



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 651-266-6700
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TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, May 8, 2017, 4:00 p.m. – 5:30 p.m.

*All meetings are held in the City Hall Annex 13th floor
Conference room at 25 West 4th Street in Saint Paul*

1. Ford Site Zoning & Public Realm Plan: transportation elements – Merritt Clapp-Smith (PED) 40 minutes
2. Comprehensive Plan Transportation Chapter, part I – Bill Dermody (PED) 40 minutes

Upcoming Transportation Committee Meetings

- May 22
- June 5

Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at bit.ly/StPaulITC or contact Bill Dermody at Bill.Dermody@ci.stpaul.mn.us or 651-266-6617.

Transportation Committee Staff Report

Committee date: May 8, 2017

Project Name	Ford Site
Geographic Scope	<i>135-acre former Ford Plant</i>
Ward(s)	<i>Ward 3</i>
District Council(s)	<i>District 15</i>
Project Description	<i>Overview of transportation elements in the Zoning & Public Realm Plan</i>
Project Webpage	www.stpaul.gov/ford
Project Contact, email/phone	<i>Merritt Clapp-Smith 651-266-6547 merritt.clapp-smith@ci.stpaul.mn.us</i>
Lead Agency/Department	<i>Planning & Economic Development</i>
Purpose of Project/Plan	<i>Study transportation impacts & opportunities related to the site's redevelopment</i>
Planning References	<i>Comprehensive Plan identifies Ford Site as an opportunity site</i>
Project stage	<i>Planning</i>
General Timeline	<i>Property sale in 2017-18; infrastructure development in 2019; see project webpage for further details</i>
Level of Committee Involvement	<i>Advise and consent</i>
Previous Committee action	<i>Reviewed transportation study and public comment on 12/5/16</i>
Level of Public Involvement	<i>Involve</i>
Public Hearing	<i>To be scheduled (mid-summer) at Planning Commission; City Council hearing date tbd</i>
Public Hearing Location	<i>Planning Commission & City Council</i>
Primary Funding Source(s)	
Cost	

Level of Committee Involvement

INFORM: Informational briefings	Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions
ADVISE AND CONSENT: Informational briefings with policy discussion, general directives to staff for follow-through	Project and program reviews primarily initiated by staff; or involvement with program development by others
INVOLVE: Discussions to develop directions for projects & programs	Policy involvement from inception through design, inc. policy development; environmental documentation,
DEVELOPMENT OF PROJECT/PROGRAM: Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community	Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council

Transportation Committee Staff Report

Committee date: May 8, 2017 (and potentially May 22, June 5, and June 19)

Project Name	<i>Comprehensive Plan update</i>
Geographic Scope	<i>citywide</i>
Ward(s)	<i>all</i>
District Council(s)	<i>all</i>
Project Description	<i>Update/replacement of the existing Comp Plan adopted in 2010</i>
Project Webpage	<i>stpaul.gov/SaintPaul4All</i>
Project Contact, email/phone	<i>Bill Dermody (Transportation Chapter lead) 266-6617 Bill.Dermody@ci.stpaul.mn.us</i>
Lead Agency/Department	<i>City of Saint Paul, Dept. of Planning & Economic Development</i>
Purpose of Project/Plan	<i>Guide City development policy</i>
Planning References	<i>Saint Paul's Comprehensive Plan must be consistent with the Metropolitan Council's regional policy plans, including Thrive 2040 and the Transportation Policy Plan (TPP)</i>
Project stage	<i>Committee review of draft plan document</i>
General Timeline	<p>2016: Public outreach & issue identification (complete)</p> <p>2017: Draft policies, committee/commission reviews <i>More specifically, the Transportation Chapter is scheduled to receive a Transportation Committee recommendation by 6/19/17 and be distributed to the Comprehensive Planning Committee (who serves as steering committee for all chapters) on 6/27/17 for review at their July meetings; All chapters to be reviewed by November for public release as a package</i></p> <p>2018: Public review and formal hearings <i>Public engagement and open houses in early 2018; formal public hearings in Q2; adjacent jurisdiction reviews and submission for Metropolitan Council review in Q3/Q4</i></p>
District Council position (if applicable)	<i>None yet; To be solicited in late 2017/early 2018 for entire Comp Plan package</i>
Level of Committee Involvement	<i>Involve, some development of project/program (though the Comprehensive Planning Committee acts as steering committee)</i>
Previous Committee action	<i>Reviewed and modified a staff-generated list of issues for consideration in the Transportation Chapter on 6/27/16</i>
Level of Public Involvement	<i>Involve</i>
Public Hearing	<i>tbd in early 2018</i>
Public Hearing Location	<i>Planning Commission, City Council</i>
Primary Funding Source(s)	<i>Implementation will be through various sources</i>

Staff recommendation	<i>Approve and forward to Comprehensive Planning Committee</i>
Action item requested of the Committee	<i>Recommend (by June 19) draft Transportation Chapter and forward to the CPC for review alongside other chapters</i>
Committee recommendation	
Committee vote	

Level of Committee Involvement

INFORM: Informational briefings	<i>Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions</i>
ADVISE AND CONSENT: Informational briefings with policy discussion, general directives to staff for follow-through	<i>Project and program reviews primarily initiated by staff; or involvement with program development by others</i>
INVOLVE: Discussions to develop directions for projects & programs	<i>Policy involvement from inception through design, inc. policy development; environmental documentation,</i>
DEVELOPMENT OF PROJECT/PROGRAM: <i>Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community</i>	<i>Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council</i>



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*25 West Fourth Street
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DATE: May 1, 2017

TO: Transportation Committee

FROM: Lucy Thompson & Bill Dermody, PED staff

RE: Comprehensive Plan Transportation Chapter

BACKGROUND

What is the Comprehensive Plan?

The Comprehensive Plan is Saint Paul's "blueprint" for guiding development for the next 20 years. It addresses city-wide physical development, and contains chapters on Land Use, Transportation, Parks and Recreation, Housing, Historic Preservation and Water Resources. While the policy focus is on physical development, the Plan's core values, goals and policies reflect an understanding that how we arrange the physical elements of our city – streets, parks, housing, public infrastructure – impacts and is impacted by the people in our city. The current update of the Comp Plan also has several overarching issues integrated into each chapter, including racial and social equity, aging in community, community/public health, economic development, sustainability/resiliency and access to healthy food. The policies contained in the Comp Plan are based on Saint Paul's core values; history; community priorities; and emerging social, economic and environmental trends.

In Saint Paul, several other plans have been adopted periodically as addenda to the Comp Plan, including the *Central Corridor Development Strategy*, station area plans, master plans, area plans and district plans. These documents are not required by the Metropolitan Council to be updated every 10 years; they are updated as needed at any time.

Legal Framework

The state Metropolitan Land Planning Act requires that every municipality and other local government in the seven-county metropolitan region have a Comp Plan, and that it be updated every 10 years consistent with the Metropolitan Council's regional plan and system plans for transportation, parks and water. The guiding regional document for this update of Saint Paul's Comp Plan is *Thrive MSP 2040*. The Metropolitan Council also has a Housing Policy Plan that is not required by statute, but provides guidance to municipalities as they prepare their own Housing chapters. The mandated planning time frame for this update of the Comp Plan is 2040.

Thrive MSP 2040 is one of the guiding documents the Saint Paul Comp Plan must respond to, in addition to regional growth projections in population, housing units and employment. The following projections have been established for Saint Paul to 2040: an increase of 40,000 residents, 20,000 households and 30,000 jobs. We have to show how we will accomplish this

growth, as well as how our local policies will implement regional policies. In its review, the Metropolitan Council also considers our Comp Plan's compatibility with the plans of neighboring municipalities and agencies with jurisdiction over our development (e.g. watershed districts, Ramsey County, MnDOT). Saint Paul is designated as an "Urban Center" in *Thrive MSP 2040*.

Planning Commission Role in Review and Adoption

One of the core responsibilities of the Planning Commission is to oversee the preparation of the Comprehensive Plan, and to recommend it to the City Council for adoption. Once the City Council has adopted the Plan, it is sent to the Metropolitan Council for final approval. For three chapters – Transportation, Parks & Recreation and Historic Preservation – a Planning Commission committee or other City commission will review the relevant draft chapter first, and then recommend it to the Planning Commission. A public hearing on the complete draft Comp Plan will be held at the Planning Commission and likely at the City Council prior to adoption. The role of the Planning Commission is to ensure that the chapters of the Comp Plan respond to our regional mandate for growth, maintain a city-wide perspective, are consistent with one another and reflect the city's core values.

2010 TRANSPORTATION CHAPTER

In the existing Comp Plan adopted in 2010, the Transportation Chapter contained 59 specific strategies organized under four broad policies: (1) Provide a safe and well-maintained system, (2) Provide balance and choice, (3) Support active lifestyles and a healthy environment, and (4) Enhance and connect the city. The strategies were very thorough and addressed issues that are largely still relevant. However, many strategies were more like workplan items than visionary policy, and others were overly broad to be helpful in implementation. Also, with the adoption of the Bicycle Plan in 2015 (as an addendum to the Comprehensive Plan) and the Street Design Manual in 2016, many of the strategies have been essentially incorporated into those documents.

City staff have identified the lack of priorities in the 2010 Comp Plan as a significant issue for effective implementation of the sometimes competing policy guidance, whether in project selection or in designing projects to fit within limited rights-of-way. The sheer number of strategies has also contributed to implementation difficulties.

COMMUNITY ENGAGEMENT

Extensive community engagement – far more than in a typical process – has been undertaken to set the community vision and priorities for the Comp Plan, and to identify issues to address within it. The engagement approach has been to reach as many people as possible; be genuine about the role of engagement; and be representative by race, age and geography. Major engagement kicked off in May 2016 with three broadly-advertised open house events, and continued throughout 2016 into 2017 with attendance at community festivals, pop-up meetings in public locations, district council meetings, City department meetings, policymaker interviews, radio interviews on WEQY (Voice of the East Side) and KMOJ (The People's Station), Open Saint Paul online input, and discussions with experts and advocacy organizations. As of this writing, staff has spoken with over 2,000 people at 62 events, generating over 3,700 comments. At least one event was held and at least 25 people were engaged in each of Saint Paul's 17 planning districts, with an average of three events and 100 people per district. During the big engagement push of May-September 2016, the over 800 people of color engaged represented approximately 50% of the total participants compared to a city-wide population proportion of

40% (in 2010). The age of participants was also mostly representative of the city-wide population, if somewhat older.



Nine themes and priorities emerged from the community engagement. In December 2016 and January 2017, staff sent an e-blast of the preliminary themes and priorities, and posted them in 81 strategically-selected “third places” (gathering spaces like coffee shops, libraries, and community centers) to invite feedback. Seventy-one comments were received, mostly confirming the themes and priorities, with the most commonly suggested additions relating to climate change resiliency and adaptation. Responding to this feedback, “sustainability” was added to create a modified final list of nine themes:

- **Livability, equity and sustainability.** When we asked about regional themes established by the Metropolitan Council, a majority said livability and equity are the most important for Saint Paul. Further public input established sustainability as also being vitally important. Other regional themes to be incorporated into the updated Comp Plan include prosperity and stewardship.
- **Parks and open space.** Parks and open space, from Como Park to Swede Hollow to the Mississippi River to local playgrounds, were consistently identified throughout the city as cherished places that we should preserve and enhance.
- **Sense of community.** Many people identified social connections, diversity and their neighborhood’s character – whether “vibrant” or “quiet” – as key advantages of living in Saint Paul.
- **Public safety.** People want to be safe and feel safe in their communities, and to have positive relationships with police officers. Strategic investment and thoughtful design can improve public safety. While this issue goes beyond typical development policies covered in the Plan, other ways to meaningfully incorporate this deep concern will be explored.

- **Road safety for pedestrians and bicycles.** Pedestrian safety at crossings and improved facilities were frequently identified as issues, as were bicycle facility improvements and safety.
- **Invest in people.** Whether job training or programming at recreation centers (especially for youth), people identified this as an important issue for Saint Paul. Many commented that these investments pay dividends for livability, prosperity and public safety.
- **Jobs.** People said we need more and better jobs to allow people to provide for their families and lift up the entire community.
- **Quality affordable housing.** People said we need more affordable housing, and that existing housing must be well-maintained.
- **Saint Paul is full of opportunity sites.** The range of “places with potential” identified was astounding, including major projects like Snelling-Midway (soccer stadium area) and the Ford site, large geographies like “the East Side,” “the Green Line” or “the riverfront,” commercial corridors like White Bear Avenue or Selby Avenue, and individual sites throughout the city. People said there are gems throughout the city, ready for (re)discovery and investment.

In addition to the overall themes and priorities, staff sorted through the engagement input to identify public priorities specific to transportation:

- pedestrian safety/traffic speed;
- bike and vehicle safety;
- safe and well-maintained infrastructure;
- transportation options (bike, walk, transit) in all parts of the city;
- a desire for complete streets;
- transit station safety; and
- residential street lighting and safety.

Going beyond priorities and themes, every single public comment has been read by multiple staff and considered for use in the Comp Plan or in its implementation. A sortable database was created for additional analysis by topic and geography.

Parallel to broad general community engagement, staff has communicated with experts, advocacy groups and focus groups related to transportation and other Comp Plan issues, including the Saint Paul Bicycle Coalition, Port Authority, business organizations, major railroad companies (BNSF, CP, UP), the City’s sewer division, the Mayor’s Advisory Committee on Aging and Saint Paul Public Schools. More such outreach is ongoing.

TRANSPORTATION CHAPTER PROCESS

The draft Transportation Chapter was created over the course of a year, guided by public input, additional expert issue identification by a 12-person interdepartmental staff team and the Transportation Committee, and research/mapping. Over 600 public engagement comments specific to transportation issues were reviewed, sorted and analyzed, both for visionary themes and unique ideas. The staff team and the Transportation Committee collaborated to identify over 50 issues, and prioritize them for further analysis and potential inclusion as topics to address in the draft policies. Further engagement with advocacy groups and other outside organizations identified additional issues to address.



With a solid understanding of issues and priorities, staff conducted research and mapping exercises to explore unanswered questions and inform policy development. Though some research questions led to dead-ends, much of the research was fruitful. Some 20 written research summaries and 30 maps were produced.

Staff created a chapter draft and four potential organization strategies for internal review. The draft was based principally on public engagement priorities and identified issues, then backfilled with policies from the existing Comp Plan to cover other topics that are still relevant.

The staff team spent several weeks reviewing and debating policies and their organization within the draft chapter. This review included assigning six team members a “lens” through which to analyze the draft and propose revisions (lenses include: racial and social equity, aging in community, community/public health, economic development, sustainability/resiliency and access to healthy food). The resulting team consensus is found in the attached draft chapter. The staff team also participated in selecting key research and maps to include in the document and alongside it.

DRAFT CHAPTER HIGHLIGHTS

The draft Transportation Chapter takes a new, bold step forward by establishing clear priorities for how we improve our transportation system, both in project selection and design.

Project selection would now prioritize safety and equity benefits, followed by support of quality jobs. Equity benefits entail improving livability for those who live in racially-concentrated areas of poverty. Maintenance is also established as a “first cut” for project selection because regular maintenance is much more cost-effective in the long run than allowing surfaces to deteriorate to the point they require total reconstruction. Regular maintenance, such as sealcoating or mill and overlay projects, allows for a greater number of projects to be accomplished over time. Besides, streets without potholes are safer for all users. For competitive funding processes, project selection will also account for the anticipated ability to obtain funding. Furthermore, these priorities – as well as our land use priorities – will guide our approaches to future technology changes such as automated vehicles, that will have different needs, opportunities and stressors than what is on the road today.

Priorities are also established for the *design* of our rights-of-way, with pedestrians and bicyclists placed at the top. Pedestrians are the most vulnerable users of our rights-of-way, and almost everybody is a pedestrian for some portion of each trip. Considering pedestrians first will ensure a safe transportation system that works well for everyone. In many places this will mean expanded, enhanced or separated pedestrian or bicycle facilities, especially at intersections. In industrial areas, these priorities may mean simply keeping pedestrians and bicyclists out of the way of trucks. This set of priorities will guide how the various tools in the City's Street Design Manual are used to design our rights-of-way in any given situation.

The public priorities of safety, well-maintained infrastructure and improved multi-modal options are emphasized throughout the document, as seen in the goals that provide the policy direction and structure for the chapter:

- investment that reflects our priorities;
- safety and accessibility for all users;
- a transportation system that supports employment and access to jobs;
- true transportation choice throughout the city, with a shift from single-occupant vehicles toward other modes;
- sustainable and equitable maintenance models;
- functional and attractive parkways; and
- a system that shapes and responds to technology.

NEXT STEPS

The Transportation Committee will review and propose revisions to this document until it is ready for forwarding to the Comprehensive Planning Committee. The Comprehensive Planning Committee, which is acting as the steering committee for the Comp Plan update, will review this chapter (and all the chapters) before authorizing staff to release the entire draft plan for public comment in late 2017. Upon revising to respond to public comment at that time, staff will then return to the Comprehensive Planning Committee to request that a formal public hearing be set in front of the Planning Commission in April 2018. The plan document is anticipated to be before the City Council in June 2018 for a public hearing and adoption.

STAFF RECOMMENDATION

Staff recommends that the Transportation Committee forward the draft Transportation Chapter to the Comprehensive Planning Committee for consideration and eventual release (as a Comprehensive Plan package) for public feedback in late 2017.

Attachments [ONLY #6 & #7 PROVIDED NOW, OTHERS TO BE DISTRIBUTED MAY 8]

1. Draft Transportation Chapter
2. Recommended sidebars
3. Additional background maps
4. Research Summary
5. Saint Paul Roadway Safety Plan
6. Implementation Overview
7. Public Works 5-Year Plan

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.



DEPARTMENT OF PUBLIC WORKS

FIVE YEAR CAPITAL PLAN

Subject to change. Updated 03/17/2017.

2017 PROJECTS	2018 PROJECTS	2019 PROJECTS	2020 PROJECTS	2021 PROJECTS
<div>SPS PROJECTS (Street Improvement Bonds)</div> <div>Idaho/Atlantic Residential6,000,000 Wheelock Parkway - Victoria to Danforth4,750,000 Jackson Street - 11th to University4,063,000 Como Ave - Raymond to Commonwealth3,470,000 (Funded with MSA) Wabasha - Fillmore to Plato carryover TOTAL SIB\$14,813,000</div> <div>CIB PROJECTS Kellogg/3rd Street Bridge - Design1,125,000 Lexington - Univ to Lincoln (Removals)750,000 Margaret Street Bicycle Boulevard400,000 Rice Street - Pennsylvania to Sycamore54,000 I-35E Bike Trail - Grand to St. Clair579,000 Greenbrier/Vento Connection - Design45,000 Maryland @ Edgerton Channelization50,000 Signalized Xing - Eastern Heights School63,000 Sidney/State/Robert Intersect Redesign50,000 Downtown Sidewalk Tree Preservation96,000 Bike Racks on the East Side20,000 Bicycle, Pedestrian & Traffic Safety235,000 Signalized Intersection Safety Improve120,000 RR Crossing Safety Improvements10,000 Bridge Enhancements Program235,000 Stairway Repair & Replacement Program120,000 TOTAL CIB\$3,952,000</div> <div>MSA PROJECTS Summit Avenue Bridge over Ayd Mill1,025,000 Forest Street Bridge - Design375,000 Battle Creek - Upper Afton to Park Ridge2,350,000 Rice Street - Pennsylvania to Sycamore1,928,000 Lighting Imp: 6th-Arcade to Johnson Pkwy656,000 Como Avenue Lighting Improvements81,000 Maryland @ Edgerton Channelization200,000 Phalen Blvd @ Mississippi - Traffic Signal125,000 Smith Avenue Traffic Signals453,000 SPS Traffic Signals on Arterials675,000 Signalized Intersection Safety Improve125,000 RR Crossing Safety Improvements40,000 MSA Contingency367,000 TOTAL MSA\$8,400,000</div> <div>Local Street, Alley, Sewer and Lighting150,000 (Funded by Assessment financing)</div> <div>ROW (FUND 255) Sidewalk Reconstruction Program (ROW)1,749,000 (Pending ROW Fund Decision)</div>	<div>SPS PROJECTS (Street Improvement Bonds)</div> <div>Woodlawn Jefferson Residential -Phase I4,050,000 Como Avenue - Commonwealth to Eustis6,050,000 Wheelock Parkway - Danforth to Western5,000,000 TOTAL SIB\$15,100,000</div> <div>CIB PROJECTS Margaret Street Bike Boulevard320,000 Bicycle, Pedestrian & Traffic Safety250,000 Signalized Intersection Safety Improve125,000 RR Crossing Safety Improvements10,000 Bridge Enhancements Program250,000 Stairway Repair & Replacement Program125,000 TOTAL CIB\$1,080,000</div> <div>MSA PROJECTS Summit Avenue Bridge over Ayd Mill1,253,000 Lafayette Bridge - University to Otsego2,095,000 Kellogg/3rd Street Bridge1,187,000 Dale Street Bridge over I941,000,000 Cleveland Ave - Hoyt to Larp (County)200,000 High Bridge Redeck - Lights/Rails800,000 Downtown Traffic Signal Enhancements500,000 SPS Traffic Signals on Arterials600,000 Signalized Intersection Safety Improve125,000 RR Crossing Safety Improvements40,000 MSA Contingency300,000 TOTAL MSA\$8,100,000</div> <div>Local Street, Alley, Sewer and Lighting150,000 (Funded by Assessment financing)</div> <div>ROW (FUND 255) Sidewalk Reconstruction Program (ROW)?</div>	<div>SPS PROJECTS (Street Improvement Bonds)</div> <div>Woodlawn/Jefferson Residential -Phase II6,000,000 Wheelock Pkwy - Western to Rice8,790,000 TOTAL SIB\$14,790,000</div> <div>CIB PROJECTS Bicycle, Pedestrian & Traffic Safety250,000 Signalized Intersection Safety Improve125,000 RR Crossing Safety Improvements10,000 Bridge Enhancements Program250,000 Stairway Repair & Replacement Program125,000 TOTAL CIB\$760,000</div> <div>MSA PROJECTS Summit Avenue Bridge over Ayd Mill797,000 Lafayette Bridge - University to Otsego2,236,750 Johnson Parkway - Burns to 7th (Design)1,718,750 Cleveland Ave - Buford to Hoyt (County)300,000 Fairview Avenue - Shields to University1,120,000 Maryland @ Edgerton Channelization500,000 Snelling Ave @ Hoyt - Traffic Signal37,500 Snelling Ave @ Midway - Traffic Signal75,000 Downtown Traffic Signal Enhancements750,000 SPS Traffic Signals on Arterials150,000 Signalized Intersection Safety Improve125,000 RR Crossing Safety Improvements40,000 MSA Contingency250,000 TOTAL MSA\$8,100,000</div> <div>Local Street, Alley, Sewer and Lighting150,000 (Funded by Assessment financing)</div> <div>ROW (FUND 255) Sidewalk Reconstruction Program (ROW)?</div>	<div>SPS PROJECTS (Street Improvement Bonds)</div> <div>Griggs/Scheffer Residential - Phase I5,600,000 Edgcumbe Road - St. Paul to Fairview5,430,000 Como Avenue - Eustis to City Limits2,320,000 TOTAL SIB\$13,350,000</div> <div>CIB PROJECTS Jackson Street Bridge (County)300,000 Johnson Parkway - Burns to 7th (Const)250,000 Expo Area - Safe Routes to School280,125 Washington Tech - Safe Routes to School459,000 Safe Routes to Schools125,000 Bicycle, Pedestrian & Traffic Safety250,000 Signalized Intersection Safety Improve125,000 RR Crossing Safety Improvements10,000 Bridge Enhancements Program250,000 Stairway Repair & Replacement Program125,000 TOTAL CIB\$2,174,125</div> <div>MSA PROJECTS Jackson Street Bridge - Penn to Acker1,000,000 Cleveland Ave - Como to Buford (County)400,000 Tedesco - Lafayette to Payne1,174,875 Johnson Parkway - Burns to 7th (Const)1,375,000 Como Avenue Trail - Raymond to Hamline2,845,125 Robert Street M&O Mn/DOT -Traff. Signals1,100,000 SPS Traffic Signals on Arterials450,000 Signalized Intersection Safety Improve125,000 RR Crossing Safety Improvements40,000 MSA Contingency240,000 TOTAL MSA\$8,750,000</div> <div>Local Street, Alley, Sewer and Lighting150,000 (Funded by Assessment financing)</div> <div>ROW (FUND 255) Sidewalk Reconstruction Program (ROW)?</div>	<div>SPS PROJECTS (Street Improvement Bonds)</div> <div>Griggs/Scheffer Residential - Phase II5,900,000 Summit Avenue - Victoria to Lexington4,520,000 Wheelock Pkwy - Edgerton to Arcade4,100,000 TOTAL SIB\$14,520,000</div> <div>CIB PROJECTS EB Kellogg Blvd Bridge @ RiverCentre2,000,000 Payne/Phalen Sidewalk Infill487,500 (Area: Earl, Duluth, Maryland, Case) Safe Routes to Schools125,000 Bicycle, Pedestrian & Traffic Safety250,000 Signalized Intersection Safety Improve125,000 RR Crossing Safety Improvements10,000 Bridge Enhancements Program250,000 Stairway Repair & Replacement Program125,000 TOTAL CIB\$3,372,500</div> <div>MSA PROJECTS EB Kellogg Blvd Bridge @ RiverCentre1,369,257 Prior - St. Anthony to University2,400,000 Wabasha - Kellogg to 6th St3,000,000 Snelling/Lexington - ITS Traffic Mgmt1,125,743 SPS Traffic Signals on Arterials600,000 Signalized Intersection Safety Improve125,000 RR Crossing Safety Improvements40,000 MSA Contingency240,000 TOTAL MSA\$8,900,000</div> <div>Local Street, Alley, Sewer and Lighting150,000 (Funded by Assessment financing)</div> <div>ROW (FUND 255) Sidewalk Reconstruction Program (ROW)?</div>

2017 PROJECTS		2018 PROJECTS		2019 PROJECTS		2020 PROJECTS		2021 PROJECTS	
CITY MILL & OVERLAY PROJECTS		CITY MILL & OVERLAY PROJECTS		CITY MILL & OVERLAY PROJECTS		CITY MILL & OVERLAY PROJECTS		CITY MILL & OVERLAY PROJECTS	
\$2,307,925		\$2,380,515		\$2,392,507		\$2,367,280		\$2,508,565	
Kellogg Blvd - John Ireland to W. 7th		Franklin Avenue - TH280 to Pelham		Saint Clair Avenue - Fairview to Snelling		Western Avenue - Selby to Summit		Fairview Avenue - University to Minnehaha	
Stillwater Road - Hazel to McKnight		Arlington Avenue - Rice to Jackson		Grand Avenue - Dale to Pleasant		Territorial Avenue - Berry to Raymond		Pascal Street - Concordia to University	
Third Street - White Bear to McKnight		Arlington Avenue - E. Shore to White Bear		Prior Avenue - Marshall to I-94		Saint Paul Avenue - Edgcumbe to 7th		Concordia Avenue - Lexington to Marion	
Johnson Parkway - Phalen to E. Shore Dr		Western Avenue - Como to Front		Prior Avenue - University to Minnehaha		Eustis Street - TH280 to Como		Jefferson Avenue - 7th to Victoria	
Ramsey Street - Summit to Grand		Stryker Avenue - Baker to Annapolis		Miss River Blvd - Marshall to Randolph		Cleveland Avenue - Itasca to MRB		Saint Anthony Avenue - Snelling to Victoria	
Grand Avenue - Cretin to Cleveland		Forest Street - Maryland to 7th		Jackson Street - University to Penn		Earl Street - Hudson to Ross		Pedestrian Ramps with Overlays	
Smith Avenue - W. 7th to Kellogg		Victoria Street - Summit to Saint Clair		Sibley Street - 4th to 7th		Hamline Avenue - Randolph to Highland			
Selby Avenue - Western to Summit		Pedestrian Ramps with Overlays		10th Street - Robert to Wacouta		Annapolis Street - Bidwell to Robert			
Highland Pky - Snelling to Hamline				Pedestrian Ramps with Overlays		Pedestrian Ramps with Overlays			
(Funded from Capital Project)									
Pedestrian Ramps with Overlays									
(M & O Program - Pending ROW Fund Decision)									
RAMSEY COUNTY MILL & OVERLAYS		RAMSEY COUNTY MILL & OVERLAYS		RAMSEY COUNTY MILL & OVERLAYS		RAMSEY COUNTY MILL & OVERLAYS		RAMSEY COUNTY MILL & OVERLAYS	
Cleveland Ave - St. Paul Av to Ford Pkwy		Como - Snelling to Lexington		Edgerton (Payne) - 7th to Edgerton		Carver Ave - TH 61 to McKnight		Como - Raymond to Snelling	
Como Avenue - Dale to Marion		Lexington - Randolph to University		Energy Park - TH 280 to RR tracks		Jackson St - 500' S of Arlington to Larp		Dale - I 94 to Front	
Ford Pkwy - Miss River Bridge to Howell		McKnight - TH 5 to N of Larp		Larpenteur - White Bear to TH 120				Energy Pk - RR tracks to Lexington	
Marshall Ave - Miss Riv Bridge to Snelling		Plato - W Water to Fillmore		Selby - Lexington to Dale				Larpenteur - East Shore Dr to White Bear	
Maryland Ave - Greenbrier to Johnson Pk		Prosperity - Arlington to Larpenteur		St. Paul Avenue - Edgcumbe to Cleveland				Phalen Blvd - Johnson Pkwy to Maryland	
Minnehaha - Pierce Butler to Como				White Bear Avenue - Upper Afton to I-94				Randolph - Cleveland to Brimhall	
Pierce Butler - Snelling to Grotto									
White Bear Ave - Reany to Ames									
8-80 PROJECTS									
Payne @ 7th Intersection Improvements									
Pelham Bikeway Improvements									
Snelling Medians - Ford Pkwy to Randolph									
MnDOT PROJECTS (with City participation)		MnDOT PROJECTS (with City participation)		MnDOT PROJECTS (with City participation)		MnDOT PROJECTS (with City participation)		MnDOT PROJECTS (with City participation)	
Snelling Medians - Ford Pkwy to Randolph		Railroad Crossing at EPD (MSAS 157)				Robert M&O/Signals			
		Smith M&O and High Bridge							
RAMSEY COUNTY PROJECTS (with City participation)		RAMSEY COUNTY PROJECTS (with City participation)		RAMSEY COUNTY PROJECTS (with City participation)		RAMSEY COUNTY PROJECTS (with City participation)		RAMSEY COUNTY PROJECTS (with City participation)	
Warner Bridge Rehab over Childs Road		Cleveland Avenue - Hoyt to Larpenteur		Cleveland - Buford to Hoyt		Cleveland - Como to Buford			
		Rice St – Maryland to BNSF RR Bridge Reconstruction		Maryland/Edgerton		Jackson St Bridge Reconstruction			
		Dale St – Iglehart to University Interchange Reconstruction				Jackson - Maryland to Arlington			
						Jackson- Pennsylvania to Acker			
FEDERAL FUNDING		FEDERAL FUNDING		FEDERAL FUNDING		FEDERAL FUNDING		FEDERAL FUNDING	
\$2,637,888		\$8,883,349		\$3,942,800		\$13,901,600		\$7,780,000	
Jackson Street - 11th to University		Margaret Street Bike Boulevard		Downtown Signal Enhancements		Expo Area - Safe Routes to School		Payne/Phalen Sidewalk Infill	
		Grand-Hamline to Victoria Ped Safety		Summit Avenue Bridge Reconstruction		Washington Tech - Safe Routes to School		EB Kellogg Blvd Bridge @ RiverCentre	
		Kellogg/3rd Street Bridge				Como Avenue Trail - Raymond to Hamline			
						Johnson Parkway - Burns to 7th (Const)			
						Tedesco Ave - University to Payne			
SEWER UTILITY PROJECTS		SEWER UTILITY PROJECTS		SEWER UTILITY PROJECTS		SEWER UTILITY PROJECTS		SEWER UTILITY PROJECTS	
\$9,750,000		\$10,450,000		\$12,100,000		\$11,650,000		\$12,100,000	
Ashland Central Sewer Lining Project		2018 Sewer Lining Project		2019 Sewer Lining Project		2020 Sewer Lining Project		2021 Sewer Lining	
2017 Misc Sewer Rehab Project		2018 Misc Sewer Rehab Project		2019 Misc Sewer Rehab Project		2020 Brick MH Rehab Project		2020 Brick MH Rehab Project	
Phalen Creek Storm Inter Rehab Phase 2		Phalen Creek Storm Inter Rehab Phase 3		Large Diameter Brick Sewer Rehab		Large Diameter Brick Sewer Rehab		Large Diameter Brick Sewer Rehab	
Ford Parkway Access Shaft @ Mt Curve		Broadway Lift Station Rehab Project		Kittsondale Storm Tunnel Phase I		Kittsondale Storm Tunnel Phase 2		Kittsondale Storm Tunnel Phase 3	
Sibley Lift Station Rehab		Riverview Lift Station Rehab		Sanitary Tunnel Rehab		Sanitary Tunnel Rehab		Sanitary Tunnel Rehab	
Sewer Repairs on City & County Projects		Sewer Repairs on City & County Projects		Lift Station Rehab (Como-Eustis & Red Rk)		Lift Station Rehab		Lift Station Rehab	
2017 Citywide Sewer Repairs Project		2018 Citywide Sewer Repairs		Sewer Repairs for City & County Projects		Sewer Repairs for City & County Projects		Sewer Repairs for City & County Projects	
Pond & Ditch Cleaning & Repairs		Engineering for SW Facility Rehab Project		SW Facility Rehab Project		2020 Citywide Sewer Repairs		SW Facility Rehab Project	
Engineering for Lift Station Rehab Projects						Engineering for SW Facility Rehab Project			