City of Saint Paul, Minnesota

Five-Year Street Reconstruction Plan

for the Fiscal Years 2023 through 2027

Adopted December 7, 2022

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NOTE: This document includes approved projects for 2023, as well as projects planned for 2024-2027 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2024-2027 is preliminary and subject to change.

INTRODUCTION

As a part of its 2023 Capital Improvement Budget and Program (the "CIB"), the City of Saint Paul, Minnesota (the "City"), has created an updated new five-year Street Reconstruction Plan (the "2023 SRP") for the calendar years 2023-2027 which is memorialized in this 2023 SRP. This 2023 SRP updates the 2022-2026 Street Reconstruction Plan (the "2022 SRP") previously adopted by the City Council of the City after a public hearing held on December 8, 2021 (the "2022 SRP Public Hearing"). The notice for the 2022 SRP Public Hearing also indicated that public hearing was also on the proposed issuance of up to $15,000,000 of general obligation bonds of the City in order to fund the proposed 2022 street reconstruction projects in the 2022 SRP. The 2022 SRP and the 2023 SRP are updates and continuations of prior five-year street reconstruction plans of the City. The 2022 SRP Public Hearing was conducted by the City Council of the City after the required public notice as set forth in Minnesota Statutes, Section 475.58 Subd. 3b, as amended (the "Street Reconstruction Act" or the "SRP Act"). This 2023 SRP will be considered for adoption after a public hearing on such on December 7, 2022 (the "2023 SRP Public Hearing") after publication of the notice required in the Street Reconstruction Act. In addition, the 2023 SRP Public Hearing will also consider the approval of the issuance of an estimated amount of general obligation bonds not to exceed $29,500,000 for the proposed 2023 street reconstruction projects which includes $13,000,000 of general obligation bond authority previously authorized in the 2022 SRP after the 2022 SRP Public Hearing.

This 2023 SRP is designed to anticipate necessary street reconstruction expenditures and to economically schedule those anticipated expenditures over a five-year period. In creating this 2023 SRP, the City has considered the costs, benefits, alternatives, and impact of this 2023 SRP on the City's operating expenditures. The City intends to issue general obligation street reconstruction bonds to finance certain projects described in this 2023 SRP.

There were a couple of street reconstruction projects previously approved in the 2022 SRP that were scheduled for calendar year 2022 that have been delayed until calendar year 2023 because of factors outside of the control of the City and such street reconstruction projects are as follows: (a) Edgcumbe Road – St. Paul to Fairview; and (b) the Curtice Roadway and Drainage project (collectively, the "Delayed 2022 SRP Projects"). On December 8, 2022, the City Council of the City previously held the 2022 SRP Public Hearing and the 2022 SRP was approved, including the Delayed 2022 SRP Projects and the authorization to issue up to $15,000,000 of general obligation bonds of the City to fund the proposed 2022 street reconstruction projects contained in the 2022 SRP.

PURPOSE

The Street Reconstruction Act (Minnesota Statutes Section 475.58, Subd. 3b) authorizes a municipality such as the City to issue and sell general obligation bonds for street reconstruction or bituminous overlays without holding a referendum if a certain statutory process has been followed by the municipality. Street reconstruction and bituminous overlays include utility replacement and relocation and other activities incidental to the street reconstruction, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Street reconstruction also includes expenditures for street reconstruction that a municipality incurred prior to approval of the street reconstruction plan, if such expenditures are included in the street reconstruction plan approved on or before the date of a public hearing. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and the local share of state and county road projects, street reconstruction and bituminous overlays does not include the portion of project cost allocable to widening a street or adding curbs and gutters where none previously existed.

The City believes the street reconstruction process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical public assets, preservation of public assets and sound fiscal management. Good planning is essential for the wise and prudent use of limited financial resources. This 2023 SRP is designed to be updated periodically. This 2023 SRP is an ongoing fiscal planning tool that updates previously approved five-year street reconstruction plans such as the 2022 SRP and continually anticipates future capital expenditures and funding sources.

A street reconstruction plan such as this 2023 SRP is a part of the City's overall CIB which is reviewed annually as part of the City's overall budget process and is also reviewed by the CIB Committee. This 2023 SRP is a document designed to anticipate street reconstruction expenditures known as of the date of adoption and schedule them over a five-year period so that they may be funded in the most efficient and cost-effective method possible. This 2023 SRP allows the matching of expenditures with anticipated revenues. As potential expenditures are reviewed, the City considers the benefits, costs, alternatives and impact on operating expenditures.

PROCESS

The City must hold a public hearing on a preliminary street reconstruction plan that describes the anticipated (i) street reconstruction, (ii) mill and overlay projects, or (iii) the City share of state and county road projects to be financed, the estimated costs of the projects, and any planned street reconstruction or overlay of other streets in the municipality over the next five years. Under the requirements of the SRP Act, notice for the public hearing must have been published in the official newspaper of the City at least 10 days but not more than 28 days prior to the hearing. The SRP Act requires that the street reconstruction plan and the issuance of general obligation bonds must then be approved by a vote of a two-thirds majority of the members of the City Council of the City (the "City Council") present at the meeting following the public hearing. This means that if all of the City Council members attend the meeting for consideration of the 2023 SRP then five (5) of the seven (7) City Council members must vote affirmatively in favor of adoption of the 2023 SRP and the issuance of the proposed general obligation street reconstruction bonds.

Although the SRP Act does not require a referendum, voters may petition for a reverse referendum on the issuance of the street reconstruction bonds. If a petition requesting a vote on the issuance of the street reconstruction bonds is signed by voters equal to five percent (5%) of the votes cast in the last municipal general election and is filed with the municipal clerk within thirty (30) days of the public hearing, a referendum vote shall be called. When a referendum vote is called, the municipality may issue the bonds only after obtaining the approval of a majority of the voters voting on the issuance of the street reconstruction bonds.

PROJECT SUMMARY

Street reconstruction projects anticipated under this 2023 SRP and the estimated costs thereof are set forth in Appendix A. Maps of the proposed street reconstruction projects anticipated to be financed in 2023 through 2027 with the current proposed allocation of the proceeds of general obligation bonds are also included in Appendix B. The following street reconstruction expenditures have been submitted for inclusion in this 2023 SRP:

<u>Projected 2023 Street Reconstruction Bond Financed Expenditures</u>

General obligation street reconstruction bonds are proposed to be issued in 2023 in an aggregate principal amount of approximately $16,500,000 for the following scheduled projects including: (i) Minnesota Street Phase I Reconstruction – Kellogg to 6th; (ii) Summit Avenue Mill and Overlay– Victoria to Lexington; (iii)

Curtice Roadway and Drainage Improvements; (iv) Annapolis Phase I Reconstruction – Smith to Robert; (v) Edgecumbe Road Reconstruction – St. Paul to Fairview; (vi) the scheduled 2023 the Residential Mill and Overlay Program, and (vii) various other street reconstruction projects as more fully described in Appendix A. In addition, the Delayed 2022 SRP Projects in the 2022 SRP are also anticipated to occur in 2023 and the Delayed 2022 SRP Projects are anticipated to be funded with an amount of general obligation bonds of the City estimated not to exceed $13,000,000 which was previously approved in the 2022 SRP after the 2022 SRP Public Hearing. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

Projected 2024 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2024 in an aggregate principal amount of approximately $16,500,000 for improvements to Minnesota Street Phase II – 6th to 11th, the Residential Mill and Overlay Program, and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

Projected 2025 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2025 in an aggregate principal amount of approximately $16,605,000 for improvements to Wheelock/Grotto Residential Phase I and Pleasant Avenue – Victoria to St. Clair, the Residential Mill and Overlay Program, and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

Projected 2026 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2026 in an aggregate principal amount of approximately $16,600,000 for improvements to Wheelock/Grotto Residential Phase II; the Residential Mill and Overlay Program; and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

Projected 2027 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2027 in an aggregate principal amount of approximately $19,230,000 for improvements to Hoyt/Birmingham Phase I, the Residential Mill and Overlay Program, and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

The City may utilize the proceeds of general obligation street reconstruction bonds on any of the projects identified on Appendix A for which the City receives an opinion of bond counsel that such use is authorized under the terms of the SRP Act. The amounts listed in Appendix A for each of the projects is an estimate as of the time of the adoption of this street reconstruction plan. The amount of general obligation street reconstruction bonds to be issued by the City for the projects identified in 2023 may not exceed $16,500,000 without an amendment to this plan, although such bonds are not required to be issued in 2023 and may be issued at a later date.

FINANCING

The total amount of anticipated expenditures (i.e. project cost and cost of issuance) under this 2023 SRP equals $85,435,000 as of its date of adoption plus $13,000,000 of anticipated and previously approved expenditures from the 2022 SRP for the Delayed 2022 SRP Projects. The sources of the funds to be applied to the anticipated expenditures include the sale of an anticipated principal amount of $85,435,000 in general obligation street reconstruction bonds over the five-year period covered in this 2023 SRP, plus $13,000,000 of previously approved and unutilized general obligation bond authority from the 2022 SRP for the Delayed 2022 SRP Projects.

In 2023, the City anticipates that it will issue an estimated amount not to exceed $16,500,000 in general obligation street reconstruction bonds to finance the scheduled reconstruction of: (i) Minnesota Street Phase I Reconstruction – Kellogg to 6th; (ii) Summit Avenue Mill and Overlay– Victoria to Lexington; (iii) Curtice Roadway and Drainage Improvements; (iv) Annapolis Phase I Reconstruction – Smith to Robert; (v) Edgecumbe Road Reconstruction – St. Paul to Fairview; (vi) the scheduled 2023 the Residential Mill and Overlay Program, and (vii) costs of issuance of the general obligation street reconstruction bonds. In addition, the City anticipates issuing $13,000,000 of previously approved general obligation bonding authority from the 2022 SRP for the Delayed 2022 SRP Projects for a total of an estimated amount of general obligations bonds not to exceed $29,500,000 to fund the 2023 street reconstruction projects and the Delayed 2022 SRP Projects.

NON-STREET RECONSTRUCTION BOND FINANCED PROJECTS

The City will be doing other street work and reconstruction that will be outside the scope of this 2023 SRP and is currently anticipated to be financed from other sources of funds but may be eligible under the SRP Act. The street projects that are not anticipated to be financed with general obligation street reconstruction bonds have been included in the schedule attached hereto and made a part of this 2023 SRP in Appendix A. Detailed descriptions of street projects not financed by street reconstructions bonds have not been included in this 2023 SRP, but are in the City's 2023 Capital Improvement Budget and available on the City's website and in other materials that have been provided to the City Council of the City.

DEBT LIMIT

Street reconstruction bonds are included in the amount of indebtedness of the City which cannot, under Minnesota Statutes, Section 475.53, exceed 3.33333333% of the assessor's taxable market value for the City. The proposed general obligation street reconstruction bonds will not exceed statutory limits set forth in Minnesota Statutes, Chapter 475, as amended.

APPENDIX – A
Proposed Projects

SAINT PAUL PUBLIC WORKS

2023 FIVE YEAR CAPITAL PLAN

Draft 11/17/22

This document shows projects approved for 2023 and planned for 2024 to 2027. The 5-year Plan is proposed by the Department of Public Works and reviewed and adopted annually by the City Council. All information provided for 2024 to 2027 is preliminary and subject to change.

2023		2024		2025		2026		2027	
SAINT PAUL STREETS PROGRAM	**$16,500,000**	**SAINT PAUL STREETS PROGRAM**	**$16,500,000**	**SAINT PAUL STREETS PROGRAM**	**$16,605,000**	**SAINT PAUL STREETS PROGRAM**	**$16,600,000**	**SAINT PAUL STREETS**	**$19,230,000**
Minnesota St - Kellogg to 6th Phase I	8,200,000	Minnesota St - 6th to 11th Phase II	12,500,000	Wheelock/Grotto Residential Phase I	8,325,000	Wheelock/Grotto Residential Phase II	12,600,000	Hoyt/Birmingham Phase I	15,230,000
Summit Ave MO - Victoria to Lexington	1,500,000			Pleasant - Victoria to St. Clair	4,280,000				
Curtice Roadway & Drainage Improvements	800,000								
Annapolis - Smith to Robert Ph I	1,150,000								
Edgcumbe Rd - St. Paul to Fairview	850,000								
Residential Mill & Overlay Program*	4,000,000	Residential Mill & Overlay Program*	4,000,000	Residential Mill & Overlay Program	4,000,000	Residential Mill & Overlay Program	4,000,000	Residential Mill & Overlay Program	4,000,000
*Como/Valentine and Cretin/Bayard Ph I		*Cretin/Bayard Ph 2 and Fourth/Howard Ph I							
MUNICIPAL STATE AID	**$11,899,758**	**MUNICIPAL STATE AID**	**$16,389,279**	**MUNICIPAL STATE AID**	**$15,611,299**	**MUNICIPAL STATE AID**	**$18,541,770**	**MUNICIPAL STATE AID**	**$18,756,685**
Annapolis - Smith to Robert Ph I	2,000,000	Annapolis - Robert to Kansas Ph II	2,300,000	Earl Street - Hudson to Ross (design)	1,000,000	Earl Street - Hudson to Ross	8,080,000	Rice St Ph 3 - Front to Pennsylvania (County)	2,300,000
CCB Kellogg Ph 1 - Jackson to St. Peter	2,500,000	Grand - Snelling to Fairview	6,690,000	Robert-Kellogg to 11th (MnDOT turnback)	2,250,000	Earl & 6th Signal and Interconnect	560,000	Jackson St - Rose to Arlington (County)	600,000
Robert - Kellogg to 11th (Design)	1,000,000	Grand @ Fairview Traffic Signal	350,000	CCB Kellogg Ph 2 - St. Peter to W7th	2,524,416	Rice St Ph 2- Maryland to Front (County)	2,300,000	TH 5/W7th - Munster to St. Clair (MnDOT)	1,750,000
Grand - Snelling to Fairview (Design)	800,000	Dale St. north of Front (County)	325,000	Dale St Signal Enhancement & Mocernization	794,268	Jackson St - Penn to Acker (County)	300,000		
Westside Intersection Control Enhancements	324,758	Jackson St - Rose to Arlington (County)	300,000	3rd & Maria Traffic Signal	450,000	I94/Marion Bridge Signals (MnDOT)	350,000		
Dale St Signal Enhancement & Mod (Design)	500,000	Jackson St - Arlington to Wheelock (County)	250,000	Cretin & St. Clair Traffic Signal	405,000	Robert M&O - Fillmore to Annapolis (MnDOT)	1,500,000		
Shepard Road Bridge near Otto	500,000	Maryland & Sylvan Traffic Signal (County)	200,000	Selby & Fairview Traffic Signal	337,500	35 E Bridge over Shepard Signals (MnDOT)	300,000		
Larpenteur - Dale to Farrington Sidewalks	500,000	Cleveland & Highland Traffic Signal County)	150,000	6th & Mounds Traffic Signal	100,000	Eustis/Cromwell -Territorial to Wabash (MnDOT)	900,000		
Larpenteur - Hamline to Victoria Sidewalks	240,000	Randolph & Fairview Traffic Signal (County)	150,000	Victoria & Minnehaha Signal & Interconnect	540,000				
Marshall - Snelling to Albert Sidewalks	200,000	TH 5-Mounds to 61 & 61-TH 5 to Roselawn (MnDOT)	2,400,000	Maryland - Clark to Edgerton (County)	75,000				
TH 5 M&O - Arcade to 120 (MnDOT)	1,470,000	Snelling - St. Clair to Grand Traffic Signals (MnDOT)	400,000	Jackson St - Penn to Acker (County)	1,000,000				
Snelling - Montreal to Ford Pkwy (MnDOT)	400,000	Grand/Snelling Int Improvements MnDOT LPP	502,000	Rice St Ph 1- Maryland to Front (County)	1,000,000				
B Line BRT Improvements (Met Transit)	250,000	TH 61 near Etna Interconnect MnDOT LPP	80,000	John Ireland Bridge over 94 Signals (MnDOT)	300,000				
		B Line BRT Improvements (Met Transit)	527,279	Purple Line BRT (Metro Transit)	TBD				
				Federal Regional Solicitation funding TBD December 2022.		Federal Regional Solicitation funding TBD December 2022.		Federal Regional Solicitation funding TBD December 2022.	
				Maryland Traffic Signal Enhancements (Design)	600,000	Maryland Traffic Signal Enhancements	706,350	CCB Kellogg Ph 3 - W7th to John Ireland	4,879,504
				CCB Kellogg Ph 3 - W7th to John Ireland (Design)	1,415,387	Wabasha - 7th to 11th	1,000,800	CCB St Peter - 10th to Rice	3,701,341
				CCB St Peter - 10th to Rice (Design)	1,254,728	Minnehaha - Payne to E7th	979,620	Wabasha - 7th to 11th	2,001,600
								Minnehaha - Payne to E7th	1,959,240
Programs:	**1,215,000**	**Programs:**	**1,765,000**	**Programs:**	**1,565,000**	**Programs:**	**1,565,000**	**Programs:**	**1,565,000**
SPS Traffic Signals on Arterials	750,000	SPS Traffic Signals on Arterials	1,300,000	SPS Traffic Signals on Arterials	100,000	SPS Traffic Signals on Arterials	100,000	SPS Traffic Signals on Arterials	100,000
Signalized Intersection Safety Improvements	125,000	Signalized Intersection Safety Improvements	125,000	Signalized Intersection Safety Improvements	125,000	Signalized Intersection Safety Improvements	125,000	Signalized Intersection Safety Improvements	125,000
RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000
MSA Contingency	300,000	MSA Contingency	300,000	MSA Contingency	300,000	MSA Contingency	300,000	MSA Contingency	300,000
				Lighting Improvements	500,000	Lighting Improvements	500,000	Lighting Improvements	500,000
				Ramsey Co Traffic Signals Annual Program	500,000	Ramsey Co Traffic Signals Annual Program	500,000	Ramsey Co Traffic Signals Annual Program	500,000
ARTERIAL MILL & OVERLAYS		**ARTERIALS MILL & OVERLAYS**		**2025-2027 Residential Mill & Overlays**		**2025-2027 Arterial Mill & Overlays as funding allows**			
East Shore Drive - Wheelock to Larpenteur		Concordia Ave - Snelling to Marion		Order to be determined in accordance with past & future RSVP Areas as funding allows.		Vandalia Commercial Area	Arlington - Jackson to Edgerton	Burlington Rd - Lower Afton to McKnight	
Victoria - Summit to Concordia		St. Anthony Ave - Snelling to Marion				Minnehaha - Lexington to Fairview	Arlington - Wheelock to Rice	Randolph - Cleveland to MRB	
Front - Rice to Western				Fourth/Howard Ph 2 & 3		Capital Area	Forest - Hudson to E7th	6th - Earl to Arcade	
Ruth/Algonquin - Burns to Stillwater				Hatch/Park		St. Clair - Cliff to Victoria	Hamline - Como to Hoyt	Marshall - Lexington to Western	
Fairview - Randolph to Edgcumbe				Ivy/Birmingham		Cliff - Smith to St. Clair	Winifred - Wabasha to Ohio	Victoria - 7th to Benhill	
				Wheelock/Grotto remaining streets		Shepard - Eway to Gannon	George-Cesar Chavez to Smith	St. Peter - 6th to 11th	
						Summit - MRB to Snelling	Burr-Tedesco to Minnehaha		
SIDEWALKS	**$1,485,000**	**SIDEWALKS**	**$1,485,000**	**SIDEWALKS**	**$1,485,000**	**SIDEWALKS**	**$1,485,000**	**SIDEWALKS**	**$1,485,000**
Sidewalk Reconstruction Program(Gen Fund)	1,485,000	Sidewalk Reconstruction Program(Gen Fund)	1,485,000	Sidewalk Reconstruction Program(Gen Fund)	1,485,000	Sidewalk Reconstruction Program(Gen Fund)	1,485,000	Sidewalk Reconstruction Program(Gen Fund)	1,485,000
*Includes Cleveland - Summit to Marshall $152,500									
Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000
*funded by assessments		*funded by assessments		*funded by assessments		*funded by assessments		*funded by assessments	

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- The 2023 numbers above do not include the estimated $13,000,000 of general obligation bonds currently anticipated to be issued to fund the Delayed 2022 SRP Projects that were approved in the 2022 SRP after the 2022 SRP Public Hearing on both the 2022 SRP and the proposed issuance of up to $15,000,000 of general obligation bonds in order to fund the proposed 2022 street reconstruction projects in the 2022 SRP.

SAINT PAUL
PUBLIC WORKS

2023 FIVE YEAR CAPITAL PLAN

Draft 11/17/22

This document shows projects approved for 2023 and planned for 2024 to 2027. The 5-year Plan is proposed by the Department of Public Works and reviewed and adopted annually by the City Council. All information provided for 2024 to 2027 is preliminary and subject to change.

2023		2024		2025		2026		2027	
CAPITAL IMPROVEMENT BONDS	**$1,414,367**	**CAPITAL IMPROVEMENT BONDS**	**$1,230,000**	**CAPITAL IMPROVEMENT BONDS**	**$1,065,760**	**CAPITAL IMPROVEMENTS BONDS**	**$2,627,500**	**CAPITAL IMPROVEMENTS BONDS**	**$635,000**
Gold Line BRT (Metro Transit)	600,000	Burns/Suburban Sidewalk Infill Project	630,000	SRTS - Crossroads Elementary	465,760	2026/2027 Regional Solicitation results TBD December 2022.			
Community Proposed Projects						Arlington Pedestrian Facilities	517,500		
Traffic Calming at 700-900 Thomas Ave	109,367					Payne Pedestrian Improvements	675,000		
Safety Upgrades at the N end of Ayd Mill Rd	75,000					SRTS - Chelsea Heights	800,000		
Raymond Street Lights	30,000								
Programs:	**600,000**	**Programs:**	**600,000**	**Programs:**	**600,000**	**Programs:**	**635,000**	**Programs:**	**635,000**
Ped & Traffic Safety Improvements	225,000	Ped & Traffic Safety Improvements	225,000	Ped & Traffic Safety Improvements	225,000	Ped & Traffic Safety Improvements	250,000	Ped & Traffic Safety Improvements	250,000
Signalized Intersection Safety Improve	115,000	Signalized Intersection Safety Improve	115,000	Signalized Intersection Safety Improve	115,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000
RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000
Stairway Repair & Replacement Program	250,000	Stairway Repair & Replacement Program	250,000	Stairway Repair & Replacement Program	250,000	Stairway Repair & Replacement Program	250,000	Stairway Repair & Replacement Program	250,000
Bicycle Facility Improvements (Gen Fund)	172,599	Bicycle Facility Improvements (Gen Fund)	172,599	Bicycle Facility Improvements (Gen Fund)	172,599	Bicycle Facility Improvements (Gen Fund)	172,599	Bicycle Facility Improvements (Gen Fund)	172,599
		Highland Bridge Offsite Improvements TIF	600,000	Highland Bridge Offsite Improvements TIF	2,075,000				
COUNTY FUNDING (on City Projects)		**COUNTY FUNDING** (on City Projects)		**COUNTY FUNDING** (on City Projects)		**COUNTY FUNDING** (on City Projects)		**COUNTY FUNDING** (on City projects)	
Sidewalk Projects				Dale St. Signal Enhancement & Modernization		Earl @ Maryland Signal			
Larpenteur - Dale to Farrington	500,000								
Larpenteur - Hamline to Victoria	240,000								
Marshall - Snelling to Albert	200,000								
Cleveland - Summit to Marshall	152,500								
COUNTY PROJECTS (with City cost share)		**COUNTY PROJECTS** (with City cost share)		**COUNTY PROJECTS** (with City cost share)		**COUNTY PROJECTS** (with City cost share)		**COUNTY PROJECTS** (with City cost share)	
Maryland - Rice to Jackson (County)		Dale St. north of Front		Maryland - Clark to Edgerton		Rice St Ph 2- Maryland to Front		Rice St Ph 3 - Front to Pennsylvania	
		Jackson St - Arlington to Wheelock		Rice St Ph 1 - Wheelock to Maryland		Jackson St - Penn to Acker		Jackson St - Rose to Arlington	
MnDOT FUNDING (on City Projects)		**MnDOT FUNDING** (on City Projects)		**MnDOT FUNDING** (on City Projects)		**MnDOT FUNDING** (on City Projects)		**MnDOT FUNDING** (on City Projects)	
		Grand/Snelling Intersection Improvements LPP	368,000						
		TH61 near Etna Interconnect LPP	58,000						
MnDOT PROJECTS (with City cost share)		**MnDOT PROJECTS** (with City cost share)		**MnDOT PROJECTS** (with City cost share)		**MnDOT PROJECTS** (with City cost share)		**MnDOT PROJECTS** (with City cost share)	
TH 5 M&O - Arcade to 120		TH 5-Mounds to 61 & 61-TH 5 to Roselawn		John Ireland Bridge over 94		I94/Marion Bridge		TH 5/W7th - Munster to St. Clair	
		Snelling - St. Clair to Grand				Robert M&O - Fillmore to Annapolis			
		Snelling - Montreal to Ford Pkwy				35 E Bridge over Shepard			
						Eustis/Cromwell -Territorial to Wabash (MnDOT)			
FEDERAL FUNDING	**$8,800,128**	**FEDERAL FUNDING**	**$8,000,000**	**FEDERAL FUNDING**	**$15,220,800**	**FEDERAL FUNDING**	**$5,442,400**	**FEDERAL FUNDING**	**$21,562,240**
Bruce Vento Elementary - SRTS	842,528	Burns/Suburban Sidewalk Infill Project	1,000,000	Robert -Kellogg to 11th (MnDOT turnback)	7,000,000	2026/2027 Regional Solicitation results TBD December 2022.		2026/2027 Regional Solicitation results TBD December 2022.	
Westside Intersection Control Enhance	1,065,600	Kellogg/3rd St Bridge	7,000,000	CCB Kellogg Ph 2 - St. Peter to W7th	5,500,000	Arlington Pedestrian Facilities	920,000	CCB Kellogg Ph 3 - W7th to John Ireland	5,500,000
CCB Kellogg Ph 1 - Jackson to St. Peter	5,312,000	*Budgeted in 2023.		Dale St Signal Enhancement & Modernization	2,000,800	Payne Pedestrian Improvements	1,200,000	CCB Saint Peter - 10th to Rice	5,500,000
Shepard Road Bridge near Otto	500,000			SRTS - Crossroads Elementary	720,000	SRTS - Chelsea Heights	1,000,000	Wabasha - 7th to 11th	5,337,600
Minnehaha Traffic Signals (HSIP)	1,080,000					Maryland Ave Traffic Signal Enhancements	2,322,400	Minnehaha - Payne to E7th	5,224,640
SEWER UTILITY	**$11,500,000**	**SEWER UTILITY**	**$11,500,000**	**SEWER UTILITY**	**$11,500,000**	**SEWER UTILITY**	**$11,500,000**	**SEWER UTILITY**	**$11,500,000**
Sewer Rehab	2,000,000	Sewer Rehab	2,500,000	Sewer Rehab	2,500,000	Sewer Rehab	2,500,000	Sewer Rehab	2,000,000
Sewer Repairs (City, County, State Projects)	2,500,000	Sewer Repairs (City, County, State Projects)	2,500,000	Sewer Repairs (City, County, State Projects)	2,500,000	Sewer Repairs (City, County, State Projects)	2,500,000	Sewer Repairs (City, County, State Projects)	2,500,000
Citywide Sewer Repairs	500,000	Citywide Sewer Repairs	1,000,000	Citywide Sewer Repairs	1,000,000	Citywide Sewer Repairs	1,000,000	Citywide Sewer Repairs	500,000
Lift Station Renovations	2,000,000	Lift Station Renovations	2,000,000	Lift Station Renovations	2,000,000	Lift Station Renovations	2,000,000	Lift Station Renovations	2,000,000
Tunnel Rehab & Storm Outfall Repairs	3,000,000	Tunnel Rehab & Storm Outfall Repairs	3,000,000	Tunnel Rehab & Storm Outfall Repairs	3,000,000	Tunnel Rehab & Storm Outfall Repairs	3,000,000	Tunnel Rehab & Storm Outfall Repairs	3,000,000
Water Quality Improvements	1,500,000	Water Quality Improvements	500,000	Water Quality Improvements	500,000	Water Quality Improvements	500,000	Water Quality Improvements	1,500,000

Page 2 of 2

- The 2023 numbers above do not include the estimated $13,000,000 of general obligation bonds currently anticipated to be issued to fund the Delayed 2022 SRP Projects that were approved in the 2022 SRP after the 2022 SRP Public Hearing on both the 2022 SRP and the proposed issuance of up to $15,000,000 of general obligation bonds in order to fund the proposed 2022 street reconstruction projects in the 2022 SRP.

2023 Projects

Minnesota Street - Kellogg to 6th Phase I. This is the first phase of roadway reconstruction for a major downtown street in need of pavement, sidewalk, and drainage improvements. Street improvements and reconstruction are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

Summit Avenue Mill and Overlay - Victoria to Lexington. This roadway is in very poor condition and can no longer be effectively maintained without attention. Street improvements include a mill and overlay and the replacement of pedestrian ramps to meet ADA requirements.

Annapolis Street – Smith to Robert. This project is a partnership project with West St. Paul and will reconstruct a roadway with substandard pavement quality, poor drainage, and a sidewalk gaps. Street improvements are anticipated consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage and separation of vehicles from pedestrians. Mainline sidewalk will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. On-street bicycle accommodations will be added in accordance with the Bicycle Master Plan. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources.

Residential Mil and Overlay Program. This program allocates $4 million annually to mill and overlay residential streets. The goal of this program is to improve pavement quality and to prolong residential streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Como/Valentine and Cretin/Bayard areas are scheduled for improvement in 2023.

The Annapolis project will create the opportunity to replace all existing sidewalks and to fill in sidewalk gaps where they exist. ADA improvements include the replacement of pedestrian ramps. Reconstructing the road also allows for bump-outs in several locations, lighting, and better cross slopes for drainage. Perhaps the most notable improvement will be the elimination of the 5-legged intersection at Dodd and Annapolis. Squaring up this intersection (removing the skew) will greatly improve safety and visibility at this location.

Delayed 2022 SRP Projects to be funded in 2023

Edgcumbe Road - St. Paul to Fairview. This project will reconstruct a roadway with substandard pavement quality, poor drainage, and a lack of sidewalks. Street improvements and reconstruction are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage and separation of vehicles from pedestrians. Mainline sidewalk will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. On-street bicycle accommodations will be added in accordance with the Bicycle Master Plan. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signal revisions will be made at Edgcumbe and St. Paul Avenue.

Curtice Roadway and Drainage Improvements. This project is required to prevent rainwater runoff from the Belvidere Park slope from draining across the roadway into private residential properties. Currently there is no curb and gutter and the street profile must be changed to mitigate property damage. The majority of work is on the north side of the street. Street improvements and reconstruction are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

<u>2024 Projects</u>

Minnesota Street – 6th to 11th Phase II. This is the second phase of roadway reconstruction for a major downtown street in need of pavement, sidewalk, and drainage improvements. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable. The project design will look at how space in the ROW is allocated for those who bike, walk, take transit, park, or drive.

Residential Mil and Overlay Program. This program allocates $4 million annually to mill and overlay residential streets. The goal of this program is to improve pavement quality and to prolong residential

streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Cretin/Bayard and Fourth/Howard areas are scheduled for improvement in 2024.

2025 Projects

Wheelock/Grotto Residential Phase I. This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

Pleasant Avenue - Victoria to St. Clair. This roadway is in very poor condition, has drainage problems (especially in winter), and lacks sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

Residential Mil and Overlay Program. This program allocates $4 million annually to mill and overlay residential streets. The goal of this program is to improve pavement quality and to prolong residential streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Fourth/Howard area is scheduled for improvement in 2025.

2026 Projects

Wheelock/Grotto Residential Phase II. This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway

aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

Residential Mil and Overlay Program. This program allocates $4 million annually to mill and overlay residential streets. The goal of this program is to improve pavement quality and to prolong residential streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Fourth/Howard and Hatch/Park areas are scheduled for improvement in 2026.

2027 Projects

Hoyt/Birmingham Residential Phase I. This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

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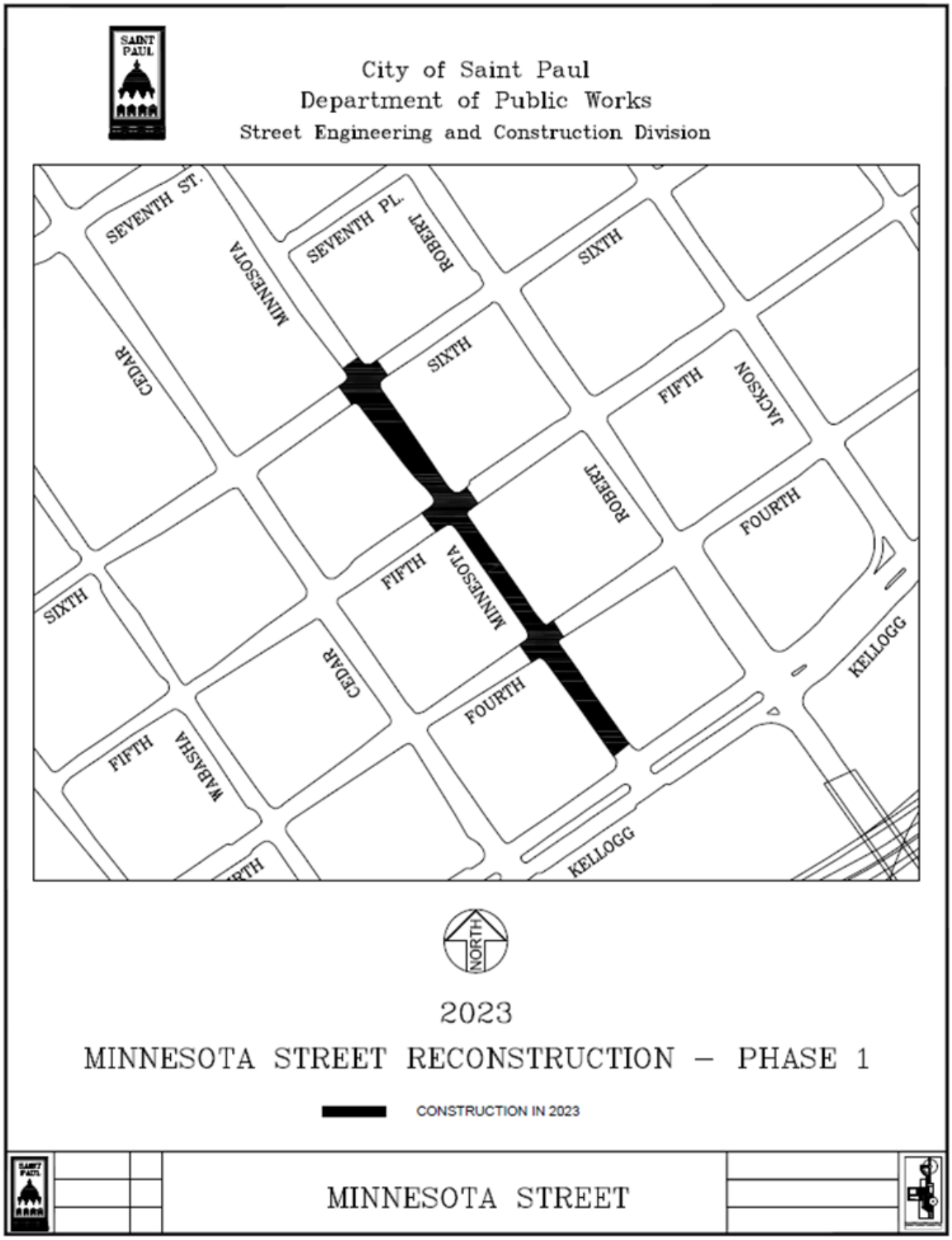
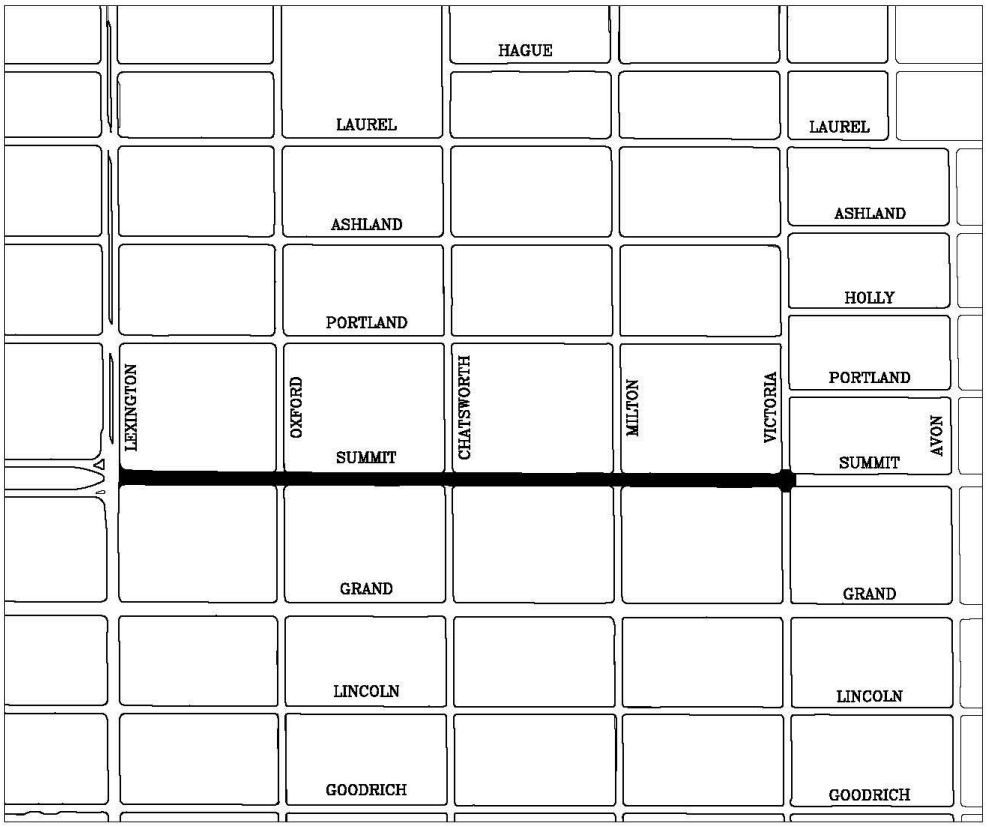
APPENDIX – B
Maps of the 2023 Street Reconstruction Projects and the Delayed 2022 SRP Projects



City of Saint Paul
Department of Public Works
Street Engineering and Construction Division



NORTH

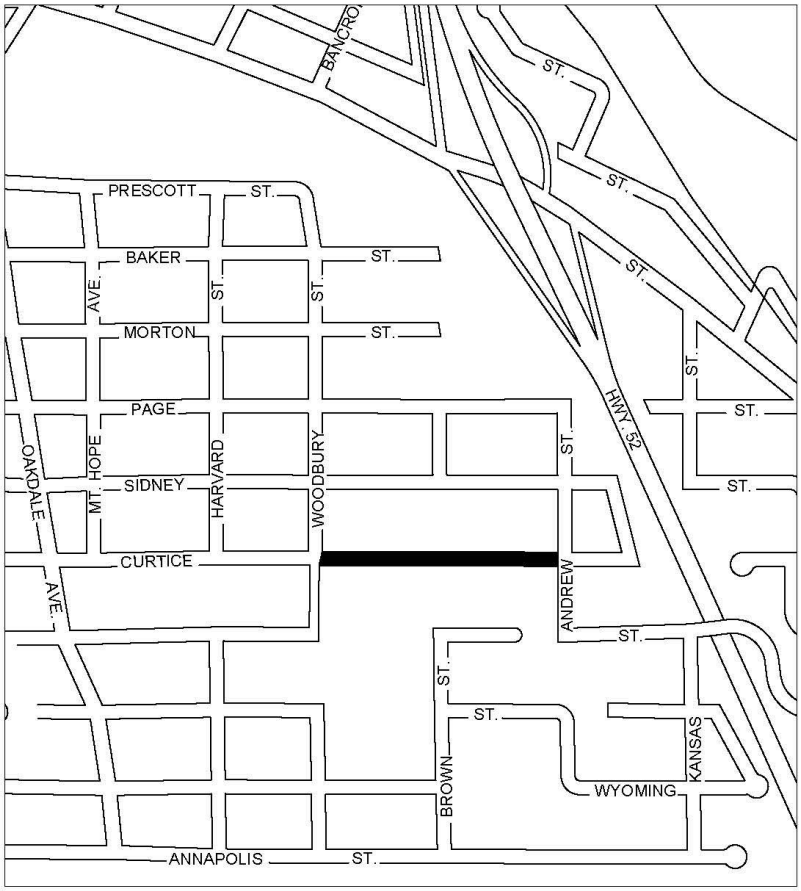
2023

SUMMIT AVENUE MILL & OVERLAY

CONSTRUCTION IN 2023

SUMMIT AVENUE

City of Saint Paul
Department of Public Works
Street Design and Construction Division



NORTH

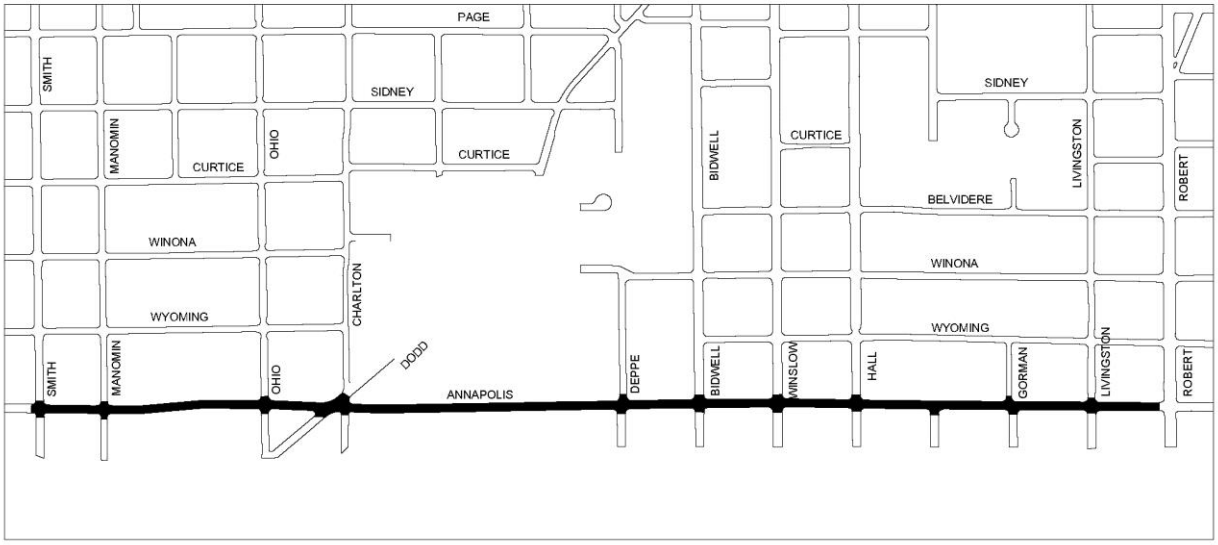
2023

CURTICE STREET ROADWAY & DRAINAGE IMPROVEMENTS

CONSTRUCTION IN 2023

CURTICE STREET

City of Saint Paul
Department of Public Works
Street Design and Construction Division



2023

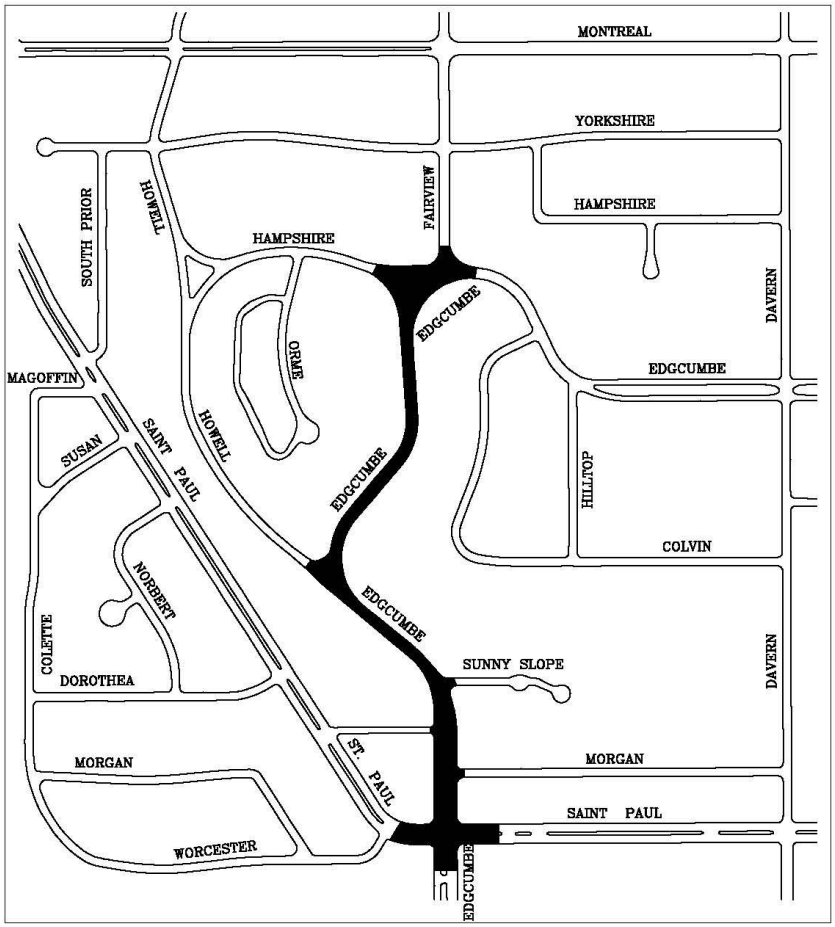
ANNAPOLIS ST. RECONSTRUCTION

NORTH

CONSTRUCTION IN 2023

ANNAPOLIS STREET

City of Saint Paul
Department of Public Works
Street Design and Construction Division



NORTH

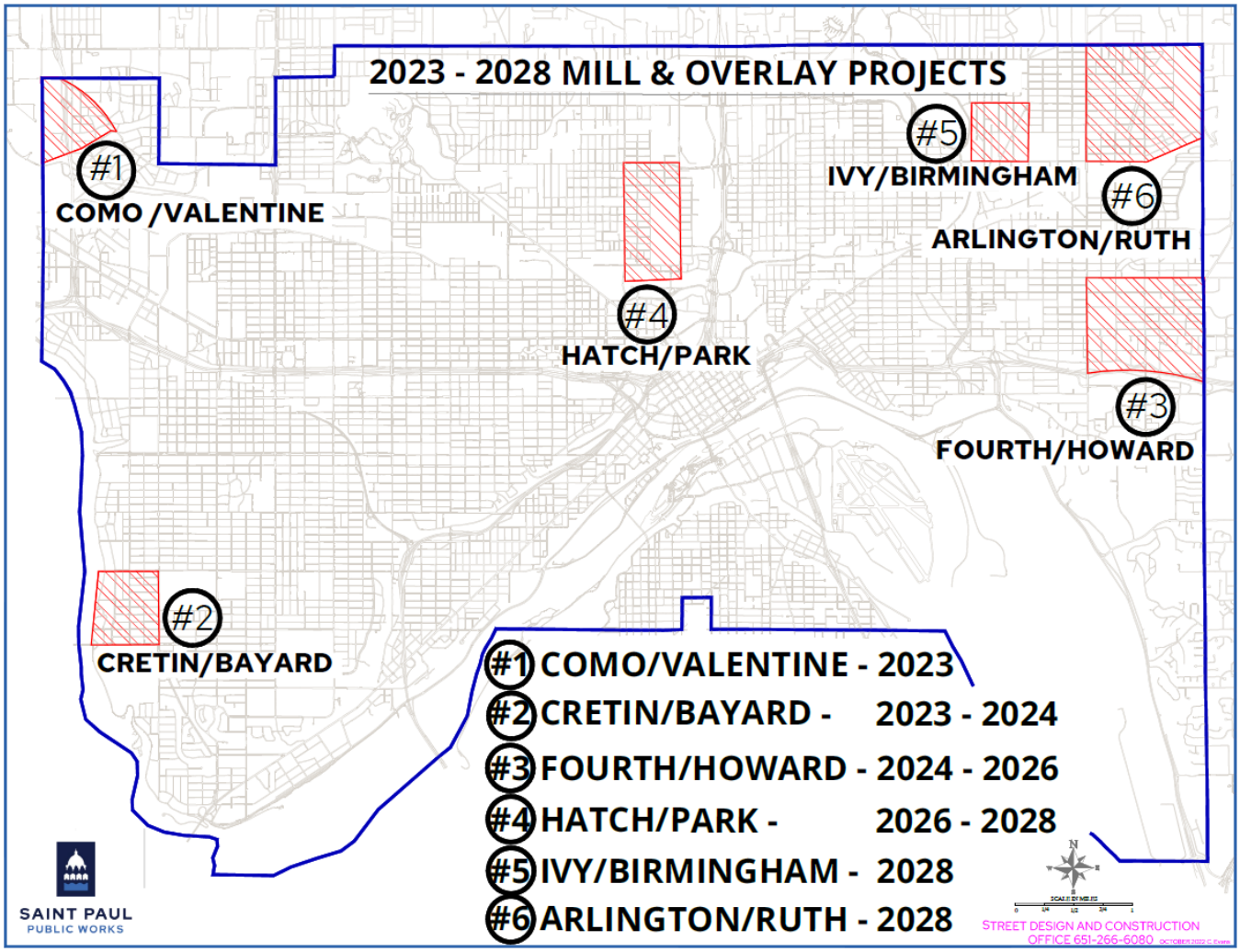
2023

EDGCUMBE ROAD RECONSTRUCTION

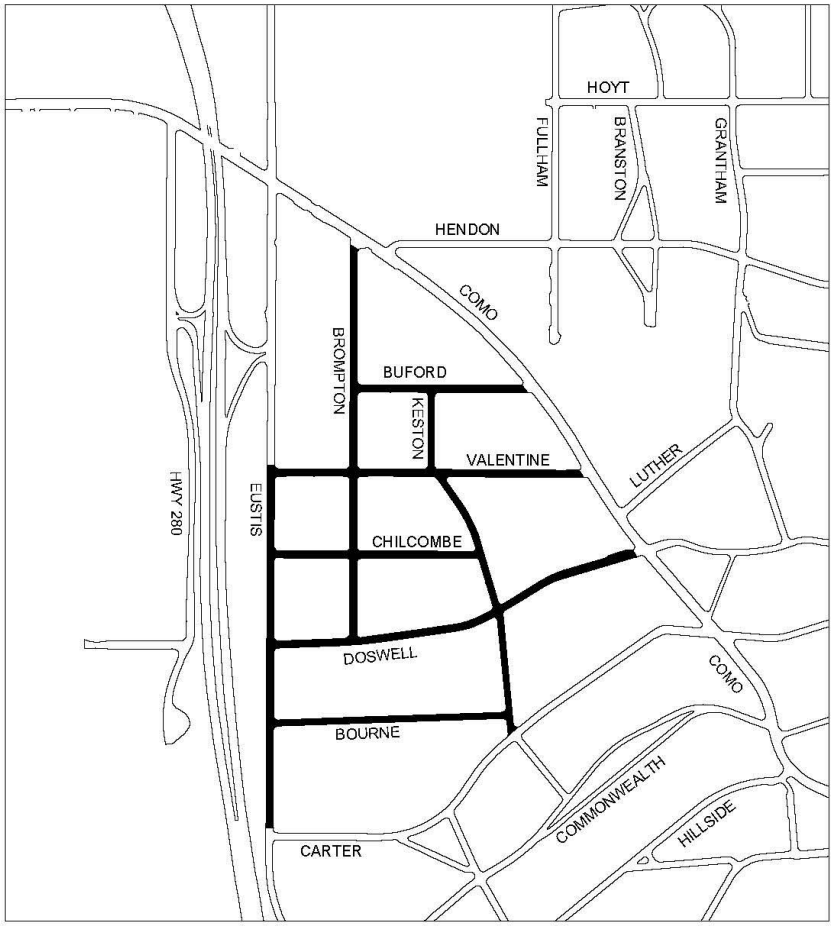
CONSTRUCTION IN 2023

EDGCUMBE ROAD

Map of the 2023-2027 Mill and Overlay Program



City of Saint Paul
Department of Public Works
Street Design and Construction Division



NORTH

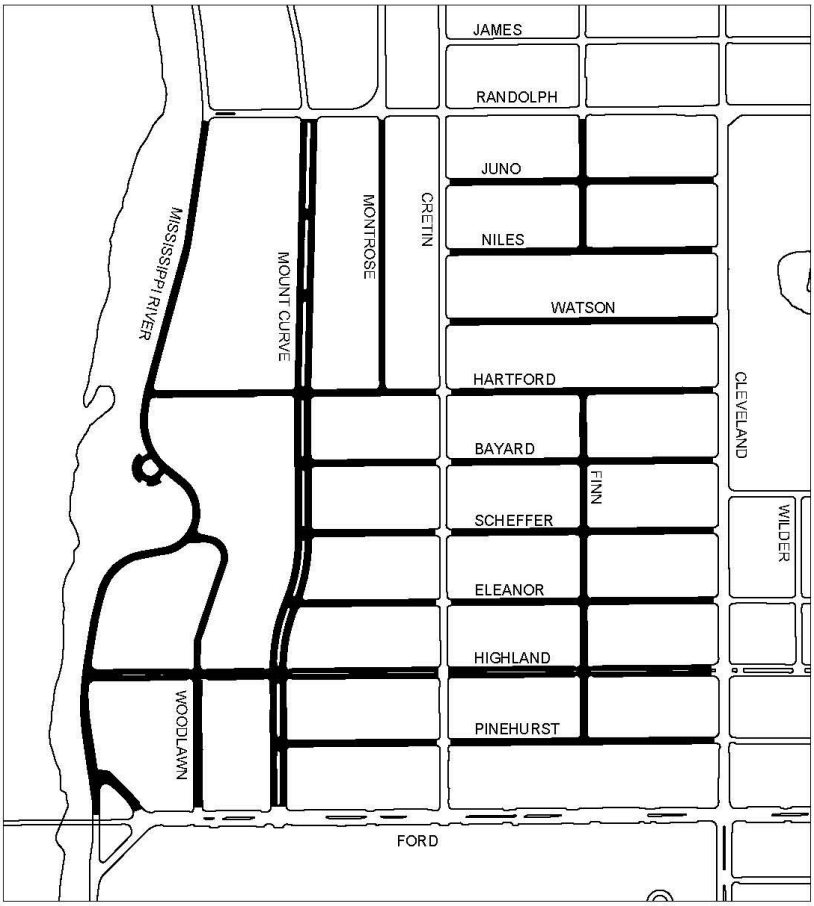
2023

COMO/VALENTINE RESIDENTIAL MILL AND OVERLAY

CONSTRUCTION IN 2023

COMO/VALENTINE NEIGHBORHOOD

City of Saint Paul
Department of Public Works
Street Design and Construction Division



NORTH

2023–2024

CRETIN/BAYARD RESIDENTIAL MILL AND OVERLAY

CONSTRUCTION IN 2023-2024

CRETIN/BAYARD NEIGHBORHOOD