

Transportation Chapter Implementation Overview

The following are the main recently used sources for funding improvements to the city's transportation system. The monetary figures are backward-looking averages that may change going forward due to legislative action, changes in tax incomes or other reasons. Also, at the end there is an overview of the current maintenance funding situation.

St. Paul Streets Fund (SPS) (Street Improvement Bonds)

Amount: Approximately \$12,500,000 per year

Typical projects: Street reconstruction

Typical #: 3 to 5

Notes: Sometimes includes local residential streets; intended to eventually reconstruct all streets

Minnesota State Aid (MSA) (City Share of State Gas Tax)

Amount: Approximately \$7,600,000 per year

Typical projects: Mill & overlay, restriping, road reconstruction, bridge design, bridge reconstruction, lighting, traffic signals, 4-lane to 3-lane conversions

Typical #: 8 to 12

Notes: Dependent on legislature, but the specific funding and design decisions are made locally, need to comply with MnDOT State Aid Design Standards

Ramsey County Mill & Overlay (County Roadway Funds)

Amount: Approximately \$2,500,000 per year

Typical projects: Mill & overlay with potential restriping for bikeways, ped ramps

Typical #: 3 to 8

Notes: Only County Designated arterials; funding and design decisions are made by Ramsey County, though they reference our plans and communicate with city staff

Ramsey County Reconstruction Projects (County Roadway Funds and other sources)

Amount: Varies

Typical projects: Bridges, roadway reconstruction, traffic signal improvements on County roadways

Typical #: Varies

Notes: City funds share of project based on County Participation Policy. City provides input as to which projects are programmed in County 5 year Plan.

City Mill & Overlay (ROW Maintenance Assessment Funds –subject to change in 2017)

Amount: Approximately \$2,000,000 per year

Typical projects: Mill & overlay with potential restriping for bikeways, ped ramps

Typical #: 7 to 9

Notes: Primarily arterials

MnDOT Projects

Amount: Varies

Typical projects: Interstates & Trunk Highways (Snelling, 7th, Arcade, etc), bridges over interstates, ramps and sound walls

Typical #: Varies

Notes: I-94 is a major current study that could result in a major construction project(s); decisions are made by MnDOT, though they reference our plans and communicate with city staff

MnDOT Cooperative Agreement Program

Amount: Approximately \$3.1 million for the region each year; Cap of \$710,000 of MnDOT Funding per project submitted.

Typical projects: Improvements on Trunk Highways such as Signal Reconstruction, Medians, and other Safety Improvements.

Typical #: One of the projects submitted by St. Paul is typically funded each cycle.

Notes: Administered by the MnDOT Metro Division. Cities/Counties within region submit proposals. Requires local match

Capital Improvement Bonds (CIB)

Amount: CIB total was \$12 million a year, with most going to neighborhood projects. In most recent round, approximately \$2,000,000 of that went to City-initiated transportation projects. CIB is currently on hold and the process is under review.

Typical projects: Among City-initiated projects, has funded Bike/Ped & Traffic Safety Program and other smaller projects.

Typical #: 3 to 8

Notes: Used on local streets or to fund non-State/County eligible share of roadway projects on collector/arterial Streets. Funding decisions made by a citizen committee.

Federal Transportation Funds Regional Solicitation

Amount: Approximately \$200,000,000 for the region every 2 years; ~\$28 million for the 9 St. Paul projects in the most recent round

Typical projects: Road reconstructions, new roads, bridges, additional transit service, safe routes to school, bikeways, ped improvements, traffic signal technology, transit technology

Typical #: 13 projects funded in 2017 (9 city applications, 4 by others)

Notes: Administered by the Metropolitan Council bi-annually for projects 4 to 5 years out; requires local match that we sometimes have difficulty finding; must apply

Federal Highway Safety Improvement Program (HSIP) Federal Funds Regional Solicitation

Amount: Approximately \$18.6 million for the region every 2 years;

Typical projects: Safety Improvement Projects

Typical #: One of the projects submitted by St. Paul is typically funded every other cycle.

Notes: Administered by the MnDOT Metro Division bi-annually. Is concurrent with Met Council Regional Solicitation; for projects 4 to 5 years out; requires local match that we sometimes have difficulty finding; must apply

Transportation Economic Development (TED) Funds

Amount: \$2 million to \$10 million per project

Typical projects: Major road projects that would aid freight or other commerce

Typical #: 3 to 5 in the metro (none have been awarded in St. Paul)

Notes: Administered by the MN Department of Employment and Economic Development (DEED); must apply

Other MnDOT-Statewide Administered Funds

Funds for projects focusing on freight movement, trunk highway safety, Local Road Improvement Program, Bridge Bonds, Safe Routes to School, are available through MnDOT. Competition is statewide. Funding for each program varies year to year and is tied to State Bonding Bill or Federal Transportation Program Funds.

Metro Transit Projects

Metro Transit updates its Service Improvement Plan every five years (next update in 2019) with a thorough analysis and ranking of potential regular bus routes suggested for review by their own staff or by cities. It also funds and implements Arterial Bus Rapid Transit (Arterial BRT). It funds most of its transit service through its operating budget, and sometimes seeks outside funds such as through the Regional Solicitation.

County/State-Led Transitways

Transitways such as the Green Line are funded by a mix of federal, state and local funds after thorough studies led first by the counties and later by either MnDOT or the Met Council. The total project costs generally range from about \$400 million to \$2 billion in our region. The Riverview, Rush Line and Gateway (Gold Line) transitways are currently under study in St. Paul.

Site Plan Review

Site plan review of development projects can result in geographically limited transportation improvements such as sidewalk additions in front of the subject property, new or consolidated curb cuts, and landscaping.

Sidewalk Infill Program

Standalone projects undertaken as petitioned by residents and funded by assessing adjacent property owners 100% of cost. There is interest in reducing assessment rate but City Financing Source needs to be found. Infill sidewalks are included in roadway reconstruction projects and portion of cost assessed as part of overall project assessment.

Special Assessment Districts

Business improvement districts can sometimes fund streetscape improvements. Also, state law authorizes sidewalk improvement districts, though we have never implemented one.

Right-of-Way Loan Acquisition Fund (RALF)

Met Council loans that can be used to acquire rights-of-way for future road development.

Emergencies & Special Allocations

Other city funding sources can become available for special projects or “emergency” transportation projects on a case-by-case basis. For instance, the 80 Vitality Fund provided \$27 million for four transportation projects in 2016. Also, special funding is sometimes available through the state, such as via the bonding bill, or via the federal government, such as via TIGER grants or the stimulus bill.

Maintenance Considerations & Funding

Funding of maintenance of the infrastructure within the public right of way is evolving. In spring 2017, City Council adopted new policy for maintenance of infrastructure elements. This will be further refined as part of 2018 Budget Process. Current Maintenance Policy is as follows:

MnDOT Trunk Highways: (Snelling, W 7th, E 7th, Arcade, etc)

City of St. Paul completes routine maintenance on MnDOT roadways and bridges as defined in the City/MnDOT Routine Maintenance Agreement. This agreement is updated every two years. Agreement specifies the infrastructure elements that City maintains and corresponding service levels. Functions include snow and ice control, street sweeping, pothole patching, routine bridge maintenance, ROW

permitting. Additional maintenance over and above specified service levels is funded by City. In addition, MnDOT does not fund maintenance of some elements such as street lighting and traffic signals. Payment to the City for these services for State FY 2017 is \$1,020,732. MnDOT is responsible for majority of costs of extraordinary and major maintenance as per their cost participation policy.

Ramsey County Roadways: (Maryland, Dale, Randolph, etc)

City of St. Paul completes routine maintenance on County roadways and bridges as defined in the City/County Routine Maintenance Agreement. The original agreement was developed in early 1990's. Agreement specifies how calculation of payment is completed and is based on County maintenance costs. Agreement specifies the infrastructure elements that City maintains. Functions include snow and ice control, traffic signal maintenance, bridge maintenance, road maintenance. Additional maintenance over and above specified service levels is funded by City. In addition, County does not fund maintenance of some elements such as street lighting. Payment to the City for these services for 2017 is budgeted at \$1,850,000. County is responsible for majority of costs of extraordinary and major maintenance as per their cost participation policy.

City of St. Paul Municipal State Aid (MSA) and Local Roadways:

City of St. Paul completes routine maintenance on City roadways and bridges. ROW Maintenance includes snow and ice control, pavement maintenance and sweeping, sidewalk maintenance, street lighting maintenance and boulevard tree maintenance. Up to 2017, majority of these costs were funded by the ROW Maintenance Assessment. Portion of the costs of maintenance on MSA roadways is funded by portion of our annual MSA allotment. Due to lawsuits filed by property owners, city is in process of moving to a system where maintenance will be funded by fees for some services and the general fund for the remainder. Services to be funded by annual fees billed to adjacent property owners are street sweeping and street lighting maintenance. Fees for sealcoating and mill and overlay services will be billed the year the service is provided. Remaining services will be funded by general fund. This will likely be further refined as part 2018 budget process. Any services on MnDOT and County Roadways not funded under above referenced agreements would also be funded by fees/general fund.