



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

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TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, October 19, 2015, 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. 5-year Street Improvement Plan – John Maczko (Public Works) 60 minutes
2. MnDOT Freight Plan – John Tomkins (MnDOT) 20 minutes

Upcoming Transportation Committee Meetings

- November 2
- November 16

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/StPaulTC or contact Bill Dermody at Bill.Dermody@ci.stpaul.mn.us or 651-266-6617.

Transportation Committee Staff Report

Committee date: October 19, 2015

Project Name	<i>5 Year Street Improvement plan</i>
Geographic Scope	<i>This is a citywide program covering residential streets as well as arterial and collector streets</i>
Ward(s)	<i>All</i>
District Council(s)	<i>All</i>
Project Description	<i>Implementation of a 5 year Street Improvement Plan that looks out 5 years (which is a best practice) to allow better coordination with other agencies and the community.</i>
Project Contact	<i>John Maczko</i>
Contact email/phone	<i>John.maczko@ci.stpaul.mn.us/651-266-6137</i>
Lead Agency/Department	<i>Public Works/Engineering</i>
Purpose of Project/Plan	<i>The recent refocusing of resources on a Street Vitality Program necessitates that the department implement a 5 year Street Improvement Program. Transportation improvements on Arterial/Collector streets require significantly more lead time for planning and coordination as well as communication as they are very complex often involve multiple agencies. The plan will allow the department to begin work earlier and with better coordination and includes all projects that impact transportation. See attached for more information.</i>
Planning References	<i>The development of the plan includes a review of all comp plans, small area plans as well as other important considerations.</i>
Project stage	<i>This is a program and will involve all aspects of delivering projects including Environmental work, Planning, Engineering, Construction, etc</i>
General Timeline	<i>The plan has been presented as part of the Mayors budget and is now moving through Council. It is anticipated that the plan will be updated annually</i>
District Council position	<i>n/a</i>
Level of Committee Involvement	<i>Inform, advise and involve</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Inform and advise</i>
Public Hearing	<i>Will be part of the budget adoption process</i>
Public Hearing Location	<i>City Council</i>
Primary Funding Source(s)	<i>MSA, SIB, ROW</i>
Cost	<i>Varies but generally \$21-22 Million per year</i>

Staff recommendation	<i>Staff recommends a 5 year Street improvement plan be implemented</i>
Action item requested of the Committee	<i>Review plan and provide input on approach and criteria used to develop program and make a recommendation for moving forward</i>

DEPARTMENT OF PUBLIC WORKS

Kathy Lantry, Director



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

PUBLIC WORKS STREET IMPROVEMENT PLAN RECOMMENDATION

OVERVIEW

Smooth, drivable roads are a basic expectation of Saint Paul residents and its visitors. Saint Paul currently faces the same challenges that many communities around the nation face – an aging and deteriorating street infrastructure and a lack of funding to fix it.

The City of Saint Paul has a responsibility to develop both short and long-term solutions for maintaining and improving the city's streets to a condition that allows residents and guests the ability to travel in a safe and convenient manner.

In this memo we will review:

- The State of Our Streets
- Solutions – Short and Long Term
- Next Steps
- Why Now
- Recommendation

The goal of this memo is to make sure all stakeholders see the value in building and implementing a thoughtful and comprehensive plan to help address both the work and budgetary needs to keep Saint Paul's streets in working condition.

THE STATE OF OUR STREETS

According to the Pavement Management Program the city utilizes to track the condition of the city's streets, Saint Paul's residential and arterial streets are currently rated as adequate and marginal respectively and both are trending down in quality.

The city spent \$6.1M, \$4.8M and \$2.5M in 2013, 2014 and through July 1, 2015 respectively to perform temporary street repairs such as pothole patching to address urgent and immediate street issues. Not only are these temporary repairs time-consuming, they also fail to address the underlying cause of the problem. As a result, the problem perpetuates itself – street infrastructure continues to deteriorate and there is no choice but to spend more on these urgent, temporary repairs while falling farther behind on performing more essential and longer-lasting street maintenance techniques.

The city currently operates on a two year street planning process, which results in less long term coordination and thoughtful planning, which has proven to be less strategic which in the long run has eliminated cost savings opportunities.

The Importance of Timely Street Maintenance

Street Maintenance Best Practices indicate that a road can stay in good condition for nearly 60 years if maintenance is performed on a timely basis versus 25 years if maintenance is neglected. Reconstructing a road is significantly more expensive than performing proper maintenance.

THE SOLUTION

Two solutions are needed: A short-term plan to address the immediate needs of deteriorating streets and a long-term plan to keep the streets which are currently in decent condition at an acceptable level for years to come.

Short Term Solution – The “Terrible 20”

In 2014, the condition of some arterial streets had deteriorated so considerably that the city implemented a short term plan to identify and improve the condition of 20 of the city’s worst streets identified as the “Terrible 20”.

The city utilized a \$2.5M emergency street repair program to quickly address the “Terrible 20”. 55% of the “Terrible 20” projects are complete, and 79% will be complete by the end of the 2015 construction season. By the end of 2017 97% of the projects will be completed with one remaining project scheduled for completion in 2018. While Battle Creek Road was dropped from the original “terrible 20” list due to low average daily traffic The CIB committee has recommended funding for phase I in 2017.

Long Term Solution – A Five Year Street Improvement Program

Over the last two years Public Works leadership has been studying models of a Capital Street Improvement Program. This process has led to the Public Works leadership’s development of a proposal that the city moves to a Five Year Capital Street Improvement Program (SIP) that utilizes data points and parameters to produce a process for strategic prioritization of street reconstruction, rehabilitations and resurfacing projects.

List of data points and parameters utilized in Five Year SIP:

- | | | |
|----------------------|---------------------------|-----------------------|
| • PCI analysis | • Small area plans | • Review of utilities |
| • Age | • city comprehensive plan | including: water, |
| • Traffic volumes | • Bicycle plan | sewer, gas, and |
| • Maintenance demand | • Safety assessments | street maintenance |
| | | • Pedestrian/ADA |

A five year capital plan (SIP) is a “Best Practice” in many local, county and state governments. The Five Year SIP and its process will result in better coordination, planning and will provide a clear understanding of the timeline for implementation, scope of the project, funding elements, assessment estimations and costs - including inflationary factors.

Key elements of the Five Year SIP include:

- The plan will be updated annually.
- Projects included would have pre-authorization for pre-design and design work to begin.
 - Approval of the project being implemented would still proceed through the formal authorization process.
- Projects would be worked on in priority order resulting in a clear path for which projects would move forward.
- Projects proposed outside of the SIP program and process would need to be approved by the Mayor and City Council.

For details of the proposed Five Year SIP and the projects included see the attachment “Saint Paul Street Paving Program 2015-2019”.

Expected Results

If the Five Year SIP is implemented we can expect:

- Improved communication with the public on what streets are being improved and how we are improving them
- Properly maintained streets will last significantly longer
- Better coordination and thoughtful planning amongst all stakeholders, resulting in potential cost savings and quicker completion times

NEXT STEPS

The path to adopting and implementing the proposed Five Year SIP is:

- OFS and the Mayor recommend adopting the five year plan.
- Public Works presents the proposed program to the City Transportation Committee on October 19, 2015.
- Public Works reports comments from the Transportation Committee on the Five Year SIP back to OFS and the Mayor’s office and City Council for 2016
- City Council reviews the Five Year SIP in December of each year
- Five year SIP is established and implementation begins
- In future years the plan will be reviewed and updated with input from the CIB committee as well as the transportation committee and presented as part of the annual budget.

WHY NOW

Knowing what we know about the condition of our streets and how timely maintenance programs can extend the life of a road, it is imperative to create a long-term plan to address Saint Paul’s needs. If no action is taken, roads will continue to deteriorate and Public Works will continue spending excessive funds on temporary street repairs.

In the long run, a long-term maintenance and reconstruction plan will likely save the city significant amounts of money and will position Saint Paul for long-term growth and economic vitality.

RECOMMENDATION

The recommendation of the Public Works leadership is to implement the Five Year SIP plan in this brief. Upon your comment and review we will move forward to the next step in the implementation process.

ATTACHMENTS:

Saint Paul Street Paving Plan 2015-2019

SPS - Saint Paul Street Paving Program 2015-2019 (Sept 9, 2015)								Financing											
Street	From/To	Construction Type	Schedule		Project Length(mi)	Estimated Cost(K)*	Assm'ts	FEDERAL	STATE	COUNTY	MSA	SIB	CIB	8-80 FUNDING	ROW	ASSESSMENTS	OTHER	TOTAL	Ward
			Design	Construct															
		.-----.	2015																
St. Clair	Snelling to Victoria	Rehab	2014-15	2015	1.51	1,590.0	X					1,590.0						1,590.0	2,3
E3rd St.	Arcade to Johnson	Reconstruction	2014-15	2015	0.97	5,396.0	X					4,825.0					571.0	5,396.0	7
Raymond Ave, Ph.II	Hampden to Energy Park Dr	Reconstruction	2014-15	2015	0.42	4,546.0	X	1,100.0		1,300.0	345.0			1,453.0		348.0		4,546.0	4
Como-Chatsworth, Ph.I	Residential Streets	Reconstruction	2014-15	2015	1.78	8,356.0	X					6,950.0					1,406.0	8,356.0	5
Franklin	Emerald to Eustis	Reconstruction	2014-15	2015	0.26	1,659.0	X					1,450.0					209.0	1,659.0	4
Wheelock Pkwy	Rice to 35E to Edgerton	Reconstruction	2015	2016	1.60	9,600.0	X							8,000.0		1,600.0		9,600.0	5
Johnson Parkway Trail, Pelham Trail		Construction	2015	2016		5,200.0								5,200.0				5,200.0	4,6
Jackson Bike Loop and DT study	11th to Shepard Rd	Reconstruction	2015	2016	0.66	8,500.0	X							8,500.0		1,600.0		10,100.0	2
Payne/Seventh Intersection	Intersection redesign	Reconstruction	2015	2016		1,276.0	X		695.0	85.0	271.0			225.0				1,276.0	5,7
Kellogg Bridges (multi Year 3)	Wabasha to Market	Reconstruction		2015		12,320.0		4,145.6	3,823.0		4,261.0		90.0					12,319.6	2
Kellogg Third Street Bridge (Multi-Year 2)	Lafayette to Mounds	Reconstruction	2015	TBD	0.4	64,000.0												-	2,7
Bike Lane Striping and Signage	Various	Installation	2015	2015		400.0								400.0				400.0	
Payne/Bedford Avenue re-alignment	At Payne	Reconstruction	2015	2016	0.1	1,200.0	X							1,000.0			200.0	1,200.0	5,7
Signalized intersection Safety Imp	Various	Reconstruction	-	2015		244.0					125.0		119.0					244.0	
Bridge Enhancements	TBD	Construction		2015		238.0							238.0					238.0	
Citywide Stairway Rehabilitation	Citywide	Rehab		2015		119.0							119.0					119.0	
RR crossing Safety Improvements	Citywide	Construction		2015		50.0							10.0	40.0				50.0	
Contingency	Programwide			2015		240.0					240.0							240.0	
Lexington @ Randolph LT lanes (County)	Intersection redesign	Reconstruction	-	2016		1,500.0	X							1,500.0				1,500.0	3
Randolph Avenue (County)	Brimhall to Syndicate	lighting/enhance	-	2015	0.5	907.0	X				645.0					262.3		907.3	3
Ford Parkway (County)	Snelling to Howell	lighting/enhance	-	2015	0.5	949.0	X				613.0					336.1		949.1	3
Snelling Avenue Streetscape (MnDOT)	Carrol to Hewitt	lighting/stscape	-	2015	1.0	1,029.0	X				800.0					1,248.0		2,048.0	1,4
Total Recon/Rehab					9.70	109,431.0		5,245.6	4,518.0	1,385.0	7,300.0	14,815.0	576.0	26,318.0	-	5,394.4	2,386.0	67,938.0	
Saint Paul Street Paving Program																			
Lafayette Frontage Rds	Plato to Fillmore	Mill & overlay	2015	2015	0.28	129.9	na								129.9				2
Front St.	Dale to Western	Mill & overlay	2015	2015	0.48	146.7	na								146.7				5
Summit Ave.	Ramsey to Selby	Mill & overlay	2015	2015	0.60	242.4	na								242.4				1
Earl St.	Maryland to York	Mill & overlay	2015	2015	0.62	168.0	na								168.0				6
Oakdale St.	State to Annapolis	Mill & overlay	2015	2015	0.61	182.0	na								182.0				2
Homer St. & Rankin St.	7th to Shepard	Mill & overlay	2015	2015	0.51	188.6	na								188.6				2,3
Hudson Rd	Ruth to W. of McKnight	Mill & overlay	2015	2015	0.53	191.6	na								191.6				7
Western	Thomas to Como	Mill & overlay	2015	2015	0.35	129.5	na								129.5				1
Minnehaha	Lexington to Pierce Butler	Mill & overlay	2015	2015	0.90	300.0	na								300.0				1
Total Overlay					4.88	1,678.7									1,678.7				

SPS - Saint Paul Street Paving Program 2015-2019 (Sept 9, 2015)								Financing											
								FEDERAL	STATE	COUNTY	MSA	SIB	CIB	8-80 FUNDING	ROW	ASSESSMENTS	OTHER	TOTAL	Ward
Street	From/To	Construction Type	Schedule		Project Length(mi)	Estimated Cost(K)*	Assm'ts												
			Design	Construct															
		,-----,	2016																
Como-Chattsworth, Ph.II	Residential Streets	Reconstruction	2015	2016	0.93	3,600.0	X					3,300.0					300.0	3,600.0	5
3rd Street	Johnson Pkwy to White Bear	Rehab	2015	2016	1.00	2,200.0	X					2,200.0						2,200.0	7
University	Robert to 12th	Reconstruction	2015	2016	0.39	2,500.0	X					2,500.0						2,500.0	1,2
Wabasha	Plato to Fillmore	Reconstruction	2015	2016	0.26	2,000.0	X					2,000.0						2,000.0	2
Kellogg **	John Ireland to 7th	Rehab/Trail	2015-16	2016	0.40	2,500.0	X					2,500.0						2,500.0	2
Raymond Ave, Phase III	Energy Pk Dr to Como Ave	Reconstruction	2015	2016	0.27	3,200.0	X	1,120.0		1,640.0	255.0					185.0		3,200.0	4
Kellogg Third Street Bridge (Multi-Year 3)	Lafayette to Mounds	Reconstruction	2015	TBD	0.4	64,000.0					1,125.0							1,125.0	2,7
Summit Bridge (Multi-Year 1)	Over Ayd Mill Rd	Reconstruction	2016-17	2018	0.1	6,362.0					425.0							425.0	1,2,3
Grand Avenue Ped Safety and Traffic (multi yr 1)	Hamline to Victoria	Various	2016-17	2018	1.00	918.0						250.0						250.0	2,3
Street Lighting on Wall Street	5th to 7th	Construction	2016	2016	0.1	330.0	X				156.0					174.0		330.0	2
Traffic Signals on SPSVP arterials	SPSVP Projects	Various	2016	2016		875.0					875.0							875.0	
Phalen Blvd and Olive Signal	Interestion	Construction	2016	2016		300.0					125.0						175.0	300.0	2
Oakdale Avenue Lighting	State to Annapolis	Construction	2016	2016	1.0	463.0	X				388.0					75.0		463.0	2
Cleveland Lighting Imp	Summitt to Marshall	Construction	2016	2016	0.5	60.0	X						35.0			25.0		60.0	4
Pierce Butler Bicycle Connection	Lexington to Pierce Butler	Construction	2016	2016		160.0							160.0					160.0	4
Otto Avenue Sidewalks	W 7th to Shepard	Construction	2015	2016	0.5	1,200.0											1,200.0	1,200.0	2
Wabasha Street Bicycle connection	Filmore to Plato	Construction	2016	2016	0.26	25.0							25.0					25.0	2
Sidewalk Reconstruction Program	Citywide	Recon/Construct	2016	2016		1,049.0									999.0	50.0		1,049.0	
Signalized intersection Safety Imp	Various	Reconstruction	-	2016		245.0					125.0		120.0					245.0	
Bridge Enhancements	TBD	Construction		2016		235.0							235.0					235.0	
Citywide Stairway Rehabilitation	Citywide	Rehab		2016		120.0							120.0					120.0	
RR crossing Safety Improvements	Citywide	Construction		2016		50.0					40.0		10.0					50.0	
Bicycle, Ped and traffic Safety Program	Citywide	Construction		2016		235.0							235.0					235.0	
Contingency	Programwide			2016		233.0					233.0							233.0	
White Bear Avenue (County)	I-94 to Beech	Lighting/enhance	2015	2016	0.75	1,775.0	X				1,195.0					580.0		1,775.0	7
White Bear Turn Lanes (County)	East Seventh	Intersection recon	2015	2016	0.25	1,763.0	X			155.0	1,608.0							1,763.0	6,7
Randolph Avenue II (County)	Syndicate to I35E	Lighting/Enhance	2015	2016	0.5	1,200.0	X				850.0					350.0		1,200.0	3
** Scope of Kellogg project to be determined as a part of Downtown Bike Loop Planning.			Total Recon/Rehab		7.68	93,998.0		1,120.0	-	1,795.0	7,400.0	12,500.0	1,190.0	-	999.0	1,439.0	1,675.0	28,118.0	
Saint Paul Street Paving Program																			
Vandalia St	Cretin (94) to Territorial	Mill and Overlay	2016	2016	0.52	\$ 227.6	na								227.6				4
Kellogg Blvd	Marion to John Ireland	Mill and Overlay	2016	2016	0.17	\$ 132.3	na								132.3				1
Cayuga	Jackson to L'Orient	Mill and Overlay	2016	2016	0.25	\$ 80.9	na								80.9				5
7th St E	Bush to Johnson	Mill and Overlay	2016	2016	0.80	\$ 257.5	na								257.5				6
Mississippi River Blvd	Dayton to Emerald	Mill and Overlay	2016	2016	0.60	\$ 205.8	na								205.8				4
Hamline Ave	University to Minnehaha	Mill and Overlay	2016	2016	0.50	\$ 163.2	na								163.2				4
Summit Ave	Victoria to Dale	Mill and Overlay	2016	2016	0.50	\$ 191.0	na								191.0				1,2
unallocated						66.3													
Pedestrian Ramps on Overlays	All above Overlays	Reconstruction	2016	2016		\$ 812.4	na								812.4				

The program shall be reviewed through CIB process and Mayor and Council.

Total Overlay3.342,137.02,070.7

This program is recommended by Public Works. These projects are subject to change due to changed conditions and budget requirements.

* Estimates are based on construction cost increase of 5% per year.

9/9/2015

SPS - Saint Paul Street Paving Program 2015-2019 (Sept 9, 2015)								Financing											
								FEDERAL	STATE	COUNTY	MSA	SIB	CIB	8-80 FUNDING	ROW	ASSESSMENTS	OTHER	TOTAL	Ward
Street	From/To	Construction Type	Schedule		Project Length(mi)	Estimated Cost(K)*	Assm'ts												
		.-----.	2017																
Idaho Atlantic RSVP	Residential Streets	Reconstruction	2016	2017	1.20	3,500.0	X					3,500.0					400.0	3,900.0	6
Wheelock Pkwy.	Victoria to Western	Reconstruction	2016	2017	1.14	4,200.0	X					4,200.0						4,200.0	5
Jackson	11th to University	Reconstruction	2016	2017	0.27	2,800.0	X					2,800.0						2,800.0	2
Kellogg Third Street Bridge (Multi-Year 4)	Lafayette to Mounds	Reconstruction	2015	TBD	0.4	64,000.0							1,125.0					1,125.0	2,7
Summit Bridge (Multi-Year 2)	Over Ayd Mill Rd	Reconstruction	2016-17	2018	0.1	6,362.0					425.0							425.0	1,2,3
Como Ave	Raymond to Commonwealth	Reconstruction	2016	2017	0.27	2,000.0	X					2,000.0						2,000.0	4
Traffic Signals on SPSVP arterials	SPSVP Projects	Various	2017	2017		675.0					675.0							675.0	
Battle Creek Road Phase I	Upper Afton to ParkRdg Ct	Reconstruction	2016	2017	0.3	2,550.0	X				1,950.0					600.0		2,550.0	7
Rice Street Streetscape	Sycamore to Pensylvania	Construction	2016	2017	0.3	2,306.0	X			194.0	1,928.0		54.0			130.0		2,306.0	5
Margaret Street Bike Boulevard (Multi-yr 1)	McKnight to Forrest	Construction	2017	2018	2.75	1,652.0	X						400.0					400.0	7
Forest Street Bridge (Multi-year 1)		Reconstruction	2017	2019		7,010.0					375.0							375.0	6
Smith Avenue Signals	Annapolis to W 7th	Reconstruction	2016	2017		1,153.0			700.0		453.0							1,153.0	2
Phalen Blvd Traffic Signal	Mississippi	Construction	2016	2017		300.0					125.0						175.0	300.0	2
Como Ave Improved Lighting	Dale to Victoria	Construction	2016	2017	0.5	152.0	X				81.0					71.0		152.0	5
Eastern Heights Signal	Signal	Construction	2016	2017		63.0							63.0					63.0	7
Sidney State Robert redesign	Intersection redesign	Reconstruction	2016	2017		50.0							50.0					50.0	2
StreetLighting Improvements	E.6th,Eichenwald,Maple, Hop	Construction	2017	2017		790.0	X				656.0					134.0		790.0	7
Greenbriar Bike Blvd/Vento Connection Design	Connections	Design/construct?	2017	2017		71.0							45.0					45.0	6
Bicycle, Ped and traffic Safety Program	Citywide	Construction	2017	2017		235.0							235.0					235.0	
RR crossing Safety Improvements	Citywide	Construction	2017	2017		50.0					40.0		10.0					50.0	
Signalized intersection Safety Imp	Various	Reconstruction	2017	2017		245.0					125.0		120.0					245.0	
Bridge Enhancements	TBD	Construction	2017	2017		235.0							235.0					235.0	
Bike Racks on East Side	TBD	Installation	2017	2017		20.0							20.0					20.0	
Sidewalk Reconstruction Program	Citywide	Recon/Construct	2017	2017		1,049.0									999.0	50.0		1,049.0	
Citywide Stairway Rehabilitation	Citywide	Rehab	2017	2017		120.0							120.0					120.0	
Contingency	Programwide		2017	2017		367.0					367.0							367.0	
Maryland At Edgerton (County) (Multi-Year 1)	Edgerton	Lighting/Enhance	2017	2018	0.3	250.0					200.0		50.0					250.0	5,6
Total Recon/Rehab					7.53	102,205.0		-	700.0	194.0	7,400.0	12,500.0	2,527.0	-	999.0	985.0	575.0	25,880.0	
Saint Paul Street Paving Program																			
Smith Ave	Walnut to 5th	Mill and Overlay	2017	2017	0.29	\$ 107.9	na								107.9				2
Stillwater	Ruth to McKnight	Mill and Overlay	2017	2017	0.49	\$ 193.4	na								193.4				6,7
7th St E/Hazel/Stillwater	White Bear to Ruth	Mill and Overlay	2017	2017	0.59	\$ 207.7	na								207.7				6,7
3rd Street	White Bear to McKnight	Mill and Overlay	2017	2017	0.35	\$ 358.9	na								358.9				7
Johnson Pkwy	Phalen Blvd to E Shore Dr	Mill and Overlay	2017	2017	0.35	\$ 160.3	na								160.3				6
Ramsey St	Summit to Grand	Mill and Overlay	2017	2017	0.23	\$ 83.5	na								83.5				2
Selby Ave	Western to Summit	Mill and Overlay	2017	2017	0.39	\$ 151.7	na								151.7				1
Grand Ave	Cretin to Cleveland	Mill and Overlay	2017	2017	0.25	\$ 92.6	na								92.6				4
Pedestrian Ramps on Overlays	All above Overlays	Reconstruction	2017	2017		\$ 823.7	na								823.7				
					2.94	2,179.7									2,179.7				

The program shall be reviewed through CIB process and Mayor and Council.

This program is recommended by Public Works. These projects are subject to change due to changed conditions and budget requirements.

* Estimates are based on construction cost increase of 5% per year.

9/9/2015

SPS - Saint Paul Street Paving Program 2015-2019 (Sept 9, 2015)								Financing											
								FEDERAL	STATE	COUNTY	MSA	SIB	CIB	8-80 FUNDING	ROW	ASSESSMENTS	OTHER	TOTAL	Ward
Street	From/To	Construction Type	Schedule		Project Length(mi)	Estimated Cost(K)*	Assm'ts												
		.-----.	2018																
Woodlawn Jefferson RSVP I	Residential Streets	Reconstruction	2017	2018	0.90	4,000.0	X					3,650.0					400.0	4,050.0	3
Wheelock Pkwy.	Western to Rice	Reconstruction	2017	2018	0.95	5,000.0	X					5,000.0						5,000.0	5
Como Ave	Commonwealth to Eustis	Reconstruction	2017	2018	0.70	4,500.0	X					3,500.0					1,000.0	4,500.0	4
Forest Street Bridge (Multi-year 2)		Reconstruction	2017	2019		7,010.0					1,595.0							1,595.0	6
Kellogg Third Street Bridge (Multi-Year 5)	Lafayette to Mounds	Reconstruction	2015	TBD	0.4	64,000.0		7,000.0	1,750.0		2,000.0							10,750.0	2,7
Summit Bridge (Multi-Year Final)	Over Ayd Mill Rd	Reconstruction	2016-17	2018	0.1	6,362.0		1,719.0	2,490.0		1,753.0		400.0					6,362.0	1,2,3
Grand Avenue Ped Safety and Traffic (multi yr final)	Hamline to Victoria	Various	2016-17	2018	1.00	918.0		668.0										668.0	2,3
Margaret Street Bike Boulevard (Multi-yr final)	McKnight to Forrest	Construction	2017	2018	2.75	1,652.0		1,252.0										1,252.0	7
Downtown signal Enhancements (muli-year 1)	DT and Shepard Road	Re-construction	2018	2019		3,473.0							500.0					500.0	2
Traffic Signals on SPSVP arterials	SPSVP Projects	Various	2018	2018		675.0					287.0							287.0	
Bicycle, Ped and traffic Safety Program	Citywide	Construction	2018	2018		235.0							235.0					235.0	
RR Crossing Safety Improvements	Citywide	Construction	2018	2018		50.0					40.0		10.0					50.0	
Signalized intersection Safety Imp	Various	Reconstruction	2018	2018		245.0					125.0		120.0					245.0	
Bridge Enhancements	TBD	Construction	2018	2018		235.0							235.0					235.0	
Sidewalk Reconstruction Program	Citywide	Recon/Construct	2018	2018		1,049.0									999.0	50.0		1,049.0	
Citywide Stairway Rehabilitation	Citywide	Rehab	2018	2018		120.0							120.0					120.0	
Contingency	Programwide		2018	2018		300.0					300.0							300.0	
Maryland At Edgerton (County) (Multi-Year final)	Edgerton	Lighting/Enhance	2017	2018	0.3	750.0					500.0							500.0	5,6
Dale Street Bridge (County)	Over I94	Reconstruction		2018	0.50	1,000.0					800.0		200.0					1,000.0	1
Total Recon/Rehab					7.60	101,574.0		10,639.0	4,240.0	-	7,400.0	12,150.0	1,820.0	-	999.0	50.0	1,400.0	38,698.0	
Saint Paul Street Paving Program																			
Arlington St	Rice to Jackson	Mill and Overlay	2018	2018	0.46	\$ 159.6	na								159.6				5
10th St	Robert to Wacouta	Mill and Overlay	2018	2018	0.25	\$ 110.3	na								110.3				2
Prior Ave	University to Minnehaha	Mill and Overlay	2018	2018	0.34	\$ 129.1	na								129.1				4
Western Ave	Como to Front	Mill and Overlay	2018	2018	0.39	\$ 144.5	na								144.5				1
Smith Ave	W7th to Walnut	Mill and Overlay	2018	2018	0.35	\$ 123.5	na								123.5				2
Mississippi River Blvd	Summit to Dayton	Mill and Overlay	2018	2018	1.04	\$ 185.3	na								185.3				4
Arlington St	East Shore Dr to White Bear	Mill and Overlay	2018	2018	0.57	\$ 200.7	na								200.7				6
Western Ave	Selby to Summit	Mill and Overlay	2018	2018	0.29	91.0	na								91.0				1
Fairview Ave	University to Minnehaha	Mill and Overlay	2018	2018	0.49	\$ 225.0	na								225.0				4
Pedestrian Ramps on Overlays	All above Overlays	Reconstruction	2018	2018		\$ 874.5	na								874.5				
Total Overlay					4.18	2,243.5									2,243.5				

The program shall be reviewed through CIB process and Mayor and Council.

This program is recommended by Public Works. These projects are subject to change due to changed conditions and budget requirements.

* Estimates are based on construction cost increase of 5% per year.

SPS - Saint Paul Street Paving Program 2015-2019 (Sept 9, 2015)								Financing											
								FEDERAL	STATE	COUNTY	MSA	SIB	CIB	8-80 FUNDING	ROW	ASSESSMENTS	OTHER	TOTAL	Ward
Street	From/To	Construction Type	Schedule		Project Length(mi)	Estimated Cost(K)*	Assm'ts												
		.-----.	2019																
Woodlawn Jefferson RSVP II	Residential Streets	Reconstruction	2018	2019	0.90	4,200.0	X					3,800.0					400.0	4,200.0	3
Kellogg Third Street Bridge (Multi-Year 6)	Lafayette to Mounds	Reconstruction	2015	TBD	0.4	64,000.0												-	2,7
Summit	Lexington to Victoria	Reconstruction	2018	2019	0.52	4,000.0	X				1,000.0	3,000.0						4,000.0	1,2
Wheelock	Edgerton to Arcade	Reconstruction	2018	2019	0.51	3,500.0	X					3,500.0						3,500.0	6
Como	Eustis to City Limits	Reconstruction	2018	2019	0.38	3,000.0	X				1,500.0	1,500.0						3,000.0	4
Wabasha	Kellogg to 6th Street	Rehab	2018	2019	0.22	1,500.0	X				1,000.0	500.0						1,500.0	2
Forest Street Bridge (Multi-year final)		Reconstruction	2017	2019		7,010.0			2,290.0		2,750.0							5,040.0	6
Bicycle, Ped and traffic Safety Program	Citywide	Construction	2019	2019		235.0							235.0					235.0	
RR crossing Safety Improvements	Citywide	Construction	2019	2019		50.0					40.0		10.0					50.0	
Signalized intersection Safety Imp	Various	Reconstruction	2019	2019		245.0					125.0		120.0					245.0	
Bridge Enhancements	TBD	Construction	2019	2019		235.0							235.0					235.0	
Sidewalk Reconstruction Program	Citywide	Recon/Construct	2018	2018		1,049.0									999.0	50.0		1,049.0	
Citywide Stairway Rehabilitation	Citywide	Rehab	2019	2019		120.0							120.0					120.0	
Contingency	Programwide		2019	2019		300.0					300.0							300.0	
Downtown signal Enhancements (mulit Year final)	DT and Shepard Road	Re-construction	2019	2019	Area	3,473.0		2,223.0			750.0							2,973.0	2
																		-	
Total Recon/Rehab					2.93	92,917.0		2,223.0	2,290.0	-	7,465.0	12,300.0	720.0	-	999.0	50.0	400.0	26,447.0	
George St	Smith to Stryker	Mill and Overlay	2019	2019	0.68	214.4	na								214.4				2
Saint Clair Ave	Fairview to Snelling	Mill and Overlay	2019	2019	0.50	174.4	na								174.4				3
Summit Ave	Hamline to Lexington	Mill and Overlay	2019	2019	0.54	282.6	na								282.6				1,2,3
Pascal St	Concordia to University	Mill and Overlay	2019	2019	0.30	145.3	na								145.3				1
Grand Ave	Dale to Oakland	Mill and Overlay	2019	2019	0.12	66.3	na								66.3				2
Grand Ave	Oakland to Pleasant	Mill and Overlay	2019	2019	0.61	129.9	na								129.9				2
Gilbert	Prior to Cleveland	Mill and Overlay	2019	2019	0.26	146.1	na								146.1				4
Prior Ave	Marshall to 94	Mill and Overlay	2019	2019	0.35	129.9	na								129.9				4
Jackson St	University to Penn	Mill and Overlay	2019	2019	0.35	162.4	na								162.4				1
Pedestrian Ramps on Overlays	All above Overlays	Reconstruction	2019	2019		\$ 861.2	na								861.2				
Note: Overprogrammed with inflation factored					Total Overlay	3.71	2,312.5								2,312.5				

The program shall be reviewed through CIB process and Mayor and Council.

This program is recommended by Public Works. These projects are subject to change due to changed conditions and budget requirements.

* Estimates are based on construction cost increase of 5% per year.

9/9/2015

Transportation Committee Staff Report

Committee date: October 19, 2015

Project Name	<i>MnDOT STATEWIDE FREIGHT SYSTEM PLAN 2015</i>
Geographic Scope	<i>Statewide</i>
Ward(s)	<i>All</i>
District Council(s)	<i>All</i>
Project Description	<i>Minnesota's Statewide Freight System Plan 2015, currently under development, will provide a policy framework and strategies for MnDOT and other freight stakeholders to guide planning and investment in various transportation modes.</i>
Project Contact	<i>John Tompkins</i>
Contact email/phone	<i>651-366-3724</i>
Lead Agency/Department	<i>MnDOT</i>
Purpose of Project/Plan	<i>The updated Plan will highlight best practices, strategies, and cooperative partnerships, while also addressing other federal and state initiatives with regards to freight movement statewide.</i>
Planning References	<i>Minnesota GO, Statewide Rail Plan, Statewide Ports and Waterways Plan</i>
Project stage	<i>Planning</i>
General Timeline	<i>June 2014 – December 2015</i>
District Council position (if applicable)	<i>NA</i>
Level of Committee Involvement	<i>Inform and seek input</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Inform – Open House</i>
Public Hearing	<i>Unknown</i>
Public Hearing Location	<i>Unknown</i>
Primary Funding Source(s)	<i>NA</i>
Cost	<i>NA</i>

Staff recommendation	<i>NA</i>
Action item requested of the Committee	<i>Provide input.</i>
Committee recommendation	<i>NA</i>
Committee vote	<i>NA</i>



Minnesota Statewide Freight System Plan

John Tompkins, Project Manager
City of St. Paul, Minnesota

We all have a stake in **A  B**



Agenda

- ▶ Introductions
- ▶ About the Freight Plan
- ▶ About Minnesota's Freight System



About the Minnesota Statewide Freight System Plan

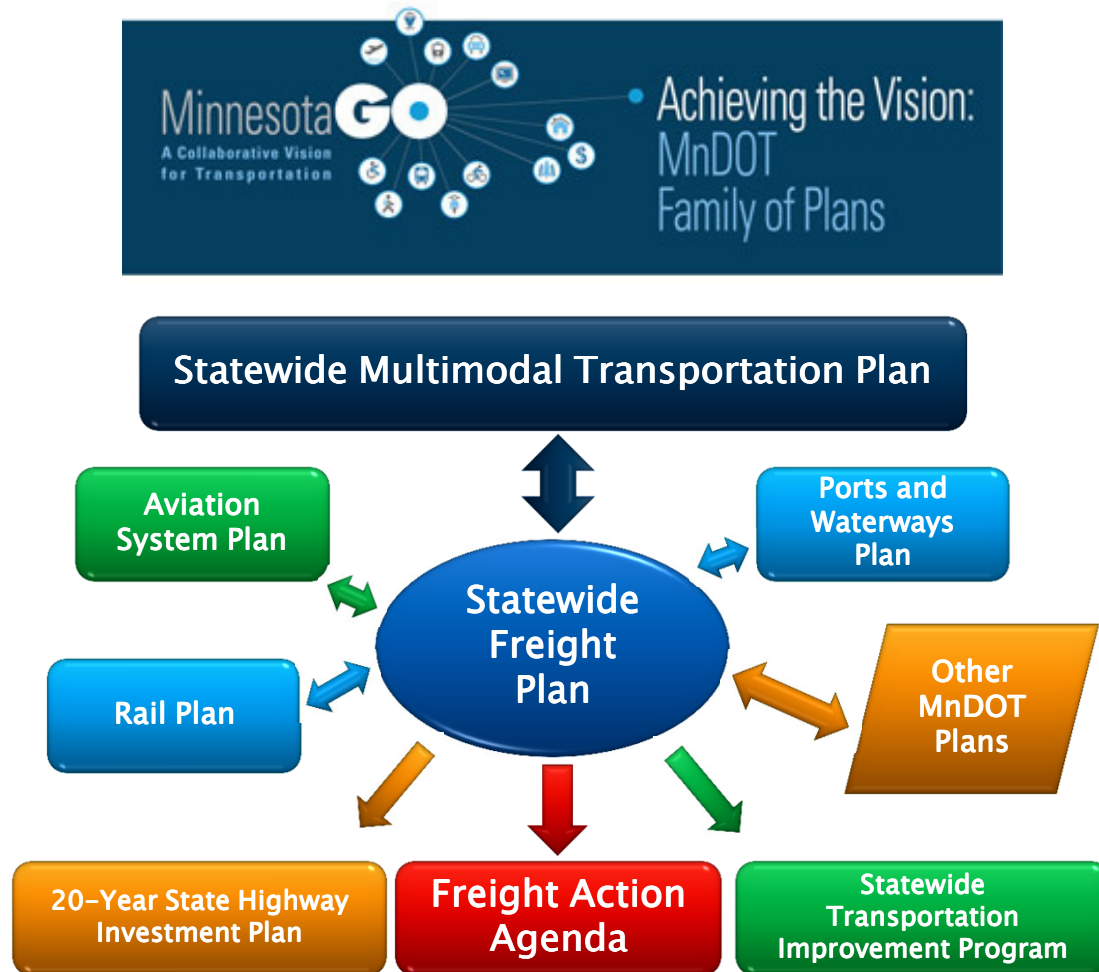


Why is Minnesota Developing a Freight Plan?

- ▶ Align with MAP-21 recommendations and other Federal and State guidelines (*including other statewide plans*)
- ▶ To integrate previous, independent MnDOT freight planning efforts
- ▶ Engage freight decision-makers/stakeholders during development, and beyond
- ▶ Enable MnDOT to evaluate and prioritize freight system investments
- ▶ Facilitate better integration of “freight” throughout MnDOT



The Minnesota Family of Plans

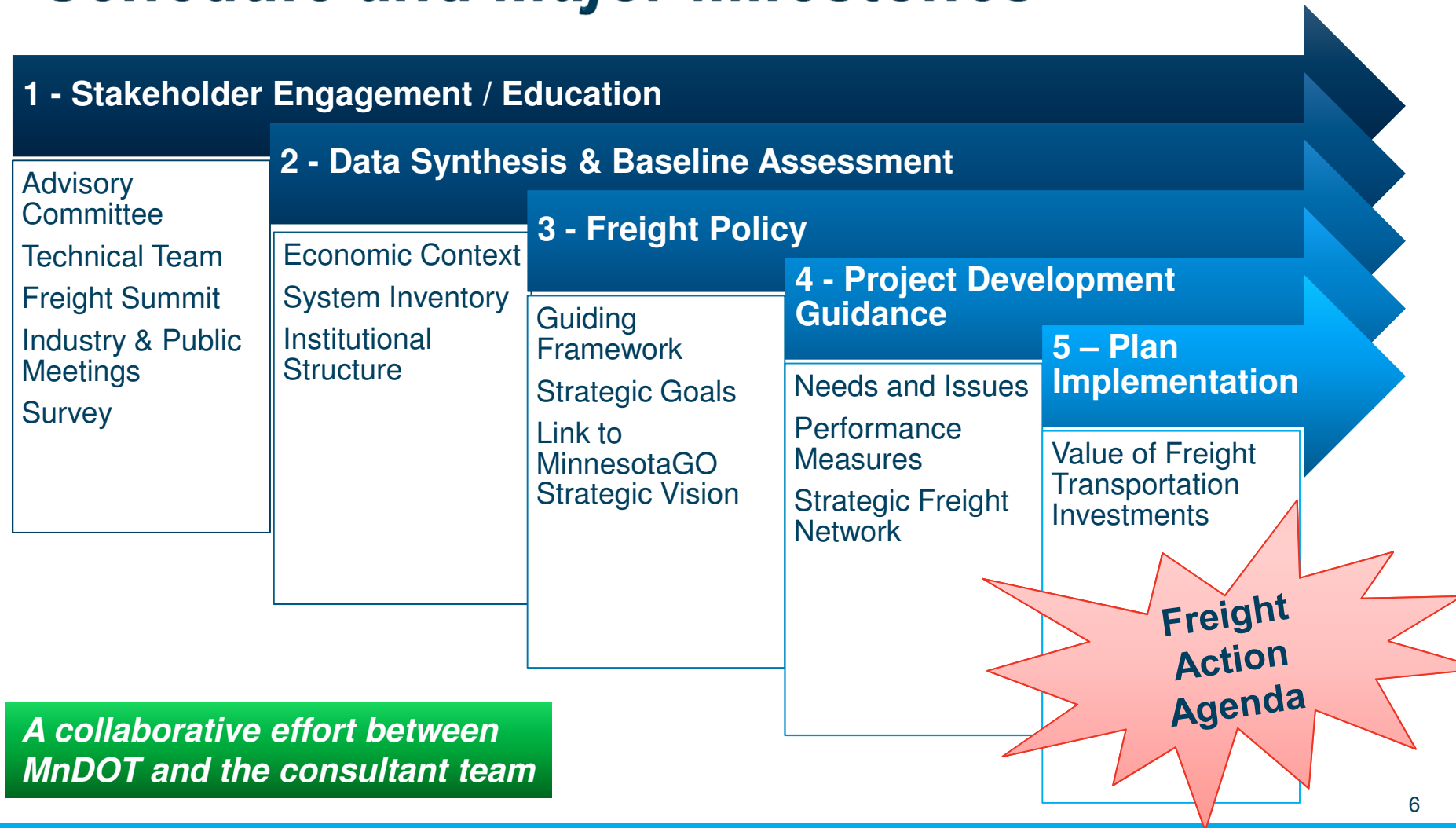


- ▶ The Statewide Freight System Plan
 - A key component of MnDOT's "Family of Plans"
 - Builds upon freight-related elements and findings
 - Feeds recommendations into MnDOT short- and long-range funding programs



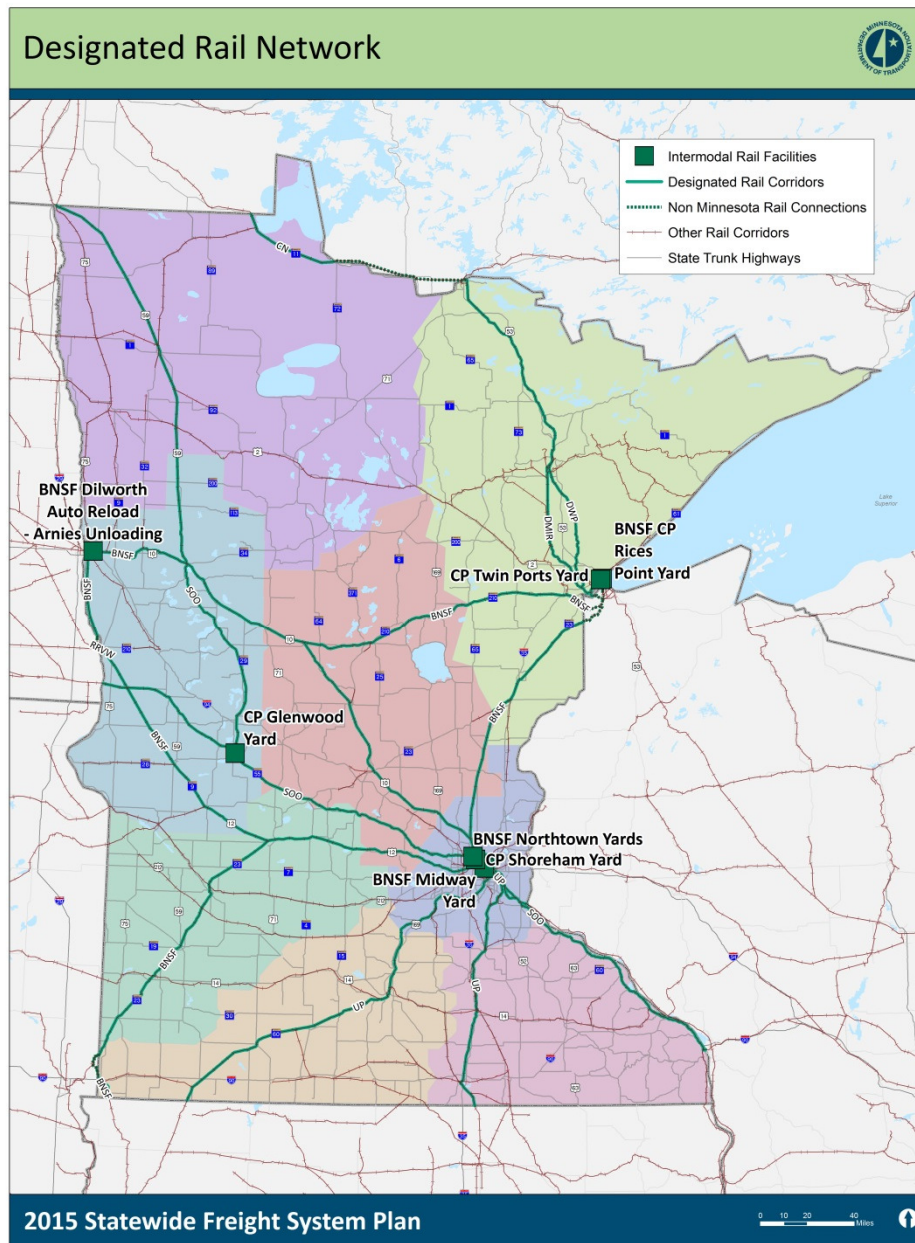
MN MAP-21 Compliant Freight Plan

Schedule and Major Milestones



About Minnesota's Freight System

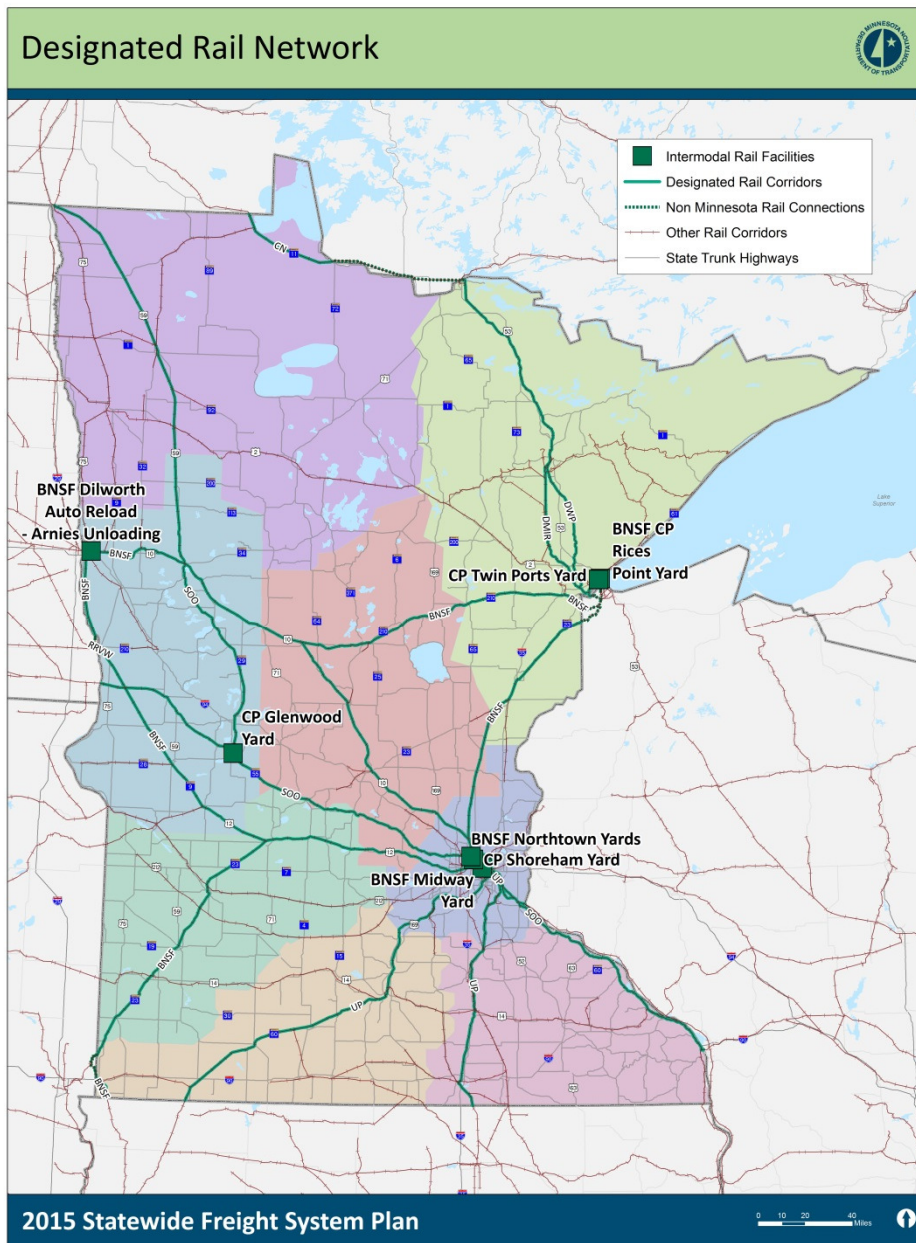




Railroad Corridors

- ▶ Corridors that carry 10 trains a day, or more
- ▶ Route is long distance, providing interstate or interregional connections

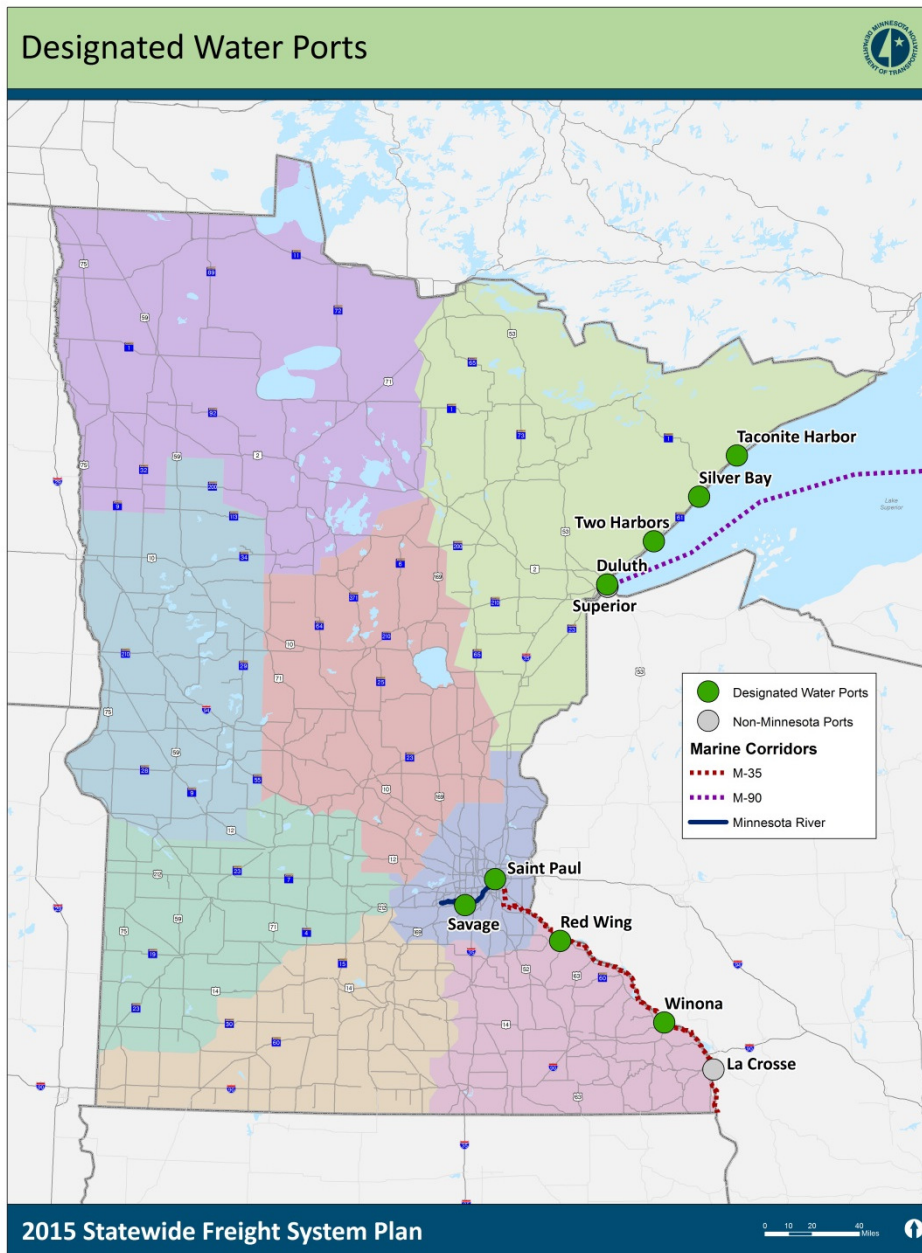




Railroad Facilities

- ▶ Dilworth (BNSF)
- ▶ Glenwood Yard (CP)
- ▶ Midway Yard (BNSF)
- ▶ Northtown Yards (BNSF)
- ▶ Rice's Point Yard (BNSF/CP)
- ▶ Shoreham Yard (CP)
- ▶ Twin Ports Yard (CP)

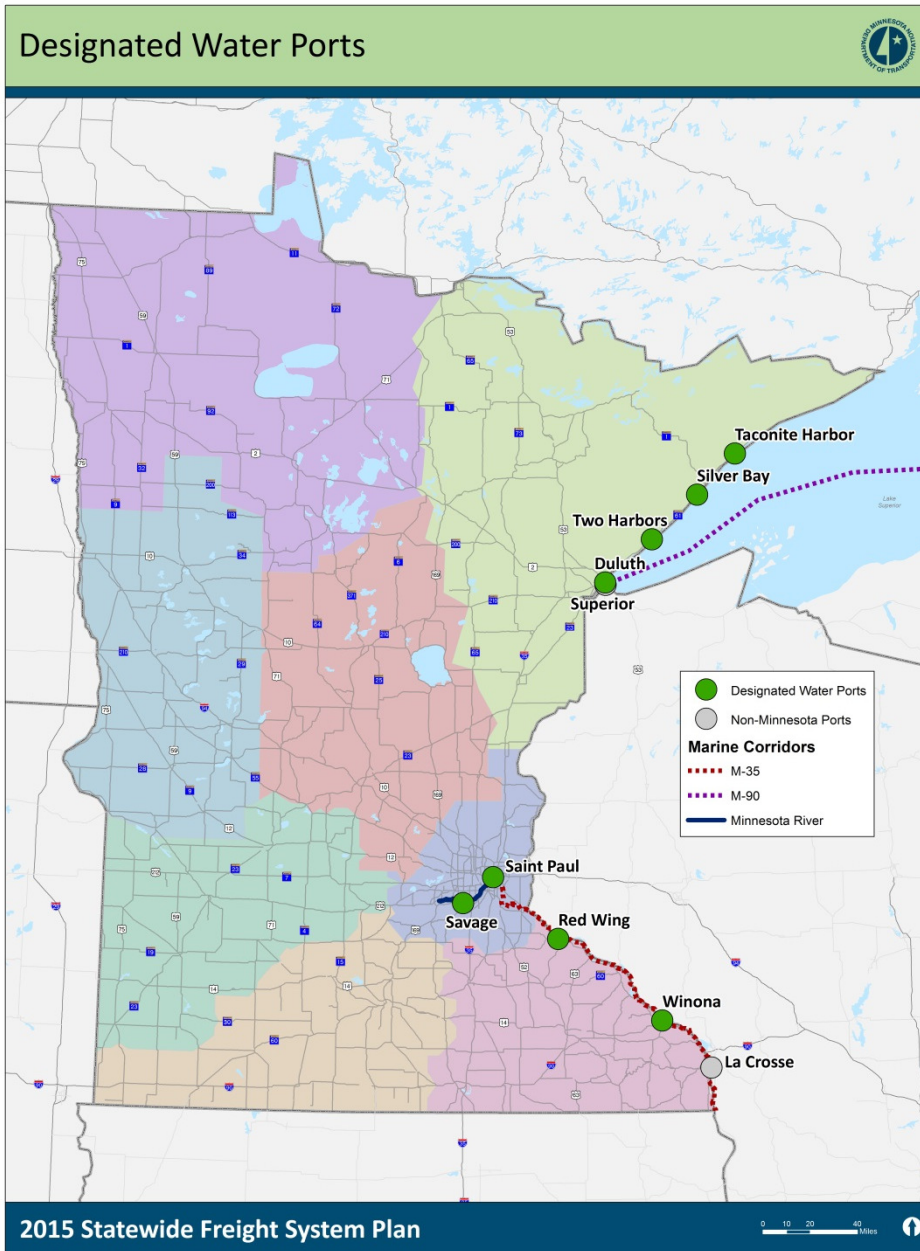




Waterway Corridors

- ▶ Great Lakes
 - (M-90 Marine Corridor)
- ▶ Mississippi River
 - (M-35 Marine Corridor)
- ▶ Minnesota River
 - (M-35 to Savage)





Water Ports

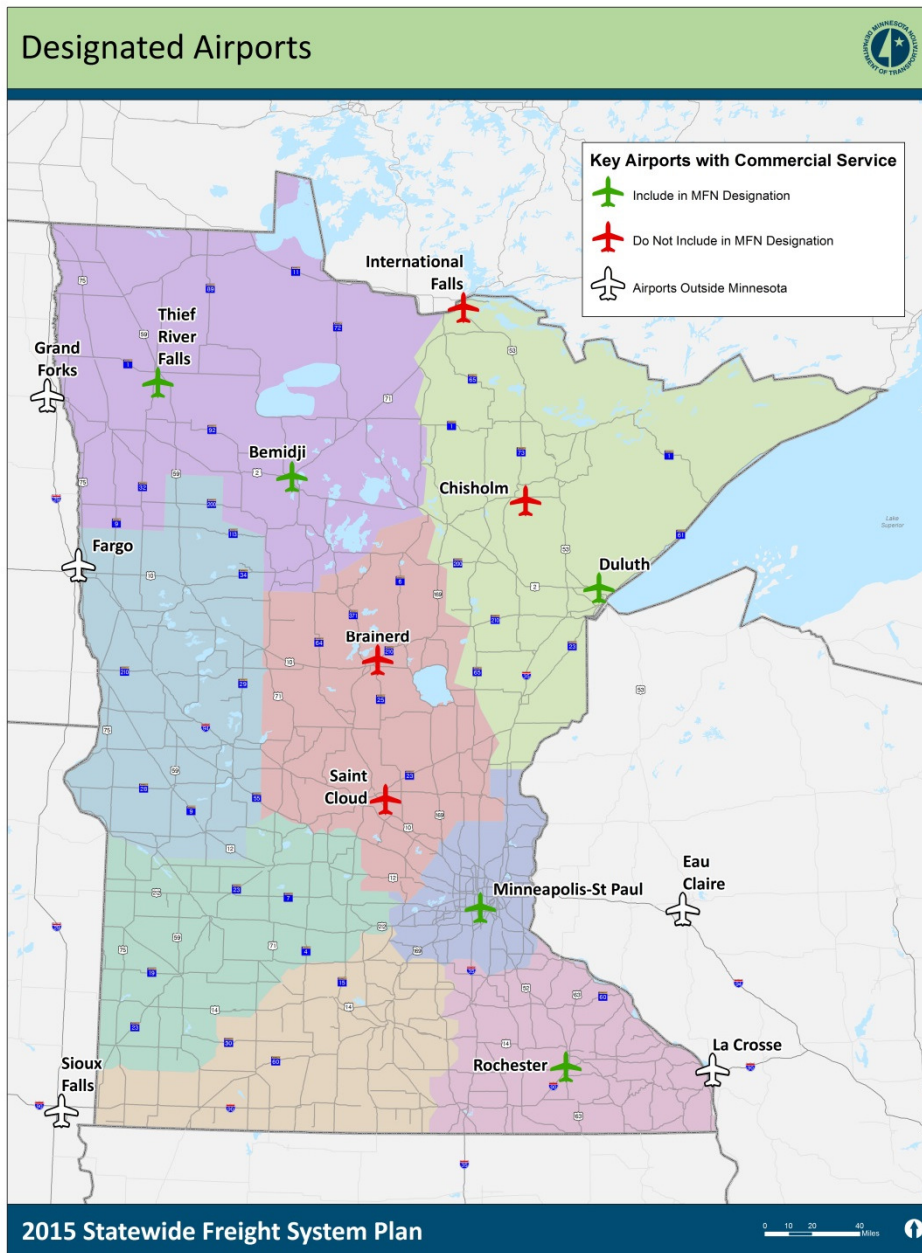
► Four Great Lakes Ports

- Taconite Bay
- Silver Bay
- Two Harbors
- Duluth-Superior

► Four Mississippi River Ports

- St. Paul
- Savage
- Red Wing
- Winona





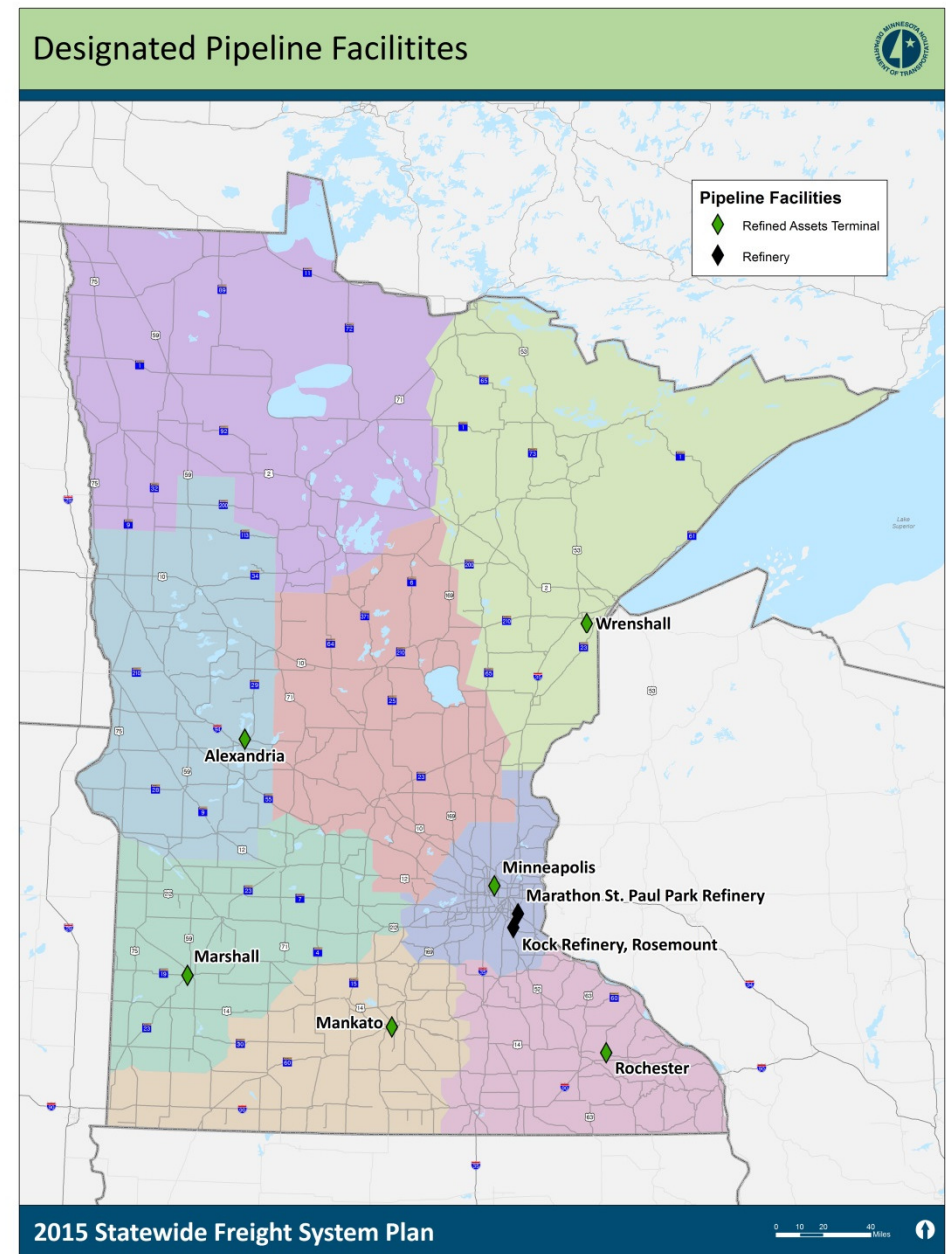
Airports

- ▶ Minneapolis-St. Paul International
- ▶ Duluth International
- ▶ Rochester International
- ▶ Bemidji Regional
- ▶ Thief River Falls Regional



Pipeline Facilities

- Criteria Considered
 - Facility usage
 - Refined products
 - Regional significance

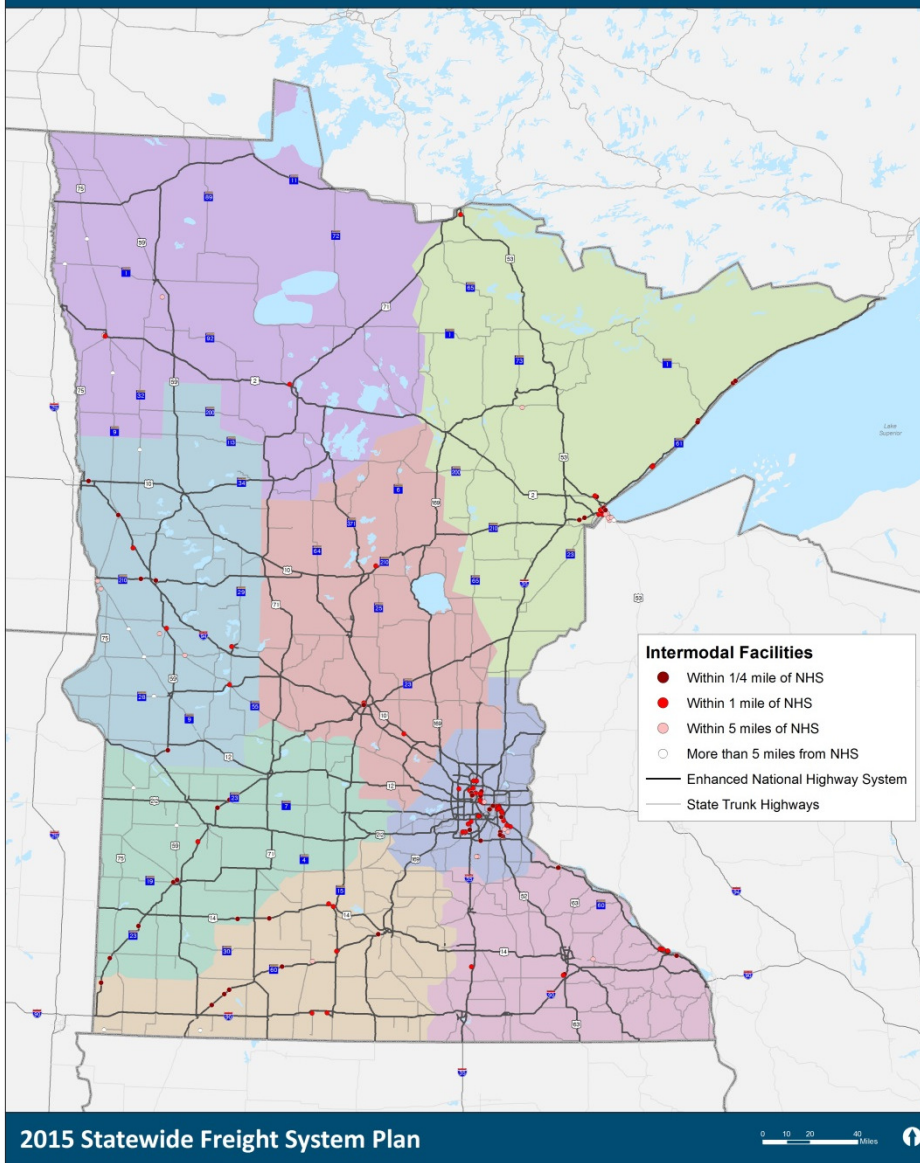


Highway Corridors

► Networks Reviewed

- FHWA Primary Freight Network
- National Highway System (Enhanced)
- Interregional Corridor System + Supplemental Freight Routes
- National Truck Network + Twin Trailer Network
- Conceptual 10-Ton Network
- Oversize/Overweight Network

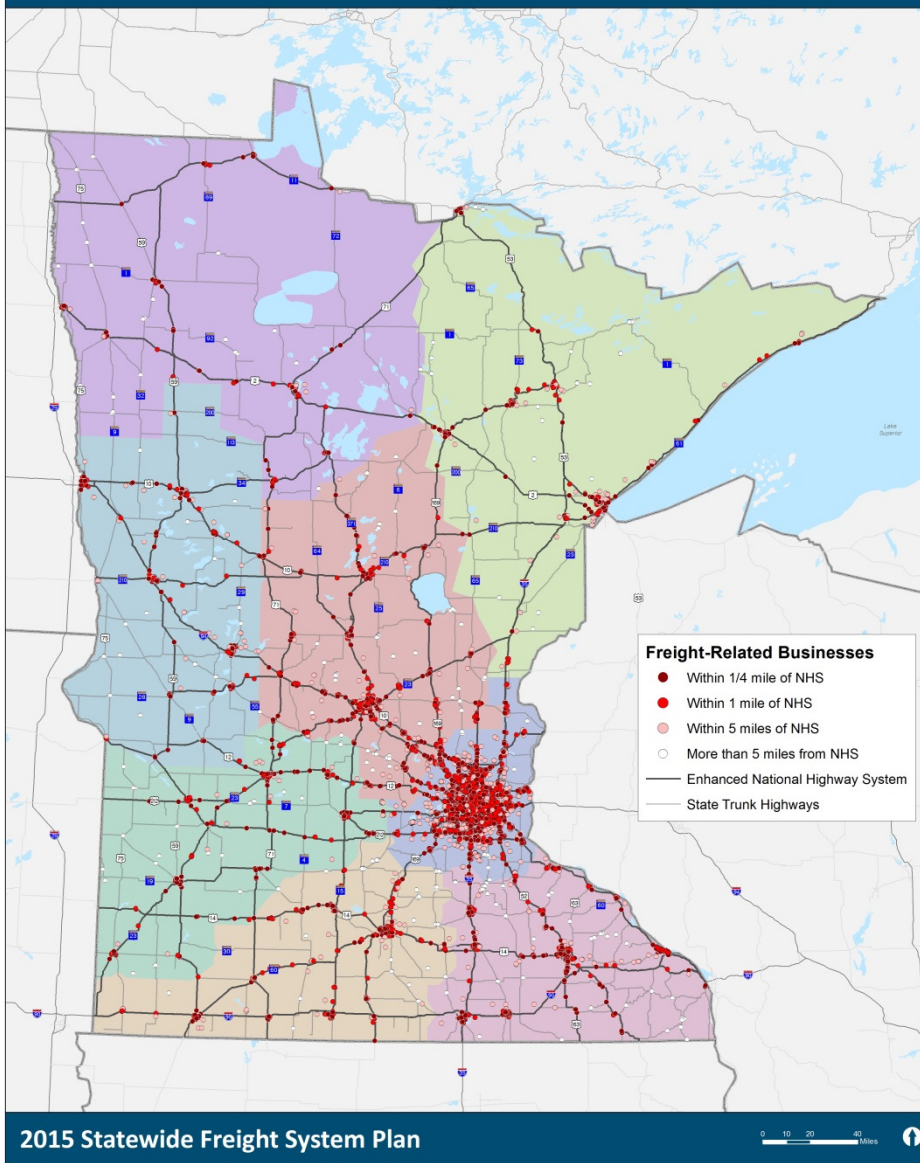




Intermodal Facilities: National Highway System

- ▶ Within 1/4 Mile
 - 71 facilities
 - 40% of total
- ▶ Within 1 Mile
 - 144 facilities
 - 80% of total
- ▶ Within 5 Miles
 - 166 facilities
 - 93% of total
- ▶ 5,242 Miles





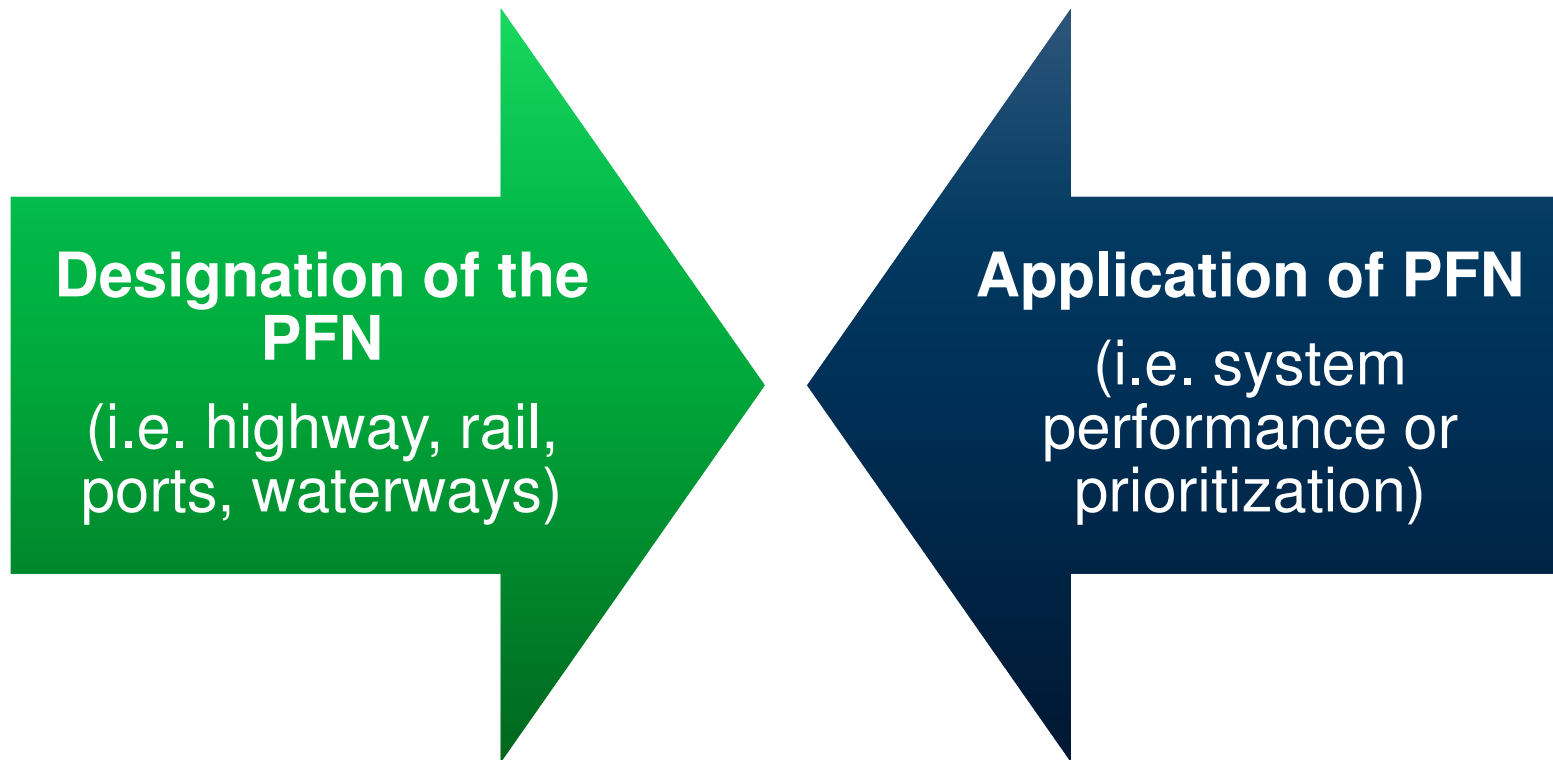
Freight-Related Businesses: National Highway System

- ▶ Within 1/4 Mile
 - 50% of businesses
 - 52% of sales volume
- ▶ Within 1 Mile
 - 84% of businesses
 - 87% of sales volume
- ▶ Within 5 Miles
 - 96% of businesses
 - 97% of sales volume
- ▶ 5,242 Miles



Principal Freight Network *Designation and Application*

An iterative process... Still in process



Why a Freight Action Agenda?

A Freight Plan Product



- ▶ A tool for all public- and private sector freight stakeholders in Minnesota
 - All Plan recommendations in a single place
 - Ability to regularly update and monitor Plan implementation
 - Accountability for all freight stakeholders
 - Build relationships and foster collaboration

***This is Minnesota's
Freight Plan***



Freight Action Agenda Contents

- ▶ Freight Plan Recommendations/Actions
 - Physical System (*e.g., capacity additions*)
 - Operational (*e.g., supply chain shifts, technology applications*)
 - Policies and programs (*e.g., initiate dialog on freight funding*)
- ▶ Sequence Actions
 - Short-term (0-2 years) – “quick wins”
 - Mid-term (3-5 years)
 - Long-term (greater than 5 years)
- ▶ Assign Responsibilities

Actions identified for all freight stakeholders



Discussion

- ▶ What additional linkages (e.g., to MN or local plans or other activities) do we need to consider?
- ▶ Can you see how this Plan will help your day-to-day activities?



Questions?

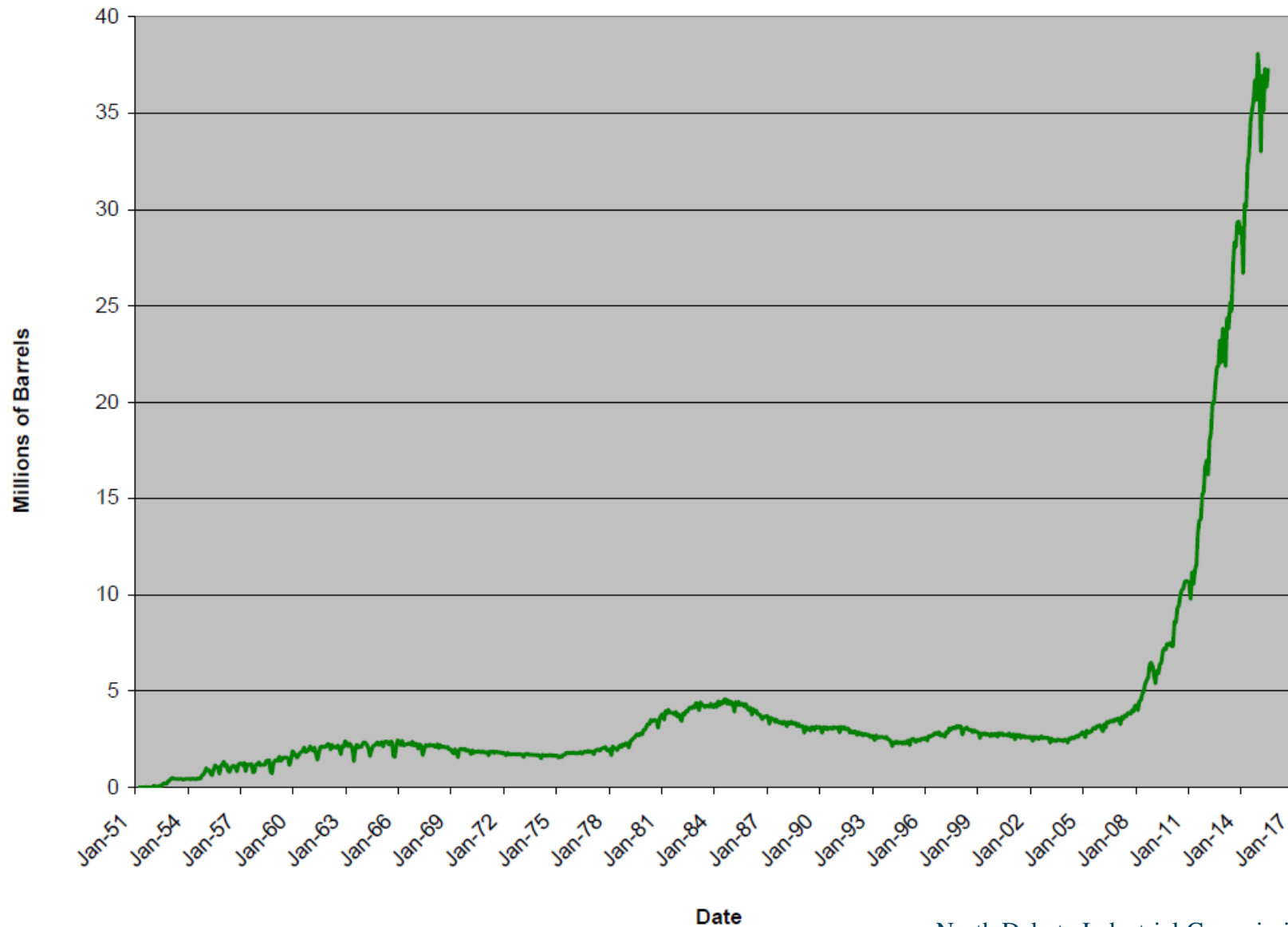


The Bakken Formation

- ▶ Produces 1.1 million barrels of oil per day
 - Over 60 percent of this oil is shipped by rail
 - The remainder is shipped by pipeline or consumed locally



Bakken Crude Oil Production



North Dakota Industrial Commission, 2015

Why Oil Travels by Rail

- ▶ Lack of pipeline capacity
- ▶ Flexibility of rail
- ▶ Gives oil producers the ability to shop around their product to various rail-served refineries
- ▶ Lack of refineries in ND

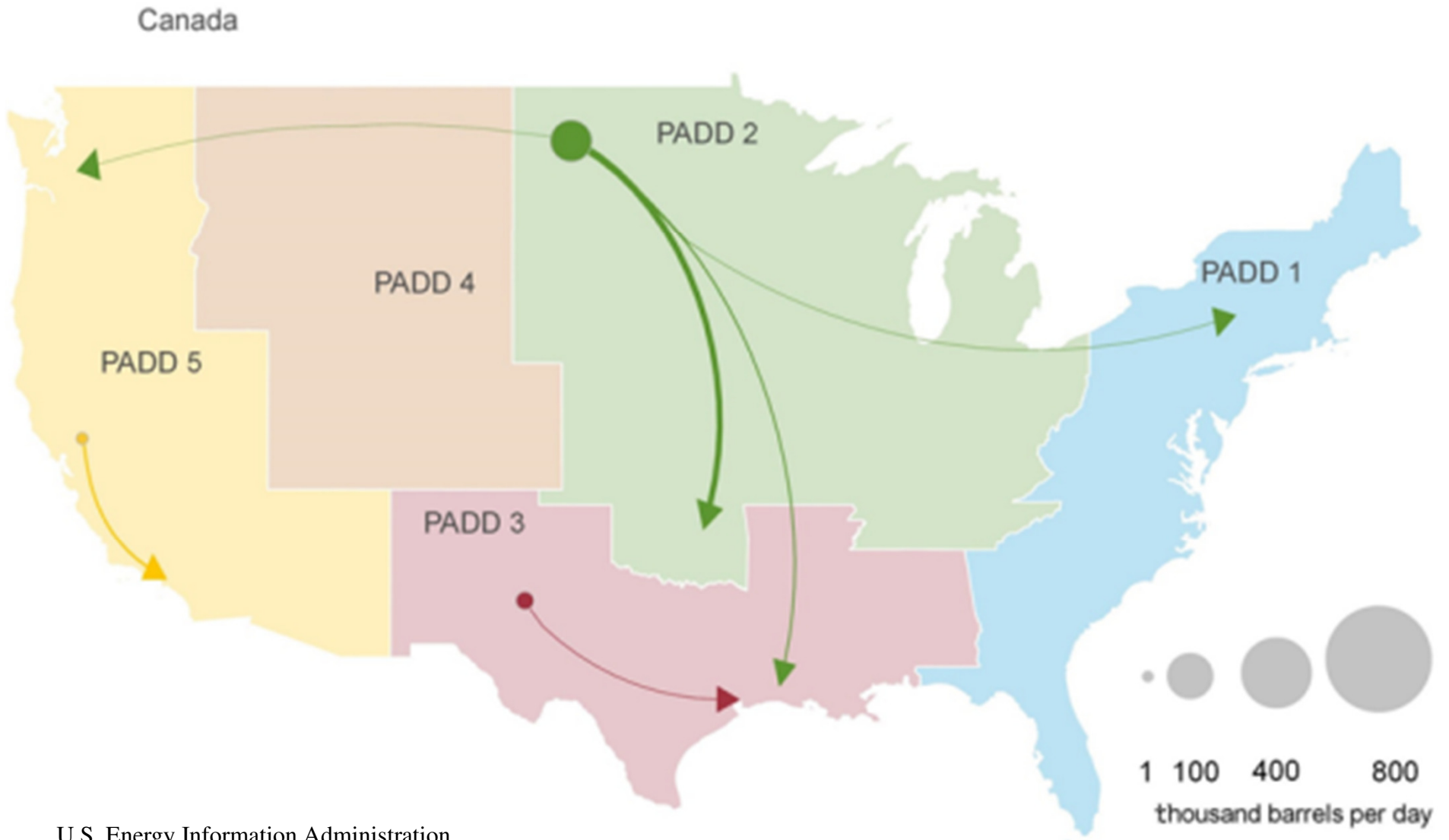


Crude By Rail Volumes

- ▶ The Bakken produces 1.1 million barrels of oil per day
 - Over 60 percent of this oil is shipped by rail
 - About 6 trains per day travel through Minnesota or 18 million gallons/day



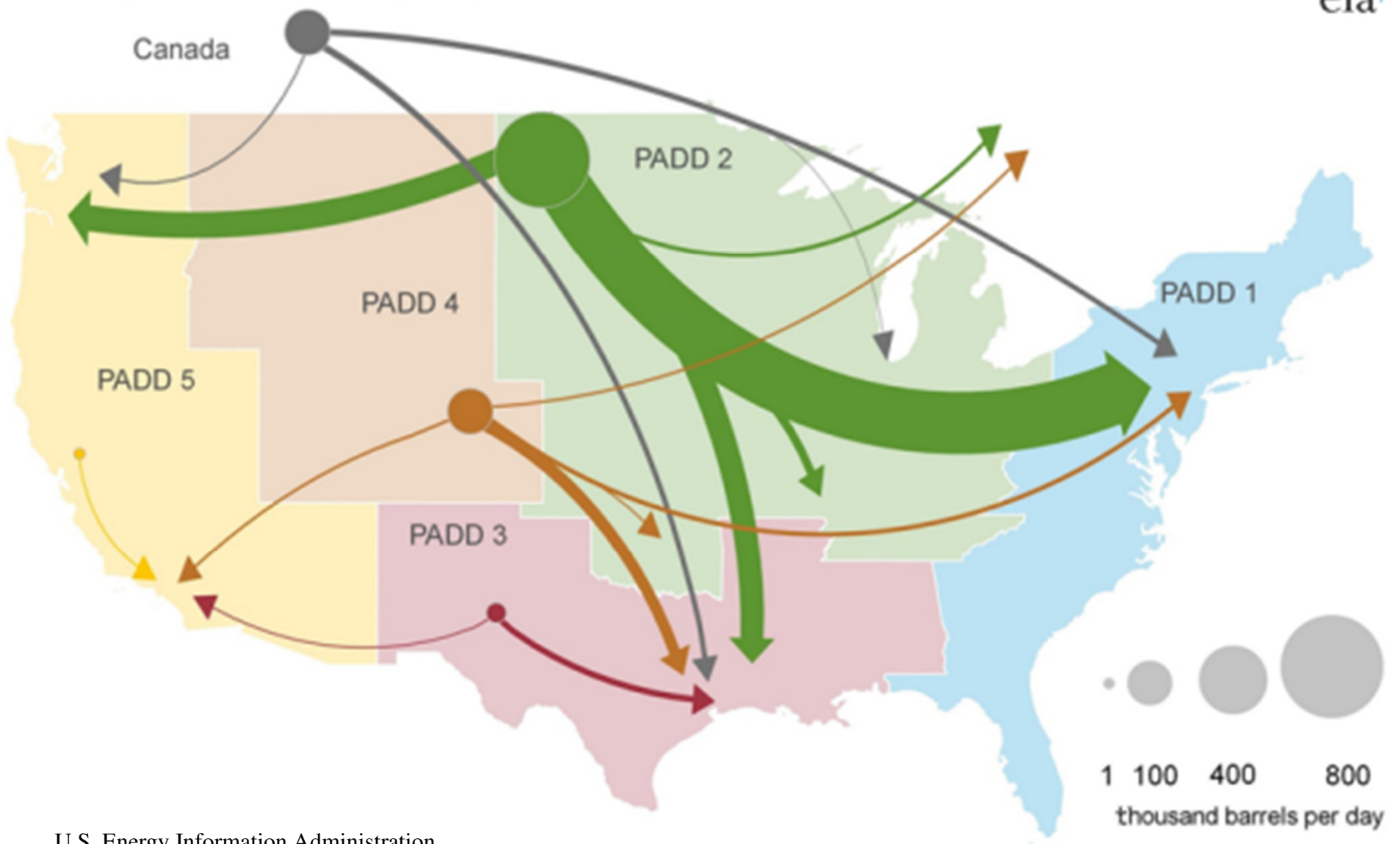
Crude-by-rail movements (2010)



U.S. Energy Information Administration



Crude-by-rail movements (2014)



U.S. Energy Information Administration

