

Transportation and Infrastructure Projects in CD2

Submission by the City of St. Paul Park

“3rd Street Collector Roadway Improvements Project”

Project Overview and Background

The 3rd Street Collector Roadway Improvements Project proposes the complete reconstruction of the most significant north-south Major Collector roadway in St. Paul Park, from Broadway Avenue as the northern terminus to 14th Avenue as the southern terminus. An existing two-lane, 42-foot wide urban roadway with sidewalk on one side of the roadway, 3rd Street functions as the backbone of north-south multi-modal transportation in St. Paul Park and points to the south in Grey Cloud Island Township. Significant transportation connections via 3rd Street are made possible for users in the region to Washington County Road 75 to the south, and US 61/US 10 (Principal Arterial), Washington County State Aid Highway (CSAH) 22/Summit Avenue (“A” Minor Expander), and CSAH 39/Hastings Avenue (“A” Minor Reliever). Average Daily Traffic ranges from approximately 1,600 vehicles per day at 14th Avenue to approximately 3,500 vehicles per day at Broadway Avenue. Typical users within the project area consist of local and regional vehicular traffic, bus transit, bicyclists, pedestrians and other non-motorized traffic, and commercial trucking, primarily from the Grey Cloud Island gravel mining operation which accesses US 61 via 3rd Street. Fixed route bus service is provided along 3rd Street by Metro Transit, serving downtown St. Paul and Cottage Grove. 20-year forecasted volumes on 3rd Street range from 6,550 to 8,950 vehicles per day.

From a multi-modal standpoint, portions of 3rd Street within the project area are on the Mississippi Regional Trail Route serving an important regional non-motorized/bicycle user. It will also serve as the main connection of Grey Cloud Island Township and southwestern St. Paul Park to the proposed Red Rock Bus Rapid Transit (BRT) Station. Finally, it is an important part of the Planned Regional Trail Corridor as included in both local and regional adopted comprehensive planning documents.

Existing 3rd Street is proposed to be fully reconstructed as a multi-modal 10-ton collector roadway, streets and sidewalks, including urban storm sewer to improve existing deficient storm sewer capacity to current standards, from Broadway Avenue to 14th Avenue. **The estimated cost and requested funding for surface transportation and urban drainage is \$5.2 Million.**

Project Location Map



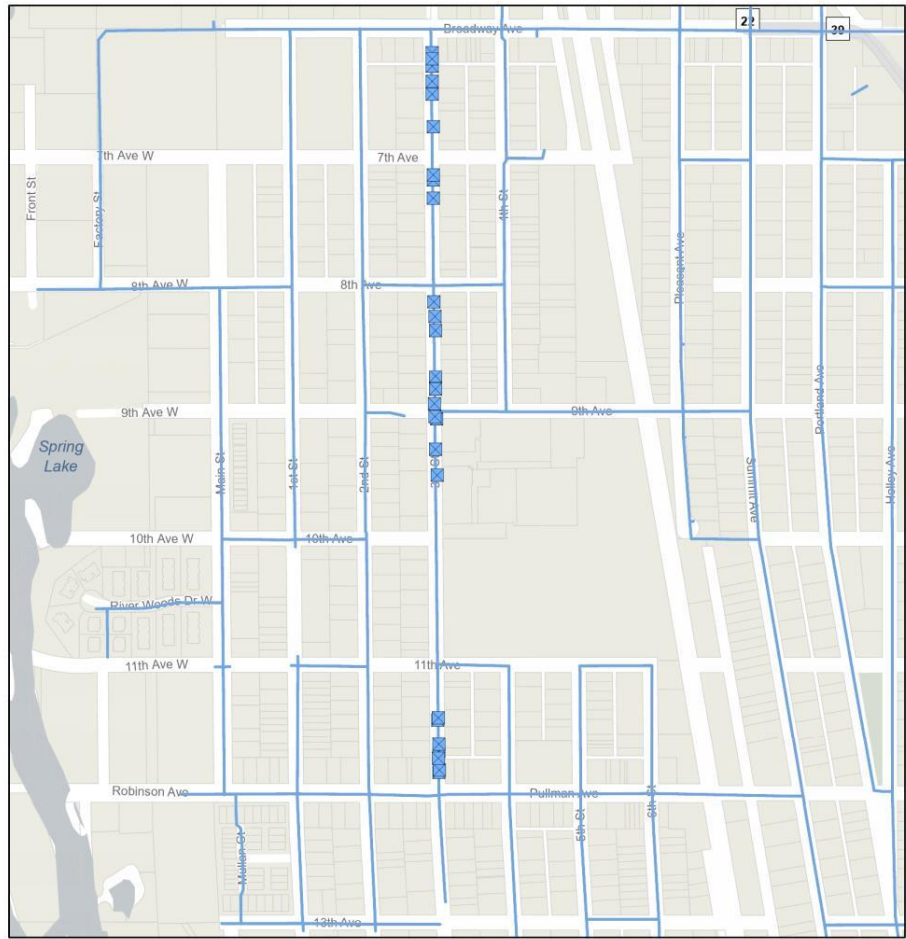
Documentation of whether the project is on the State, Tribal, or territorial transportation improvement program (STIP); and on the metropolitan transportation improvement program (TIP)

This project is not on the STIP, or on the TIP.

Sources of funding for the full share of the cost of the project beyond the amount requested

Additional municipal bonding funds, either general obligation, utility, or a combination, are anticipated to fund needed sanitary sewer and water improvements in the project area, estimated at \$1.1 Million and \$1.5 Million respectively. The existing watermain is undersized by current 10-State Standards, and was previously constructed 80 years ago with cast iron pipe which is brittle and prone to breaks once it has lived its serviceable life, which it has reached.

Water Main Breaks on 3rd Street Map



■ Water Main Breaks
— Main



Special assessments per the St. Paul Park assessment policy may also provide an additional funding source, however that funding availability will need to be determined by the City Council following a determination on federal funding availability and award for this project.

Letter(s) of support from the State department of transportation, or local government, transit agency, or other non-Federal sponsor:

Please see attached.

A description of the process that has been or will be followed to provide an opportunity for public comment on the project:

All infrastructure projects led by the City of St. Paul Park, including the proposed 3rd Street Collector Roadway Improvements Project follow a robust public engagement process beginning in the preliminary design and feasibility study phase of the project. Neighborhood Open Houses are conducted typically prior to completion of the preliminary engineering study report, and again prior to City Council public hearings on a project. These meetings are open to the public at City Hall, and provide an opportunity for attendees to learn more about the project, and provide written and verbal feedback to project staff on concerns, support for the project, or even specific items that they would like to see addressed if possible that may be adjacent to the project such as driveways, landscaping, drainage, or other common issues that can in many cases be addressed easily with a reconstruction project.

Project phase (e.g. Planning, Final Design, Construction):

Planning/Preliminary Design Phase

NEPA category of action:

Programmatic Categorical Exclusion

Status of environmental review:

Not started at this time. No capacity expansion or other anticipated triggers to expand the need for environmental review requirements above and beyond categorical exclusion requirements are anticipated. Therefore, all necessary environmental review efforts will be efficiently and expeditiously completed and submitted for review. Preparation of environmental review documentation will be initiated by the City of St. Paul Park commensurate with announcement of project funding. Upon completion, submission, review, and approval is anticipated as required according to funding timelines and sunset requirements as may be required by this funding.

Whether the project has received Federal funding previously, and if so the source and amount:

This project has not received any previous federal funding.

Certification that the Member, their spouse, and other immediate family members do not have a financial interest in the project:

The City of St. Paul Park is not aware that the Member, spouse, or any other immediate family members have any financial interest in this project, as proposed by the City of St. Paul Park.