

# Department of Public Works 5-Year Capital Plan 2025-2029



**SAINT PAUL**  
PUBLIC WORKS

Wednesday, September 25, 2024

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# Outline

- 2024 Project Overview
- Funding Sources for Public Works
- Draft 5-Year Capital Plan (2025-2029)
- Overview of Map for 2025-2029
- Common Cent
- Upcoming 2025 Project Highlights



# 2024 Project Highlights

## Reconstruction Projects

- Minnesota Street Phase 2  
6<sup>th</sup> Street to 11<sup>th</sup> Street
- Annapolis Street Phase 2  
Robert Street to Kansas Street
- Grand Avenue  
Snelling Avenue to Fairview Avenue
- Burns/Suburban Sidewalk Infill
- Kellogg/3<sup>rd</sup> Street Bridge



# 2024 Project Highlights

## Mill and Overlay Projects

- Concordia Avenue  
Snelling Avenue to Marion Avenue
- Residential Mill and Overlay
  - Cretin-Bayard Phase 2
  - Fourth-Howard Phase 1



# Capital Funding Sources

## City Sources

- Street Reconstruction Bonds
  - Issued annually for street infrastructure
- Municipal State Aid
  - Largely state gas tax
  - Formula funding based on population and needs
  - For use on MSA routes with MSA standards



# Capital Funding Sources

## City Sources

- Common Cent
  - Local option sales tax
  - $\frac{3}{4}$  of new 1% sales tax
- General Fund
  - Sidewalks
  - Mill and overlay
  - Alleys



# Capital Funding Sources

## City Sources

- Capital Improvement Bonds
  - Program funding
- Assessments
  - Reconstruction
  - Mill and overlay



# Capital Funding Sources

## External Sources

- Ramsey County
  - Competitive solicitations
  - Cooperative cost participation
- MnDOT
  - Competitive solicitations
  - Cooperative cost participation



# Capital Funding Sources

## External Sources

- Federal funding
  - Competitive solicitations
  - Congressional earmarks
    - Larger projects
- TAA (Transportation Advancement Account)
  - Metro delivery fee
  - Local cost share and engineering for federal grants



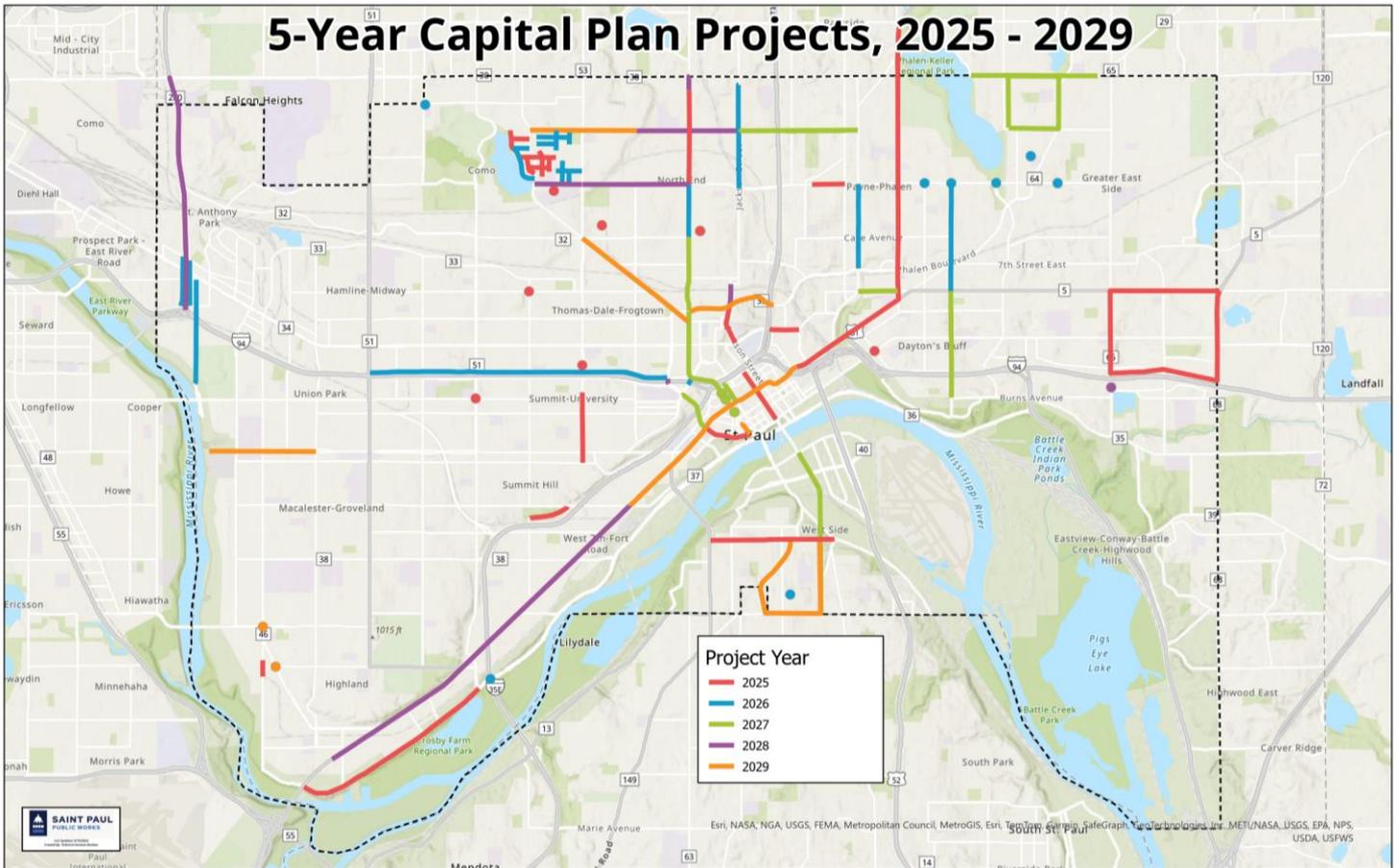
# Capital Funding Sources

## External Sources

- MN Legislative Appropriations
  - Bonds
  - General funds
  - Very specific uses on specific projects



# Map of Five-Year Plan





# Five-Year Plan



**SAINT PAUL  
PUBLIC WORKS**

## 2025 FIVE YEAR CAPITAL PLAN

Draft 09/24/24

This document shows projects approved for 2025 and planned for 2026 to 2029. 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 2026 to 2029 is preliminary and subject to change.

| 2025   | 2026  | 2027  | 2028  | 2029   |
|--|---|---|---|--|
| <b>SAINT PAUL STREETS PROGRAM</b> <b>\$18,800,000</b>  | <b>SAINT PAUL STREETS PROGRAM</b> <b>\$16,500,000</b>   | <b>SAINT PAUL STREETS</b> <b>\$19,230,000</b>   | <b>SAINT PAUL STREETS</b> <b>\$18,320,000</b>   | <b>SAINT PAUL STREETS</b> <b>\$22,300,000</b>  |
| Pleasant - Victoria to St. Clair<br>6,280,000<br>Wheelock/Grotto Residential Phase 1<br>8,220,000<br>Eustis (County)<br>300,000<br>Residential & Arterial Mill & Overlay Program<br>4,000,000<br>*Fourth/Howard Ph 2 and Hatch/Park 1<br>* Financing over \$16.5M - 2023 Street Reconstruction Bonds   | Wheelock/Grotto Residential Phase 2<br>12,500,000<br>Residential & Arterial Mill & Overlay Program<br>4,000,000<br>*Hatch/Park 2 & Ivy/Birmingham   | Hoyt/Birmingham Phase 1<br>15,230,000<br>Residential & Arterial Mill & Overlay Program<br>4,000,000<br>*TBD from the following as funding allows:<br>Arlington/Ruth, Lafond/Grotto, Page/Cherokee & Morgan/Edgumbe<br>* Financing over \$16.5M TBD  | Hoyt/Birmingham Phase 2<br>14,320,000<br>Residential & Arterial Mill & Overlay Program<br>4,000,000<br>*TBD from the following as funding allows:<br>Arlington/Ruth, Lafond/Grotto, Page/Cherokee & Morgan/Edgumbe<br>* Financing over \$16.5M TBD  | Page/Hall Phase 1<br>18,300,000<br>Residential & Arterial Mill & Overlay Program<br>4,000,000<br>*TBD from the following as funding allows:<br>Arlington/Ruth, Lafond/Grotto, Page/Cherokee & Morgan/Edgumbe<br>* Financing over \$16.5M TBD   |
| <b>MUNICIPAL STATE AID</b> <b>\$11,354,416</b>   | <b>MUNICIPAL STATE AID</b> <b>\$11,526,770</b>  | <b>MUNICIPAL STATE AID</b> <b>\$16,856,685</b>  | <b>MUNICIPAL STATE AID</b> <b>\$10,666,142</b>  | <b>MUNICIPAL STATE AID</b> <b>\$11,315,000</b>   |
| CCB Kellogg Ph 2 - St. Peter to W7th<br>2,524,416<br>Crossroads SRTS<br>100,000<br>Maryland Traffic Signal Enhancements (Design)<br>600,000<br>6th & Mounds Traffic Signal - postponed indefinitely<br>100,000<br>3rd & Maria Traffic Signal<br>450,000<br>Victoria & Minnehaha Signal & Interconnect<br>540,000<br>Dale St Signal Enhancements (County)<br>500,000<br>Maryland - Clark to Edgerton (County)<br>75,000<br>Rice St - Pennsylvania to Wheelock (County)<br>2,000,000<br>TH 5-Mounds to 617/61-TH5 to Roselawn (MnDOT)<br>2,400,000<br>Purple Line BRT (Metro Transit)<br>500,000<br><b>Programs:</b> <b>1,565,000</b><br>MSA Contingency<br>300,000<br>RR Crossing Safety Improvements<br>40,000<br>SPS Traffic Signals on Arterials<br>100,000<br>Signalized Intersection Safety Improvements<br>125,000<br>Lighting Improvements<br>500,000<br>Ramsey Co Traffic Signals Annual Program<br>500,000 | Chelsea Heights SRTS<br>800,000<br>Maryland Traffic Signal Enhancements<br>706,350<br>Minnehaha - Payne to E7th (Design)<br>979,620<br>Payne Pedestrian Improvements<br>675,000<br>Wabasha - 7th to 11th (Design)<br>1,000,800<br>Jackson - Arlington to Wheelock Ped Imps (County)<br>100,000<br>Jackson - Rose to Arlington (County)<br>1,300,000<br>Rice St - Pennsylvania to Wheelock (County)<br>2,500,000<br>Eustis/Cromwell - Territorial to Wabash (MnDOT)<br>900,000<br>I35 E Bridge over Shepard Signals (MnDOT)<br>300,000<br>John Ireland Bridge over 94 (MnDOT)<br>700,000<br><b>Programs:</b> <b>1,565,000</b><br>MSA Contingency<br>300,000<br>RR Crossing Safety Improvements<br>40,000<br>SPS Traffic Signals on Arterials<br>100,000<br>Signalized Intersection Safety Improvements<br>125,000<br>Lighting Improvements<br>500,000<br>Ramsey Co Traffic Signals Annual Program<br>500,000 | CCB Kellogg Ph 3 - W7th to John Ireland<br>4,879,504<br>CCB St Peter - 10th to Rice<br>3,701,341<br>Minnehaha - Payne to E7th<br>1,959,240<br>Wabasha - 7th to 11th<br>2,001,600<br>Larpenteur - E Shore Drive to Flandrau (County)<br>350,000<br>Rice St - John Ireland to Pennsylvania (County)<br>900,000<br>Robert M&O - Fillmore to Annapolis (MnDOT)<br>1,500,000<br><b>Programs:</b> <b>1,565,000</b><br>MSA Contingency<br>300,000<br>RR Crossing Safety Improvements<br>40,000<br>SPS Traffic Signals on Arterials<br>100,000<br>Signalized Intersection Safety Improvements<br>125,000<br>Lighting Improvements<br>500,000<br>Ramsey Co Traffic Signals Annual Program<br>500,000 | Jackson St - Pennsylvania to Acker (County)<br>3,200,000<br>Rice St - Pennsylvania to Wheelock (County)<br>550,000<br>Rice St - Wheelock to Co Rd B (County)<br>300,000<br>TH 5/W7th - Munster to St. Clair (MnDOT)<br>1,750,000<br>TH 280 (MnDOT)<br>2,951,142<br>I94/Marion Bridge Signals (MnDOT)<br>350,000<br><b>Programs:</b> <b>1,565,000</b><br>MSA Contingency<br>300,000<br>RR Crossing Safety Improvements<br>40,000<br>SPS Traffic Signals on Arterials<br>100,000<br>Signalized Intersection Safety Improvements<br>125,000<br>Lighting Improvements<br>500,000<br>Ramsey Co Traffic Signals Annual Program<br>500,000 | St. Peter Ph 1 - Kellogg to 5th<br>3,200,000<br>Wabasha Bridge Enhancements (2030)<br>4,000,000<br>Pennsylvania - Rice to Mississippi (County)<br>2,500,000<br>TH 5/W7th - St. Clair to Olive (MnDOT)<br>3,250,000<br><b>Programs:</b> <b>1,565,000</b><br>MSA Contingency<br>300,000<br>RR Crossing Safety Improvements<br>40,000<br>SPS Traffic Signals on Arterials<br>100,000<br>Signalized Intersection Safety Improvements<br>125,000<br>Lighting Improvements<br>500,000<br>Ramsey Co Traffic Signals Annual Program<br>500,000 |
| <b>COMMON CENT PROGRAM</b> <b>\$12,200,000</b>   | <b>COMMON CENT PROGRAM</b> <b>\$29,590,000</b>  | <b>COMMON CENT PROGRAM</b> <b>\$31,737,500</b>  | <b>COMMON CENT PROGRAM</b>  | <b>COMMON CENT PROGRAM</b>   |
| Jackson - University to Pennsylvania<br>6,100,000<br>University - I35E to Lafayette<br>6,100,000   | Earl - Maryland to Minnehaha<br>13,340,000<br>Pelham - Franklin to MRB<br>16,250,000  | Arlington - Jackson to Payne<br>15,340,000<br>Arlington Pedestrian Facilities<br>1,437,500<br>Earl - Minnehaha to Burns*<br>14,960,000<br>*Includes Earl & 6th Signal & Interconnect \$580,000.   | Arlington - Wheelock to Jackson<br>Maryland - Como to Dale<br>Maryland - Dale to Rice (County)  | Arlington - Victoria to Wheelock<br>Como - Dale to Rice (County)<br>Summit- MRB to Fairview  |
| <b>ARTERIAL MILL &amp; OVERLAYS</b>  | <b>ARTERIAL MILL &amp; OVERLAYS</b>   | <b>2027-2029 Arterial Mill &amp; Overlays (as funding allows)</b>   |   |  |
| George - Cesar Chavez to Smith<br>Shepard - Garnon to Lexington (as funding allows)  | St. Anthony Ave - Snelling to Marion*<br>*TBD based on community input.   | Vandalia Commercial Area<br>Capitol Area<br>St. Clair - Cliff to Victoria<br>Cliff - Smith to St. Clair   | Forest - Hudson to E 7th<br>Hamline - Como to Hoyt<br>Winifred - Wabasha to Ohio<br>Burr-Telesco to Minnehaha   | Burlington Rd - Lower Afton to McKnight<br>Randolph - Cleveland to MRB<br>6th - Earl to Arcade<br>Victoria - 7th to Benhill  |
| <b>SIDEWALKS</b>   | <b>SIDEWALKS</b>  | <b>SIDEWALKS</b>  | <b>SIDEWALKS</b>  | <b>SIDEWALKS</b>   |
| Sidewalk Reconstruction Program(Gen Fund)<br>1,485,000<br>Cleveland - Saunders to RR Bridge (HB Offsite TIF)<br>600,000<br>Local Street, Alley, Sewer and Lighting (Gen Fund)<br>General Fund<br>400,000<br>Assessments<br>150,000   | Sidewalk Reconstruction Program(Gen Fund)<br>1,485,000<br>Local Street, Alley, Sewer and Lighting (Gen Fund)<br>General Fund<br>400,000<br>Assessments<br>150,000   | Sidewalk Reconstruction Program(Gen Fund)<br>1,485,000<br>Local Street, Alley, Sewer and Lighting (Gen Fund)<br>General Fund<br>400,000<br>Assessments<br>150,000   | Sidewalk Reconstruction Program(Gen Fund)<br>1,485,000<br>Local Street, Alley, Sewer and Lighting (Gen Fund)<br>General Fund<br>400,000<br>Assessments<br>150,000   | Sidewalk Reconstruction Program(Gen Fund)<br>1,485,000<br>Local Street, Alley, Sewer and Lighting (Gen Fund)<br>General Fund<br>400,000<br>Assessments<br>150,000  |



# Five-Year Plan



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## 2025 FIVE YEAR CAPITAL PLAN

Draft 09/24/24

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| 2025  | 2026  | 2027  | 2028  | 2029  |
|---|---|---|---|---|
| <b>CAPITAL IMPROVEMENT BONDS</b> \$600,000  | <b>CAPITAL IMPROVEMENTS BONDS</b> \$635,000   | <b>CAPITAL IMPROVEMENTS BONDS</b> \$635,000   | <b>CAPITAL IMPROVEMENTS BONDS</b> \$635,000   | <b>CAPITAL IMPROVEMENTS BONDS</b> \$635,000   |
| <b>Programs:</b> 600,000<br>Ped & Traffic Safety Improvements 225,000<br>RR Crossing Safety Improvements 10,000<br>Signalized Intersection Safety Improvements 115,000<br>Stairway Repair & Replacement Program 250,000<br>Bicycle Facility Improvements (Gen Fund) 172,599 | <b>Programs:</b> 635,000<br>Ped & Traffic Safety Improvements 250,000<br>RR Crossing Safety Improvements 10,000<br>Signalized Intersection Safety Improvements 125,000<br>Stairway Repair & Replacement Program 250,000<br>Bicycle Facility Improvements (Gen Fund) 172,599 | <b>Programs:</b> 635,000<br>Ped & Traffic Safety Improvements 250,000<br>RR Crossing Safety Improvements 10,000<br>Signalized Intersection Safety Improvements 125,000<br>Stairway Repair & Replacement Program 250,000<br>Bicycle Facility Improvements (Gen Fund) 172,599         | <b>Programs:</b> 635,000<br>Ped & Traffic Safety Improvements 250,000<br>RR Crossing Safety Improvements 10,000<br>Signalized Intersection Safety Improvements 125,000<br>Stairway Repair & Replacement Program 250,000<br>Bicycle Facility Improvements (Gen Fund) 172,599 | <b>Programs:</b> 635,000<br>Ped & Traffic Safety Improvements 250,000<br>RR Crossing Safety Improvements 10,000<br>Signalized Intersection Safety Improvements 125,000<br>Stairway Repair & Replacement Program 250,000<br>Bicycle Facility Improvements (Gen Fund) 172,599<br>Highland Bridge Offsite Improvements (TIF) 2,075,000 |
| <b>COUNTY PROJECTS</b> (with City cost share)   | <b>COUNTY PROJECTS</b> (with City cost share)   | <b>COUNTY PROJECTS</b> (with City cost share)   | <b>COUNTY PROJECTS</b> (with City cost share)   | <b>COUNTY PROJECTS</b> (with City cost share)   |
| Dale Street Signal Enhancements<br>Maryland - Clark to Edgerton (County)<br>Rice St - Pennsylvania to Wheelock (2025-2027)<br><small>*ROW funded in 2017.</small>   | Jackson-Arlington to Wheelock Ped Imps<br>Jackson - Maryland to Arlington   | Larpenteur - E Shore Drive to Flandrau<br>Rice Street - John Ireland to Pennsylvania  | Jackson St - Pennsylvania to Acker<br>Rice St - Wheelock to Co Rd B (County)  | Pennsylvania - Rice to Mississippi  |
| <b>MnDOT FUNDING</b> (on City Projects) \$1,190,000   | <b>MnDOT FUNDING</b> (on City Projects) \$500,000   | <b>MnDOT FUNDING</b> (on City Projects) \$100,000   | <b>MnDOT FUNDING</b> (on City Projects) \$1,500,000   | <b>MnDOT FUNDING</b> (on City Projects)   |
| Como & Central SRTS (TAA) 402,000<br>Como & Central SRTS Grant 788,000<br>Crossroads SRTS (TAA*) 680,000<br><small>*Transportation Advancement Account</small>  | West Side SRTS (TAA) 500,000  | Rice St - John Ireland to Pennsylvania (TAA) 100,000  | Gold Line Pedestrian Improvements (TAA) 1,500,000   |   |
| <b>MnDOT PROJECTS</b> (with City cost share)  | <b>MnDOT PROJECTS</b> (with City cost share)  | <b>MnDOT PROJECTS</b> (with City cost share)  | <b>MnDOT PROJECTS</b> (with City cost share)  | <b>MnDOT PROJECTS</b> (with City cost share)  |
| John Ireland Bridge over 94 (2025/2026)<br>TH 5-Mounds to 61 & 61-TH 5 to Roselawn  | Eustis/Cromwell-Territorial to Wabash<br>I35 E Bridge over Shepard Signals  | Robert M&O - Fillmore to Annapolis  | I94/Marion Bridge Signals (MnDOT)<br>Pelham Bridge over 94 (MnDOT) 2028 or later<br>TH 5/W7th - Munster to St. Clair<br>TH 280 (MnDOT)  | TH 5/W7th - St. Clair to Olive (MnDOT)  |
| <b>FEDERAL FUNDING</b> \$12,720,000   | <b>FEDERAL FUNDING</b> \$5,299,800  | <b>FEDERAL FUNDING</b> \$22,482,240   | <b>FEDERAL FUNDING</b> \$2,000,000  | <b>FEDERAL FUNDING</b>  |
| CCB Kellogg Ph 2 - St. Peter to W7th 5,500,000<br>Crossroads SRTS 720,000<br>Robert - Kellogg to 11th (MnDOT turnback) 6,500,000  | Chelsea Heights SRTS 1,000,000<br>Maryland Ave Traffic Signal Enhancements 2,322,400<br>Payne Pedestrian Improvements 1,200,000<br>West Side SRTS (Active Transportation Funds) 777,400   | Arlington Pedestrian Facilities (2030) 920,000<br>Sewer Repairs (City, County, State Projects) 3,700,000<br>CCB Kellogg Ph 3 - W7th to John Ireland 5,500,000<br>CCB Saint Peter - 10th to Rice 5,500,000<br>Minnehaha - Payne to E7th 5,224,640<br>Wabasha - 7th to 11th 5,337,600 | Gold Line Pedestrian Improvements 2,000,000   |   |
| <b>SEWER UTILITY</b> \$12,300,000   | <b>SEWER UTILITY</b> \$12,300,000   | <b>SEWER UTILITY</b> \$12,300,000   | <b>SEWER UTILITY</b> \$12,300,000   | <b>SEWER UTILITY</b> \$12,300,000   |
| Sewer Rehab 1,400,000<br>Sewer Repairs (City, County, State Projects) 3,700,000<br>Citywide Sewer Repairs 1,500,000<br>Pump Station Renovations 3,000,000<br>Tunnel Rehab 2,500,000<br>Water Quality Improvements 200,000   | Sewer Rehab 1,900,000<br>Sewer Repairs (City, County, State Projects) 3,700,000<br>Citywide Sewer Repairs 1,500,000<br>Pump Station Renovations 2,000,000<br>Tunnel Rehab 3,000,000<br>Water Quality Improvements 200,000   | Sewer Rehab 1,400,000<br>Sewer Repairs (City, County, State Projects) 3,700,000<br>Citywide Sewer Repairs 1,500,000<br>Pump Station Renovations 2,500,000<br>Tunnel Rehab 3,000,000<br>Water Quality Improvements 200,000   | Sewer Rehab 1,400,000<br>Sewer Repairs (City, County, State Projects) 3,700,000<br>Citywide Sewer Repairs 1,500,000<br>Pump Station Renovations 2,500,000<br>Tunnel Rehab 2,500,000<br>Water Quality Improvements 700,000   | Sewer Rehab 1,400,000<br>Sewer Repairs (City, County, State Projects) 3,700,000<br>Citywide Sewer Repairs 1,500,000<br>Pump Station Renovations 2,500,000<br>Tunnel Rehab 2,500,000<br>Water Quality Improvements 700,000   |



# Common Cent

# Overall Work for the Programming Plan

## Key Planning Efforts and Current Progress

Status



### Review of Initial Cost Estimates from City .....

Review of initial estimates  
Comparison against real-world inflation factors

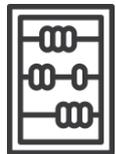
Complete



### Detailed Analysis of Sales Tax Forecasts .....

Consideration of City and regional household growth  
Consideration of 'leakage' of sales activity

Complete



### Programming of Projects into 20-Year Timeline .....

Ordering of projects into phases and sequence of delivery  
Refinement of decision factors for programming

In Progress

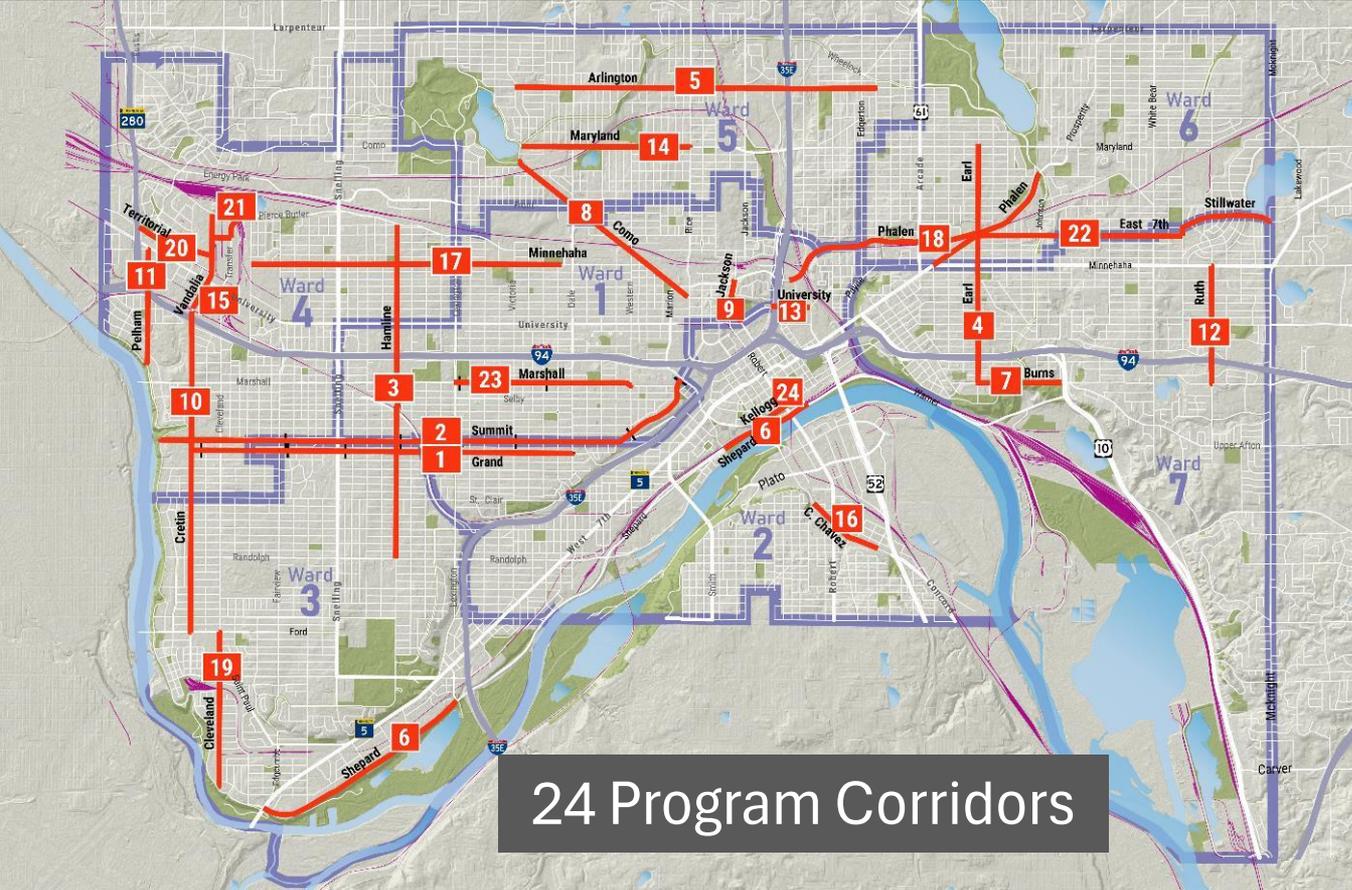


### Reporting and Documents .....

In Progress

# Terminology

## Corridors and Projects

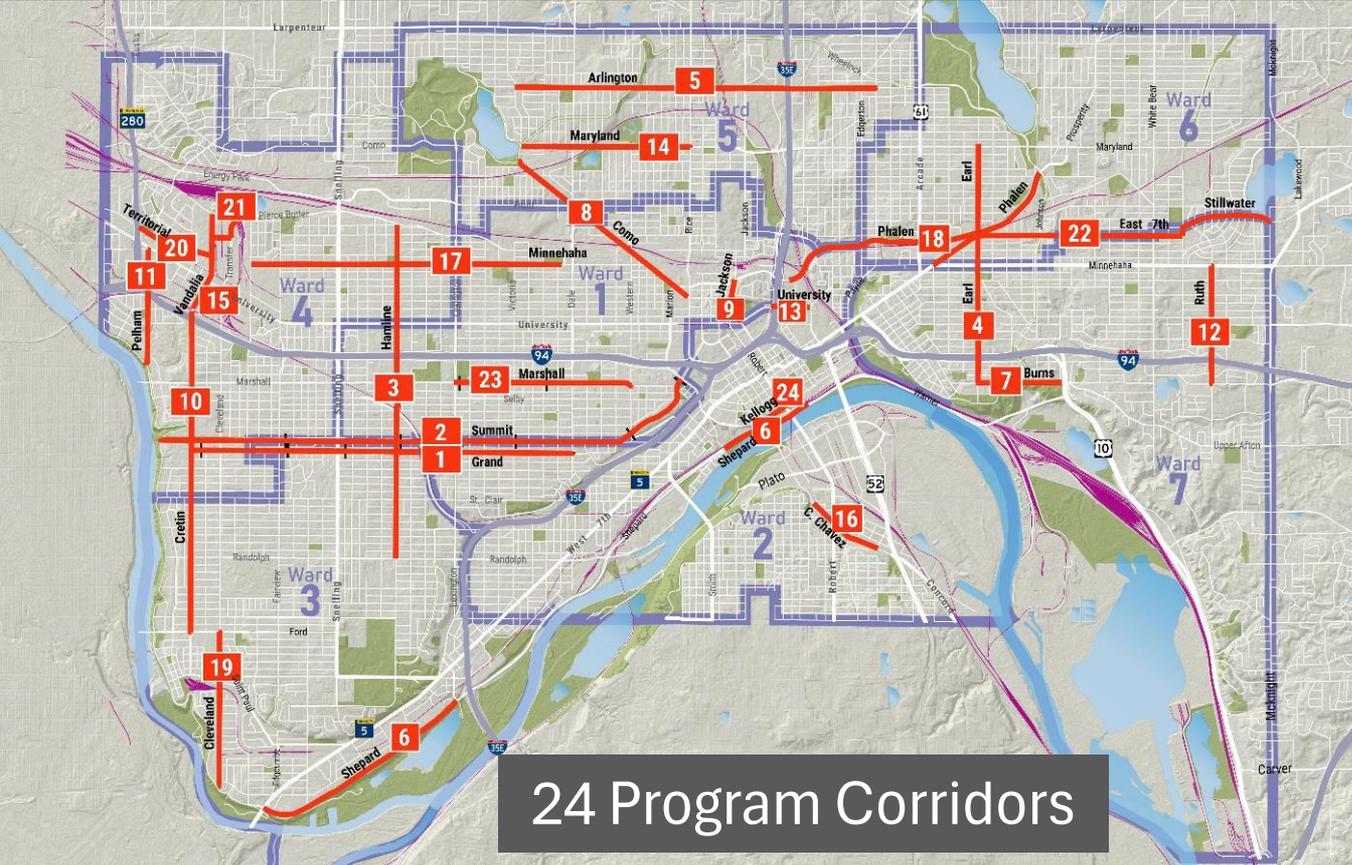


## Corridors

The Common Cent streets program defined 24 **corridors** that were presented with the sales tax referendum.

# Terminology

## Corridors and Projects



24 Program Corridors

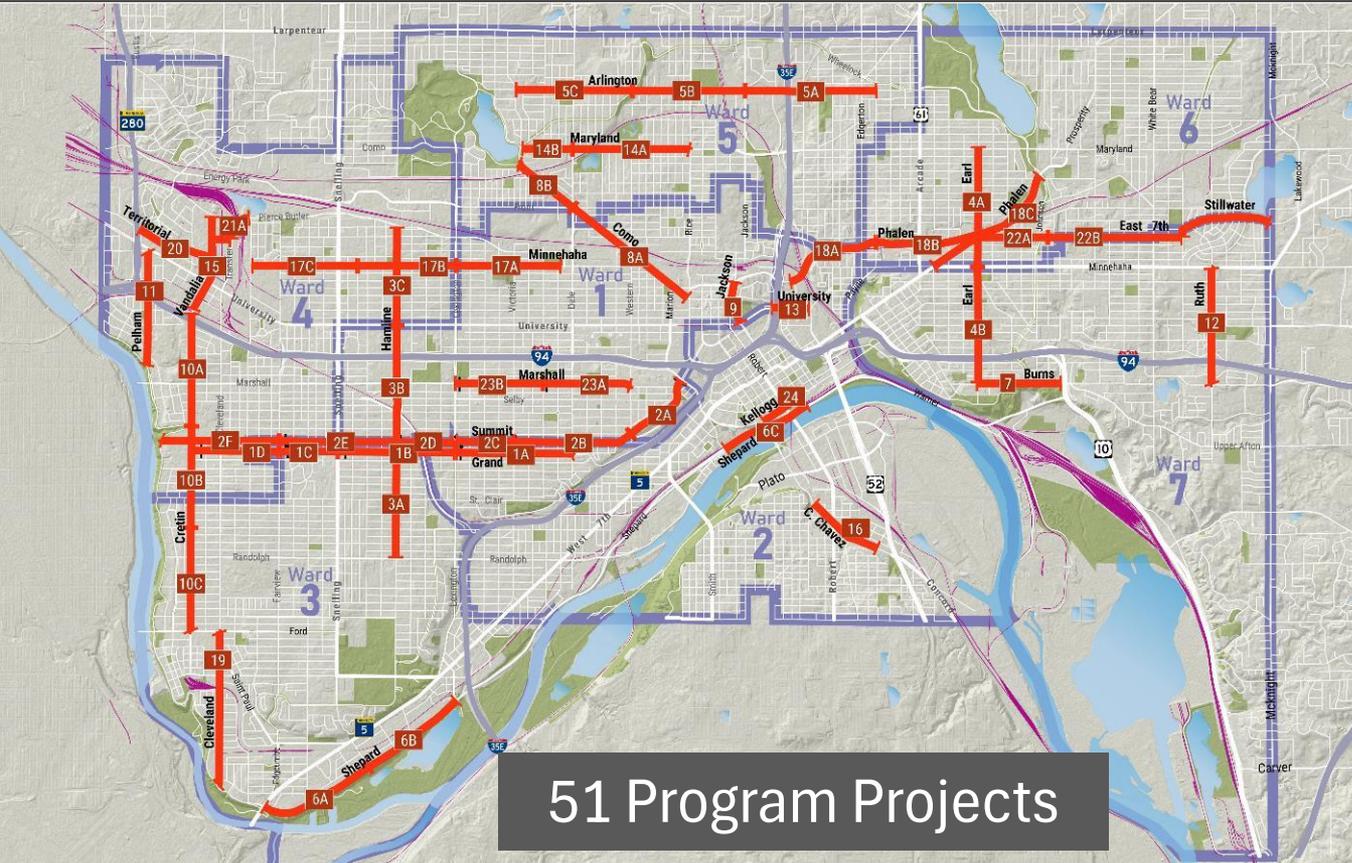
## Corridors

These corridors range in length: some are less than a half-mile, and some are over three miles.

Typical project delivery practice would work in shorter segments, usually **no more than a mile at a time.**

# Terminology

## Corridors and Projects



## Projects

For this reason, the program plan detailed the corridors into **51 individual capital projects**.

The evaluation of project priority was based on these projects, not the corridors as a whole.



# Process for Initial Programming

## Three-step approach



### Existing and Committed Projects

#### City of Saint Paul CIP Commitments

- Grand
- Jackson
- University
- Pelham
- Earl

#### Other Strategic Coordination

- Arlington federally-funded sidewalks

### Technical Criteria of Project Merits

#### Score projects based on quantitative criteria

- Asset Condition
- Equity
- Use and Mode

#### Major study efforts for regional coordination

- Summit Avenue (Regional Trail study)

### Agency Alignment

#### Adjust projects to avoid conflicts or streamline implementation

- Shepard Road (City) and West 7<sup>th</sup> Street (MnDOT)
- Como Avenue (City-County)
- Maryland Avenue (Metro Transit H Line)
- Cesar Chavez (MnDOT Robert Street; Metro Transit G Line)
- Grand Avenue (Possible ABRT)

# Process for Initial Programming

## Three-step approach

### Step 1

#### Existing and Committed Projects

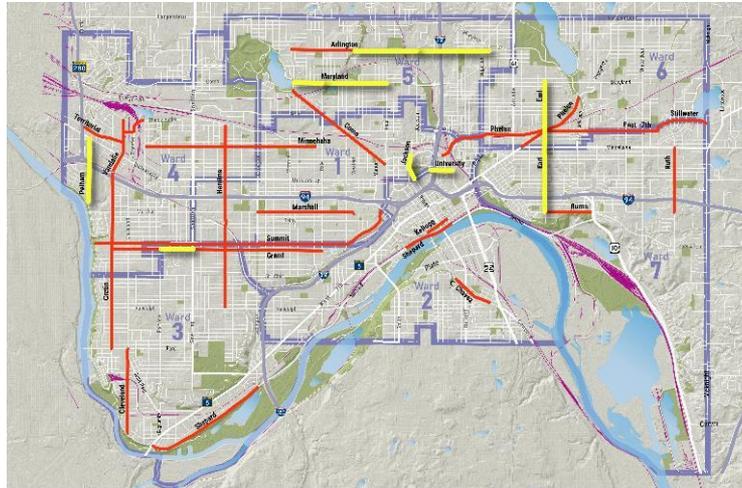
##### City of Saint Paul CIP Commitments

- Grand
- Jackson
- University
- Pelham
- Earl

##### Other Strategic Coordination

- Arlington federally-funded sidewalks

Projects already in the CIP have largely taken up the first five years of what the City can deliver



# Process for Initial Programming

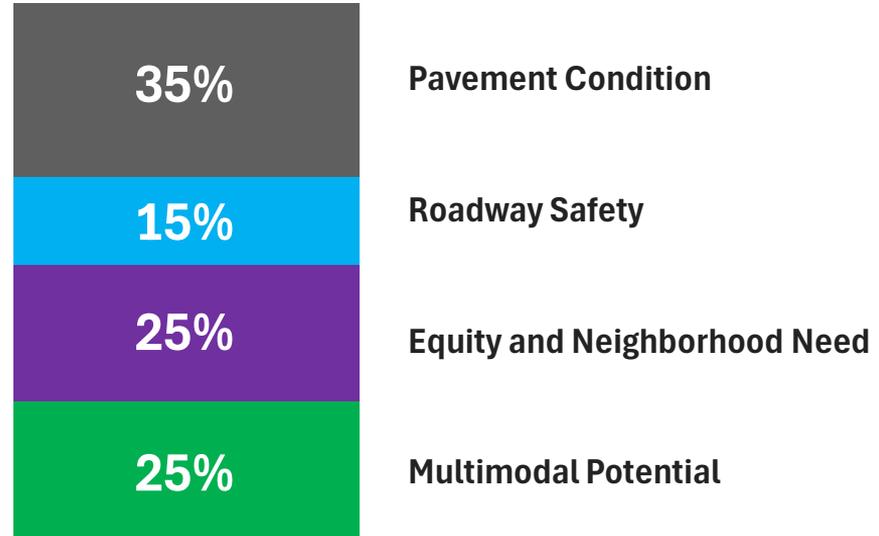
## Three-step approach

Step

2

### Quantitative Criteria

Each project had a total score used to guide prioritization, based on four main factors.



# Process for Initial Programming

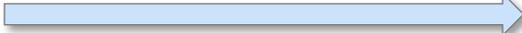
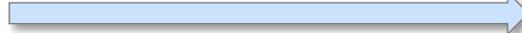
## Three-step approach

Step  
3

### Agency Alignment

The program made some adjustments when projects would overlap with a partner agency project and be too disruptive to that part of the City.

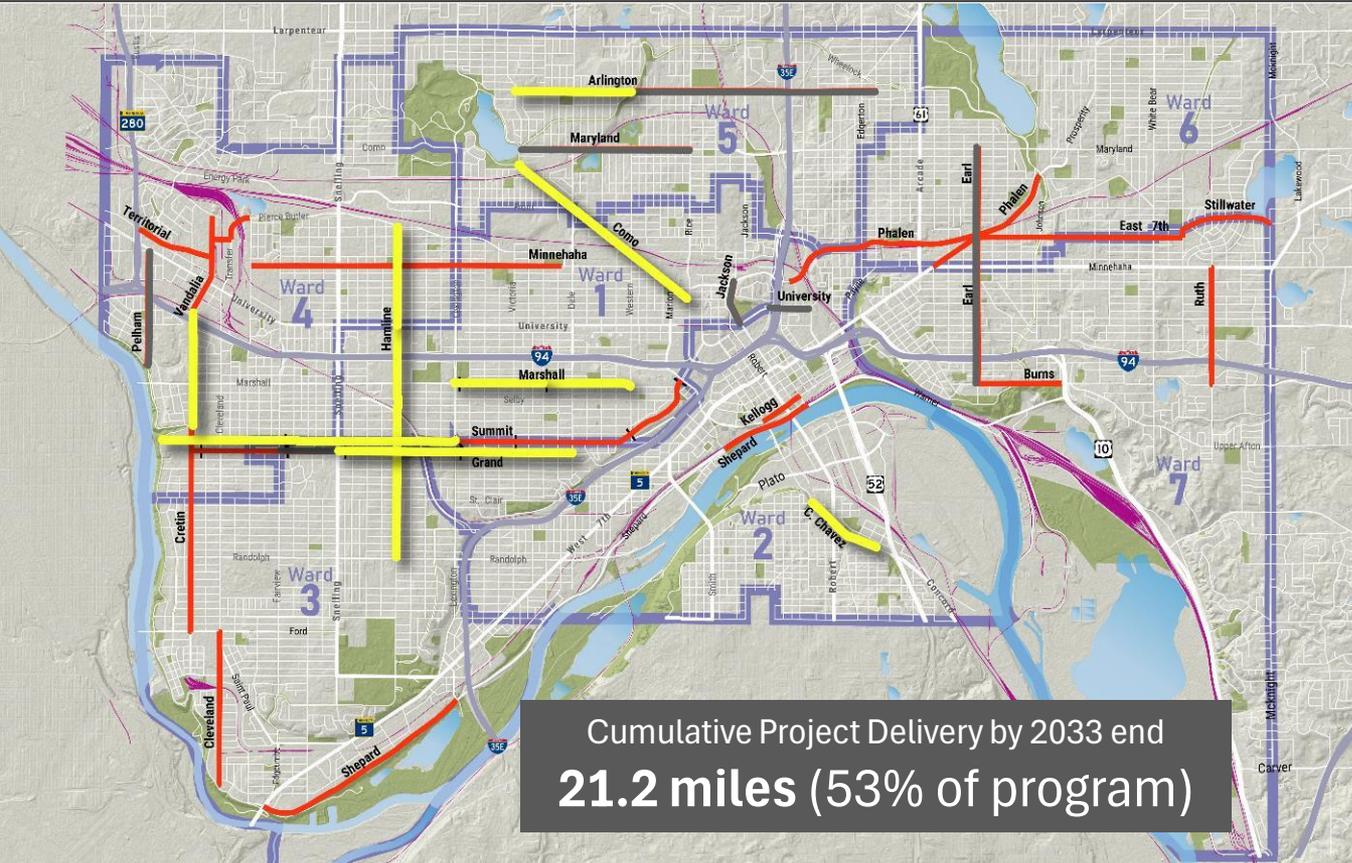
#### Adjust projects to avoid conflicts or streamline implementation

- Shepard Road (City) and West 7<sup>th</sup> Street (MnDOT)  **Adjusted to follow West 7<sup>th</sup> MnDOT Project**
- Como Avenue (City-County)  **Adjusted to align with County/Metro Transit projects (no duplicated work)**
- Maryland Avenue (Metro Transit H Line)  **Adjusted to follow Robert Street MnDOT Project**
- Cesar Chavez (MnDOT Robert Street; Metro Transit G Line)  **Adjusted to align with potential ABRT**
- Grand Avenue (Metro Transit ABRT) 



# Project Delivery Timeline

## Individual Projects in Construction by Five-Year Periods



Cumulative Project Delivery by 2033 end  
**21.2 miles (53% of program)**

### 2029 through 2033

#### Major Projects Delivered

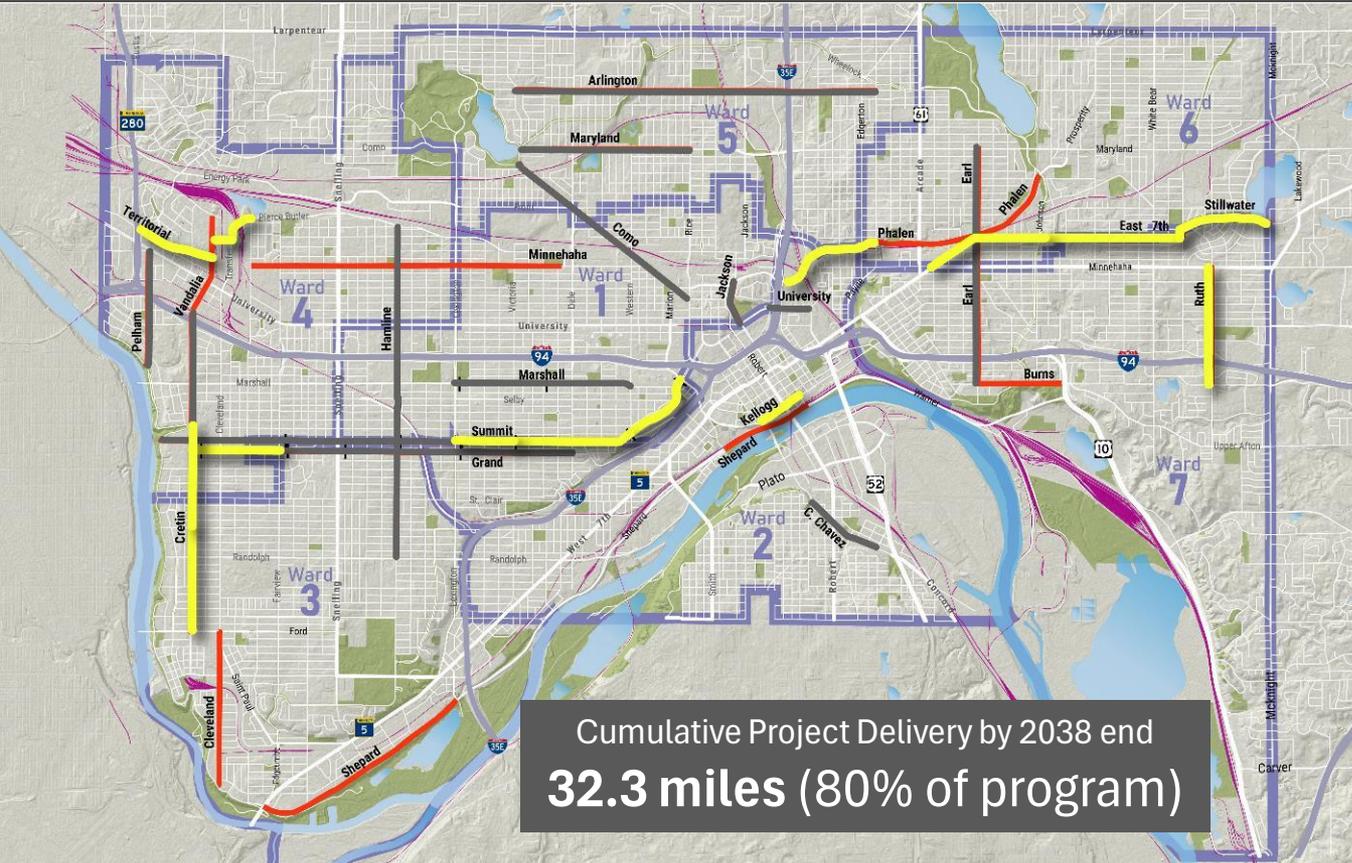
- Como (cost-sharing with Ramsey County)
- Summit and Grand (phased and coordinated to avoid direct overlap)
- Marshall (programmed to avoid overlap with Summit-Grand work)
- Hamline
- Cesar Chavez (programmed to avoid overlap with MnDOT Robert Street project)

**13.4 miles of program projects delivered**

**\$230M in project value**

# Project Delivery Timeline

## Individual Projects in Construction by Five-Year Periods



### 2034 through 2038

#### Major Projects Delivered

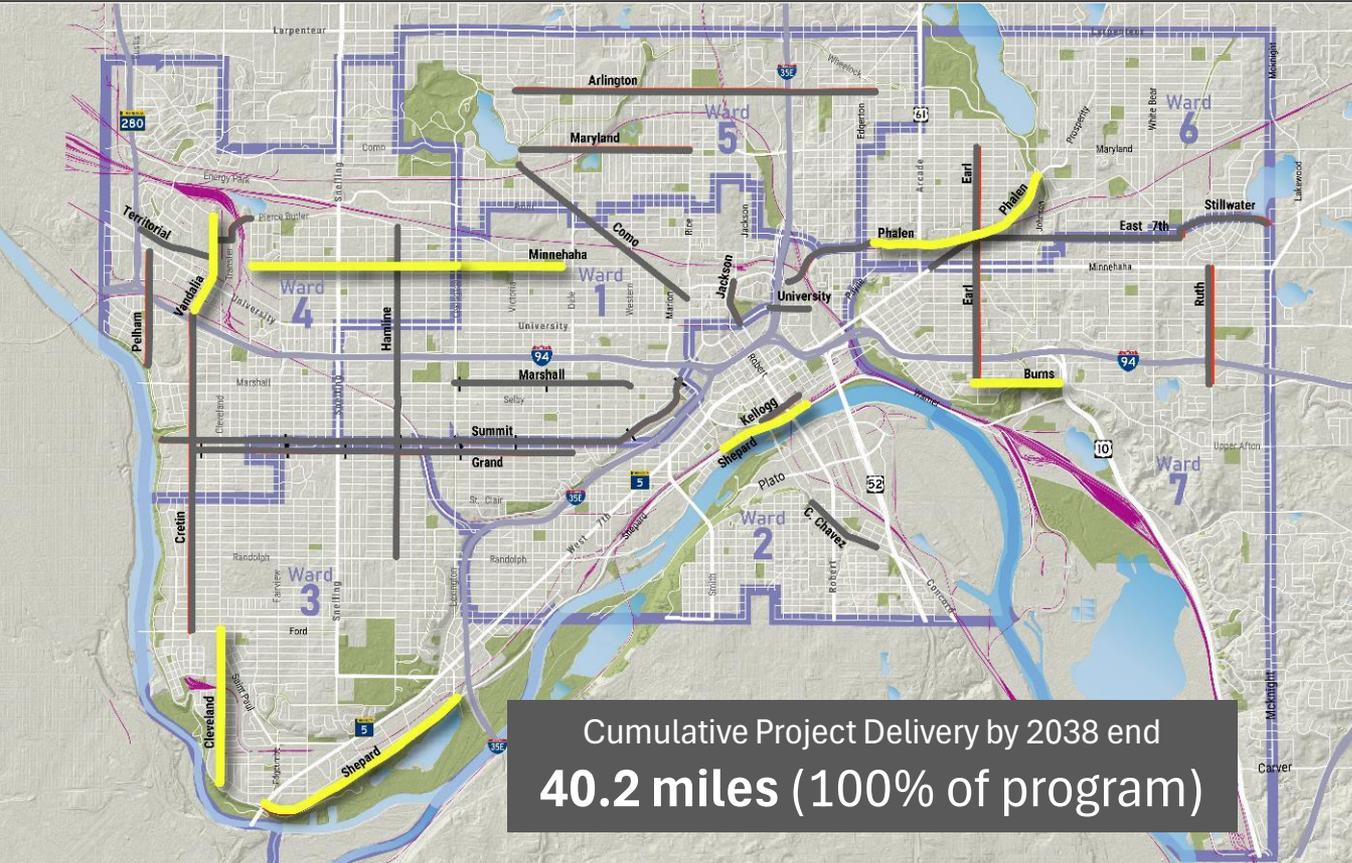
- Summit and Grand (outer sections, avoiding direct overlap)
- Cretin south sections
- Territorial, Ellis and Transfer
- Phalen
- East 7th-Stillwater
- Ruth

11.1 miles of program projects delivered

\$219M in project value

# Project Delivery Timeline

## Individual Projects in Construction by Five-Year Periods



### 2039 through 2043

#### Major Projects Delivered

- Vandalia
- Minnehaha
- Shepard Road (aligned to avoid MnDOT West 7<sup>th</sup> construction)
- Phalen eastern projects
- Burns

9.9 miles of program projects delivered

\$230M in project value



# Upcoming 2025 Projects



# 2025 Project Highlights

## Reconstruction Projects

- Minnesota Street Phase 2  
6<sup>th</sup> Street to 11<sup>th</sup> Street
- Grand Avenue  
Snelling Avenue to Fairview Avenue
- Kellogg/3<sup>rd</sup> Street Bridge
- Pleasant Avenue  
Victoria Street to Saint Clair Avenue
- Wheelock/Grotto Phase 1



# 2025 Project Highlights

## Reconstruction Projects

- Crossroads Elementary  
Safe Routes to School
- Como & Central High Schools  
Safe Routes to School
- Robert Street  
Kellogg Boulevard to 11<sup>th</sup> Street
- University Avenue  
I-35E to Lafayette Road
- Jackson Street  
University Avenue to Pennsylvania Avenue



# 2025 Project Highlights

## Mill and Overlay Projects

- George Street  
Cesar Chavez Street to Smith Avenue
- Shepard Road  
Gannon Road to Lexington Parkway – as funding allows
- Fourth/Howard Residential Phase 2
- Hatch/Park Residential Phase 1



**Questions?**



# Quantitative Criteria

| CRITERIA                                 | DATA   | POINTS     |
|--|--|------------|
| <b>ASSET CONDITION</b>                   |  | <b>100</b> |
| Pavement Condition                       | Pavement Condition Index   | 70         |
| Safety                                   | Total crashes per mile from 2013 to 2023   | 30         |
| <b>EQUITY</b>                            |  | <b>50</b>  |
| Non white Majority/Low Income Population | Percentage of residents that identify as a minority and percentage of residents with family income less than 185% of the federal poverty | 30         |
| Vehicle Availability                     | Percentage of households without vehicles.   | 8          |
| Potential Users                          | Housing, Opportunity Sites and Neighborhood Nodes  | 12         |
| <b>USE AND MODE</b>                      |  | <b>50</b>  |
| Pedestrian needs                         | Sidewalk gap or other pedestrian needs   | 14         |
| Bicycle needs                            | Future protected bikeway, future off-street facility, future on street facility (bicycle lanes or boulevards)                            | 12         |
| Transit need                             | High frequency route and in Metro Transit Service Improvement Plan (full points if associated with BRT)                                  | 10         |
| Vehicle Needs                            | AADT   | 8          |
| Freight Needs                            | Designated truck route   | 6          |
|  | <b>TOTAL POINTS</b>  | <b>200</b> |