part of the project will replace all non ADA conforming sidewalks in the corridor. The traffic signals along Smith are old and in need of replacement. This project would fund the City's portion of replacing the traffic signals. It would also fund the construction of a bump-out at Baker Street.				<b>Justification:</b> The traffic signals along Smith Avenue at West 7th, George, and Annapolis Streets are old and in need of replacement. MnDOT is planning to mill and overlay the pavement on this segment of Smith Avenue (Trunk Highway 149). In addition, MnDOT will be replacing all of the pedestrian ramps at each intersection through the corridor as well as any sidewalk that does not meet current ADA standards. This would be the best time to reconstruct the traffic signals.  Baker Street has been identified in the St. Paul Bicycle Plan as a bike boulevard. As such, an improved crossing at Smith is desired. Placing bump outs into Smith Avenue will create shorter crossing distances for both bicyclists and pedestrians improving safety and creating a more pleasant street scape.																																								
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 15%;">Phase Description</th> <th style="width: 15%;">Financing Source</th> <th style="width: 5%;">Priors</th> <th style="width: 8%;">2016 Adopted</th> <th style="width: 8%;">2017 Tentative</th> <th style="width: 8%;">2018 Tentative</th> <th style="width: 8%;">2019 Tentative</th> <th style="width: 8%;">2020 Tentative</th> <th style="width: 12%;">Total (not including priors)</th> </tr> </thead> <tbody> <tr> <td>Const-Plans/Spec's</td> <td>Municipal State Aid</td> <td>0</td> <td>0</td> <td>113</td> <td>0</td> <td>0</td> <td>0</td> <td>113</td> </tr> <tr> <td>Traffic Signals</td> <td>Municipal State Aid</td> <td>0</td> <td>0</td> <td>340</td> <td>0</td> <td>0</td> <td>0</td> <td>340</td> </tr> <tr> <td colspan="2"><b>Total Project Cost</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>453</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>0</b></td> <td><b>453</b></td> </tr> </tbody> </table>									Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)	Const-Plans/Spec's	Municipal State Aid	0	0	113	0	0	0	113	Traffic Signals	Municipal State Aid	0	0	340	0	0	0	340	<b>Total Project Cost</b>		<b>0</b>	<b>0</b>	<b>453</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>453</b>
Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																				
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<b>Project:</b> Cleveland Avenue Bike Lane Improvements <b>Location:</b> Cleveland Avenue from University Avenue to Highland Parkway				<b>Log No.:</b> SU-5503582 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> 14 15																										
<b>Description:</b> The purpose of this project is to provide an improved north-south bicycle facility on Cleveland Avenue from University Avenue on the north, to Highland Parkway on the south. This project will improve the bicycling environment as it relates to safety, accessibility, and connectivity. Improvements will include the installation of dedicated bicycle lanes, pavement markings, and signage. Since modifying on-street parking capacity is a component of the project, parking mitigation strategies are proposed, including the installation of at least one parking bay, and possible changes to timed and permit parking.				<b>Justification:</b> The Saint Paul Bicycle Plan recommends in-street separated bicycle lanes on Cleveland Avenue within the project limits. The project as proposed promotes multi-modal utilization of the roadway, providing a dedicated space for people using bicycles along Cleveland Avenue while allowing for important connections to St. Thomas, St. Kates, Highland Village, and business nodes at University, Marshall, Grand, St. Clair, and Randolph Avenues. As a contiguous corridor from Shepard Road to Transfer Road, Cleveland Avenue is a critical north-south connection to many of Saint Pauls largest trip generators, and connects to some of the most utilized bikeways in the city. Making changes to timed and permit parking and constructing at least one parking bay will help mitigate the reduction of on-street parking capacity. When paired with existing and planned bicycle infrastructure, the improvements proposed begin to establish the foundation for a complete and connected bikeway system, and allow for bicycling to exist as a practical and feasible means of transportation in Saint Paul.																														
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																										
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<b>Total Project Cost</b>		<b>0</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>																										

<b>Project:</b> Municipal State Aid Contingency <b>Location:</b> Citywide				<b>Log No.:</b> SU-6600818 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Paul Kurtz				<b>District:</b> Citywide																																			
<b>Description:</b> To provide a funding source for Municipal State Aid (MSA) projects which, through unforeseen circumstances, exceed predicted costs. Also, to provide a funding source for the City's share of MnDOT projects that involve City facilities.			<b>Justification:</b> A funding source is needed for unforeseen MSA project costs created by the situation of predicting a project's scope and cost one to two years before design. The design process often reveals the need for more extensive work than was originally planned, and inflation rates for construction work that are extremely difficult to predict.																																								
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																			
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<b>Project:</b> Railroad Crossing Safety Improvements Program <b>Location:</b> Citywide				<b>Log No.:</b> SU-6602223 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Paul St. Martin				<b>District:</b> Citywide																																		
<b>Description:</b> Program to install safety and surface improvements at approximately 70 at-grade railroad crossings throughout the City of St. Paul. The program includes improvements of warning signals, gate arms, and signing and striping at crossings with local, collector and arterial streets. The program will also improve the at-grade street surfacing where needed. The overall goal is to improve safety and provide a smoother riding surface at railroad crossings throughout the City.			<b>Justification:</b> Mn/DOT has a railroad crossing safety improvement program in which local governments are required to contribute 10% of the total project cost. The City program is intended to provide a source of matching funds for projects constructed under the Mn/DOT program. A number of crossings in St. Paul qualify for the Mn/DOT railroad crossing safety improvement program.  Additionally, in the 1980's, the City improved the roadway surface at a number of railroad crossing by installing some rubberized crossing materials. Some of these crossings have reached the end of their useful life and need to be replaced. This program will provide the funding for railroad crossing improvements and roadway surface replacement.																																							
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Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)																																		
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<b>Total Project Cost</b>		<b>199</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>250</b>																																		

<b>Project:</b> Sidewalk Reconstruction Program <b>Location:</b> Citywide				<b>Log No.:</b> SU-6602230 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Dan Haak				<b>District:</b> Citywide
<b>Description:</b> Remove and replace existing sidewalk that is poor condition and/or presents a safety hazard for pedestrians.			<b>Justification:</b> The Sidewalk Reconstruction Program is needed in order to replace existing sidewalk throughout the city that has been identified as a safety concern. There are approximately 25,000 asphalt patches on sidewalks throughout the City. These asphalt patches are a temporary fix to tripping and safety hazards. Funding this program will allow Public Works to replace panels or segments of sidewalk that have been identified as a safety concern.					

Phase Description	Financing Source	Priors	2016 Adopted	2017 Tentative	2018 Tentative	2019 Tentative	2020 Tentative	Total (not including priors)
Construction/Rehab	Assessments	200	50	50	50	50	50	250
	Capital Imp. Bonds	351	0	0	0	0	0	0
	ROW Fund 225	3,606	999	999	999	999	999	4,995
<b>Total Project Cost</b>		<b>4,157</b>	<b>1,049</b>	<b>1,049</b>	<b>1,049</b>	<b>1,049</b>	<b>1,049</b>	<b>5,245</b>

<b>Project:</b> Saint Paul Street Vitality Paving Program				<b>Log No.:</b> SU-6602231				<b>District:</b> Citywide
<b>Location:</b> Citywide				<b>Activity No.:</b>				
				<b>Department:</b> Public Works				
				<b>Contact:</b> Dan Haak				
<b>Description:</b> This is a citywide program established to improve the structural condition, safety and rideability of the city's street system. This recurring program, which replaces the Residential Street Vitality Program, will include all city streets, both residential and arterial, and projects will be prioritized by Pavement Condition Index and Average Daily Traffic as the main criteria.				<b>Justification:</b> The Department of Public Works has completed its first report based on the Pavement Management System three year study. The Pavement Condition Index(PCI) for St. Paul's Arterial Street system presently averages 55 on a scale of 100. The City's Residential averages 70. Best Practices for street condition would be typically an average of 70. Public works has identified and ranked 86 arterial street segments with low PCIs that should be reconstructed or rehabilitated. The segments at the top of the list have PCI's below 20. This program is intended to bring the PCI of all city streets up towards 70 in the next 20 years.				
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Const-Plans/Spec's	Street Imprv. Bonds	8,550	1,000	1,000	1,000	1,000	1,000	5,000
Construction/Rehab	Street Bonds PY	2,000	0	0	0	0	0	0
	Street Imprv. Bonds	31,263	9,500	9,500	9,500	9,500	9,500	47,500
	Street Recons Bonds	8,000	0	0	0	0	0	0
St. Paul Sewer Construction	Sewer Utility Fund	0	1,100	0	0	0	0	1,100
St. Paul Water Construction	St. Paul Water Dept	0	1,400	0	0	0	0	1,400
Inspec / Constr Mgmt	Street Imprv. Bonds	0	1,000	1,000	1,000	1,000	1,000	5,000
	Street Recons Bonds	1,000	0	0	0	0	0	0
Design	Street Imprv. Bonds	0	1,000	1,000	1,000	1,000	1,000	5,000
	Street Recons Bonds	1,000	0	0	0	0	0	0
Private Utility	Private Utility	0	20	0	0	0	0	20
<b>Total Project Cost</b>		<b>51,813</b>	<b>15,020</b>	<b>12,500</b>	<b>12,500</b>	<b>12,500</b>	<b>12,500</b>	<b>65,020</b>

<b>Project:</b> Bridge Enhancement Program				<b>Log No.:</b> SU-6602344					<b>District:</b> Citywide
<b>Location:</b> Citywide				<b>Activity No.:</b>					
				<b>Department:</b> Public Works					
				<b>Contact:</b> Glenn Pagel					
<b>Description:</b> This program provides bridge enhancements that include ornamental railing and lantern lighting to bridges that currently have no amenities and are not scheduled for reconstruction for at least ten years. Projects will be selected through a CIB process with selection criteria developed by Public Works and the CIB Committee.				<b>Justification:</b> City Council established a policy for all new reconstructed bridges in St. Paul which states that ornamental railing and ornamental lantern lighting be included in all designs. This program will provide funding for those bridges that are in need of enhancements but are not scheduled for reconstruction or rehabilitation within the next ten years. This program was suggested for inclusion in the CIB process by members of the CIB Committee and Planning Commission in order to equitably address the large number of bridge enhancement projects being proposed by the community and various planning districts.Over the past two CIB cycles, 14 bridge enhancement projects were proposed for funding by various district councils. None of the projects were funded because there was no established criteria at the time for deciding the priority for which projects to fund.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>	
Ann'l Program - CR	Capital Imp. Bonds	941	235	235	250	250	250	1,220	
Total Project Cost		941	235	235	250	250	250	1,220	

<b>Project:</b> Signalized Intersection Safety Improvements Program			<b>Log No.:</b> SU-6602763					<b>District:</b> Citywide
<b>Location:</b> Citywide			<b>Activity No.:</b>					
			<b>Department:</b> Public Works					
			<b>Contact:</b> Paul St. Martin					
<b>Description:</b> Administer, design and construct new traffic signal systems when and where warranted throughout the City. Reconstruct existing traffic signal systems in order to improve safety and traffic flow.  Make minor changes to existing traffic signal systems in order to improve safety and traffic flow efficiency. Bring traffic signal systems into compliance with current design standards (ie. add left turn arrows, install overhead signal indications, install larger indications, etc.).  Make minor changes to roadway geometrics and/or signage in order to improve safety and traffic flow efficiency (ie. add exclusive left turn lanes, add crosswalks, add "No Right Turn On Red" signs, etc.).			<b>Justification:</b> This program will provide the Department of Public Works a funding source in order to improve safety and efficiency at signalized intersections throughout the City. This program will allow Public Works to be responsive and reactive when the need for signalization at an intersection becomes warranted and necessary. This program will allow older traffic signal installations to be upgraded and brought into compliance with current design standards. Minor modifications can be made to roadway geometrics and signage to make signalized intersections operate safer and more efficiently for pedestrians and motorists. The Department gets many requests throughout the year to improve safety and efficiency at signalized intersections. Funding this program allows some of those improvement requests to be implemented.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	<b>Total (not including priors)</b>
Ann'l Program - CR	Capital Imp. Bonds	470	120	120	125	125	125	615
	Municipal State Aid	500	125	125	125	125	125	625
<b>Total Project Cost</b>		<b>970</b>	<b>245</b>	<b>245</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>1,240</b>

<b>Project:</b> Bicycle, Pedestrian and Traffic Safety Program <b>Location:</b> Citywide				<b>Log No.:</b> SU-6602764 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Paul St. Martin				<b>District:</b> Citywide																											
<b>Description:</b> <p>This program will be utilized to safety improvements at various intersections and locations throughout the City to promote alternate means of transportation such as walking and bicycling as a healthy and more active lifestyle, and develop and implement projects and activities that improve safety and reduce traffic, fuel consumption, and improve air quality.</p> <p>Funding will be used to install bike lanes, pavement markings and signs, and install bicycle racks in sidewalk areas to recognize and encourage bicycling as a viable transportation mode. At signalized intersections, funding will be utilized to install pedestrian countdown timers, audible pedestrian signals and new pedestrian ramps to meet current design standards. A variety of neighborhood traffic calming techniques such as pedestrian refuge islands, street narrowing, chokers (bump outs), diverters, traffic circles, street closures, signing, pavement markings, median islands, and dynamic speed limit display signs can be used to calm traffic and increase safety. These techniques must be tailored for a particular problem.</p>				<b>Justification:</b> <p>Improving the bicycle and pedestrian facilities existing in the City of St. Paul will encourage walking and bicycling use. These safety improvements will help to mitigate congestion, free up parking spaces; improve resident's health, conserve our energy resources; and improve the City's livability. Quality facilities, which can be used for recreation and transportation, are very popular amenities for urban areas such as Saint Paul.</p> <p>Improving pedestrian and bicyclist safety on our streets, in our neighborhoods, and around our schools is a major concern throughout the City of St. Paul. This program allows for the installation of a variety of safety measures, facilities and improvements that allows Public Works to be responsive to problems that are identified throughout the course of a year.</p>																															
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<b>Project:</b> Stairway Repair and Replacement Program <b>Location:</b> Citywide				<b>Log No.:</b> SU-6602966 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b> Glenn Pagel				<b>District:</b> Citywide
<b>Description:</b> The City owns 230+ stairways within the public right of way. The vast majority of these stairways are in need of major repair or replacement. Public Works is requesting a multi-year program to bring all public stairways into a state of repair that will insure public safety for years to come. Public Works will prioritize the work by assessing the public use of the facility and the degree to which the structure is deficient or non compliant with current stairway design standards. Higher volume and severely deteriorated/non compliant stairways will be addressed first.			<b>Justification:</b> Public stairways are a vital pedestrian transportation link. The City has been unable to adequately maintain these facilities due to the lack of ongoing funding for stairway repair and replacement. Stairway repair and replacement is not eligible for MSA or Federal funding, as such local funding must be utilized. Reconstructed stairways will be improved in order to reduce maintenance needs, including the elimination of snow removal by use of open bar grate treads and landings.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	
Ann'l Program - CR	Capital Imp. Bonds	482	120	120	125	125	125	615
<b>Total Project Cost</b>		<b>482</b>	<b>120</b>	<b>120</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>615</b>

<b>Project:</b> Safe Routes to School - Plan Development <b>Location:</b> Citywide				<b>Log No.:</b> SU-6603461 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>				<b>District:</b> Citywide																																		
<b>Description:</b> Develop and /or update Safe Route to School Plans for public, private and charter schools throughout the City of St. Paul.				<b>Justification:</b> <p>Over the past several years, many schools have opened, relocated, changed attendance boundaries, added grade levels served, etc. across St. Paul. In many cases, Safe Routes to School walking/biking plans for each school have not been updated.</p> <p>This project would provide a funding source for Public Works to work with individual schools to update or develop safe routes to school plans. We would also pursue funding from schools and grant funds to assist in this effort.</p> <p>An updated Safe Route to School Plan would identify any infrastructure needs such as sidewalks or pedestrian crossing improvements which would benefit and encourage students to walk or bike to school.</p> <p>These plans would then provide City and the schools a framework for infrastructure projects which could be submitted and potentially funded under existing Federal and State Safe Routes to School Programs.</p>																																						
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<b>Project:</b> SPSVP Traffic Signals <b>Location:</b> Citywide			<b>Log No.:</b> SU-6603523 <b>Activity No.:</b> <b>Department:</b> Public Works <b>Contact:</b>					<b>District:</b> Citywide
<b>Description:</b> The City's Traffic Division looked ahead to our 2016 and 2017 SPSVP program to see what traffic signals may be impacted by the street reconstruction. They are estimating that we will need \$875K of MSA in 2016 and \$675K of MSA in 2017 for traffic signal reconstructs/revisions.			<b>Justification:</b> Traffic signals cannot be assessed in the City's current street improvement program. To pay for the traffic signal improvements, the City will use MSA to finance the signals.					
<b>Phase Description</b>	<b>Financing Source</b>	<b>Priors</b>	<b>2016 Adopted</b>	<b>2017 Tentative</b>	<b>2018 Tentative</b>	<b>2019 Tentative</b>	<b>2020 Tentative</b>	
Const-Plans/Spec's	Municipal State Aid	0	875	675	0	0	0	1,550
<b>Total Project Cost</b>		<b>0</b>	<b>875</b>	<b>675</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,550</b>

<b>Project:</b> Vacant & Hazardous Building Demolition <b>Location:</b> Citywide				<b>Log No.:</b> RE-6600840 <b>Activity No.:</b> <b>Department:</b> Safety and Inspections <b>Contact:</b> Connie Sandberg				<b>District:</b> Citywide																										
<b>Description:</b> This is a citywide, multi-year program which provides resources to clear buildings which are considered nuisance properties, and/or pose a threat to public health and safety. Properties must have been 1) vacant for at least one year; or 2) vacant and unfit for habitation for at least 90 days. These structures are typically identified on the City's vacant building list. The program is administered by the City's Code Enforcement personnel in the Department of Safety and Inspections.			<b>Justification:</b> The financing that is provided through the CDBG funds are used to remove blighted, nuisance buildings in the City of St. Paul. These structures historically have been a negative influence on an individual block which creates disinvestment and crime in the community. By providing the CDBG funding to remove these properties the City has the ability to remove many more of these structures than if it used its limited internal resources. As the number of vacant buildings continues to remain relatively constant, at a very high number, and the costs of hazardous waste abatement continue to increase, it is necessary to utilize every funding source available to remove these blighted structures.																															
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<b>Total Project Cost</b>		<b>5,054</b>	<b>400</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>800</b>																										

## **CIB COMMITTEE REPORT**

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CITY OF SAINT PAUL  
LONG-RANGE CAPITAL IMPROVEMENT BUDGET COMMITTEE

OFFICE OF FINANCIAL SERVICES  
700 City Hall, Saint Paul, Minnesota 55102  
651-266-8800

*Christopher Coleman*  
Mayor

June 09, 2015

TO: The Honorable Christopher Coleman and Members of the Saint Paul City Council

FROM: Paul Sawyer, Chair

**REPORT OF THE SAINT PAUL LONG-RANGE CAPITAL IMPROVEMENT BUDGET COMMITTEE**

The Saint Paul Long-Range Capital Improvement Budget Committee hereby submits its recommendations for the 2016-2017 Capital Improvement Budgets. The Committee's recommendation is a yearly budget of \$22,400,000 for a total of \$44,800,000 over the two year period. This budget assumes approximately \$11 million of Capital Improvement Bonds (CIB), \$4 million of Community Development Block Grants (CDBG), and \$7.4 million of Municipal State Aid (MSA) per year.

The Committee's recommendations are largely based on the priorities of the three task forces: Residential and Economic Development, Community Facilities, and Streets and Utilities. The Committee used the recommendations of the three task forces as the foundation for its final recommendations. In order to spread funding to as many valuable projects as we could, the Committee opted to reduce the recommended funding on a majority of the City's *Annual Programs* by 5% and to phase larger projects over multiple years. For Residential and Economic Development projects, the Committee wanted to ensure that Community Development Corporations (CDCs) receive similar funding as in previous cycles. These neighborhood organizations have strong ties to their communities and can respond well to local needs. For Community Facilities projects, we were again committed to adequately funding projects with a direct impact on neighborhoods, including funding for design of the *Scheffer Recreation Center* and the *Fire Station 20 renovations* as well as providing funding for the final piece of *Palace Community Center Renovation*. The Committee has also recommended funding of six play areas around Saint Paul. We feel that it is imperative to invest in the youth of the City by funding safe places where children can interact with one another. In the Streets and Utilities area, we proposed several street, bridge, and

lighting projects that will improve the safety of our roadways, including *Kellogg Boulevard-Third Street Bridge*, continuing the *Pierce Butler East Extension*, and beginning the long-deferred *Battle Creek Road Reconstruction*. The Committee is also proud to report that it has recommended funding for the *Margaret Street Bike Boulevard*, which is a critical bike boulevard in the City and will finish off the work funded in previous cycles.

The Committee also would like to note the tension of funding large public safety projects out of the same funding source as play areas and other small neighborhood projects. We hope that for future cycles a different funding source can be identified for very needed, but very expensive, public safety projects to reduce the competition with popular neighborhood projects that make our city more vibrant and liveable.

The Committee would like to thank the many volunteers who served countless hours on the three citizen task forces. They have brought experience, insight, and commitment to this process. Their concern for improving Saint Paul was very evident in their thoughtful recommendations. We also would like to express our gratitude to district councils, civic organizations, and the City Staff for their active participation through the process.

As always, the Committee appreciates your support of our efforts. It is a pleasure to serve our City and its Residents.

#### **SAINT PAUL LONG-RANGE CAPITAL IMPROVEMENT BUDGET COMMITTEE MEMBERS**

Paul Sawyer, Chair	Jacob Dorer	Mary Morse Marti	Carrie Pomeroy	Gary Unger
Tia Anderson	Diane Gerth	Noel Nix	Paul Raymond	D'Ann Urbaniak Lesch
Monica Bryand, Vice Chair	Deb Jessen	Gene Olson	Michael Steward	
Kellie Charles Connor	My Lee	Peter Pha	Darren Tobolt	



## **APPENDICES**

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Shading reflects changes from previous phases in the process

(Dollars in Thousands)

Proposal Title	Fin Code	All Project Submissions		CIB Committee Recommendations		Mayor's Proposed		Priors	City Council		Tenative			TOTAL
		2016	2017	2016	2017	2016	2017		2016	Tenative 2017	2018	2019	2020	
Acquisition fund for Stabilizing Neighborhoods	CDBG	100	100	-	-	125	75	3,534	125	75	-	-	-	200
Battle Creek Road Reconstruction	MSA	-	3,477	-		-	-	-	-	-	-	-	-	-
	AST	-	753	-	-	-	-	-	-	-	-	-	-	-
Battle Creek Road reconstruction phase 1	MSA	1,000	-	-	1,000	-	1,950	-	-	1,950	-	-	-	1,950
	AST	600	-	-	600	-	600	-	-	600	-	-	-	600
Bike Racks on Saint Paul's East Side	CIB	20	-	20	-	-	20	-	-	20	-	-	-	20
Bridge Capital Improvement Program	CIB	350	350	-	-	-	-	-	-	-	-	-	-	-
Business Investment Fund	CDBG	400	-	75	75	75	75	150	75	75	-	-	-	150
Central Corridor Sidewalk Completion Fund	CIB	200	-			-	-	-	-	-	-	-	-	-
	AST	200	-	-	-	-	-	-	-	-	-	-	-	-
Central Exchange	CDBG	282	118	282	118	-	-	-	-	-	-	-	-	-
Changsha China Friendship Garden at Phalen Park	CIB	144	919	-	-	-	-	-	-	-	-	-	-	-
Charles Avenue Bicycle-Pedestrian Boulevard	CIB	750	-			-		-	-	-	-	-	-	-
Circus Juventas Expansion	CIB	2,702	-	200	-	-	-	-	-	-	-	-	-	-
Citywide Homeowner Improvement Loan Program	CDBG	1,000	1,000	580	832	825	850	8,395	825	850	-	-	-	1,675
Cleveland Avenue Bike Lane Improvements	SALE	-	-	-	-	-	-	-	200	-	-	-	-	200
Cleveland Avenue Lighting Improvements	CIB	35	-	35	-	35	-	-	35	-	-	-	-	35
	Other	25	-	25	-	25	-	-	25	-	-	-	-	25
Commercial Node Citywide Economic Development Program	CDBG	100	100	100	100	100	100	3,200	100	100	-	-	-	200
Como Avenue Improved Lighting for Pedestrian Safety	MSA	81	-	-	81	-	81	-	-	81	-	-	-	81
	AST	71	-	-	71	-	71	-	-	71	-	-	-	71
Como park - Intersections and Crosswalk Modifications	CIB	138	883	-	-	-	-	-	-	-	-	-	-	-
Conway Park-Heart of the D1 Community	CIB	60	640	-	-	-	-	-	-	-	-	-	-	-
Dayton's Bluff Play Area Improvements	CIB	400	-	-	-	-	-	-	-	-	-	-	-	-
Dickerman Park	CIB	520	2,480	-	-	-	-	-	-	-	-	-	-	-
	ISP	-	-	-	-	-	-	-	-	-	-	-	-	-
Downtown Sidewalk Tree Preservation	CIB	96	-	96	-	-	96	-	-	96	-	-	-	96
East 3rd Street Kellogg Bridge Streetscape Improvements	CIB	3,660	-	-	-	-	-	-	-	-	-	-	-	-
East Side Home Improvement Revolving Loan Fund	CDBG	500	500	375	375	325	325	3,200	325	325	-	-	-	650
Enhancement of the Bike Trail that runs along Interstate 35E		178	579	178	579	178	579	-	178	579	-	-	-	757
Event Center at Eastview	CIB	1,272	198	-	-	-	-	-	-	-	-	-	-	-
Facelift Program	CDBG	400	400	250	250	200	200	800	200	200	-	-	-	400
Fire Station 17	CIB	5,172	-	-	-	-	-	-	-	-	-	-	-	-
Fire Station 19 Expansion	CIB	-	-	-	-	1,340	-	2,079	1,340	-	-	-	-	1,340
Fire Station 20	CIB	5,646	-	1,500	-	-	1,000	-	-	1,000	-	-	-	1,000
Fire Station 7	CIB	5,646	-			-	-	-	-	-	-	-	-	-
Forest Street Bridge Replacement	CIB	375	375	-	-	-	-	-	-	-	-	-	-	-
	MSA	-	-	-	-	-	375	-	-	375	3,250	-	-	3,625
	STATE	-	-	-	-	-	-	-	-	-	2,000	-	-	2,000
Frogtown Park and Farm Wilder Play Area	CIB	522	-	-	522	522	-	500	522	-	-	-	-	522
Frost Lake Play Area Improvements	CIB	385	-	-	-	-	-	-	-	-	-	-	-	-
Grand Avenue Pedestrian Safety and Traffic Calming	CIB	250	-	250	-	250	-	-	250	-	-	-	-	250
	FED	-	-	-	-	-	-	-	668	-	-	-	-	668
Greenbriar Bike Blvd and Bruce Vento Connection Preliminary Design	CIB	45	-	-	45	-	45	26	-	45	-	-	-	45
Hamline Midway Library Modernization	CIB	1,965	-	-	-	-	-	-	-	-	-	-	-	-
Hamm Park Restoration	CIB	83	533	-	-	-	-	-	-	-	-	-	-	-
Harriet Island River Walk	CIB	153	1,355	-	-	-	-	-	-	-	-	-	-	-
Hayden Heights Library Modernization	CIB	1,283	-	-	-	-	-	-	-	-	-	-	-	-
Henry Park Preliminary Design	CIB	-	246			-	-	-	-	-	-	-	-	-
Higher Ground St. Paul	CIB	479	-	-	-	-	-	-	-	-	-	-	-	-



## 2016 CIB Projects Proposals:

### Submitted (in 2015 process), Recommended, Proposed, Adopted

## Appendix A

Shading reflects changes from previous phases in the process													
(Dollars in Thousands)													
Proposal Title	Fin Code	All Project Submissions		CIB Committee Recommendations		Mayor's Proposed		Priors	City Council		Tenative		
		2016	2017	2016	2017	2016	2017		Adopted	Tenative	2018	2019	2020
													TOTAL
Highland Clubhouse Restoration	CIB	946	3,828	-	-	-	-	-	-	-	-	-	-
Highland Park Community Center (Hillcrest) Play Area	CIB	459	-	459	-	-	459	-	-	459	-	-	-
Highland Park Community Center Fields	CIB	1,787	1,291	-	-	-	-	-	-	-	-	-	-
Historic Highland Pool Bath House Stabilization and Re-Use Study	CIB	198	-	-	-	-	-	-	-	-	-	-	-
Homeownership Expansion in St. Paul	CDBG	250	250	-	-	-	-	-	-	-	-	-	-
Housing Longevity Project	CDBG	115	115	-	-	-	-	-	-	-	-	-	-
Housing Real Estate Multi-Unit Development Fund	CDBG	1,000	1,000	400	400	400	400	5,897	400	400	-	-	-
Improvements to Ruth Street/I-94 bridge	CIB	400	-	-	-	-	-	-	-	-	-	-	-
Inspiring Communities	CDBG	500	500	425	425	425	425	-	425	425	-	-	-
Jimmy Lee Play Area	CIB	600	-	600	-	600	-	-	600	-	-	-	-
Jimmy Lee Upper Field	CIB	965	-	-	-	-	-	-	-	-	-	-	-
Kellogg Boulevard - Third Street Bridge	CIB	1,800	1,800	-	1,800	-	1,125	-	-	1,125	-	-	-
	MSA	-	-	-	-	1,125	-	300	1,125	-	-	-	-
Kellogg Mall Park Improvements	CIB	395	-	-	-	-	-	-	-	-	-	-	-
Linwood Fields Improvements	CIB	298	-	-	-	-	-	-	-	-	-	-	-
Little Mekong Public Infrastructure Improvement Project	CIB	750	-	-	-	-	-	-	-	-	-	-	-
Maintenance Facility	CIB	1,000	440	-	-	-	-	-	-	-	-	-	-
Make It Happen on E. 7th Street Safety and Beautification	CIB	750	-	-	-	-	-	-	-	-	-	-	-
	MSA	2,000	-	-	-	-	-	-	-	-	-	-	-
Margaret Street Bike Boulevard	CIB	-	400	-	400	-	400	-	-	400	320	-	-
	FED	-	-	-	-	-	-	-	-	-	1,250	-	-
Marydale Play Area	CIB	350	-	-	-	-	75	-	-	75	-	-	-
	CDBG	-	-	-	350	-	275	-	-	275	-	-	-
Maryland Avenue at Edgerton Street Channelization	CIB	-	50	-	50	-	50	-	-	50	-	-	-
	MSA	-	200	-	200	-	200	-	-	200	500	-	-
May Park	CIB	254	-	254	-	254	-	27	254	-	-	-	-
McMurray Field Improvements	CIB	485	3,105	-	-	-	-	-	-	-	-	-	-
Mears Park Improvements	CIB	756	-	-	-	-	-	-	-	-	-	-	-
Merriam Park Improvements	CIB	795	607	-	-	-	-	-	-	-	-	-	-
Montgomery Street Reconstruction from University to Wabash	CIB	150	-	-	-	-	-	-	-	-	-	-	-
Mounds Boulevard Promenade Redesign	CIB	6,128	-	-	-	-	-	-	-	-	-	-	-
	AST	72	-	-	-	-	-	-	-	-	-	-	-
NENDC Economic Development Loan Leverage Fund	CDBG	200	200	200	200	200	200	1,800	200	200	-	-	-
NENDE Home Improvement Plus	CDBG	200	200	175	175	125	125	1,250	125	125	-	-	-
New Facility for Training, Special Investigative Task Force, Etc.	CIB	22,197	-	1,000	840	1,000	-	-	1,000	-	-	-	-
	PSB	-	-	-	15,000	-	15,000	-	-	15,000	-	-	-
North Dale Refrigerated Ice Rink Modification	CIB	73	334	-	-	407	-	-	407	-	-	-	-
North End Economic Development Fund	CDBG	100	100	75	75	50	50	-	50	50	-	-	-
Oakdale Avenue Lighting Improvements	MSA	388	-	388	-	388	-	-	388	-	-	-	-
	AST	75	-	75	-	75	-	-	75	-	-	-	-
Orchard Recreation Center - Orchard Soccer Complex	CIB	481	3,085	-	-	-	-	-	-	-	-	-	-
Palace Community Center Site Improvements	CIB	1,380	-	1,380	-	1,380	-	4,720	1,380	-	-	-	-
Pascal Saratoga Street Bicycle Connection	CIB	1,537	2,180	-	-	-	-	-	-	-	-	-	-
Payne Ave Overlooks into Swede Hollow	CIB	810	-	-	-	-	-	-	-	-	-	-	-
Payne Avenue Reconstruction - Edgerton to Woodward	MSA	416	-	-	-	-	-	-	-	-	-	-	-
	CIB	3,550	-	-	-	-	-	-	-	-	-	-	-
	AST	334	-	-	-	-	-	-	-	-	-	-	-
Ped/Bike crossing to Pigs Eye	CIB	5,600	-	-	-	-	-	-	-	-	-	-	-
Pedestrian safety and traffic improvements in the Snelling-Selby Area	CIB	275	-	-	-	-	-	-	-	-	-	-	-
	SALE	-	-	-	-	-	-	-	25	-	-	-	-

## 2016 CIB Projects Proposals:

## Appendix A

## Submitted (in 2015 process), Recommended, Proposed, Adopted

Shading reflects changes from previous phases in the process

(Dollars in Thousands)

Proposal Title	Fin Code	All Project Submissions		CIB Committee Recommendations		Mayor's Proposed		Priors	City Council		Tenative			TOTAL
		2016	2017	2016	2017	2016	2017		Adopted 2016	Tenative 2017	2018	2019	2020	
Pedestrian Safety Flag Project	CIB	5	-	-	-	-	-	-	-	-	-	-	-	-
Pedro Park	CIB	1,543	-	-	-	-	-	-	-	-	-	-	-	-
Pelham Boulevard on Grand Round	CIB	5,640	-	-	-	-	-	-	-	-	-	-	-	-
	AST	760	-	-	-	-	-	-	-	-	-	-	-	-
Phalen Refrigerated Ice Rink Modification	CIB	73	333	-	-	-	406	-	-	406	-	-	-	406
Phalen Blvd Olive Traffic Signal CIB Project Proposal Form	MSA	125	-	125	-	125	-	-	125	-	-	-	-	125
	PVT	150	-	150	-	150	-	-	150	-	-	-	-	150
Phalen Boulevard at Mississippi Street - Traffic Signal	MSA	-	125	-	125	-	125	-	-	125	-	-	-	125
	PVT	-	150	-	150	-	150	-	-	150	-	-	-	150
Pierce Butler - Lexington Parkway Bicycle Connection	CIB	160	-	160	-	160	-	-	160	-	-	-	-	160
Pierce Butler East Extension - Grotto to Arundel	MSA	2,000	2,000	2,000	2,000	-	-	-	-	-	-	-	-	-
	FED	7,000	-	7,000	-	-	-	-	-	-	-	-	-	-
Point Douglas Road Reconstruction Phase 1	MSA	4,940	-	-	-	-	-	-	-	-	-	-	-	-
	AST	560	-	-	-	-	-	-	-	-	-	-	-	-
Prince Street and Trout Brook Road Extensions	CIB	700	500	-	-	-	-	-	-	-	-	-	-	-
Railroad Island Neighborhood Signage	CIB	25	-	-	-	-	-	-	-	-	-	-	-	-
Randolph Avenue Reconstruction - Syndicate to I35E	MSA	850	-	850	-	850	-	-	850	-	-	-	-	850
	AST	350	-	350	-	350	-	-	350	-	-	-	-	350
Raymond Avenue Reconstruction - EPD to Como	AST	185	-	185	-	185	-	104	185	-	-	-	-	185
	MSA	255	-	255	-	255	-	136	255	-	-	-	-	255
	RAM	1,640	-	1,640	-	1,640	-	400	1,640	-	-	-	-	1,640
	TEA21	1,120	-	1,120	-	1,120	-	1,000	1,120	-	-	-	-	1,120
Reconstruction of Summit Ave. Bridge	MSA	425	425	425	425	425	425	-	425	425	-	2,600	-	3,450
	FED	-	-	-	-	-	-	-	-	-	-	1,720	-	1,720
	STATE	-	-	-	-	-	-	-	-	-	-	2,070	-	2,070
Replacement of the Hazelwood/I-94 ped bridge	CIB	3,500	-	-	-	-	-	-	-	-	-	-	-	-
Restore Saint Paul Commercial Façade Improvement Program	CDBG	200	-	50	150	100	100	-	100	100	-	-	-	200
Rice Park Revitalization	CIB	1,002	-	-	-	-	-	-	-	-	-	-	-	-
Rice Street Streetscape - Pennsylvania to University	MSA	-	1,301	-	-	-	-	-	-	-	-	-	-	-
	CIB	-	107	-	-	-	-	-	-	-	-	-	-	-
	AST	-	166	-	-	-	-	-	-	-	-	-	-	-
	RAM	-	318	-	-	-	-	-	-	-	-	-	-	-
Rice Street Streetscape - Sycamore to Pennsylvania	MSA	-	1,928	-	1,928	-	1,928	-	-	1,928	-	-	-	1,928
	CIB	-	54	-	54	-	54	-	-	54	-	-	-	54
	AST	-	130	-	130	-	130	-	-	130	-	-	-	130
	RAM	-	194	-	194	-	194	-	-	194	-	-	-	194
Rice Street Traffic Study	CIB	75	-	-	-	-	-	-	-	-	-	-	-	-
Riverview Library Modernization	CIB	1,403	-	-	-	-	-	-	-	-	-	-	-	-
Rondo Commemorative Plaza	CDBG	288	-	288	-	250	-	-	250	-	-	-	-	250
Safe Routes to School - Plan Development	CIB	100	100	-	-	-	-	-	-	-	-	-	-	-
	PARK	-	-	-	-	-	-	-	104	-	-	-	-	104
	SALE	-	-	-	-	-	-	-	46	-	-	-	-	46
Scheffer Area Strategic Plan	CIB	1,287	6,860	-	1,287	250	1,037	-	250	1,037	-	-	-	1,287
Sidewalk to Battle Creek Rec Center	CIB	30	-	-	-	-	-	-	-	-	-	-	-	-
Sidney State Robert Intersection Redesign and Reconstruction	CIB	50	-	50	-	-	50	-	-	50	-	-	-	50
Signalized crossing for Easter Heights Elementary School	CIB	63	-	63	-	-	63	-	-	63	-	-	-	63
Smith Avenue Bridge(aka High Bridge) Rehabilitation	CIB	-	690	-	-	-	-	-	-	-	-	-	-	-
Smith Avenue Traffic Signals	MSA	-	453	-	453	-	453	-	-	453	-	-	-	453

## 2016 CIB Projects Proposals:

### Submitted (in 2015 process), Recommended, Proposed, Adopted

## Appendix A

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(Dollars in Thousands)

Proposal Title	Fin Code	All Project Submissions		CIB Committee Recommendations		Mayor's Proposed		Priors	City Council		Tenative			TOTAL
		2016	2017	2016	2017	2016	2017		Adopted	Tenative	2018	2019	2020	
SPSVP Traffic Signals	MSA	-	-	-	-	875	675	-	875	675	-	-	-	1,550
St. Clair and Grand Ramsey Bridges over I35E Rehabilitation	CIB	160	-	-	-	-	-	-	-	-	-	-	-	-
St. Paul Green Line Home Improvement Loan Fund	CDBG	250	250	200	200	200	200	-	200	200	-	-	-	400
St. Paul Home Improvement Loan Fund	CDBG	300	300	200	200	200	200	2,099	200	200	-	-	-	400
Street Lighting Improvements (East 6th, Eichenwald, Maple and Hope St.)	MSA	943	-	-	656	-	656	-	-	656	-	-	-	656
	AST	196	-	-	134	-	134	-	-	134	-	-	-	134
Street Lighting Improvements (Wall Street between 5th Street and 7th Street)	MSA	156	-	156	-	156	-	-	156	-	-	-	-	156
	AST	174	-	174	-	174	-	-	174	-	-	-	-	174
Sylvan Play Area and Field Improvements	CIB	279	1,507	279	1,507	148	1,638	-	148	1,638	-	-	-	1,786
System Wide Signage	CIB	526	559	-	-	-	-	-	-	-	-	-	-	-
Territorial Road Equitable Use	MSA	6,080	-	-	-	-	-	-	-	-	-	-	-	-
	AST	820	-	-	-	-	-	-	-	-	-	-	-	-
The Arts and Culture Club	CDBG	-	250	-	-	-	-	-	-	-	-	-	-	-
Trout Brook Stormwater Infrastructure		250	-	-	-	-	-	-	-	-	-	-	-	-
Vacant and Hazardous Building Demolition	CDBG	1,000	1,000	-	-	400	400	5,054	400	400	-	-	-	800
Vacation of East 6th Street between Mounds Blvd and Maria Ave	CIB	790	-	-	-	-	-	-	-	-	-	-	-	-
Vandalia Street Bridge - Structural Capital Improvements	CIB	350	400	-	-	-	-	-	-	-	-	-	-	-
Victoria Arts Center	CDBG	200	200	325	75	-	-	-	-	-	-	-	-	-
Victoria Park Restroom and Picnic Shelter	CIB	1,045	-	-	-	-	-	-	-	-	-	-	-	-
Victoria Park Universally Accessible Play Area	CIB	-	-	-	-	200	-	-	200	-	-	-	-	200
	PVT	-	-	-	-	-	1,000	-	-	1,000	-	-	-	1,000
	PUB	-	-	-	-	-	1,000	-	-	1,000	-	-	-	1,000
Wabasha Street Bike Lane Connection	CIB	25	-	25	-	25	-	-	25	-	-	-	-	25
Wacouta Commons Improvements	CIB	155	-	-	-	-	-	-	-	-	-	-	-	-
Waterline to Conway Community Garden		22	-	-	22	-	22	-	-	22	-	-	-	22
West 7th Streetscape - Phase 1	MSA	230	-	-	-	-	-	-	-	-	-	-	-	-
	CIB	950	-	-	-	-	-	-	-	-	-	-	-	-
	AST	390	-	-	-	-	-	-	-	-	-	-	-	-
West Side Plaza	CDBG	-	200	-	-	-	-	-	-	-	-	-	-	-
Westgate Bike Lane Project	CIB	100	-	-	-	-	-	-	-	-	-	-	-	-
White Bear - East Seventh turn lanes	MSA	1,608	-	1,608	-	1,608	-	-	1,608	-	-	-	-	1,608
	RAM	155	-	155	-	155	-	-	155	-	-	-	-	155
White Bear Avenue Bridge	CIB	300	-	-	-	-	-	-	-	-	-	-	-	-
White Bear Avenue Reconstruction - I94 to Minnehaha	MSA	1,195	-	1,195	-	1,195	-	-	1,195	-	-	-	-	1,195
	AST	580	-	580	-	580	-	-	580	-	-	-	-	580
Wilder Recreation Center Renovations	CIB	393	2,858	598	-	400	-	-	400	-	-	-	-	400
Asphalt Restoration and Replacement Program	CIB	250	250	235	235	235	235	1,729	235	235	250	250	250	1,220
	ISP	-	-	-	-	-	-	211	-	-	-	-	-	-
Bicycle, Pedestrian and Traffic Safety Program	CIB	250	250	235	235	235	235	522	235	235	250	250	250	1,220
Bond Sale Costs	CIB	130	130	130	130	130	130	2,044	130	130	130	130	130	650
	PSB	-	-	-	-	-	-	70	-	-	-	-	-	-
	STRBD	-	-	-	-	-	-	1,705	-	-	-	-	-	-
Bridge Enhancement Program	CIB	250	250	235	235	235	235	941	235	235	250	250	250	1,220
CIB Contingency	CIB	250	250	250	250	248	237	2,807	248	237	250	250	250	1,235
	CIBPY	-	-	-	-	-	-	165	-	-	-	-	-	-
Citywide Capital Maintenance	CIB	1,500	1,500	1,498	1,539	1,498	1,539	17,480	1,498	1,539	1,500	1,500	1,500	7,537
	CIBPY	-	-	-	-	-	-	48	-	-	-	-	-	-
	ISP	-	-	-	-	-	-	1,500	-	-	-	-	-	-
Citywide Tree Planting Program	CIB	350	350	330	330	330	330	2,366	330	330	350	350	350	1,710

## 2016 CIB Projects Proposals:

## Appendix A

## Submitted (in 2015 process), Recommended, Proposed, Adopted

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(Dollars in Thousands)

Proposal Title	Fin Code	All Project Submissions		CIB Committee Recommendations		Mayor's Proposed		Priors	City Council		Tenative			TOTAL
		2016	2017	2016	2017	2016	2017		Adopted 2016	Tenative 2017	2018	2019	2020	
	ISP	-	-			-	-	350	-	-	-	-	-	-
Municipal State Aid Contingency	MSA	300	300	233	367	233	367	1,018	233	367	300	300	300	1,500
Outdoor Court Restoration Program	CIB	251	251	235	235	235	235	1,696	235	235	251	251	251	1,223
	ISP	-	-	-	-	-	-	251	-	-	-	-	-	-
Park and Library Capital Asset Revitalization Program	CIB	200	200	190	190	190	190	2,077	190	190	200	200	200	980
	CIBPY	-	-	-	-	-	-	133	-	-	-	-	-	-
	ISP	-	-	-	-	-	-	1,000	-	-	-	-	-	-
	SBIE	-	-	-	-	-	-	332	-	-	-	-	-	-
	TRND	-	-	-	-	-	-	281	-	-	-	-	-	-
Parks and Rec Grant Prep/Prelim Design Program	CIB	30	30	30	30	30	30	232	30	30	30	30	30	150
	PIA	30	30	30	30	30	30	240	30	30	30	30	30	150
Play Area Improvements	CIB	250	250	235	235	235	235	2,587	235	235	250	250	250	1,220
	ISP	-	-	-	-	-	-	250	-	-	-	-	-	-
	NSTR	-	-	-	-	-	-	555	-	-	-	-	-	-
Railroad Crossing Safety Improvements Program	CIB	10	10	10	10	10	10	39	10	10	10	10	10	50
	MSA	40	40	40	40	40	40	160	40	40	40	40	40	200
Real Estate Division Design Services	PIA	30	30	30	30	30	30	330	30	30	30	30	30	150
Sidewalk Reconstruction Program	ROW	999	999	999	999	999	999	3,606	999	999	999	999	999	4,995
	AST	50	50	50	50	50	50	200	50	50	50	50	50	250
	CIB	-	-	-	-	-	-	351	-	-	-	-	-	-
Signalized Intersection Safety Improvements Program	CIB	125	125	120	120	120	120	470	120	120	125	125	125	615
	MSA	125	125	125	125	125	125	500	125	125	125	125	125	625
St. Paul Street Paving Program (SIB Funded)	SIB	12,500	12,500	12,500	12,500	12,500	12,500	49,813	12,500	12,500	12,500	12,500	12,500	62,500
	SIBPY	-	-	-	-	-	-	2,000	-	-	-	-	-	-
	SS	-	-	-	-	-	-	-	1,100	-	-	-	-	1,100
	WT	-	-	-	-	-	-	-	1,400	-	-	-	-	1,400
	PVTUT	-	-	-	-	-	-	-	20	-	-	-	-	20
Stairway Repair and Replacement Program	CIB	125	125	120	120	120	120	482	120	120	125	125	125	615
Transfers to Debt Service Fund	INT	222	222	222	222	222	222	7,859	222	222	222	222	222	1,110
	SIBPY	-	-	-	-	-	-	1,324	1,432	-	-	-	-	1,432
	CIBPY	-	-	-	-	-	-	391	-	-	-	-	-	-
<b>TOTAL:</b>		<b>172,500</b>	<b>76,316</b>	<b>47,685</b>	<b>52,510</b>	<b>40,685</b>	<b>54,510</b>	<b>154,786</b>	<b>45,680</b>	<b>54,510</b>	<b>25,587</b>	<b>24,657</b>	<b>18,267</b>	<b>168,701</b>

# FINANCING SOURCE DESCRIPTIONS

## APPENDIX B

<u>Code</u>	<u>Name</u>	<u>Type</u>
AST	Assessments	Local: Other
BABS	Build America Bonds	Local: General Obligation
CA	County Aid (Ramsey County)	Local: Other
CDBG	Community Development Block Grant	Federal
CDBGP	Community Development Block Grant Prior Year	Federal
CDBG-R	Community Development Block Grant Recovery	Federal
CIB	Capital Improvement Bonds	Local: General Obligation
CIBPY	Capital Improvement Bonds Prior Year Balance	Local: General Obligation
CN	Capital Notes	Local: General Obligation
DNR	Minnesota Department of Natural Resources	State
FBRB	Federal Bridge and RR Bonds	Federal
FED	Federal Discretionary	Federal
FEDGR	Federal Grant	Federal
HRA	Housing Redevelopment Authority	Local: Other
INT	CIB Bond Interest Earnings	Local: Other
INTLN	Internal Loan	Local: Other
ISP	Invest St. Paul Bonds	Local: Other
ISTE	ISTEA (transportation funding)	Federal
LCMR	Legislative Commission on Minn Resources	State
LIB	Library Bonds	Local: General Obligation
LNRP	Repayments from STAR loans	Local: Other
LTLF	Long Term Leasing	Local: Other
LVCM	State of Minnesota: Livable Communities	State
MET	Metropolitan Council	State
METPK	Metro Parks	State
MNDT	MN Dept of Transportation	State
MSA	Municipal State Aid	State
MSAPY	Municipal State Aid - Prior Year Contingency	State
NSTAR	Neighborhood STAR	Local: Other
OTHER	Other	Local: Other
OLS	Other Local Sources	Local: Other
PARK	Parking Fund Transfers	Local: Other

# FINANCING SOURCE DESCRIPTIONS

## APPENDIX B

<u>Code</u>	<u>Name</u>	<u>Type</u>
PIA	Public Improvement Aid	Local: Other
PIAPY	Public Improvement Aid Prior Year Balance	Local: Other
PSB	Public Safety Bonds	Local: General Obligation
PVT	Private	Local: Other
PVTUT	Private Utility	Local: Other
RAM	Ramsey County	Local: Other
RCRRA	Ramsey County Regional Rail Authority	Local: Other
ROW	ROW Fund 225	Local: Other
RZED	Recovery Zone Economic Development Bonds	Local: General Obligation
SAB	Special Assessment Bonds	Local: General Obligation
SAF	Summary Abatement Fund	Local: Other
SALE	Sale of Land and Buildings	Local: Other
SBIE	Sales Tax Bond Interest Earnings	Local: Other
SIBPY	Street Reconstruction Bonds – Prior Year	Local: General Obligation
SPRWS	St. Paul Water Utility	Local: Other
SRB	Sewer Revenue Bonds	Local: General Obligation
SRCB	Street Reconstruction Bonds	Local: General Obligation
SRLP	Minn State Revolving Loan Program	State
SS	St. Paul Sewer Department	Local: Other
STAR	Neighborhood / Year-Round STAR	Local: Other
STARB	STAR Bonds	Local: Other
STATE	State Grants	State
STAX	City Sales Tax	Local: Other
STB	Sales Tax Bonds	Local: Other
STIE	Sales Tax Interest Earnings	Local: Other
STLN	Sales Tax Loan Repayments	Local: Other
STPY	Sales Tax City Prior Year Balance	Local: Other
STRBD	Street Improvement Bonds	Local: Other
SUF	Sewer Utility Fund	Local: Other
TEA21	Transportation Equity Act21	Federal
TIF	Tax Increment Financing	Local: Other
TRNSF	Transfer from Special Fund	Local: Other

The Capital Improvement Budget (CIB) is designed to provide resources for the City's long-term capital needs, including repair and construction of sewers, streets, parks, city buildings, and housing and economic development.

The budget is comprised of a variety of state, federal and local funding sources. Historically, about 45% of the funding has come from state and federal grants and aids. The remaining 55% of local funding has been largely comprised of 10-year general obligation Capital Improvement Bonds. Other local sources have included assessments, fees, revenue bonds, General Fund transfers, Metropolitan Council funds, County aid, and some private dollars.

The CIB budget is approved by the Mayor and City Council annually. It is prepared on a biennial basis through the Capital Improvement Budget Process (commonly referred to as the "CIB Process"). This is a unique, nationally-recognized effort to develop capital improvement priorities for the City of Saint Paul. Established over three decades ago, the process is based on the belief that citizen participation is critical in identifying and prioritizing the City's capital needs. Participating organizations include district planning councils, civic associations, community development groups, business organizations and City departments.

In January of each odd calendar year, citizen organizations and City departments prepare proposals for capital projects that encompass a wide range of public improvements. Typical proposals have requested improvements in streets, sewers, bridges, libraries, recreation centers, playground equipment, traffic flow and other public facilities and infrastructure. All improvements must have a useful life of at least 10 years.

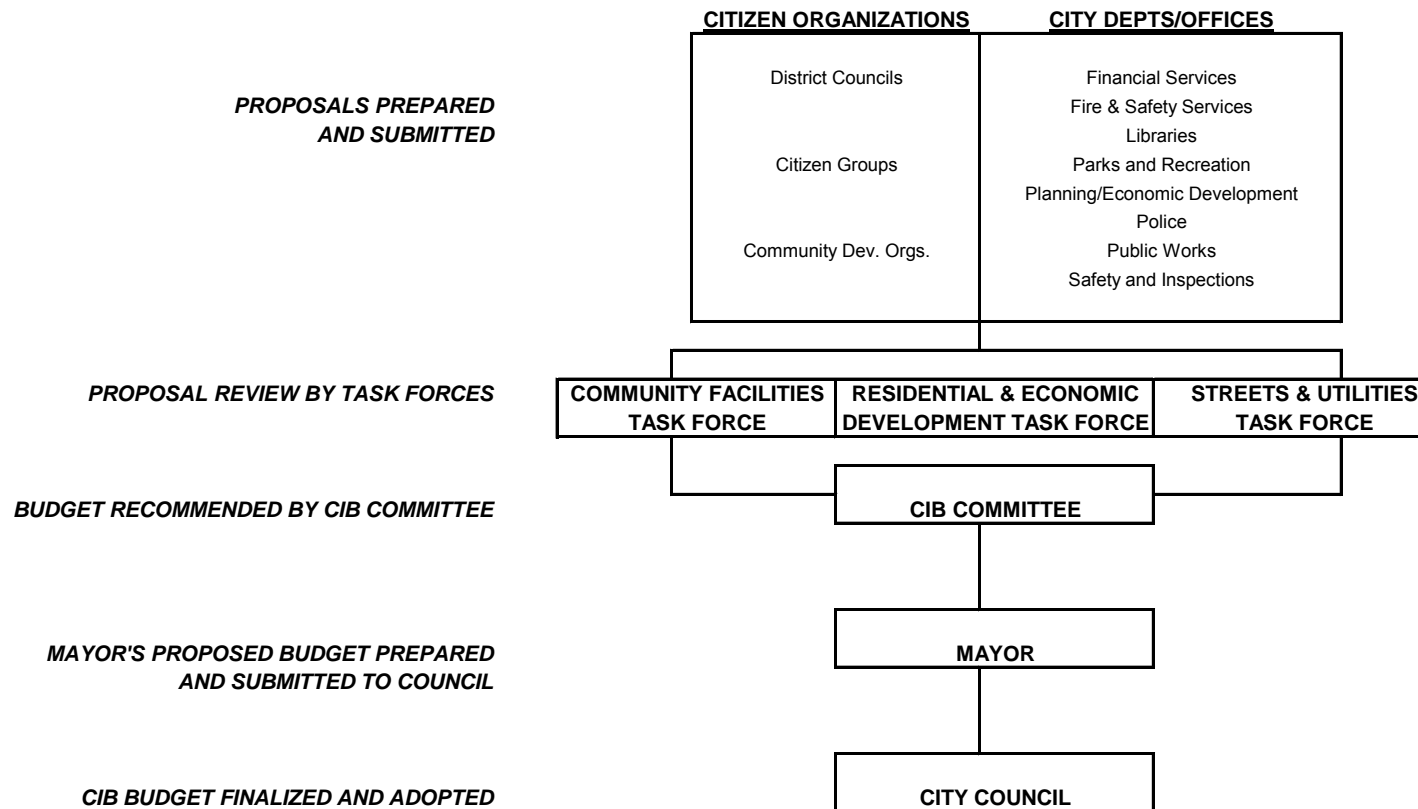
Organizations may submit proposals individually, in conjunction with other neighborhood groups, or jointly with City departments. Once all project proposals are received, City departments prepare cost estimates and identify available financing for each project.

In the spring, special task forces comprised of representatives from each of the 17 citizen participation districts begin to review the project proposals. Projects are grouped by type, then reviewed and rated by one of the three task forces: Community Facilities, Streets and Utilities, or Residential and Economic Development. When project review is completed, the task forces forward their project recommendations to the Long-Range Capital Improvement Budget (CIB) Committee. The Committee matches the top-ranked proposals with available financing. By late June, the CIB Committee forwards to the Mayor recommended capital improvement budgets for the following two fiscal years. The Mayor presents his proposed capital (and operating) budgets to the City Council and citizens in mid-August.

During the fall, the City Council reviews the Mayor's proposed budgets and holds public hearings. In mid-December, the Council adopts a final capital improvement budget for the next fiscal year and approves a tentative budget for the year after.

In even years, the tentative budget for the second year of the biennium generally is recommended by the CIB Committee, proposed by the Mayor and approved by the City Council. Revisions to the tentative budget are allowed for projects that satisfy one of three conditions: 1) elimination of a life/safety hazard; 2) leverage of non-city funding; or 3) coordination with other projects.

**CITY OF SAINT PAUL**  
**CAPITAL IMPROVEMENT BUDGET PROCESS**





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