

RES 23-33
ATTACHMENT A

Regional significance of each project, including economic benefit to or use of each project by persons residing, or businesses located, outside of the jurisdiction.

The below projects will result in benefits to both the residents and businesses of the City of Saint Paul and to non-resident visitors and businesses. The City of Saint Paul is an established regional center as home to the State Capitol, several large employers and global businesses and intermodal freight yards while, hosting attractions such as the Xcel Energy Center/RiverCentre, Como Zoo and Conservatory, CHS Field and Allianz Field, each welcoming millions of visitors per year, and is a significant tax contributor to the State of Minnesota particularly through sales, income, and provider tax revenues.

The City of Saint Paul will invest in roadways, trails, and parks facilities that serve the entire region, connecting those who visit, work, recreate, and live in Saint Paul and the surrounding region to employment, school, recreation, services, entertainment, and more. The roadway, trail, and parks facilities projects would improve the condition of regionally significant public transportation routes, freight connections, bikeways, parks, and connections to and improvements within the Mississippi National River and Recreation Area.

1. Rebuilding and improving regionally significant roads and trails (\$738,000,000)

Saint Paul's regionally significant arterial/collector roadway and trail system is critical to the economic vitality of the state and region. This system must provide efficient travel and connections for commercial freight, mass transit, personal vehicles, carsharing, non-motorized vehicles, and pedestrians. According to US Census data, 136,148 jobs located in Saint Paul are held by people that live outside of Saint Paul. Those employees require a reliable transportation network to get from their homes to their places of employment in Saint Paul.

In 2019, the City of Saint Paul Department of Public Works conducted an analysis of Pavement Condition Index (PCI, on a scale of 1-100) for the City's arterial/collector streets. The City's 2022 analysis concluded that as currently funded, the average pavement condition for arterial/collector streets will drop from 49 ("fair to poor" condition) to 29 ("very poor to serious" condition) within 20 years, an unacceptable outcome for our region. Sales tax revenue would be used to reconstruct or rehabilitate arterial/collector streets in the City's Five-Year Capital Improvement Program in order to attain an average PCI at or above 70. A PCI of 70 represents a "satisfactory" rating for pavement condition and is an industry standard that governmental agencies strive to achieve. These investments would also improve safety for all users.

Collected revenue for street reconstruction and rehabilitation efforts would also allow the City to achieve its broader transportation goals of: improving multimodal transportation connections to the Mississippi River; improving regional transitway corridors; expanding the off-street bicycle trail network; improving pedestrian access and safety; and improving industrial freight connections. The specific investments are listed in detail below.

- Grand Avenue – Dale Street to Cretin Avenue
- Summit Avenue – Kellogg Blvd to Mississippi River Blvd
- Hamline Avenue – Pierce Butler to Randolph Avenue

- Earl Street – Burns Avenue to Maryland Avenue
- Arlington Avenue – Victoria Avenue to Payne Avenue
- Shepard Road – Elway to TH 5 and Eagle Parkway to Sibley
- Burns Avenue – Earl Street to TH 61
- Como Avenue – Maryland/Victoria to Rice Street
- Jackson Street – University Avenue to Pennsylvania
- Cretin Avenue – I-94 to Ford Parkway
- Pelham Boulevard – Franklin Avenue to Mississippi River Boulevard
- Ruth Street – Burns Avenue to Minnehaha Avenue
- University Avenue – I-35E to Lafayette Road
- Maryland Avenue – Rice Street to Como Blvd/Victoria Ave
- Vandalia Street – I-94 to Capp Road
- Cesar Chavez Street – Wabasha Street to Bancroft Avenue
- Minnehaha Avenue – Pierce Butler Route to Prior Avenue
- Phalen Boulevard – Johnson Parkway to Mississippi Street
- Cleveland Avenue – Ford Parkway to Mississippi River Boulevard
- Territorial Road – Vandalia Street to Cromwell Avenue
- Transfer Road – Prior Avenue to Ellis Avenue & Ellis Avenue – Transfer Road to Vandalia Street
- E. 7th Street – Minnehaha Avenue to Hazel Street & Stillwater Avenue - Hazel Street to McKnight Road
- Marshall Avenue – Western Avenue to Lexington Parkway
- Kellogg Boulevard – Sibley Street to Wabasha Street

2. Rebuilding and improving regionally significant park and recreational infrastructure (\$246,000,000)

Saint Paul has the No. 2 rated Parks and Recreation system in the nation with more than 15 million visitors, but it is aging, with an overall average building age approaching 40 years. The City would revitalize and improve this aging infrastructure with a focus on those parks, community centers, trails connections, and athletic facilities that attract regional visits and are in need of critical updates. Parks investments such as these have been shown to improve quality of life and health and spur economic activity and private investment. The City will re-invest in older facilities, with a focus on those with regional significance, including Crosby Farm Regional Park (River Learning Center) and the Downtown River Balcony, along with a new community center that would serve the East Side of Saint Paul and surrounding environs. The full list of detailed specific investments is listed below.

- **Revitalize Existing Facilities:** This project would revitalize and improve aging infrastructure focusing investment on the worst condition parks, community centers, and athletic facilities that attract regional visits, but are no longer able to meet the growing service demand due to their condition. Saint Paul's Parks and Recreation system receives an estimated fifteen (15) million visitors each year, with community centers accounting for almost three (3) million of those visits.
- **Mississippi River Learning Center:** A mixed-use, river-focused space and a National Park Service headquarters at Crosby Farm Regional Park, serving as a national gateway to the

Mississippi River with year-round regional river learning and outdoor recreation experiences on and along Saint Paul's River.

- **Multipurpose East Side Community Center:** A multi-purpose community center on the East Side that would serve a densely populated area along with regional visitors from surrounding suburban cities. This 21st century facility would be further envisioned through a robust community process and could include a new full-size gymnasium, community meeting space, commercial kitchen, space for arts, teens, seniors, after-school programs, and fitness with upgraded athletic fields, and a new outdoor aquatic feature.

- **Mississippi River Balcony:** A 1.5-mile River Balcony promenade that extends along downtown Saint Paul's signature Mississippi River bluff and riverfront. The River Balcony will transform urban infrastructure into a public space that connects parks, civic landmarks, and private development along Kellogg Boulevard. The promenade will serve as a catalyst for real estate development and raise visitor attendance to the Mississippi River area of downtown Saint Paul.

- **Multipurpose Athletic Complex:** A versatile, dedicated multi-sport/multi-use regional athletic complex that would serve Saint Paul along with visitors from the metro area and the entire state. This 21st century facility would provide the ability to host sporting events and other large-scale programs and activities.

- **Downtown Park Improvements:** Park improvements and revitalization for several downtown parks including Pedro Park, Lower Landing Park, and Kellogg Mall Park, Mears Park, Harriet Island, and Wacouta Commons. Downtown parks are incredibly important to the fabric of Saint Paul – helping to improve the quality of life for residents and employees, while supporting regional tourism and commerce and driving further investment and development in the area.

- **Bruce Vento Bridge:** A bicycle and pedestrian connection between two major regional trails and the Bruce Vento Nature Sanctuary and Wakan Tipi Center that would bridge over Warner Road and over 200 feet of railroad right-of-way to provide safe, multi-modal transportation options for residents and visitors.