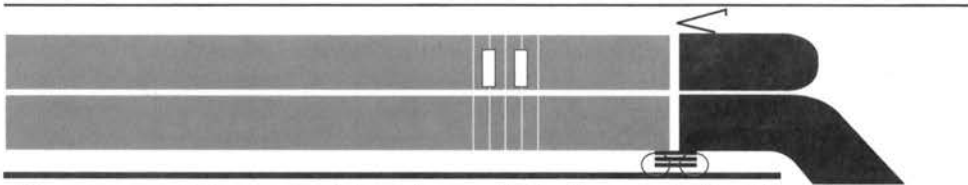




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Agenda

Regional Railroad Authority Meeting

April 13, 1999

Immediately following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of the March 16, 1999 meeting.
 2. Comprehensive Transit and Transportation Plan.
 3. * Legislative update.
 4. * Ratify Rush Line Joint Powers Agreement.
- * Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

March 16, 1999

The Regional Railroad Authority met on Tuesday, March 16, 1999, in Council Chambers, 3rd Floor Courthouse.

MEMBERS PRESENT: Chair Rafael Ortega
Commissioner Tony Bennett
Commissioner Dino Guerin
Commissioner Susan Haigh (arrived at 3:00 p.m.)
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, David MacMillan, Tom Oertel, Bonnie Jackelen, Terry Lindeke, Jim Van Houdt, Mary Ann Palmer, Eugene Haselmann, Lisa Lee, Kris Longhenry

Chairman Bennett called the meeting to order at 2:58 p.m.

1. Approve Minutes of February 23, 1999 meeting.

Motion by Commissioner Reinhardt, seconded by Commissioner Guerin to accept the minutes from the February 23, 1999 RCRRA meeting.

Ayes - 6, Nays - 0
Motion accepted.

Commissioner Bennett distributed a letter of application to join the Northstar Corridor that is consistent with the resolution passed at the last meeting and is used in conjunction with the proposal put forward in RCRRA becoming a member of the Northstar Corridor Development Authority.

2. Burlington Northern Railroad abandonment in Roseville, St. Anthony and Minneapolis - support for negotiation for acquisition.

[Commissioner Haigh arrived at this time.]

Kathy DeSpiegelaere distributed the resolution for this item.

Commissioner Rettman asked what the cost to the RCRRA will be. Kathy DeSpiegelaere answered that there isn't a specified price at this time. Kathy noted that in 1996, the RCRRA approved a resolution authorizing staff to initiate discussions with Hennepin County to acquire this rail line. In 1996, Burlington Northern indicated interest in abandoning a portion of rail corridor. This is located in Roseville, St. Anthony and Minneapolis.

Commissioner Rettman asked if negotiations were contingent on RCRRA approval. Kathy DeSpiegelaere responded that this resolution is a request to begin negotiations and if /when a cost is determined, the item will come back to the RCRRA for approval.

Commissioner Wiessner stated that there is only a small piece of land located in Ramsey County but it connects to a potential access point for future rail in Roseville. Roseville is extremely supportive of RCRRA acquiring this rail line.

A motion was made and seconded for the RCRRA to declare support for the acquisition of the currently unused BNSF rail line and corridor through Roseville, St. Anthony and Minneapolis for an ultimate transportation purpose with the possibility of an interim recreation use.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, The Burlington Northern and Sante Fe (BNSF) Railroad Company owns a rail line and corridor through the cities of Roseville St. Anthony and Minneapolis; and

WHEREAS, The BNSF is proposing to abandon this rail line and corridor; and

WHEREAS, This rail line and corridor is not being currently used, nor has it been used for railroad purposes during the past two years; and

WHEREAS, Representatives from the cities of Minneapolis, Roseville and St. Anthony have met with representatives from the Minnesota Department of Transportation, Minnesota Department of Natural Resources, Ramsey County Regional Railroad Authority, Hennepin County Regional Railroad Authority (HCRRA), Minneapolis Parks and Recreation Board, and Ramsey County Parks Department to explore mutual interest in acquiring the abandoned BNSF Railroad Corridor; and

WHEREAS, The above mentioned representatives have agreed to pursue acquisition of the abandoned rail line for an ultimate transportation use with the possibility of an interim recreation use; and

WHEREAS, The HCRRA has agreed to lead efforts to conduct an appraisal, a survey, an environmental assessment and a title search of the property as well as to negotiate with the BNSF Railroad for the acquisition of the abandoned rail line; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority hereby declares support for the acquisition of the currently unused BNSF rail line and corridor through Roseville, St. Anthony and Minneapolis for an ultimate transportation purpose with the possibility of an interim recreation use; and Be It Further

RESOLVED, That a copy of this resolution be forwarded to the HCRRA, Minnesota Department of Transportation, the Transportation Advisory Board and the state and federal legislative delegations representing the three cities.

3. Ratify Partial Payment No. 1 in the amount of \$24,738.74 to Parsons Brinckerhoff Quade & Douglas, Inc. for professional consulting services for the Riverview Corridor Major Investment Study.

Motion by Commissioner Ortega, seconded by Commissioner Reinhardt to ratify Partial Payment No. 1 in the amount of \$24,738.74 to Parsons Brinckerhoff Quade & Douglas, Inc. for professional consulting services for the Riverview Corridor Major Investment Study.

Ayes - 6, Nays - 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of Parsons Brinckerhoff Quade & Douglas, Inc. for the purpose of conducting the Riverview Corridor Major Investment Study; and

WHEREAS, Parsons Brinckerhoff Quade & Douglas, Inc. has satisfactorily completed portions of the work identified in the referenced agreements, and provided detailed invoice documentation for services and costs accrued through December 4, 1998; and

WHEREAS, submittal of invoices and payment documentation to the Rail Authority for ratification at the next scheduled meeting following staff approval of invoice documentation is required; and

WHEREAS, Parsons Brinckerhoff Quade & Douglas, Inc. Invoice No. 1, Partial Payment No. 1, and attachments thereto, provide the correct documentation of payments due Parsons Brinckerhoff Quade & Douglas, Inc. through December 4, 1998, and

RESOLVED, Payment to Parsons Brinckerhoff Quade & Douglas, Inc. in the amount of \$24,738.74 for services rendered through December 4, 1998, is hereby ratified.

Commissioner Ortega distributed a resolution requesting support from Hennepin County Regional Railroad Authority for moving forward on the implementation of light rail transit in the Central Corridor, as well as the Riverview and Hiawatha Corridors.

Commissioner Haigh asked what would happen once this resolution is given to Hennepin County. Commissioner Ortega answered that in order for Ramsey County to move ahead in its vision, we need to get a clear message from Hennepin County about their position on the Central Corridor. Commissioner Bennett added that Hennepin County needs to be added in the Central Corridor discussions since 30 percent of the corridor is under their jurisdiction.

Commissioner Reinhardt noted that if Hennepin County doesn't support the Central Corridor, it would not change Ramsey County's position.

Commissioner Haigh asked if the Metropolitan Council's position should be sought also. Commissioner Bennett responded that it is a good idea but there should be a separate resolution geared to the Metropolitan Council as it pertains to Ramsey and Hennepin Counties.

Commissioner Guerin suggested that Ramsey County send a letter rather than a resolution asking for support for the Central Corridor as part of their regional plan and list the reasons why to include it in the regional plan. Terry Schutten commented that Commissioner Bennett and Commissioner Ortega created a letter that was sent to the Metropolitan Council. Commissioner Ortega added that he tried to follow up on the letter, but Mr. Mondale is out of the country for the next week or so.

Commissioner Reinhardt asked if Joint Powers Board has taken a previous stand on the Central Corridor. Commissioner Ortega answered that there is a Joint Powers Board meeting tomorrow and there is a letter to the Joint Powers Board from RCRRA endorsing its position and it will be discussed.

Commissioner Guerin noted that it would be helpful to ask the City of Minneapolis for their position. Commissioner Bennett stated that a letter format would be appropriate since they have no authority in a decision.

Commissioner Wiessner asked if a formal letter of support from St. Paul has been written. Commissioner Reinhardt agreed that this would be a good idea since St. Paul has not declared a formal position.

Commissioner Reinhardt stated that we shouldn't ask St. Paul about their position on the Central Corridor, but ask them for their position on the St. Paul Transit Vision recommendations. She commented that asking them to pick one corridor over another would put them in a difficult position.

Commissioner Ortega noted that Hennepin County has left out the Central Corridor. The cities of St. Paul and Minneapolis have both stated positive remarks about the triangle endorsement.

Kathy DeSpiegelaere remarked that the letter that will be presented at the Joint Powers Board meeting tomorrow relates to the St. Paul Transit Vision recommendations plus action steps that were adopted at the February 23, 1999 RCRRA meeting. This letter will be forwarded to the City of St. Paul.

Commissioner Guerin commented that the City of St. Paul has laid over this item at their last meeting because it looked as though the Central Corridor was favored over the Riverview Corridor and some of the Councilmembers weren't happy about this.

Commissioner Bennett read over the letter that will be presented to the Joint Powers Board tomorrow. Some of the items mentioned in the letter were the action steps adopted at the February 23, 1999 RCRRA meeting. The items that were amended and accepted in the letter and page five in the minutes were:

- The first action step states, "a minimum of three rail corridors..." This will be amended to read "a minimum of three transit corridors".
- Under the Transit Corridor section, the Central Corridor is listed as Downtown Minneapolis to downtown St. Paul via University Avenue. The alignment is unknown and will be amended to read "(downtown Minneapolis to downtown St. Paul between I-94 and the Burlington Northern southern mainline)".
- An additional heading of bus or LRT will be added under the Transit Corridor section and will include the Riverview and Central Corridors.

Commissioner Haigh stated that it is important to clarify that the RCRRA is in the middle of a process on studying the Riverview and Central Corridors and that neither corridor has priority or a particular technology or alignment at this time.

Commissioner Wiessner asked for clarification of a definition of a transitway since she didn't realize that the RCRRA has a dedicated transitway on University Avenue or I-94. Commissioner Ortega stated that Congress moved \$8 million of Central Corridor federal LRT funds that were going to be lost to make bus improvements on University Avenue and I-94.

Commissioner Guerin noted that he doesn't agree with spending millions of dollars on studies if it is only to make bus improvements.

Motion by Commissioner Ortega, seconded by Commissioner Guerin for the RCRRA to request a resolution of support from Hennepin County Regional Railroad Authority for moving forward on implementation of light rail transit in the Central Corridor, as well as the Riverview and Hiawatha Corridors.

Ayes - 7, Nays - 0
Motion accepted.

WHEREAS, The Central Corridor from downtown St. Paul to downtown Minneapolis, has previously been part of the region's plan as the spine for a light rail transit system; and

WHEREAS, The Central Corridor from downtown St. Paul to downtown Minneapolis was for many years the region's priority for the first light rail transit line in the region; and

WHEREAS, Ramsey County Regional Railroad Authority on February 23, 1999 adopted a resolution that the regional master plan for transit must include the core triangle of Hiawatha, Riverview and Central Corridors; and

WHEREAS, Approximately 70% of the Central Corridor is in Ramsey County and 30% is in Hennepin County; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority invites Hennepin County to collaborate in moving forward on implementation of light rail transit in the Central Corridor which is consistent with actions taken on November 15, 1993. On that date, Hennepin and Ramsey County Regional Railroad Authorities, as members of the Central Corridor Management Committee, recommended the light rail transit alternative for the Central Corridor; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority requests a resolution of support from Hennepin County Regional Railroad Authority for moving forward on implementation of light rail transit in the Central Corridor, as well as the Riverview and Hiawatha Corridors.

Commissioner Bennett announced that a Riverview Corridor Open House is going to be held on March 25 at the West Seventh Community Center from 5:00 to 8:00 p.m. He also encouraged the RCRRA members to read an article in the Sunday, March 14 St. Paul Pioneer Press about transit. One highlight in the article discusses the high cost of constructing highways and other states are mentioned stating that transit saves money versus building highways. Commissioner Bennett also noted that there are preliminary reports from the Riverview Corridor MIS that it is feasible to cross the Mississippi River at the current bridge crossing.

Commissioner Wiessner commented that she spoke with the director of the Minnesota Valley Transit Authority. The director invited the RCRRA to visit their transit hub in Burnsville and also offered information on bus ridership from the Eagan/Apple Valley areas coming into St. Paul that is not included in the Metro Transit figures. This may affect the Riverview Corridor estimates.

Commissioner Bennett noted that Dakota County wants to extend the Riverview/Hiawatha Corridor south for the ridership reason.

4. Legislative update.

Commissioner Bennett stated that there are three legislative bills that will be discussed by the Joint Powers Board tomorrow.

Kathy DeSpiegelaere distributed a bill proposed by Representative Krinkie that repeals the Joint Powers Board, abolishes Regional Rail Authorities and places Rail Authority funds into the county's fund. Terry Lindeke commented that this bill doesn't answer what happens to all the planning that has taken place so far. Terry also noted that this bill doesn't have a Senate companion and with no hearings set, it is hard to get a hearing especially for bills without companions.

Terry Lindeke said that Senator Flynn is proposing to create a transit fund, which would be constitutionally dedicated fund and requires a vote by citizens. This transit fund transfers motor vehicle excise tax funds from the general fund. Senator Flynn is looking at the governance issue by requiring the Chair of the Metropolitan Council and the Commissioner of Transportation to come up with recommendations to the Legislature regarding timing of spending the appropriation and utilizing bond proceeds.

Commissioner Haigh noted that the RCRRA should support Senator Flynn's proposal of a permanent-funding vehicle because it is the only way to be successful in getting federal funds in advance.

Commissioner Bennett commented that SF1668 is contradictory of what the RCRRA is trying to do with requesting \$69 million over the next five years. Terry Lindeke stated that there isn't anything in the bill that guarantees future funding for other rail projects, but it does provide a vehicle for them.

Commissioner Reinhardt stated that there have been times in the past that the RCRRA has supported parts of bills and not the entire bill. She supported the RCRRA favoring parts of Senator Flynn's bill, but not supporting the \$60 million request for the Hiawatha Corridor.

Commissioner Rettman asked what the correlation is between SF1668 and SF828. Kathy DeSpiegelaere answered that SF828 allows Rail Authorities to make grants to Mn/DOT and the Metro Council.

Terry Lindeke commented that she, Kathy DeSpiegelaere and Nick Riley met with Senator Pappas and Senator Kelly before the RCRRA meeting and found that these two Ramsey County senators were very involved with discussions with Senator Flynn and were extremely accepting of Ramsey County's position on regional development and equitable distribution of financial assistance from the State. The senators view SF1668 as significant because of regionalism. Senator Kelly is also doing work on either an amendment or additional proposal regarding the contradiction of appropriation in SF1668.

Kathy DeSpiegelaere stated that federal appropriations are due to Congress for fiscal year 2000 on transportation issues. Metro Transit is placing a request on behalf of the region and the Joint powers Board will discuss the request tomorrow. The request for the three federally authorized corridors includes:

- Riverview - \$4 million (this is 80% of the \$5 million needed for preliminary engineering and environmental work)
- Hiawatha - \$65 million for construction costs
- Northstar - \$4 million for engineering

Metro Transit is also asking for federal funds through Congressman Sabo and their request includes \$3 million for Riverview Corridor bus improvements.

Kathy noted that the Central Corridor is not federally authorized so funds are not allowed to be requested for it. She also commented that in 12 months, the Riverview Major Investment Study will be completed and the next step is for the RCRRA to decide on a locally preferred alternative. If it is decided that the only improvement will be buses, then the \$4 million for engineering will not be used. This money has to be requested in advance and will only be used if another alternative other than buses is decided on.

Kathy mentioned that if an alternative other than buses is preferred, then the next study moves from a 10% engineering level to a 30% engineering level using the \$4 million in federal funds.

The meeting adjourned at 4:23 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

March 8, 1999

Date

Board Action Requested

Comprehensive Transportation and Transit Plan.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 13, 1999

Board Date

Kristine A. Longhenry

Signature

3-8-99

Date

CHAPTER 1: LAND USE

ISSUE PAPERS	STATUS	SUPPORT DOCUMENTATION	STATUS*	COMMENTS
Demographic overview+	done	• population growth by decade graph • forecasted population change by city graph • age distribution in RamCo. graph • map of RamCo. births • 7 County 1995 to 2020 population increase graph	• done • done • done • done • done	
Development and Economic Overview+	“ “	• RamCo. housing building permits graph • RamCo. commercial/industrial building permits graph • RamCo. commercial/industrial building permits in dollars table • commercial/industrial building permits for 7 county metro area graph • RamCo. largest employers table • RamCo. employment trends graph • RamCo. employees by industry table • 1996 jobs by industry graph	• done • done • done • done • done • done • done • done	
Existing/Future Land Use+	“ “	• map of existing land use • lands affected by RamCo. decision making • land use forecast	• done • done • ?	• waiting for cities

* All support documentation needs to be reviewed and fine-tuned; color, style, type of paper, etc.

+ One issue paper – support documentation is separated into three categories

CHAPTER 2: TRANSIT

ISSUE PAPERS	STATUS	SUPPORT DOCUMENTATION**	STATUS	COMMENTS
Existing/Future Transit System Needs	?	- Map of RamCo. Major Transit Planning Areas - Map of Existing and Proposed Transit Centers in RamCo.	- Draft - Draft	- Ken has first draft from GIS - Ken has first draft from GIS
Transit Service Options Travel Demand Mgmt.	?	- Map of Transit Development Tax Incentive Zones - Table of RamCo. Transit Services	- In progress - Draft	- GIS waiting for info. from the Met Council. - Gave Ken a copy
LRT	done*	no support documentation		
Transit Corridors		Map of transitway corridors (Kathy may not do this one)	SRF	RamCo. GIS unable to do this map
Welfare-to-Work	?	no support documentation		
Parking Policies	?	no support documentation		
Commuter Rail	done*	no support documentation		

* Done = have been written, but have not gone to the Board.

** Support documentation may not be listed next to the correct issue paper – a guess on my part.

CHAPTER 3: THOROUGHFARES AND HIGHWAYS

ISSUE PAPER	STATUS	SUPPORT DOCUMENTATION	STATUS*	COMMENTS
Access Management	written**	• access/mobility graph • access/crash rates graph • signalized intersection spacing table • access spacing guidelines (not standards) table • Don't/Do drawings to illustrate service roads	• done • done • done • done • done	• All access management S.D. needs to be approved by Paul
Aviation (Goods Move)	done***	• airport/rail map++ • characteristics of airport facilities table	• done • done	
Bicycle/Pedestrian	done***	• bike system map	• in progress+	
Functional Classification	done***	• functional classification tables • map of the functional class. of RamCo's roads • map of the number of travel lanes per RamCo. road	• done • in progress+ • in progress+	• Kathy J. completed one map, but it's not updated to include 1998 numbers
Future System Needs	only S.D.?	• ? (depends – some cities did nice charts, etc.)		• waiting for forecasts
Jurisdiction	done***	• 2003 proposed system map	• in progress+	• who is doing this map now? Think Wayne J. had completed the first draft
Major River Crossings	done***	• map of major river crossings	• done	
Ports (Goods Move)	done***	• commodities handled table • river tonnage graph • map of river terminals • street tonnage table	• done • done • done • done	
Railroads (Goods Move)	done***	• rail/airport map++	• done	
Right of Way	written**	• right of way planning process matrix • major street plan map (or major street plan applied to 2003 map?)	• done • ?	• (1) waiting for counts (Curt is working out software glitches with SRF (2) who can do this?)
Traffic Forecasting	only S.D. ?	•	• in progress+	• SRF

CHAPTER 3: THOROUGHFARES AND HIGHWAYS

TSM	written**	• ?	• ?	• haven't discussed yet
Trucks (Goods Move)	done***	• intermodal freight facilities table • truck terminal table • map of FF (freight facilities) & TT (truck terminals) • load limits road map	• done • done • done • done	• Bob Weber

* All support documentation needs to be reviewed to fine-tune; color, style, etc.

** Written = needs to be reviewed by Paul. Has not gone before the Board.

*** Done = has gone before the Board. Has been sent to municipalities, MnDOT, etc.

+ In progress = decisions need to be made; requires more than fine-tuning.

++ This map is the same (airports and railroads – will include it once)

CHAPTER 4: SURFACE WATER MANAGEMENT

ISSUE PAPER	STATUS*	SUPPORT DOCUMENTATION	STATUS	COMMENTS
Surface Water Roles	done	• jurisdiction circles • watershed management org.	• done • done	in color/Terry Lemke has it on his computer
Surface Water Resources	done	• lake quality table	• done	
Surface Water BMP's	done	• pollutants table	• done	
Surface Water Citizen Part.	done	N/A		

* Done = Gone to the Board. Has been sent to municipalities, MnDOT, Watershed Districts, etc.

CHAPTER 5: PUBLIC INVOLVEMENT*

ISSUE PAPER	STATUS	SUPPORT DOCUMENTATION	STATUS	COMMENTS

* This chapter is an action item of the Transportation and Transit Priority Group

A public involvement meeting was held on January 4th. The design, layout, method, etc. of this chapter has yet to be decided.

RAMSEY COUNTY
1999 -2020
COMPREHENSIVE TRANSPORTATION PLAN
FOLDER UPDATE

The following issue papers can be added to your Comp. Plan folder:

Thoroughfares and Highways chapter:

Aviation
Bicycle/Pedestrian
Functional Classification
Jurisdiction
Major River Crossings
Ports
Railroads
Trucks

Surface Water Management chapter:

Surface Water Management Roles
Surface Water Management Resources
Surface Water Management Best Management Practices (BMP's)
Surface Water Management Citizen Participation & Education

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

AVIATION (COMMERCIAL TRANSPORTATION)

Define issue and how it relates to the vision:

Airplanes, like trucks, railroads and river barges, also serve to move freight to and from markets within and outside the region. Air transportation provides access for passengers and businesses to distant markets. According to the Metropolitan Council, shippers will continue to expand their use of air freight, particularly for the rapid delivery of high-value goods and documents.

This issue supports the vision that the County transportation system will provide for the efficient movement of goods, protecting the economic vitality of the community.

Existing condition of issue:

(Table xxx. Map xxx.)

There are two airports within Ramsey County: the St. Paul Downtown airport and Benson Airport. The St. Paul Downtown airport is classified as an intermediate, primary reliever airport providing service by commuter, air-taxi and corporate aircraft primarily for business flying. Its main service area is within thirty minutes ground travel time of the airport and includes downtown Minneapolis. Benson Airport is publicly owned by White Bear Township and therefore not part of the metropolitan airport system. Benson Airport is limited to the public use of small, single-engine propeller aircraft.

The Anoka County-Blaine airport borders Ramsey County along County Road J. This airport is classified as a minor, secondary reliever, and provides service by medium-size, twin-engine aircraft which are used primarily for training, pleasure and business flying. Its service area includes most of northern Ramsey County and part of St. Paul.

Both the St. Paul Downtown and the Anoka County-Blaine airports are designated by the FAA as relievers for Minneapolis-St. Paul International (MSP).

Located near the southwest corner of Ramsey County, Minneapolis-St. Paul International Airport (MSP) is the major airport for the region. According to the Metropolitan Council, the passenger, aircraft, and air cargo handling capacity at MSP will need to be expanded to meet forecasted needs.

Minnesota Aeronautics Regulations (#14 MCAR 1.3013) designate specific lakes upon which seaplane activity is allowed and what operating conditions may apply. In Ramsey County, these lakes are: Bald Eagle Lake, Long Lake, Turtle Lake, White Bear Lake and Lake Owasso.

Expectations based on current trends:

St. Paul Downtown Airport functions as the primary reliever for the Minneapolis-St. Paul International Airport. A new instrument landing system was completed in 1999 for Runway 14, expanding the time the airport can be used. A new air traffic control tower is under construction and is planned to be operational summer of 2000. Activity is expected to increase its functions both as a reliever and corporate airport.

An air traffic control tower has been built and is operating at the Anoka County-Blaine airport. Although adding another runway and precision instrument landing system has not yet been approved, it is in the long-term comprehensive plan for Anoka County. If this expansion does proceed, capacity will be increased from 230,000 to 355,000 annual operations.

How do expectations fit the vision?

The Ramsey County roadway system can currently accommodate airport traffic. If expansion occurs at the Anoka County-Blaine airport, the County roadway system will be reevaluated to identify possible areas for improvement.

The Hiawatha Corridor LRT line is expected to open in 2003, carrying approximately 24,000 riders per day and linking three destinations: downtown Minneapolis, Minneapolis-St. Paul International Airport (MSP), and the Mall of America. In addition, transit improvements will be implemented along the Riverview Corridor, linking downtown St. Paul and the eastside to the Hiawatha Corridor LRT line, MSP, and Mall of America.

What role does the County play in this issue?

The County has a limited role in airport related matters. Land use compatibility and associated noise and height restrictions are the responsibility of the Metropolitan Airport Commission (MAC), the Metropolitan Council, and affected municipalities.

The County will continue to work with municipalities and other government entities to monitor increased passenger traffic to MSP to ensure reasonable travel times to the airport for all County residents.

The County should ensure that roads to airport freight terminals address the operational needs of trucks to assure efficient truck access as well as the safety of the travelling public.

What policy should be in place to make the County play the role it should play?

A policy of maintaining a multimodal transportation system that safely accommodates commercial freight and passenger traffic to these airports.

Anoka (C)
Blaine (A)

Benson Airport

MNNR

CP

BNSF**BNSF**

BNSF

CP

MNNR

BNSF**BNSF**

MNNR

UF

St. Paul
Downtown Airport

Minneapolis/St. Paul
International Airport

1 0 1 2 Miles

Open Water Airports Ramsey County



Burlington Northern Santa Fe
Canadian Pacific
Minnesota Commercial
Union Pacific

**Source: December 1996 Metropolitan Council Transportation Policy Plan Map.
Minnesota Department of Transportation Office of Railroads and Waterways.**

FUNCTIONAL & OPERATIONAL CHARACTERISTICS of METROPOLITAN AIRPORT FACILITIES

Airport Type	Functional Characteristics			Operational Characteristics		Area of Influence
	System Role	Airport Users Accommodated	Air-Service Access Provided	Primary Runway Length	Instrumentation Capacity	Approximate Airport Influence Area Radius
Major	Scheduled Air Service • Minneapolis-St. Paul International Airport	Air Carriers • Regional/Commuter • Passenger and Cargo • Supplemental/Charters • Air Cargo • Air Taxi • Corporate G.A. • Military	International, National, and Regional	10,000 feet	Precision	4-6 miles
Intermediate	Primary Reliever • St. Paul Downtown	General Aviation • Regional/Commuter • Air Taxi • Corporate/Business • Flight Training • Personal-use and Recreational • Military	International, National and Regional	8,000 feet 5,001 feet	Precision	2-4 miles
Minor	Secondary Reliever • Anoka County-Blaine • Airlake • Crystal • Flying Cloud • Lake Elmo • South St. Paul	• Air Taxi • Business G.A. • Flight Training • Personal Use and Recreational • Military	National, Regional and State	2,500 feet 5,000 feet	Precision or Nonprecision Approach	1-2 miles

Source: Metropolitan Council Aviation Policy Plan. 1996

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
BICYCLE/PEDESTRIAN

Define issue and how it relates to the vision:

In the report, Plan B: The Comprehensive State Bicycle Plan, the State of Minnesota estimates that 60% of all Minnesotans bicycle, that bicycling is the most popular recreational activity in the state, and that almost all demographic groups are found among the bicycling public. Providing and maintaining a regional transportation system of bicycle/pedestrian pathways throughout Ramsey County contributes both recreational and work commute opportunities for residents. Bicycle routes provide efficient transportation in conjunction with environmental and traffic congestion improvements.

Bikeway systems operate under three levels of jurisdiction: municipal, county and state.* Each system performs its function in the overall network by providing bicycle accessibility at the appropriate scale. The County system provides the link between municipal and state networks.

Regardless of jurisdiction, the majority of bike trails within Ramsey County also serve as pedestrian trails. Pedestrian pathways contribute to the overall intermodal transportation system by providing connections to neighborhoods, businesses, transit, employment, community centers and parks. Studies suggest that walking rates are almost four times higher in pedestrian-friendly neighborhoods with well-connected streets and sidewalks and nearby commercial destinations.

The bicycle/pedestrian issue corresponds to the land use (vision) strategy of advocating sustainable, low-energy-use modes of transportation.

*The bicycle/pedestrian pathways discussed in this issue paper generally do not include bicycle/pedestrian trails within County or municipal parks. Trails within parks tend to serve a recreational rather than a transportation function. Those bicycle/pedestrian trail systems are discussed in detail in the Parks and Recreation System Plan, and in the Parks and Recreation section of municipal comprehensive plans.

The bicycle/pedestrian issue supports the parks and open space vision of allowing people to move from open space to open space being enabled by 'greenways' containing trails for pedestrian, bicycle or other nonmotorized traffic.

The County vision supports providing a coordinated system of thoroughfares, highways, streets, and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

The County vision supports maximizing all opportunities for grants and funding to offset taxpayer burden because the federal Transportation Equity Act for the 21st Century (TEA-21) provides funding for the establishment of bicycle/pedestrian trails.

Existing condition of issue:

Ramsey County has jurisdiction of pedestrian traffic crossing county roads. Municipalities have direct control over pedestrian systems. Each municipality determines its own criteria for the location of sidewalks. The only sidewalks the County maintains are on County bridges.

Ramsey County pays for 25% of all bicycle/pedestrian paths adjacent to County roadways when that roadway is either under reconstruction or a component of a Ramsey County Transportation Improvement Program (TIP) project.

Ramsey County monitors traffic volumes and accidents (including bicycle/pedestrian accidents), providing valuable safety feedback.

Expectations based on current trends:

Bicycle/pedestrian facilities will continue to be provided by municipalities, MnDOT, the Minnesota Department of Natural Resources (Mn/DNR), Ramsey County Parks and Recreation, and Ramsey County Public Works.

What needs to be done to influence the future and change the expectations?

Standards of the American Association of State Highway and Transportation Officials (AASHTO) and the State of Minnesota regarding bicycle/pedestrian criteria should be followed to the extent permissible by factors such as road widths and available right of way.

Ramsey County should assist municipalities in the development of facilities that allow the bicycle to become a viable transportation option.

Bicycle/pedestrian trails should be connected at municipal, county, park and state levels in order to form a comprehensive system of safe and convenient trails.

Because municipalities direct land use, municipalities should work with the County at the development process to assist with right of way needs for bicycle/pedestrian routes.

What role does the County play in this issue?

Ramsey County pays for 25% of all bicycle/pedestrian paths adjacent to County roadways when that roadway is either under reconstruction or a component of a Ramsey County TIP project.

Ramsey County has mapped existing bicycle trails. (Map xxx: Ramsey County staff is working with the staffs of County municipalities to develop a County bicycle map.)

What policy should be in place to make the County play the role it should play?

A policy that the County will participate in future bicycle/pedestrian pathways. Whenever possible, the County will coordinate bicycle/pedestrian routes with municipal bicycle/pedestrian routes to form a comprehensive bicycle/pedestrian transportation system.

A policy that municipalities will involve Ramsey County at the beginning of project development processes in order to coordinate right of way needs and to ensure that municipal and County trails connect.

A policy of constructing off-road bicycle/pedestrian trails in conjunction with all County road projects whenever feasible.

**THE FOLLOWING MAP IS BEING
DEVELOPED BY RAMSEY COUNTY AND A
VARIETY OF INTERESTED
MUNICIPALITIES AND ORGANIZATIONS:**

- **BICYCLE PLANNING MAP**



Gregory A. Mack, Director

2015 N. Van Dyke Street
Maplewood, MN 55109-3796

Tel: 651-748-2500
Fax: 651-748-2508

January 6, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Public Works Department
3377 North Rice Street
Shoreview, MN 55126

RE: 1999-2020 Comprehensive Transportation Plan Issue Paper

* Bicycle/Pedestrian *

Dear Cynthia:

The above referenced issue paper was reviewed by staff of the Ramsey County Parks and Recreation Department. We found that the issue paper provides a general overview of the bicycle/pedestrian system and identifies some of the policy issues that ought to be addressed. However, the document omits a category of trail that provides important recreational and transportation functions. The category is regional trail corridors.

Regional trail corridors are part of the Regional Recreation Open Space System that is coordinated by the Metropolitan Council with advisory input from its Metropolitan Parks and Open Space Commission. Ramsey County is one of ten implementing agencies for the Regional Recreation Open Space System. Within the county, there are five regional trail corridors where Ramsey County is the implementing agency through the Parks and Recreation Department. The five corridors include: Burlington Northern Regional Trail Corridor, Rice Creek West Regional Trail Corridor, Rice Creek North Regional Trail Corridor, Birch Lake Regional Trail Corridor and the Highway 96 Regional Trail Corridor. A sixth corridor is under study that would connect the Burlington Northern Regional Trail Corridor with the Willard Munger Gateway Trail (administered by the Minnesota Department of Natural Resources) that would be developed along the north shore of White Bear Lake.

Minnesota's First Home Rule County

printed on recycled paper with a minimum of 10% post-consumer content

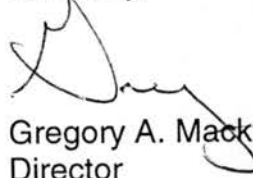


By definition, these regional trail corridors connect other elements of the Regional Recreation Open Space System (e.g. regional parks or other regional trail corridors). In addition to the recreation and transportation functions, many of these corridors are significant greenways that protect environmentally sensitive areas. These corridors, as transportation routes, often serve as arterials that transcend municipal boundaries and link other trail systems.

In addition to including references to the regional trail corridor system described above, it would seem appropriate that one of the policy issues Ramsey County should address is its role and responsibility in providing a network of trails that can serve as arterial routes (a combination of trails adjacent to county roads and regional trail corridors) that are accessible to the municipal trail systems. These arterial routes may require a different standard for construction in order to accommodate the traffic patterns and the use brought about by tie-ins with the municipal trail systems.

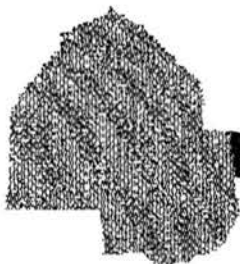
I hope this information will be of benefit in helping you complete the issue paper. If you have any questions, please contact Larry Holmberg or me at 748-2500.

Sincerely,



Gregory A. Mack
Director

GAM/cj
cc: Larry Holmberg



Hennepin County

An Equal Opportunity Employer

Timothy Mayasich, Planning Specialist
Ramsey County Dept. of Public Works
3377 North Rice Street
St. Paul, MN 55126

Post-it® Fax Note	7671	Date	12/17/98	# of pages	1
To	TIM MAYASICH		From	BOB BYERS	
Co./Dept.	RAMSEY COUNTY		Co.	HENNEPIN COUNTY	
Phone #	484-9104		Phone #	745-7633	
Fax #	482-5232		Fax #	478-4000	

Candy - FYI - [Signature]

RE: Ramsey County Comprehensive Plan Issue Papers

Dear Mr. ^{TIM}Mayasich:

I enjoyed talking with you and Cynthia MacLeod recently regarding your work on the Comprehensive Plan. It was very interesting how similar the transportation issues are for both counties. I passed your issues papers among a number of Transportation Planning Division staff for review and comments as you requested.

Overall your direction appears to be excellent. We followed an approach of dealing with individual subjects by developing technical papers (similar to your issue papers) and felt this process worked well. Our technical papers easily were refined into chapters when it was time to write the Transportation Systems Plan (HC-TSP) later. One feature of your papers we thought was good is that you consciously highlighted the county role for each issue you addressed.

We feel you did a particularly good job of integrating the consideration of bicycle accommodations into the major river crossings issue paper and the railroads issue paper. At some point you might consider specifically referencing Mn/DOT's Bicycle Design Guidelines (you do allude to them). We have found Mn/DOT's guidelines to be an excellent source of information as we deal with bicycle issues. The idea of monitoring railroad abandonments for potential uses for LRT and/or multi-use trails was good - does Ramsey County have some of these corridors identified for future uses?

Thank you for the opportunity to review your work in progress. I look forward to reading your sections on access management and transportation systems management when you complete them. I hope you can use some of the ideas we developed in our HC-TSP to assist you with your planning effort.

Sincerely,

[Signature: Bob]

Robert H. Byers, P.E.
Senior Transportation Planner

c: Tom Johnson

Transportation Department

1600 Prairie Drive
Medina, Minnesota 55340 6471

Recycled Paper



My scribbles and scrawls - sorry!
-cm-

1621 Beechwood Ave.
St. Paul, MN 55116
651-698-4543
www.friendsoftheparks.org

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Vic Wittgenstein

Executive Director
and Secretary

Peggy Lynch

January 21, 1999

Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Dept. of Public Works
3377 N. Rice Street
Shoreview, MN 55126

Dear Ms. MacLeod:

Thank you for the opportunity to review the draft bicycle/pedestrian issue paper from the Ramsey County Comprehensive Transportation Plan for our review.

The Friends discussed the issue paper at our January 21 board meeting. Our concern is that the paper does not address paved stripped shoulders which can be used for bicycle transportation. These paved shoulders are particularly important to help relieve the traffic on over used trails, when separated pathways are not practical to build because of space requirement and when the dollar amounts are not available for separated paths.

The Friends applaud Ramsey County Public Works for including alternative transportation in the Comprehensive Transportation Plan and hope you will consider our suggestions.

Sincerely,

Perry Bolin

Perry Bolin (P & L)
President

Clarify:
Signed + marked
by bike symbol on
payment 2 or
just as paved
shoulder
4 ft

Spoke
Peggy Lynch
on 1-27:
that
any shoulder
that is paved is
a ~~paved~~ bike
trail (min. of 4 ft.)
is part of
bike trail. Address

Ramco
shoulders for
bikes, cars in
distress, etc.

that pt. - that
separated paths are
the only bike trails,
but that all
paved
shoulders
are

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
FUNCTIONAL CLASSIFICATION

Define issue and how it relates to the vision*:

Roadways are classified according to their main function, whether it is providing mobility for through trips, or access to adjacent land. There are four classes of roadways within Ramsey County: principal arterials, minor arterials, collector streets and local streets. By 2003, due to the functional consolidation of roadways within Ramsey County, the majority of roadways on the County system will be high volume roadways providing a link between trunk highways and local routes. Because these roadways will emphasize mobility rather than land access, the majority of roadways under County jurisdiction must have a functional classification of minor arterial. This allows the County to maintain a level of continuity throughout its system through the utilization of uniform maintenance, design and construction standards.

The County vision encourages the County to be proactive in clarifying the consequences of travel decisions for the community. Because the County roadway system is designed to service medium to short trips (2-6 miles) at moderate speeds, it is important to ensure that the appropriate functional classification has been assigned. That functional classification is minor arterial. Informing the community of the purpose of each of the four classes of roadways allows the community to choose the best route and method of travel, thereby increasing traffic flow and efficiency for the community.

The County vision challenges the County to maximize all opportunities for grants and funding to offset taxpayer burden. County roadways classified as "A" minor arterials are eligible to compete for federal funding.

* Ramsey County is not changing existing policies. Municipalities retain the authority to approve or disapprove County roadway/bridge reconstruction plans. Ramsey County will continue to work closely with municipal staff and the public to ensure the needs of all are considered in the development of roadway and bridge design plans.

Existing conditions of issue:

Review the Ramsey County System Consolidation Map depicting the 2003 County roadway system as it will appear once the turn backs have been completed. List roadways that have a function of less than minor arterial so that they can be reclassified to function as minor arterials.

Expectations based on current trends:

The County anticipates some roadways requiring reclassification from collector to minor arterial.

What role does the County play in this issue?

As the County agency with jurisdiction over roadways, the Department of Public Works is the agency charged with bringing these requests for changes in functional classification to the Metropolitan Council for approval.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy that if a roadway functions as a minor arterial, it should be under County jurisdiction and classified as a minor arterial.

FUNCTIONAL CLASSIFICATION SYSTEM CHARACTERISTICS FOR THE TWIN CITIES REGION				
Characteristics	COLLECTOR		LOCAL	
	Urban	Rural	Urban	Rural
Place Connections	Interconnect neighborhoods and minor business concentrations within the MUSA. Provide supplementary interconnection of major generators within the metro centers and regional business concentrations.	Provide supplementary interconnection among rural growth centers inside the Twin Cities region and comparable places near the Twin Cities region.	Interconnect blocks within residential neighborhoods and land parcels within commercial and industrial development.	
Spacing	Metro centers and regional business concentrations: 1/8 - 1/2 mile. Fully developed area: 1/4 - 3/4 mile. Developing area: 1/2 - 1 mile.	Permanent Rural and Agricultural Areas: As needed in conjunction with minor arterials, to provide adequate interconnection of places identified in "Place Connections" criterion. In addition, minor collectors should be designated at an average spacing of not less than 4 miles.	As needed to access land uses.	As needed to access land uses.
System Connections	Sometimes to interstate freeways and other principal arterials. To minor arterials, other collectors and local streets.	To minor arterials, other collectors and local streets.	To a few minor arterials. To collectors and other local streets.	To a few minor arterials. To collectors and local streets.
Trip-Making Service	Short trips (1- 4 miles depending on development density) at low to moderate speeds. Longer trips accessing the arterial network. Local transit trips.		Short trips (under 2 miles) at low speeds. Longer trips accessing the collector or collector and arterial network.	
Mobility vs. Land Access	Equal emphasis on mobility and land access. Direct land access predominantly to development concentrations.		Emphasis on land access, not on mobility. Direct land access predominantly to residential land uses.	Emphasis on land access not on mobility. Direct land access predominantly to agricultural land uses.

Source: Metropolitan Council

FUNCTIONAL CLASSIFICATION SYSTEM CRITERIA FOR THE TWIN CITIES REGION				
	COLLECTOR		LOCAL	
Criterion	Urban	Rural	Urban	Rural
System Mileage	Suggested federal limitations: 5-10%.	Suggested federal limitations: 20-25%.	Suggested federal limitations: 65-80%.	Suggested federal limitations: 63-75%.
Percent of Vehicle Miles Traveled	Suggested federal limitations: 5-10%.	Suggested federal limitations: 20-35%.	Suggested federal limitations: 10-30%.	Suggested federal limitations: 5-20%.
Intersections	Four-way stops and some traffic signals.	Local street traffic should be required to stop.	As required.	As required.
Parking	Restricted as necessary.	Unrestricted.	Permitted as necessary.	Permitted as necessary.
Large Trucks	Restricted as necessary.	Restricted as necessary.	Permitted as necessary.	
Management Tools	Number of lanes, traffic signal timing, land access management.	Land access management.	Intersection control, cul-de-sacs, diverters.	
Vehicles Carried	1,000 - 15,000	250 - 2,500	Less than 1,000	Less than 1,000
Posted Speed Limit	30 - 40 mph	35 - 45 mph	maximum 30 mph	Maximum 30 mph
Right-of-Way	60 - 100 feet	60 - 100 feet	50 - 80 feet	50 - 80 feet
Transit Accommodations	Cross sections and geometrics designed for use by regular route buses.	None.	Normally used as bus routes only in nonresidential areas.	None.

Source: Metropolitan Council

FUNCTIONAL CLASSIFICATION SYSTEM CRITERIA FOR THE TWIN CITIES REGION		
	MINOR ARTERIAL ("A" OR "B")	
Criterion	Urban	Rural
Place Connections	Provide supplementary connections to metro centers and regional business concentrations within the MUSA. Provide interconnection of major traffic generators within the metro centers and regional business concentrations.	Connect the MUSA with cities and towns in MN outside the Twin Cities region. Interconnect rural growth center inside the Twin Cities region and comparable places near the Twin Cities region.
Spacing	Metro centers and regional business concentrations: 1/4 – 3/4 mile. Fully developed area: 1 - 2 miles. Developing area: 1 - 2 miles.	Permanent Rural and Agricultural Areas: As needed, in conjunction with the major collectors, to provide adequate interconnection of places identified in "Place Connections" criterion.
System Connections	To most interstate freeways and other principal arterials, other minor arterials and collectors and some local streets.	To most interstate freeways and other principal arterials, other minor arterials and collectors and some local streets.
Trip-Making Service	Medium to short trips (2 - 6 miles depending on development density) at moderate speeds. Longer trips accessing the principal arterial network. Local and limited-stop transit trips.	
Management	Maintain the following minimum average speed during peak traffic periods. Metro centers and regional business concentrations: 15 mph. Fully developed area: 20 mph. Developing area: 30 mph.	Retain ability to meet urban speed objective if and when area urbanizes.
Mobility vs. Land Access	Emphasis on mobility rather than on land access. Direct land access within the MUSA restricted to concentrations of commercial/industrial land uses.	Emphasis on mobility rather than on land access.

Source: Metropolitan Council

FUNCTIONAL CLASSIFICATION SYSTEM CHARACTERISTICS FOR THE TWIN CITIES REGION		
	MINOR ARTERIAL ("A" OR "B")	
Characteristics	Urban	Rural
System Mileage	Suggested limits for principal arterials and minor arterials at 15-25% of system.	Suggested limits for principal arterials and minor arterials at 6-12% of system.
Percent of Vehicle Miles Traveled	Suggested limits for principal arterials and minor arterials at 65-80% of system.	Suggested limits for principal arterials and minor arterials at 45-75% of system.
Intersections	Traffic signals and cross street stops.	Cross street stops.
Parking	Restricted as necessary.	Restricted as necessary.
Large Trucks	Restricted as necessary.	
Management Tools	Traffic signal progression and spacing, land access management/control, preferential treatment for transit.	Land access management/control.
Vehicles Carried	5,000 - 30,000	1,000 - 10,000
Posted Speed Limit	35 - 45 mph	Legal limit.
Right-of-Way	60 - 150 feet	60 - 150 feet
Transit Accommodations	Preferential treatment where needed.	None.

Source: Metropolitan Council

FUNCTIONAL CLASSIFICATION SYSTEM CRITERIA FOR THE TWIN CITIES REGION				
	PRINCIPAL ARTERIAL			
	Freeway		Other Principal Arterial	
Criterion	Urban	Rural	Urban	Rural
Place Connections	Interconnect metro centers and regional business concentrations, important transportation terminals, and large institutional facilities within the MUSA.	Connect the MUSA with urban areas and major cities in MN and other states.	Interconnect the metro centers and regional business concentrations with important transportation terminals and large institutional facilities within the MUSA.	Connect the MUSA with major cities in MN and other states.
Spacing	Fully developed area: 2-3 miles.	Permanent Rural and Agricultural Areas: 6-12 miles (radial only).	Fully developed area: 2-3 miles. Developing area: 3-6 miles.	Permanent Rural and Agricultural Areas: 6-12 miles (radial only).
Management	Developing areas: 3-6 miles; maintain at least 40 mph average speed during peak traffic periods.	Retain ability to meet urban speed objective if and when area urbanizes.	Maintain at least 40 mph average speed during peak traffic periods.	Retain ability to meet urban speed objective if and when area urbanizes.
System Connections and Access Spacing	To other interstate freeways, other principal arterials and selected minor arterials. Connections between principal arterials should be of a design type which does not require vehicles to stop. Access at distances of 1-2 miles.	To other interstate freeways, principal arterials, selected minor arterials and major collectors. Access at distances of 2-6 miles.	To interstate freeways, other principal arterials, selected minor arterials and selected collectors. Connections between principal arterials should be of a design type which does not require vehicles to stop. Intersections should be limited to one-half mile, with 1-2 miles desired.	To interstate freeways, other principal arterials, selected minor arterials and selected major collectors. Intersections should be limited to several miles.
Trip Making Service	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express transit trips.		Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express transit trips.	
Mobility vs. Land Access	Emphasis is placed on mobility rather than land access. No direct land access should be allowed.	Emphasis is placed on mobility rather than land access. No direct land access should be allowed.	Greater emphasis is placed on mobility than on land access. Little or no direct land access within the urban area.	Greater emphasis is placed on mobility rather than on land access. Little or no direct land access.

Source: Metropolitan Council

FUNCTIONAL CLASSIFICATION SYSTEM CHARACTERISTICS FOR THE TWIN CITIES REGION				
Characteristics	PRINCIPAL ARTERIAL			
	Freeway		Other principal arterial	
	Urban	Rural	Urban	Rural
System Mileage	Suggested limits for interstate and other principal arterials at 5-10% of system.	Suggested limits for interstate and other principal arterials at 2-4% of system.	See Freeway.	See Freeway.
Percent of Vehicle Miles Traveled	Suggested limits for interstate and other principal arterials at 40-66% of system.	Suggested limits for interstate and other principal arterials at 30-55% of system.	See Freeway	See Freeway.
Intersections	Grade separated.	Grade separated.	Grade separated desirable. At a minimum, high capacity controlled at grade intersections.	Grade separated desirable. At a minimum, high capacity controlled at grade intersections.
Parking	None.	None.	None.	None.
Large Trucks	No restrictions.	No restrictions.	No restrictions.	No restrictions.
Management Tools	Ramp metering, preferential treatment for transit, interchange spacing.	Interchange spacing.	Ramp metering, preferential treatment for transit, access control, median barriers, traffic signal progression, staging of reconstruction, intersection spacing.	Interchange spacing, access control, intersection spacing.
Vehicles Carried	25,000 - 200,000	5,000 - 50,000	15,000 - 100,000	2,500 - 25,000
Posted Speed Limit	45 - 55 mph	55 - 65 mph	40 - 50 mph	Legal limit
Right-of-Way	300 feet	300 feet	100 - 300 feet	100 - 300 feet
Transit Accommodations	Priority access and movement for transit in peak periods where needed.	None.	Priority access and movement for transit in peak periods where possible and needed.	None.

Source: Metropolitan Council

**THE FOLLOWING MAPS ARE BEING
DEVELOPED BY RAMSEY COUNTY:**

- **MAP OF THE FUNCTIONAL
CLASSIFICATION OF COUNTY ROADS**

- **MAP OF THE NUMBER OF TAVEL
LANES PER RAMSEY COUNTY ROAD**



CITY OF SHOREVIEW

4600 North Victoria Street, Shoreview, MN 55126
(612) 490-4600 (612) 490-4699 Fax
(612) 490-4750 Voice/TDD

CITY COUNCIL

Sandy Martin, Mayor
Tom Landwehr
Ady Wickstrom
Mady Reiter
Blake Huffman

September 16, 1998

RECEIVED

SEP 18 1998

RAMSEY COUNTY
PUBLIC WORKS

Mr. Paul Kirkwold, Director
Ramsey County Public Works
50 West Kellogg Blvd., Suite 910
St. Paul, Minnesota 55102

RE: Ramsey County Comprehensive Transportation Plan Comments

Dear Mr. Kirkwold:

These comments are with regard to the September 8, 1998, issue papers previously forwarded for City comment.

FUNCTIONAL CONSOLIDATION

My comment here isn't specific to the Draft issue paper, as I believe that it accurately describes the understanding shared by Shoreview and Ramsey County. Indeed, there are successful examples of former County Roads which have been turned over to the City of Shoreview and subsequently upgraded to municipal standards (e.g. Gramsie Road and Victoria Street), which recognized their evolution from regionally important routes to more local access related. However, one of the County routes currently scheduled for transfer to Shoreview's local system requires further scrutiny. Hamline Avenue, between County Road I and Lexington Avenue, which is currently on Ramsey County's system, was identified in the original turnback program of serving a predominantly local function, and accordingly slated for turnback to Shoreview. However, various versions of the Twin City Army Ammunitions Plant (TCAAP) Reutilization Plan have shown an extension of Hamline Avenue south into what may eventually be an intensely developed area. At that point Hamline Avenue, north to Lexington Avenue, would serve more of a regional function and in my opinion be an inappropriate addition to Shoreview's local system. I would appreciate your opinion on the future function of this portion of Hamline Avenue.

JURISDICTION

I am intrigued by the statement; "*Ramsey County should pursue the authority to establish speed limits, road widths, etc. in cooperation with the communities*". I have been assuming that speed limit determinations for County Roads, County State Aid Highways, and Former State Trunk Highways, as well as any public thoroughfare under local jurisdiction, are ultimately set "upon the basis of an engineering and traffic investigation" and that "alteration of speed limits on streets and

TM
PR

Mr. Paul Kirkwold
Page Two

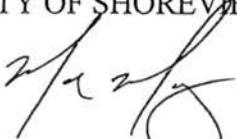
highways shall be made only upon the authority of the (MnDOT) commissioner" MN. Statutes 169.14. I know that you, in your position, are well aware of the intent and/or interpretation of the current State Statutes regarding the establishment of speed limits, and it certainly is not my intent here to imply that the County's practice has been anything but compliant. But I am curious what is implied by the statement – is it the County's intent to propose or support future legislation affecting local road authority with regard to speed limits? If so, I believe the topic worthy of a larger discussion involving all of the Ramsey County cities, if not those Statewide. I believe there to be some very important points, both pro and con, to be made with regard to the issue of speed limits being set by local road authorities. If, on the other hand I've misinterpreted the meaning of the statement, please let me know.

In addition, the statement eludes to roadway design elements such as roadway width, which I would expect to be relatively clearly stated and interpreted from published Municipal or County State Aid standards and set largely on the basis of anticipated ADT's. Is the statement in the context of support for variances to MSA or CSA projects for roadway widths, or similar to above, anticipating an effort to change adopted standards? Again, if I'm just missing the point please let me know.

Thank you for the opportunity to comment on these potential elements of the Transportation Component for Ramsey County's Comprehensive Plan. We have benefited in the past from the cooperative approach that Ramsey County has adopted with regard to jurisdictional transfers, roadway projects and maintenance, disaster recovery, and other Public Works issues, and look forward to the continued excellent relationship. Please contact me at your earliest convenience with regard to the above questions.

Sincerely,

CITY OF SHOREVIEW



Mark J. Maloney, PE
Public Works Director



Memo

Metro Division

Office Tel.: 582-1400

1500 West County Road B2
Roseville MN 55113

Fax: 582-1368

November 16, 1998

To : Cindy MacLeod
Comprehensive Plan Intern

From: Sherry Narusiewicz *Sherry*
Metro Division- Transportation Planning

Subject: Comments regarding the following issue papers:
Functional Classification, Jurisdiction, Ports, and Major River Crossings

Thank you for the opportunity to provide input to the update of your comprehensive plan. I circulated the papers to several planners in our office and their comments are reflected below:



Functional Classification and Jurisdiction

These papers look good from Metro's point of view. However, the statement "...challenges the County to maximize all opportunities for grants and funding to offset taxpayer burden." may raise concerns or red flags as to the County's motivation for requesting changes in the functional class. You may want to reconsider how this is stated.

*From Strategic
Plan vision.*

I am assuming that there will be a map included to identify the functional class system within the County. This may also be helpful to identify the jurisdictional routes identified for future turnback from Mn/DOT.

yes.

Ports

Overall the ports issue paper looked good. There was a discrepancy between the table following page 3 and the map. The table includes 16 river terminals while the map shows 19 river terminals. This may be in part to a discrepancy in data using 1995 information for the table and 1998 data for the map. The Ports and Waterways Section should be consulted to make sure the data is correct.

*map includes 3
terminals that exist - not
active - but Lambert from
Ports & Waterways thought
they should be on the
map. I could
double-check 4 hrs.
thru.*

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

JURISDICTION

Define issue and how it relates to the vision*:

The Ramsey County Local Government Services Study Commission was created by legislature in 1991 to review the potential of consolidating certain government services in the best interest of residents. One major service area under consideration by the Commission was the consolidation of roadways within Ramsey County to provide the County with an area wide travel system. This study resulted in the transfer of 67.05 miles of roadway from Ramsey County to suburban municipalities; the designation of 28.23 additional miles of County State Aid Highways (CSAH) in St. Paul; and the turn back of a net increase of 39.26 miles of State trunk highways to Ramsey County.

Consolidating roadways within Ramsey County will improve overall service to County residents. Once functional consolidation has been completed, the County system will be more of a grid pattern, increasing maintenance and reconstruction efficiency. Smaller County roads turned back to municipalities will receive more funding under local control, and thus higher levels of service, as these roads will no longer be competing with higher priority roads for County funds. **Ramsey County should pursue the authority to establish speed limits, road widths, etc. in cooperation with the communities.**¹

The functional consolidation of roadways will be complete by 2003. At that time, Ramsey County will have a system of intermediate roadways which link municipalities within the County to one another and to the State trunk highway system.

*Ramsey County is not changing existing policies. Municipalities retain the authority to approve or disapprove County roadway/bridge reconstruction plans. Ramsey County will continue to work closely with municipal staff and the public to ensure the needs of all are considered in the development of roadway and bridge design plans.

¹ A suggestion of the Ramsey County Board of Commissioners.

The majority of roadways under County jurisdiction will have a functional classification of minor arterial to promote mobility rather than land access. Municipalities will have jurisdiction over collector and local streets. Collector streets connect neighborhoods and minor business concentrations. There is equal emphasis on mobility and land access. Local streets connect residential neighborhood blocks as well as land parcels within commercial and industrial developments. The primary emphasis is on land access. The State of Minnesota will have jurisdiction over the metropolitan highway system which is made up of principal arterials, including interstate freeways. Emphasis is placed on mobility, and no direct land access should be allowed.

Completing functional consolidation corresponds to the County vision of a system which maximizes efficiency and provides for the efficient movement of goods, protecting the economic vitality of the community.

Existing conditions of the issue:

Ramsey County has been working with the Minnesota Department of Transportation, the municipalities of Ramsey County, and Anoka, Dakota, Hennepin and Washington counties toward the completion of this jurisdiction program. To date, 50% of the identified turn backs have been accomplished.

Expectations based on current trends:

The goal of Ramsey County is to have 75% of the turn backs completed by 2000, and the entire Functional Consolidation Plan completed by 2003.

What role does the County play in this issue?

Ramsey County is the lead agency charged with implementing the Functional Consolidation Plan. The Department of Public Work's Transportation Improvement Program (TIP) identifies which roads are turning back each year.

Completing the Functional Consolidation Plan is also a component of the Performance Measurement Process utilized by the Department of Public Works. This process coordinates goals and measures accountability to ensure that the Functional Consolidation Plan will be achieved by 2003.

What policy is/should be in place regarding this issue to make the County play the role it should play?

The Functional Consolidation Plan was approved by the Ramsey County Board of Commissioners, the municipalities of Ramsey County and the Minnesota Department of Transportation in March, 1992.

A policy that Ramsey County will pursue the authority to establish speed limits, road widths, etc. in cooperation with the communities.²

² A suggestion of the Ramsey County Board of Commissioners.

**THE FOLLOWING MAP IS BEING
DEVELOPED BY RAMSEY COUNTY STAFF:**

- **2003 PROPOSED SYSTEM MAP**



CITY OF SHOREVIEW

4600 North Victoria Street, Shoreview, MN 55126
(612) 490-4600 (612) 490-4699 Fax
(612) 490-4750 Voice/TDD

CITY COUNCIL

Sandy Martin, Mayor
Tom Landwehr
Ady Wickstrom
Mady Reiter
Blake Huffman

September 16, 1998

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RAMSEY COUNTY
PUBLIC WORKS

Mr. Paul Kirkwold, Director
Ramsey County Public Works
50 West Kellogg Blvd., Suite 910
St. Paul, Minnesota 55102

RE: Ramsey County Comprehensive Transportation Plan Comments

Dear Mr. Kirkwold:

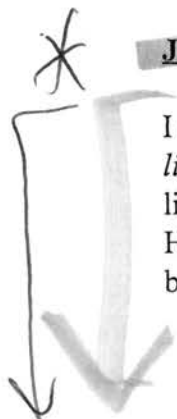
These comments are with regard to the September 8, 1998, issue papers previously forwarded for City comment.

FUNCTIONAL CONSOLIDATION

My comment here isn't specific to the Draft issue paper, as I believe that it accurately describes the understanding shared by Shoreview and Ramsey County. Indeed, there are successful examples of former County Roads which have been turned over to the City of Shoreview and subsequently upgraded to municipal standards (e.g. Gramsie Road and Victoria Street), which recognized their evolution from regionally important routes to more local access related. However, one of the County routes currently scheduled for transfer to Shoreview's local system requires further scrutiny. Hamline Avenue, between County Road I and Lexington Avenue, which is currently on Ramsey County's system, was identified in the original turnback program of serving a predominantly local function, and accordingly slated for turnback to Shoreview. However, various versions of the Twin City Army Ammunitions Plant (TCAAP) Reutilization Plan have shown an extension of Hamline Avenue south into what may eventually be an intensely developed area. At that point Hamline Avenue, north to Lexington Avenue, would serve more of a regional function and in my opinion be an inappropriate addition to Shoreview's local system. I would appreciate your opinion on the future function of this portion of Hamline Avenue.

JURISDICTION

I am intrigued by the statement; "*Ramsey County should pursue the authority to establish speed limits, road widths, etc. in cooperation with the communities*". I have been assuming that speed limit determinations for County Roads, County State Aid Highways, and Former State Trunk Highways, as well as any public thoroughfare under local jurisdiction, are ultimately set "upon the basis of an engineering and traffic investigation" and that "alteration of speed limits on streets and



(TM)

PR

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Mr. Paul Kirkwold
Page Two

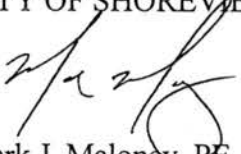
highways shall be made only upon the authority of the (MnDOT) commissioner" MN. Statutes 169.14. I know that you, in your position, are well aware of the intent and/or interpretation of the current State Statutes regarding the establishment of speed limits, and it certainly is not my intent here to imply that the County's practice has been anything but compliant. But I am curious what is implied by the statement – is it the County's intent to propose or support future legislation affecting local road authority with regard to speed limits? If so, I believe the topic worthy of a larger discussion involving all of the Ramsey County cities, if not those Statewide. I believe there to be some very important points, both pro and con, to be made with regard to the issue of speed limits being set by local road authorities. If, on the other hand I've misinterpreted the meaning of the statement, please let me know.

In addition, the statement eludes to roadway design elements such as roadway width, which I would expect to be relatively clearly stated and interpreted from published Municipal or County State Aid standards and set largely on the basis of anticipated ADT's. Is the statement in the context of support for variances to MSA or CSA projects for roadway widths, or similar to above, anticipating an effort to change adopted standards? Again, if I'm just missing the point please let me know.

Thank you for the opportunity to comment on these potential elements of the Transportation Component for Ramsey County's Comprehensive Plan. We have benefited in the past from the cooperative approach that Ramsey County has adopted with regard to jurisdictional transfers, roadway projects and maintenance, disaster recovery, and other Public Works issues, and look forward to the continued excellent relationship. Please contact me at your earliest convenience with regard to the above questions.

Sincerely,

CITY OF SHOREVIEW


Mark J. Maloney, PE
Public Works Director



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

December 16, 1998

Ms. Cyndy MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
50 West Kellogg Boulevard
St. Paul, MN 55102

Re: Draft Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

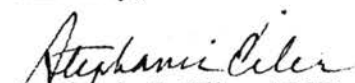
Thank you for the opportunity to review and comment on Ramsey County's Draft Comprehensive Transportation Plan. We offer the following comments.



- **Jurisdiction Issue Paper** – We believe the right to set speed limits should remain with the Minnesota Commissioner of Transportation, where it is most likely to be set based on technical reasons and least likely to be influenced by local pressures.
- **Major River Crossings Issue Paper** – We agree that Mn/DOT should have jurisdiction over major river crossings in the Twin Cities metro area.
- **Railroads (Commercial Transportation Issue Paper)** – Ramsey County may want to take a more proactive approach to pursuing rail transit service in rail corridors, active as well as abandoned. Mn/DOT has just completed a study of commuter rail transit service in existing rail lines throughout the Twin Cities, including lines within Ramsey County. Ramsey County's Director of Light Rail Transit participated in that study. Also, you may not be aware that the Burlington Northern Santa Fe Railroad uses the acronym "BNSF", rather than the "BNSR" used in this draft.

Thank you again for the opportunity to comment.

Sincerely,


Stephanie C. Eiler, AICP

Multimodal Transportation Manager

Cc: Jon Olson, Anoka County Engineer
Margo LaBau, Public Services Division

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

MAJOR RIVER CROSSINGS

Define issue and how it relates to the vision:

A major river crossing includes any Twin City Metro Area bridge which spans or is needed to cross the Mississippi, Minnesota or St. Croix Rivers. Of thirty-five total major river crossings in the Twin City Metro Area, eight are located in Ramsey County: Lake Street Bridge/CSAH 35; Ford Parkway Bridge/CSAH 42; Fort Snelling Bridge/TH 5; Lexington Street Bridge at I-35E; the High Bridge/TH 149; the Wabasha Street Bridge/MSAS 235; Robert Street Bridge; Lafayette Bridge/TH 52.

Of the eight major river crossings within Ramsey County (Map xxx), the Ford and Lake Street bridges are currently under Ramsey County jurisdiction. Ramsey County shares jurisdiction over these bridges with Hennepin County. The High Bridge and the Robert Street Bridge are presently under the jurisdiction of MnDOT. Jurisdiction of these two bridges is scheduled to be transferred to Ramsey County through the functional consolidation process.

This issue relates to the County vision of providing a coordinated system of thoroughfares, highways, streets, and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

This issue relates to the County vision that adequate resources will be available to provide a maintenance program that safeguards the traveling public and protects the County's investment in its infrastructure in a cost effective manner.

Existing conditions of issue:

The Lake Street Bridge/CSAH 235 was reconstructed in 1989.

The Ford Parkway Bridge/CSAH 42 and CSAH 46 is in need of major repair. This project will be a collaboration of Ramsey County, Hennepin County, MnDOT, and the cities of Minneapolis and St. Paul. Although the arches and columns on the bridge are in good condition, the deck requires rehabilitation. Options for this rehabilitation range from partial rehabilitation to reconstruction of the upper part of the bridge. Three designs are being considered, ranging in cost from 8.3 to 13.9 million dollars, and 1½ to 2 years construction time. Construction will begin in 2000 if the design is completed by the end of 1999.

The Fort Snelling Bridge/TH 5 was rehabilitated in 1986 and therefore necessitates only routine maintenance until its reevaluation in 2010.

The Lexington Bridge is located on I-35E between West 7th Street and TH 13 in St. Paul, Lilydale and Mendota Heights. Depending on the design alternative chosen, MnDOT tentatively plans to begin construction in 2001, with completion anticipated in late 2004. The bridge opened in December, 1965 and will have reached the end of its design life by the expected reconstruction time of 2001.

The High Bridge/TH 149 was originally built in 1926. Total reconstruction work was completed in 1986.

Construction was completed on the Wabasha Street Bridge/MSAS 235 by the city of St. Paul in 1998. The bridge was widened from 40 feet to 104 feet, with two lanes of traffic in each direction, and two, 11 ½ foot bicycle/pedestrian walks. By the end of 1999, a permanent bridge to Raspberry Island, as well as a stair tower from the Wabasha Street Bridge down to Raspberry Island, will also be completed as part of the Wabasha Street Bridge project.

Full rehabilitation construction on the Robert Street Bridge was completed in 1989.

Lafayette Bridge/TH 52 was redecked in 1998. It has reached the end of its design life, however, and is in MnDOT's Transportation System Plan (scheduled 2006-2010).

Expectations based on current trends:

Major river crossings are a vital component of the transportation network and require constant inspection and repair. Planned bridge reconstruction projects have ranged in cost from \$20 to \$120 million. For example, the Wakota Bridge cost approximately \$80 million, the Hastings Bridge approximately \$120 million, and Lexington and Lafayette bridges each cost between \$20 and \$25 million. From these examples, the area can expect to invest approximately \$14 million annually in repair costs alone.

What needs to be done to influence the future and change the expectations?

Due to the fact that local government funds are not adequate to cover major emergency or scheduled bridge repairs, and MnDOT receives the largest share of state and federal transportation funds, Ramsey County should pursue legislation giving MnDOT jurisdiction over major river crossings. Jurisdiction of these bridges by local governments would be a financial liability to the community as the tax base does not generate the funding required to adequately maintain and replace these major bridge structures. This legislation should include language that MnDOT will continue to work with communities affected by a major river crossing to ensure bridge design needs are met.

Ramsey County should pursue legislation that would place all thirty-five major river crossings in the Twin Cities Metro Area under MnDOT's jurisdiction. Ramsey County would be responsible for road surface maintenance on the roadways over major river crossings that are under County jurisdiction: Ford Parkway, TH 149 and Robert Street. MnDOT would be responsible for bridge structure maintenance and inspection. In addition, Ramsey County would request MnDOT to support bridge reconstruction policies that ensure community needs are addressed. Needs such as lane widths, HOV lanes, bike/ped crossings, lighting and other amenities should be addressed by MnDOT and all involved communities before a bridge is reconstructed.

Ramsey County should continue to work with federal, state and local agencies on the design elements of new and reconstructed bridges.

What role does the County play in this issue?

Ramsey County is working with Hennepin County, MnDOT, and the cities of Minneapolis and St. Paul on the Ford Parkway Bridge/CSAH 42 and CSAH 46.

Ramsey County is working with MnDOT, Dakota County, and the cities of Lilydale, Mendota Heights and St. Paul on the Lexington Avenue – I35E bridge.

The County will be the lead agency responsible for drafting the language of the major river crossing bill and for supporting the bill through the legislative process.

The Ramsey County Public Works department will be responsible for road surface maintenance on the roadways over major river crossings under County jurisdiction: Ford Parkway, TH 149 and Robert Street. (Ramsey County and Hennepin County share jurisdiction over the Ford Parkway and Lake Street bridges. Per an agreement between the two counties, Ramsey County provides road surface maintenance over the Ford Parkway bridge, and Hennepin County provides road surface maintenance over the Lake Street bridge.)

What policy should be in place regarding this issue to make the County play the role it should play?

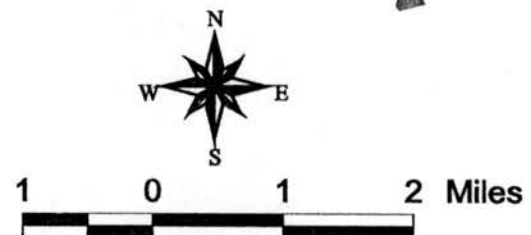
A policy that MnDOT should have jurisdiction over the thirty-five major river crossings in the Twin Cities Metro Area. The road authority will be responsible for road surface maintenance. MnDOT would be responsible for inspection, structure maintenance, and reconstruction.

A policy of working with federal, state and local agencies on the design elements of new and reconstructed bridges. This includes addressing needs such as lane widths, bike/ped crossings, HOV lanes, transit, lighting and other amenities prior to any bridge construction or reconstruction.

Ramsey County Major River Crossings



 Roads
 Open Water
Ramsey County



01 Lake Street / CSAH 35 Bridge
02 Ford Parkway / CSAH 42 Bridge
03 Fort Snelling / TH 5 Bridge
04 Lexington Street at I-35E Bridge

05 High Bridge / TH 149 Bridge
06 Wabasha Street / MSAS 235 Bridge
07 Robert Street Bridge
08 Lafayette / TH 52 Bridge

Source: Ramsey County GIS.

* **Major River Crossings**

The major comment is the proposed policy contained in this paper departs from the "Functional Class" policy stated by the County as well as regional and Mn/DOT policy. All of the roadways which serve major river crossings in Ramsey County are minor arterial routes and serve as city streets. The County's functional class policy states that all minor arterials should be owned by the County.

This issue paper proposes policy that has a large impact to Mn/DOT. We would propose that the County and Mn/DOT should come together to discuss this issue further before inclusion in the Comprehensive Plan. Feel free to contact me to contact the appropriate individuals for discussion.

Specific text changes were also included in the comments.

Page 2, Last paragraph Existing conditions: the words *replacement program* should be changed to TSP.

Page 2, First paragraph Expectations based on current trends: change the words *higher level* to constant, the second sentence *Recent* should be changed to Planned and/or programmed, *Newport* should be changed to Wakota, Also it is unclear what is meant by *area* and the \$14 million investment seems high. To make this clearer you should separate repair costs vs. replacement.

Page 3, First paragraph, the last statement it is suggested that legislation should include language that Mn/DOT will be requested to work with communities. This is already Mn/DOT policy when developing any project. The latest example in Ramsey County is the work being done to develop an alternative for the Lexington/I-35E bridge in St. Paul. The preferred alternative was developed with intense input from the neighborhood groups, City staff and council, Ramsey County, along with Dakota County and Mendota Heights.

Other

Yes
The Metropolitan Council is now requiring a section regarding Access Management in each updated plan. Will you be providing a separate issue paper regarding this? I would be very interested in reviewing this along with the other papers related to transportation.

Thank you again for giving Mn/DOT the opportunity to review your plan as you move forward. The discussion that occurs now can be much more beneficial than reacting to a formal review.

Please call if you have any questions.

C: Tim Henkel Brian Vollum
Nancy Melvin



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

December 16, 1998

Ms. Cyndy MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
50 West Kellogg Boulevard
St. Paul, MN 55102

Re: Draft Ramsey County Comprehensive Transportation Plan

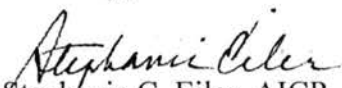
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- **Railroads (Commercial Transportation Issue Paper)** – Ramsey County may want to take a more proactive approach to pursuing rail transit service in rail corridors, active as well as abandoned. Mn/DOT has just completed a study of commuter rail transit service in existing rail lines throughout the Twin Cities, including lines within Ramsey County. Ramsey County's Director of Light Rail Transit participated in that study. Also, you may not be aware that the Burlington Northern Santa Fe Railroad uses the acronym "BNSF", rather than the "BNSR" used in this draft.

Thank you again for the opportunity to comment.

Sincerely,


Stephanie C. Eiler, AICP
Multimodal Transportation Manager

Cc: Jon Olson, Anoka County Engineer
Margo LaBau, Public Services Division

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

PORTS (COMMERCIAL NAVIGATION)

Define issue and how it relates to the vision:

Commercial navigation is an important component of the transportation system serving Ramsey County. The Mississippi River is a working river and continues to be a valuable transportation channel for river barge commodity movement. St. Paul also serves as a 'parking lot' for all barges continuing to Minneapolis and Savage.

Grain is the largest commodity handled and exported by Minnesota's river ports. Exported commodities also include slag, flyash, petroleum coke, potash, scrap, vegetable oil, and sugar beet pellets. Imported commodities handled by the river ports include sand, gravel, aggregate, cement, salt, steel, fertilizer, sodium hydroxide, molasses, caustic soda, ethylene glycol, pig iron, slag and coal. (Table xxx.)

In 1997, the total river tonnage for the Twin Cities area was just over 12 million tons. According to the Minnesota Department of Transportation's Office of Freight, Railroads and Waterways, Ramsey County's 3,785,707 tons represents 31% of all the commodities moved through the Twin Cities by river barge. (Graph xxx.)

The St. Paul Port Authority is the only operating port authority within Ramsey County. The St. Paul Port Authority owns several river terminals and also allows barge fleeting, a process which generates income by leasing river property owned by the Port Authority to private companies for the use of their barges.¹ Table xxx lists river terminals in Ramsey County and the commodities handled by each terminal. The location of the sixteen (fourteen active) terminals on the Mississippi River in Ramsey County are shown on Map xxx.

The Union Pacific/Southern Pacific Railroad (formerly the Chicago and Northwestern) handles the majority of railway freight traffic to the 14 active river terminals, although

¹ An addition by the Ramsey County Board of Commissioners.

two terminals use the Canadian Pacific Railway System (formerly the Soo Line) and one terminal uses the Burlington Northern & Sante Fe Railway Company.

Truck freight traffic to the river terminals is the highest on Childs Road, followed by Warner Road. For quantities of trucks and truck tonnage on primary river access roads, refer to Table xxx.

The County vision emphasizes continuing to foster positive relationships with federal, state, and local transportation agencies.

The County vision supports a system that will provide for the efficient movement of goods, protecting the economic vitality of the community.

Existing conditions of the issue:

An important function of the County roadway system is connecting shipping points and markets. County roads should legally carry heavy trucks. However, there are restrictions on truck movement in the city of St. Paul based on the structural capacity of roads to carry large volumes of heavy trucks. A network of truck routes that restrict truck movement has been established by the city of St. Paul.

Expectations based on current trends:

River barge traffic is expected to grow at a rate of one percent per year. By 2010, approximately 4,308,487 tons of commodities will be moved through Ramsey County. At this rate of growth, the number of tons will increase to approximately 4,759,249 by 2020. Between 1998 and 2020, this will be an increase of almost one million tons.

What role does the County play in this issue?

Ramsey County should take an active role ensuring safe, efficient river terminal access for trucks.

Due to jurisdictional changes in 2003, Ramsey County will have jurisdiction of only a few of the routes serving the river terminals. Ramsey County will continue to work with the city of St. Paul regarding designated truck routes to ensure the efficient movement of goods along river terminal access roads. **When receiving a municipal road through the turnback process, the County will not lift any truck restrictions without municipal support.²**

To review truck movement restrictions and work with the community to revise these restrictions as necessary.

² A suggestion from the Ramsey County Board of Commissioners.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy that ensures truck access on all roads under County jurisdiction.

A policy that ensures adequate structural capacity for truck usage on the County system.

A policy that supports working with the city of St. Paul on river terminal access.

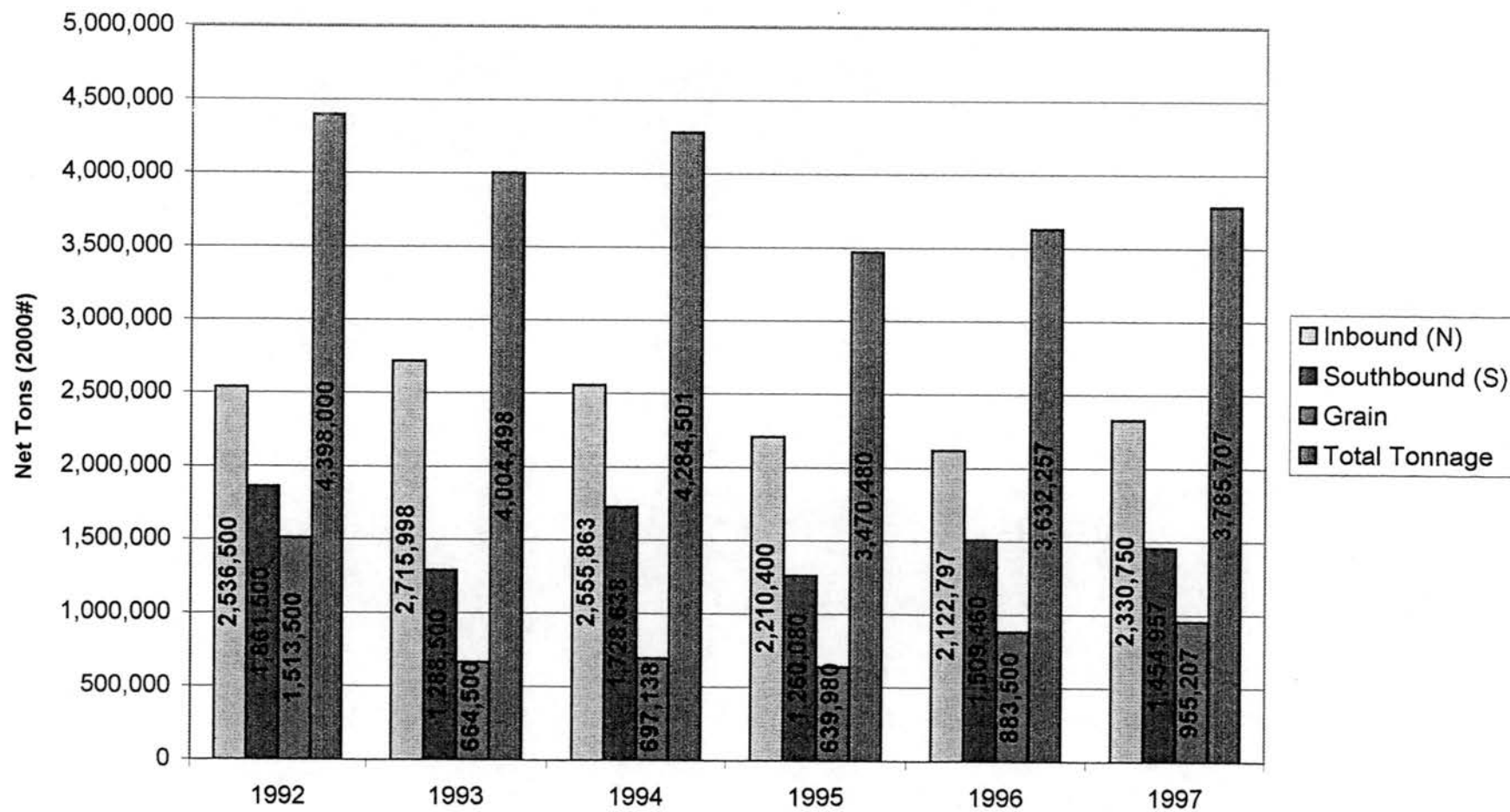
(These policies would adhere to the intent of the County State Aid Highway rules. Ramsey County will continue to work closely with municipal staff and the public to ensure the needs of all are considered in the development of this policy.)

RAMSEY COUNTY RIVER TERMINALS

TERMINAL	COMMODITIES HANDLED
Barton Enterprises, Inc.	Asphalt, Recycled Oil, #6 Fuel Oil
La Farge Corp.	Cement
Peavy Red Rock Elevator	Grain, Fertilizer, Coal, Feed, Phosphate
Hawkins Terminal #2	Liquid Caustic Soda, Liquid Caustic Potash
Alter Minnesota Wharf/St. Paul River Terminal	Coal, Salt, Scrap, Metal, Steel, Ore, Grain, Fertilizers, Twine
Westway Terminal Co. #29	Molasses
Westway Terminal Co. #14	Molasses & Vegetable Oil, Ferris sulfate, Ethylene Glycol, Caustic Soda, Hydrogen Sulfonate
LaFarge Cement Co.	Cement
Hawkins Terminal #1	Liquid Caustic Soda
J.L. Sheily Yard A.	Sand, Aggregates & Crushed Stone
Great Western Coal & Dock Co.	Steel Products, Coal, Salt Coke & Slag, Fertilizer
Harvest States Cooperative Terminal #2	Grain
Farmland Industries	Bulk Fertilizer and Phosphate
NSP Co. High Bridge Power Plant River Dock/Terminal Not Used in 5 Years	Coal
Uno-Ven St. Paul Terminal Closed in 1994	Petroleum Products
Archer - Daniels Midland/Elevator D	Grain

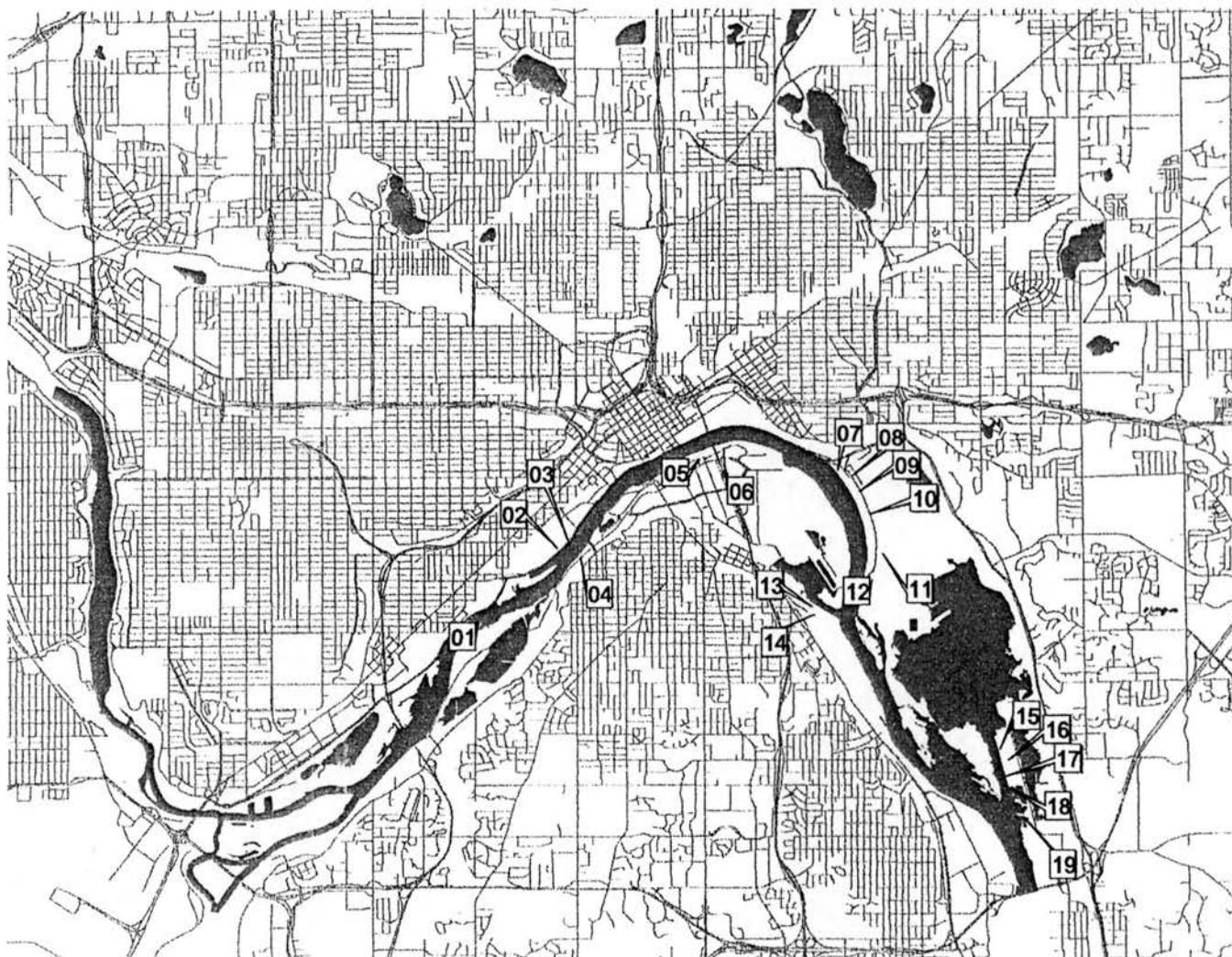
Source: Ports and Waterways section of the Minnesota Department of Transportation. March 1995.

RIVER TONNAGE LOADED OR UNLOADED IN RAMSEY COUNTY



Source: Ports and Waterways Section of the Minnesota Department of Transportation

Ramsey County River Barge Terminals



 Open Water
 Roads
 Ramsey County



1 0 1 2 3 Miles

- 01 Archer Daniels Midland
- 02 NSP Company Highbridge PP
- 03 Upper River Services
- 04 Upper River Services
- 05 Upper River Services
- 06 Farmland Industries Terminal
- 07 Harvest States Cooperative
- 08 Great Western Coal and Dock
- 09 J. L. Sheily Yard
- 10 Hawkins Chemical Vel-Tex

- 11 Westway Trading Company
- 12 Westway Trading Company
- 13 L & S Marine Service
- 14 Hawkins Chemical Wharf
- 15 Old Twin City Ship Yard
- 16 Peavey Red Rock Elevator
- 17 Barton Enterprises
- 18 Dakota Barge Service
- 19 LaFarge Co., Red Rock

Source: 1998 Minnesota Department of Transportation, Ports and Waterways Section.

**RIVER TERMINAL ACCESS ROADS
STREET TONNAGE OF ANNUAL TRUCK FREIGHT TRAFFIC**

STREET	JURISDICTION	NUMBER OF TRUCKS	ANNUAL TONNAGE
Red Rock Road	St. Paul	79,050	2,220,000
Concord Street (St. Paul)	MnDOT*	8,320	203,950
Barge Channel Road	St. Paul	8,320	203,950
Warner Road	Ramsey County**	75,010	1,673,483
Shepard Road	Ramsey County**	5,700	142,500
Childs Road	St. Paul	80,810	1,815,983
State Street	St. Paul	3,000	75,000
Alabama Street	St. Paul	3,800	95,000
Filmore Street	St. Paul	400	10,000
Chester Street	St. Paul	400	10,000
Chestnut Street	St. Paul	1,750	35,000
Spring Street	St. Paul	1,750	35,000
Snelling Avenue	MnDOT+	5,303	134,631
Montreal Avenue	MnDOT+	5,303	134,631
7 th Street	MnDOT*	21,211	538,525
Randolph Avenue	Ramsey County	21,211	538,525
Drake Street	St. Paul	21,211	538,525

Source: Ports and Waterways section of the Minnesota Department of Transportation. 1996.

* Scheduled for turnback from MnDOT to Ramsey County

** Scheduled for turnback from Ramsey County to MnDOT

+ May turn back to Ramsey County dependent on Ayd Mill Road decision



Memo

Metro Division

Office Tel.: 582-1400

1500 West County Road B2
Roseville MN 55113

Fax: 582-1368

November 16, 1998

To : Cindy MacLeod
Comprehensive Plan Intern

From: Sherry Narusiewicz *Sherry*
Metro Division- Transportation Planning

Subject: Comments regarding the following issue papers:
Functional Classification, Jurisdiction, Ports, and Major River Crossings

Thank you for the opportunity to provide input to the update of your comprehensive plan. I circulated the papers to several planners in our office and their comments are reflected below:

Functional Classification and Jurisdiction

These papers look good from Metro's point of view. However, the statement "...challenges the County to maximize all opportunities for grants and funding to offset taxpayer burden." may raise concerns or red flags as to the County's motivation for requesting changes in the functional class. You may want to reconsider how this is stated.

*From Strategic
Plan vision.*

I am assuming that there will be a map included to identify the functional class system within the County. This may also be helpful to identify the jurisdictional routes identified for future turnback from Mn/DOT.

yes.

Ports

Overall the ports issue paper looked good. There was a discrepancy between the table following page 3 and the map. The table includes 16 river terminals while the map shows 19 river terminals. This may be in part to a discrepancy in data using 1995 information for the table and 1998 data for the map. The Ports and Waterways Section should be consulted to make sure the data is correct.

*map includes 3
terminals that exist - not
active - but Lambert from
Ports & Waterways thought
they should be on the
map. I could
double-check 4 hrs.
thru.*

54

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
RAILROADS (COMMERCIAL TRANSPORTATION)

Define issue and how it relates the vision:

Railroads continue to play an important role in the economy of Ramsey County. Railways move freight to, and between, major urban areas and ports. Utilizing railroads to move freight can help relieve highway congestion and road wear by reducing truck traffic. Ramsey County monitors the abandonment of railroad lines to determine impacts on land use and the County highway system.

This issue relates to the County vision supporting a system that will provide for the efficient movement of goods, protecting the economic vitality of the community.

This issue corresponds with the Economic Development vision that businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products.

This issue supports the Land Use strategy of identifying uses for, and coordinate use of, abandoned properties.

This issue relates to the Transit vision that the County, in cooperation with involved municipalities, will provide land use planning that fosters increased use of transit.

Existing conditions of issue:

Based on the number of train movements, traffic volume and overall scope of operations, the Burlington Northern & Santa Fe Railway Co. (BNSF) is the dominant carrier in the Twin Cities, followed by the Canadian Pacific Railway (CP Railway) and the Union Pacific/Southern Pacific Railroad (UPSP). These three railroads are considered major, or Class I, railroads. The Minnesota Commercial Railway Co. (MNNR) is a Class III, private carrier servicing local industry. (MnDOT's Office of Freight, Railroads and Waterway's Twin Cities Rail Study.)

Volume at BNSF's Midway Intermodal Yard in St. Paul has grown 29 percent from 1990 through 1994 (Minnesota Intermodal Railroad Terminal Study¹).

The Twin Cities remains a fairly important operational hub for UPSP as it is the junction point for routes to Duluth-Superior, Sioux City, Omaha, Des Moines, Kansas City, Milwaukee and Chicago.

According to the Twin Cities Rail Study, the Twin Cities has historically been a key location for CP Railway. Shoreham Yard, located in northeast Minneapolis, is the second busiest terminal on the entire system, and St. Paul Yard is one of two major classification yards on the CP Railway system.

Expectations based on current trends:

There will be 31 at grade railroad crossings in Ramsey County once turnbacks are completed. Railroad crossings represent points of increased accident risk and maintenance problems.

According to the Metropolitan Council, trucking firms will continue to establish strategic alliances with railroads to move freight intermodally by containers and trailers. Small package handlers will continue to rapidly expand through extension of overseas service. These handlers will extend their service as logistic providers to small businesses.

According to the Minnesota Intermodal Railroad Terminal Study (MIRTS): nationally, intermodal shipping has been growing rapidly, currently comprising about fifteen percent of all U.S. shipping, and growing approximately eight percent each year. However, even with operational improvements, BNSF's Midway yard would not be able to absorb projected growth past 1997, and CP Railway's Shoreham yard beyond 2012.

Proposals for rail abandonment are responded to by MnDOT. The County has an opportunity to comment on the proposals in two ways: to consider the effect of the proposed abandonment, and to suggest uses for the abandoned railways.

At present, with the exception of Amtrak sharing CP Railway's line along the Mississippi River, railroads in the County are used exclusively for freight transportation. In the future, there may be additional opportunities for use of existing facilities for passenger service, or a combination of freight and commuter passenger service (e.g. accommodating passengers during rush hour).

The design of several railroad bridge structures within Ramsey County cause a "bottleneck" or "pinch point" condition as each roadway has been reduced in width to accommodate the narrow road opening provided with each bridge structure. These reduced roadway widths are not in compliance with current highway design standards.

¹ MIRTS is made up of representatives from the Metropolitan Council, MnDOT, and the CP, BNSF, and UPSP railroads to address rail/truck intermodal terminal capacity issues.

What needs to be done to influence the future and change the expectations?

Vehicular and rail traffic needs to be continually monitored. As conditions change, railroad crossings should be rebuilt or, where possible, removed to decrease accident possibilities as well as maintenance costs.

Construct a new multiuser intermodal terminal in the Twin Cities area to accommodate increases in intermodal shipping and provide for the efficient movement of goods.

Evaluate abandoned railroad lines for potential transportation possibilities.

Jurisdiction of railroad bridges that impede traffic flow on the County roadway system should be transferred from the railroad to the appropriate government agency.

What role does the County play in this issue?

The County will work with MnDOT to identify safety issues at rail crossings within Ramsey County. Where appropriate, the County will coordinate solutions to safety issues such as rubberized crossings, signage, signal upgrades and grade separated crossings with the affected agencies.

Ramsey County will work with government agencies and the public regarding the location of any multiuser intermodal terminal facility impacting the County.

At the time MnDOT processes railroad abandonment proposals, the County should evaluate the proposals and suggest uses for these corridors, such as trails or LRT.

The County will continue to work with the railroads on bridge reconstruction issues.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy of acquiring abandoned railroad corridors.

A policy of obtaining jurisdiction over railroad bridges that impede the movement of motorized and nonmotorized traffic on the County roadway system.

Anoka County
Blaine Airport



RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

RAILROADS (COMMERCIAL TRANSPORTATION)

Define issue and how it relates the vision:

Railroads continue to play an important role in the economy of Ramsey County. Railways move freight to, and between, major urban areas and ports. Utilizing railroads to move freight can help relieve highway congestion and road wear by reducing truck traffic. Ramsey County monitors the abandonment of railroad lines to determine impacts on land use and the County highway system.

This issue relates to the County vision supporting a system that will provide for the efficient movement of goods, protecting the economic vitality of the community.

This issue corresponds with the Economic Development vision that businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products.

This issue supports the Land Use strategy of identifying uses for, and coordinate use of, abandoned properties.

This issue relates to the Transit vision that the County, in cooperation with involved municipalities, will provide land use planning that fosters increased use of transit.

Existing conditions of issue:

Based on the number of train movements, traffic volume and overall scope of operations, the Burlington Northern & Sante Fe Railway Co. (BNSF) is the dominant carrier in the Twin Cities, followed by the Canadian Pacific Rail System (CP Rail) and the Union Pacific Railroad (UP). These three railroads are considered major, or Class I, railroads. The Minnesota Commercial Railway Co. (MNNR) is a Class III, private carrier that services local industry. (MnDOT's Office of Railroads and Waterway's Twin Cities Rail Study.)

Railway (CP Railway)

Union Pacific / Southern Pacific (UPSP)

Freight

BNSF

CALGARY CANADA

Cities has historically been a key
located in Minneapolis and Shermans

BNSE

responded to

commuter

The county has the opportunity to acquire proposed abandoned property as well.

Yes - Ken:
City Can acquire it

~~F/~~
~~NSR, C~~

What needs to be done to influence the future and change the expectations?

Vehicular and rail traffic needs to be continually monitored. As conditions change
Railroad crossings should be rebuilt or, where possible, removed to decrease accident possibilities as well as maintenance costs.

Construct a new multiuser intermodal terminal in the Twin Cities area to accommodate increases in intermodal shipping and provide for the efficient movement of goods.

Evaluate abandoned railroad lines for potential transportation possibilities.

Jurisdiction of railroad bridges that impede traffic flow on the County roadway system should be transferred from the railroad to the appropriate government agency.

What role does the County play in this issue?

The County will work with MnDOT to identify safety issues at rail crossings within Ramsey County. Where appropriate, the County will coordinate solutions to safety issues, such as rubberized crossings, signage, and grade separated crossings, with the affected agencies.

signal upgrades

Ramsey County will work with government agencies and the public regarding the location of any multiuser intermodal terminal facility impacting the County.

At the time MnDOT processes railroad abandonment proposals, the County should evaluate the proposals and suggest uses for these corridors, such as trails or LRT.

The County will continue to work with the railroads on bridge reconstruction issues.

What policy should be in place regarding this issue to make the County play the role it should play?

Ken says this is okay.
A policy of acquiring abandoned railroad corridors.

→ MN STATUTES - CHAPTER 222.63

(ATTACHED)

A policy of obtaining jurisdiction over railroad bridges that impede the movement of motorized and nonmotorized traffic on the County roadway system.

State.

for MnDOT to acquire a rail prop

RCRA 298.1A

enabling large is broad

may acquire properties for rail trans. purposes



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

December 16, 1998

Ms. Cyndy MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
50 West Kellogg Boulevard
St. Paul, MN 55102

Re: Draft Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

Thank you for the opportunity to review and comment on Ramsey County's Draft Comprehensive Transportation Plan. We offer the following comments.

- **Jurisdiction Issue Paper** – We believe the right to set speed limits should remain with the Minnesota Commissioner of Transportation, where it is most likely to be set based on technical reasons and least likely to be influenced by local pressures.
- **Major River Crossings Issue Paper** – We agree that Mn/DOT should have jurisdiction over major river crossings in the Twin Cities metro area.
- **Railroads (Commercial Transportation Issue Paper)** – Ramsey County may want to take a more proactive approach to pursuing rail transit service in rail corridors, active as well as abandoned. Mn/DOT has just completed a study of commuter rail transit service in existing rail lines throughout the Twin Cities, including lines within Ramsey County. Ramsey County's Director of Light Rail Transit participated in that study. Also, you may not be aware that the Burlington Northern Santa Fe Railroad uses the acronym "BNSF", rather than the "BNSR" used in this draft.

Thank you again for the opportunity to comment.

Sincerely,

Stephanie C. Eiler, AICP
Multimodal Transportation Manager

Cc: Jon Olson, Anoka County Engineer
Margo LaBau, Public Services Division

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

TRUCKS (COMMERCIAL TRANSPORTATION)

Define issue and how it relates to the vision:

The County road system is important for heavy commercial traffic. Heavy commercial traffic includes trucks used for the transportation of goods and materials to and from commercial and industrial areas in the County. It also includes vehicles such as school buses, fire trucks, and refuse hauling trucks essential to the well being of residential areas.

Establishing truck routes and providing efficient freight commodity movement to state, national and international markets is crucial to the region's economic prosperity. According to the Minnesota Department of Transportation (MnDOT), the principal means of freight movement in the metropolitan area is trucking by common carriers and private truck fleets. Trucking productivity depends on an adequate roadway system and its connections with ports, railroads, and airports.

The County vision supports a system that will provide for the efficient movement of goods, protecting the economic vitality of the community.

This issue corresponds with the Economic Development vision that businesses will be accessible through a comprehensive and integrated transportation system that serves both people and products.

Existing condition of issue:

Freight is often delivered by more than one mode of transportation, such as truck/rail/truck, truck/air/truck, or truck/rail/vessel. An intermodal terminal accommodates more than one mode of transportation. The Twin Cities region has two major operating intermodal (rail and truck) facilities. Burlington Northern Sante Fe Railroad (BNSF) operates in the Midway area of St. Paul. The Canadian Pacific Railway

(CP Railway) intermodal facility, Shoreham yard, is located in Northeast Minneapolis. (Table xxx lists intermodal freight facilities within Ramsey County.)

According to John Grimm at the Federal Highway Administration, there is no official Federal definition of a major truck terminal. For Ramsey County purposes, a major truck terminal is defined as any terminal with a minimum of 100 employees with SIC Codes (Standard Industrial Classification) falling under such categories as: delivery service, trucking, movers, courier service and wholesale. (Table xxx. Map xxx.)

According to the 1998 Ramsey County Public Works Pavement Management System Report, nine or ten ton spring axle load limits apply to 282 miles of County roads, seven tons to 9 miles, and five tons to 2 miles (Map xxx). Five and seven ton road limits are posted by Ramsey County. After the turnback program is complete, five and seven ton road limits should no longer exist on the County roadway system. A goal for the Ramsey County Public Works department is to have nine or ten ton capacity on all County roads, thereby removing any spring weight restrictions for trucks. This will also alleviate the need to post roads for five or seven ton road limits, thus saving both time and money.

Existing policy from the Saint Paul Transportation Policy Plan:

Policy: "The City should make no comprehensive changes to the truck route system at this time but rather review proposed changes to the system, with the objective of minimizing the noise and other impacts on sensitive land uses while meeting the transport needs of business" (Policy 34, page 15).

Policy: "The City should ensure that the transport needs of business are met when reviewing change requests to the truck route map" (Policy 54, page 19).

Expectations based on current trends:

The jobs most beneficial to the region are those resulting in exported products and services. Intermodal transportation is a critical support service for businesses importing/exporting products. In addition, there is pressure to move production facilities as close as possible to the market (i.e. East or West Coast or Chicago). Because of its geographic location, the Twin Cities must provide competitive shipping capability at competitive costs to local businesses. (Minnesota Intermodal Railroad Terminal Study.¹)

According to the Metropolitan Council, trucking firms will continue to establish strategic alliances with railroads to move freight intermodally by containers and trailers. Small package handlers will continue to rapidly expand through extension of overseas service. These handlers will extend their service as logistic providers to small businesses. A primary purpose of the interstate highway system is for goods movement. A primary purpose of minor arterials is to move trucks from the principal arterial system. As a system of minor arterials designed to serve short-to-mid range trips at moderate speeds,

¹ MIRTHS is made up of representatives from the Metropolitan Council, MnDOT, and the CP, BNSF, and UPSP railroads to address rail/truck intermodal terminal capacity issues.

the County roadway system should accommodate truck traffic, providing a link between trunk highways and local routes.

What needs to be done to influence the future and change the expectations?

Ramsey County should work with municipalities to designate truck routes on minor arterials that provide adequate truck access to intermodal freight terminals, truck terminals, transportation hubs, distribution centers, businesses, and industrial concentrations within Ramsey County. Both the County and municipalities would remove any existing weight and street restrictions from these truck routes. This coincides with municipal interest in reducing through traffic on local streets.

The County should work with businesses and industries to change delivery times as necessary to restrict truck movement and on-street loading and unloading during peak traffic hours.

What role does the County play in this issue?

The Ramsey County Public Works Department uses general road inventory information, observed pavement conditions, and field measurements to develop a pavement management system that determines the type of maintenance required, establishes maintenance priorities, and projects the cost of maintenance work. The pavement management system is used to maintain and improve pavements in an organized and cost effective manner.

To review truck movement restrictions and work with municipalities to revise these restrictions as necessary. In addition, when receiving a municipal road through the turnback process, the County will not lift any truck restrictions that may already exist without municipal support.

To notify common carriers and private truck fleets of impending construction, and work with those companies and the municipalities in developing temporary alternative truck routes.

To review the County roadway system for sufficient pavement strength and adequate vertical clearance on all County roads.

To work with municipalities in reviewing pavement strength and vertical clearance for those local streets which provide a link between County roadways and truck destinations.

What policy should be in place to make the County play the role it should play?

A policy that ensures truck access on all roads under County jurisdiction. The County will work with MnDOT and the municipalities to coordinate the identification and designation of truck routes.

A policy that ensures adequate structural capacity, thereby removing weight restrictions along all roadways under the County road system.

(Ramsey County will continue to work closely with municipal staff and the public to ensure the needs of all are considered in the development of these policies.)

**RAMSEY COUNTY
INTERMODAL FREIGHT FACILITIES
(TRUCK VOLUME AND CAPACITY DATA = 1995 – 1996)**

Commodity Type	Map Number	Name/ Location	Highway Access	Average Truck Vol./day	Capacity
Rail/Truck Intermodal Terminal	FF01	BNSF Midway Yard Pierce Butler Rte & Snelling Ave., St. Paul	Pierce Butler, North Prior & Snelling Ave.	470	N/A
Port-Grain/coal Sand-gravel	FF02	Child's Road Port Area -Hawkins Chemical -Westway Terminal Co. -Shiely yard A -Great Western Coal & Dock -Harvest States Terminal #2	Child's Road Warner Road TH 61	230	.3 mil bbl, 415,000 tons, and 1.3 mil bu
Pipeline/Petrol Products	FF03	Williams Brothers TC Terminal 2451 W. Co. Road. C Roseville	I-35W County Rd. C	Approx. 150	2.0 mil bbl
Petrol Products	FF04	Amoco, TC Terminal 2288 W. County Rd. C Roseville	I-35W County Rd. C	90	.58 mil bbl
Port-Asphalt Grain/Cement Fertilizer	FF05	Redrock Port Area: -Barton Enterprises Inc. -La Forge Corp. -Peavy Red Rock Elev. Red Rock Road, St. Paul	Red Rock Road Maxwell Ave. I-494 / TH61	275	.55 mil bbl, .5 mil bu & 130,000 tons
Port/Bulk	FF06	Alter Terminal 751 Barge Channel Rd. St. Paul	TH 56, Barge Channel Road	20	250,000 tons
Port/Fertilizer	FF07	Farmland Industries 50 Chester Street, St. Paul	TH 52, Plato Blvd., Alabama St	10	12,500 tons
Rail/Truck	FF08	Commercial Transload (MN: Commercial Railway) TH 280 & I-35W	TH 280 County Rd. B Industrial Blvd.	<10	N/A
Port/Bulk Liquid Fertilizer	FF09	Hawkins Terminal #2 701 Barge Channel Road St. Paul	Th 56, Barge Channel Road	6	+28,000 bbl

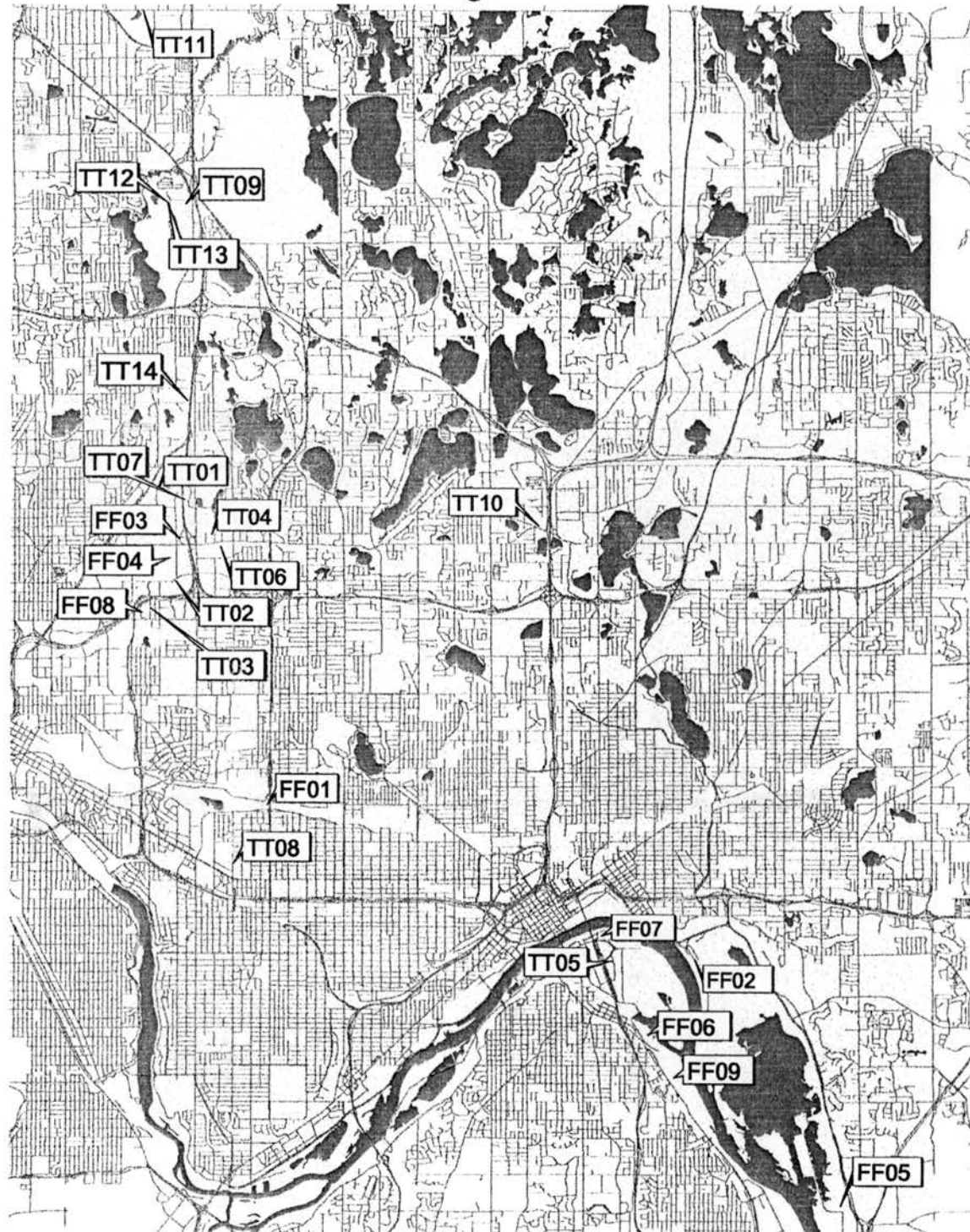
Source: Minnesota Department of Transportation: Motor Carrier Services and Office of Freight, Railroads and Waterways.

MAJOR TRUCK TERMINALS WITHIN RAMSEY COUNTY

Map Number	Name of Company	Location of Terminals	Number of Employees
TT01	Berger Transfer & Storage	2950 Long Lake Rd. Roseville, MN	100-249
TT02	Beltmann North American Co.	2480 Long Lake Rd. Roseville, MN	100-249
TT03	Federal Express	261 Chester St. St. Paul, MN	100-249
TT04	Hyman Freightways	2690 Prior Ave. N. St. Paul, MN	100-249
TT05	Independent Delivery Srv.	440 Minnehaha Ave. W. St. Paul, MN	100-249
TT06	Indianhead Truck Line, Inc.	1947 County Road C W. Roseville, MN	100-249
TT07	Lakeville Motor Express	2975 Partridge Rd. Roseville, MN	100-249
TT08	Midwest Delivery Srv., Inc.	540 Fairview Ave. N. St. Paul, MN	100-249
TT09	Quast Transfer, Inc.	2160 Mustang Dr. Mounds View, MN	100-249
TT10	Quicksilver Express Courier	203 Little Canada Rd. E St. Paul, MN	250-499
TT11	Sysco Food Service of MN	2400 County Rd. J Mounds View, MN	500-999
TT12	Trailwood Transportation	4825 Mustang Cir. Mounds View, MN	100-249
TT13	Tyson Truck Lines	4825 Mustang Cir. Mounds View, MN	100-249
TT14	USF Holland, Inc.	400 1st St. SW New Brighton, MN	100-249

Source: Metropolitan Division of the Minnesota Department of Transportation

Ramsey County Major Intermodal Freight Facilities and Trucking Terminals

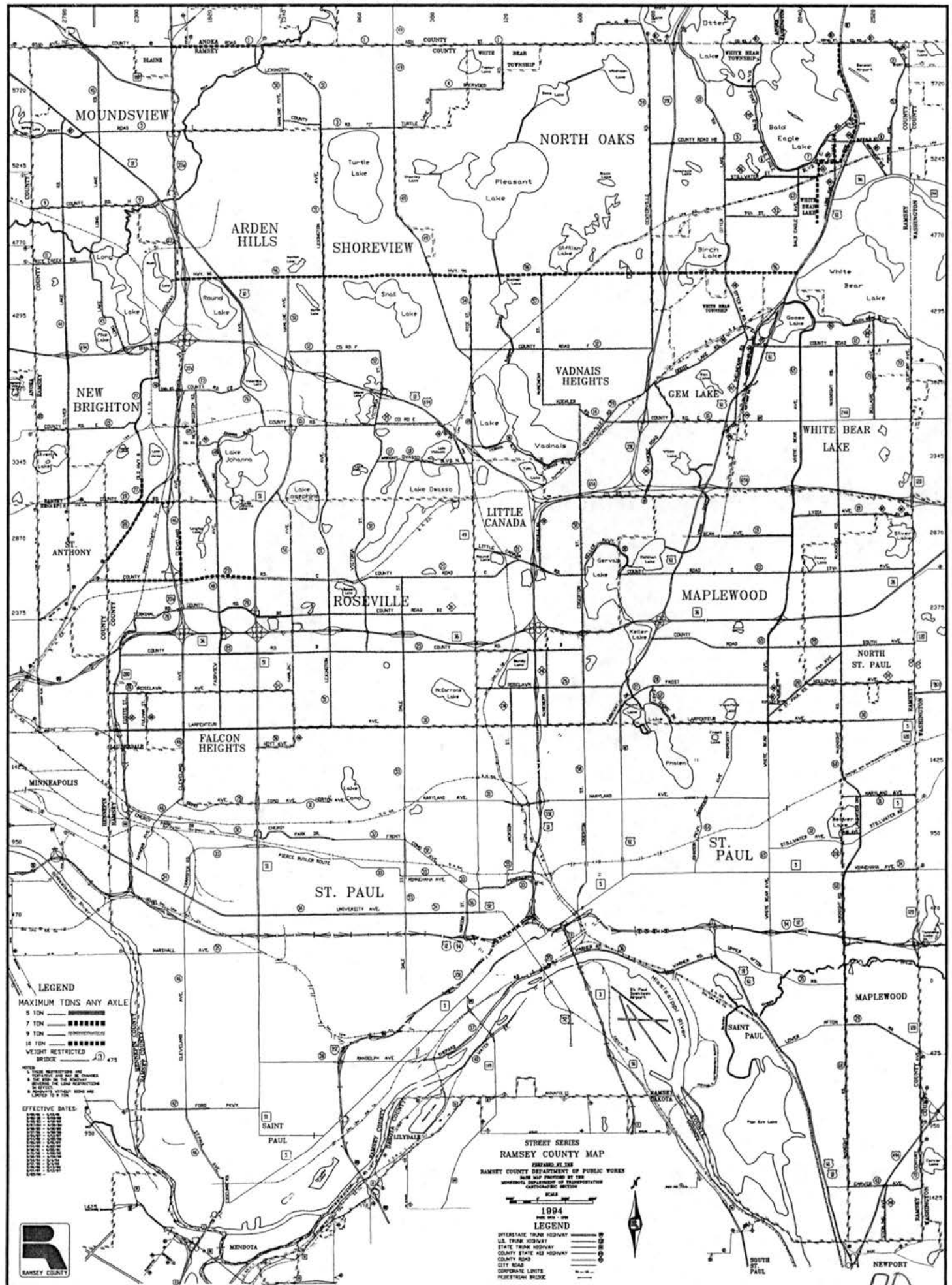


Roads
 Open Water
 Ramsey County
 FF Freight Facilities
 TT Trucking Terminals

FF01 BN Midway Yard
 FF02 Childs Road Port
 FF03 Williams Bros. Term.
 FF04 Amoco TC Term
 FF05 Redrock Port Area
 FF06 Minnesota Wharf
 FF07 Farmland Ind.
 FF08 Commercial Transload
 FF09 Hawkins Term. #2

TT01 Berger Transfer & Storage
 TT02 Belmann North American
 TT03 Federal Express
 TT04 Hyman Freightways
 TT05 Independent Delivery Srv.
 TT06 Indianhead Truck Line Inc.
 TT07 Lakeville Motor Express
 TT08 Midwest Delivery Srv., Inc.
 TT09 Quast Transfer, Inc.
 TT10 Quicksilver Express Courier
 TT11 Sysco Food Srv. of MN
 TT12 Trailwood Transportation
 TT13 Tyson Truck Lines
 TT14 USF Holland, Inc.

SEASONAL LOAD RESTRICTION MAP



Received a phone message on 12/21/98: Jean Keeley (sp?)/ City of Blaine had two comments:

1. Trucks issue paper: Sysco/Mounds View should be added to the Major Truck Terminal chart. (This had been done.)
2. Surface Water Management ROLES: RE: Attached list of Watershed Management Organizations in Ramsey County. Blaine should be added to the list of cities under "Rice Creek Watershed District/Portions of Ramsey County Cities w/i WMO Boundary."



Minnesota Department of Transportation

Metropolitan Division
Waters Edge
1500 West County Road B2
Roseville, MN 55113

January 29, 1999

Ms. Cindy McLeod
Comprehensive Plan Intern
Ramsey County
3377 North Rice Street
Shoreview, MN 55126

Dear Ms. McLeod:

Thank you for the opportunity to review the second set of issue papers that have been developed for your comprehensive plan. At this time we do have some comments to offer.

* **Trucks (Commercial Transportation)**

Attached is a memorandum and supporting materials that may help you in developing this section.

Surface Water Management

The Metro Division Water Resources Engineering section supports citizen participation and application of Best Management Practices in the development of our highway infrastructure. Dennis Larson (651-779-5054), of this office, was co-author of the MPCA's new *Best Management Practices Manual for Protecting Water Quality in Urban Areas*. The manual can be used to provide a flexible approach to transportation development and environmental preservation.

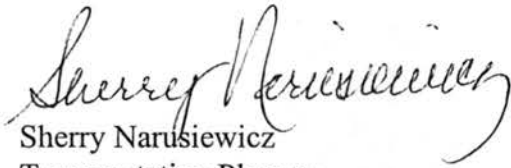
The Metro Water Resources Engineering section has developed the concept of "pond-banking" to help balance citizen values with water quality needs on urban projects. Please contact the office if you are interested in learning more about this concept.

The Water Resources Engineering Section will continue to work proactively with local governmental units and water planning organizations to provide mitigation for the effects of the highways on watersheds.

We had no additional comments to add to the papers titled Aviation, Bicycle/Pedestrian and Railroads.

Again thank you for the opportunity for comment so early in the process. We look forward to seeing any other papers in the future.

Sincerely,

A handwritten signature in cursive script, reading "Sherry Narusiewicz". The signature is written in dark ink and is positioned above the printed name and title.

Sherry Narusiewicz
Transportation Planner
Metro Division



Minnesota Department of Transportation

Metropolitan Division

Waters Edge

1500 West County Road B2

Roseville, MN 55113

Trucks

Internal Memorandum

To: Sherry Narusiewicz

From: Paul Czech PC

CC: Nancy Melvin

Date: 12/07/98

Re: Ramsey County Comp Plan Issue Papers

Attached are the *draft* Ramsey County Comprehensive Plan Issue Papers. I have only a few minor suggested changes that are sprinkled throughout the papers.

Ramsey County may wish to supplement the intermodal freight facilities table with information from the attached spreadsheets, which include intermodal and/or river terminals/docks located in Ramsey County. **Please note that this is not necessarily a complete list of all intermodal terminals in Ramsey County.**

The first set of spreadsheets contain data on intermodal terminals developed by the Center of Transportation Analysis at Oak Ridge National Laboratory for the Bureau of Transportation Statistics (BTS) in the U.S. Department of Transportation. The first spreadsheet titled Ramsey - mnterm shows the location and name of each terminal. The second spreadsheets titled Ramsey - mnconx shows the intermodal connections possible at each intermodal terminal. An intermodal connection is defined as a pair of modes and a specific commodity type. Because many intermodal terminals, particularly port facilities, are served by more than 2 modes or handle more than one type of commodity, a given intermodal terminal may have a number of intermodal connections. Under the Mode 1 and Mode 2 columns, H means highway (i.e., truck), R means rail, and W means waterway. Non-blank entries in the Railroad column are Association of American Railroads (AAR) reporting marks for the rail carrier, if any, involved in the intermodal connection. The following codes are used to specify the type of commodity in the Cargo column:

Nancy Melvin, Planning Director

Paul Czech, Senior Transportation Planner

Phone: (651) 582-1223

Phone: (651) 582-1771

Fax: (651) 582-1302
An equal opportunity employer

Fax: (651) 582-1302

100	Containerized cargo
200	Breakbulk / unitized cargo
210	Food products
220	Lumber & wood
230	Metal products
240	Machinery
250	Motor vehicles
260	Pulp & paper products
270	Clay, concrete, glass, & stone building materials
280	Livestock
290	Other breakbulk cargo
300	Dry bulk cargo
310	Coal
320	Grain
330	Metallic ores & bulk metals
340	Wood chips
350	Cement
390	Other dry bulk cargo
391	Chemicals
392	Dry edibles
393	Minerals & other dry bulk materials
400	Liquid bulk cargo
410	Crude petroleum
420	Petroleum products
490	Other liquid bulk cargo
491	Chemical products
492	Liquid edibles

A value of one (1) in the Direction column means the intermodal transfer is one-way from Mode 1 to Mode 2. A value of two (2) means the intermodal transfer is two-way.

Also enclosed are untitled summary reports on ports and waterways facilities that are located in Ramsey County. Most of these facilities have truck and/or rail connections and there is some redundancy with the intermodal spreadsheets. The source of information is the US Army Corps of Engineers.

I spoke with Cyndy MacLeod today and indicated we would forward a copy of this information with their comp plan issue papers. Hopefully, this information is of assistance to you and Ramsey County. Let me know if you have questions.

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
SURFACE WATER MANAGEMENT ROLES

Define issue and how it relates to the vision:

Surface water management in Ramsey County involves multiple agencies at federal, state and local levels. The County is one of the local agencies with a role that overlaps a portion of the spheres of influence of each level (Figure 1). Federal and state agencies issue permits, provide information and technical assistance, and administer specific programs related to surface water management. Local agencies incorporate citizen input to develop water management plans and implement programs and projects.

On the federal level, the Environmental Protection Agency (EPA) and the Corps of Engineers (COE) have authority over all state waters to prevent pollution. Federal programs most often relate to a water resource with inter-state significance; e.g. Lake Superior or the Mississippi River, and not a specific state water resource. Local agencies must fulfill federal permit requirements governing stormwater discharge and wetland impacts. The EPA has a well-established permitting program to regulate industrial and sewage treatment discharges; more recently, stormwater discharges for municipalities with a population greater than 100,000 (Phase I) are regulated under the National Pollutant Discharge Elimination System (NPDES) program. St. Paul, through its Public Works Department, has been involved with implementation of NPDES Phase I. In proposed Phase II, which is now in development with expected implementation in 2001, essentially all local units of government in Ramsey County which own and maintain stormsewers will be regulated by a stormwater permit. Ramsey County will be included in Phase II through its limited independent stormsewer system and by interconnections with municipal stormsewer systems. In wetlands associated with navigable waters or their tributaries, the COE administers a wetland permitting program for excavation and fill. Mitigation for wetland impacts above threshold limits are a requirement of the COE permit, which may impact County road construction or other development projects.

On the state level, three agencies are most closely involved in surface water management: the Board of Water and Soil Resources (BWSR), the Department of Natural Resources

(DNR), and the Pollution Control Agency (MPCA). The roles of each of these agencies is distinct. The MPCA is the state level agency most analogous to the EPA, with an emphasis on permitting and regulations, including setting water quality standards for water resources. The MPCA administers NPDES programs in the state, including that part that deals with construction erosion and sediment control. Essentially, all County road construction projects which add impervious surface area are required to incorporate ponding of stormwater to improve its quality. The DNR has authority over the state's Protected Waters, an inventory which includes water resources (lakes, wetlands, and streams) greater than 10 acres in size in unincorporated areas, and 2.5 acres in incorporated areas of the state. Water management is directed at specific water bodies both in terms of permitting (e.g. aquatic plant control, lake level, streambank modification and shoreline development) and management plans related to fisheries, exotic plant or wetland management. In recent years, both the MPCA and DNR have emphasized new initiatives in coordinated watershed management related to major river systems in the state and strategic lake management plans. This is part of the DNR's ecosystem approach to natural resource management.

BWSR administers the Surface Water Management Act of 1982, which established the framework for local water management in the Seven County Metropolitan Area, including Ramsey County, based on major watershed boundaries. This framework relies on water management organizations (WMO's), either watershed districts or joint-powers agreements between municipalities, to develop water management plans based on watershed characteristics. WMO's have a board of managers which is appointed by the County Board in the case of watershed districts and member cities for joint-powers WMO's. Soil and Water Conservation Districts (SWCD's) provide a conduit for technical assistance and some cost-share funding between BWSR and WMO's. SWCD's have an independently elected board of managers. WMO plans are reviewed by BWSR for conformance to the requirements of the Surface Water Management Act. Additionally, municipalities within each WMO must develop local water management plans which conform to the overall WMO water management plan. Plan development and implementation is the keystone of effective local surface water management. The overall success of the process is also related to the participation of citizens and municipalities in plan development, and community (individuals, businesses and local governmental units) acceptance of plan strategies and implementation efforts. From this perspective, political accountability of surface water management in Ramsey County is a function of WMO's, either watershed districts or cities via a joint-powers agreement. Ultimately, the Ramsey County Board of Commissioners assumes a degree of political accountability by appointing the watershed district board of managers, after BWSR appoints the initial board members.

The Ramsey County Strategic Plan identifies coordination among multiple agencies and increasing political accountability as critical issues for effective surface water management. Open communication is needed to resolve water management issues between representatives from 'upstream' and 'downstream' areas of an urban watershed. WMO's have an important role in consensus-building between their constituents.

Existing conditions of the issue:

The current condition of this issue reflects increased depth to the implementation of the Surface Water Management Act. In most cases, WMO water management plans have been developed and updated at least once, yielding second-generation plans. The current plan status of WMO's within Ramsey County is summarized in Table 1. The second-generation plans usually reflect an increase in supporting information and documentation related to land use. With a more complete database, a plan provides a useful resource for developing or evaluating changes in the watershed. WMO policies are also revised during plan updates based on past experience and refined community priorities and values. WMO plan amendments are developed utilizing input from technical and citizen review panels, and are reviewed by municipalities and the County.

The current condition also reflects enhanced political accountability for surface water management in Ramsey County. Citizens may petition BWSR for formation of a watershed district in areas served by joint-powers WMO's. This has recently occurred in a portion of Ramsey County and has resulted in the designation of a new watershed district to replace two existing joint-powers WMO's. BWSR may also require the County to prepare the WMO water management plan in the case an existing WMO is unable to develop a plan which conforms to state statutes.

Expectations based on current trends:

Implementation of surface water management should increase, with some level of inconsistency, throughout the County. Local agency and citizen participation should also increase, enhancing political responsiveness and accountability.

What role does the County play in this issue?

The County's role is to ensure comparable levels of water resource management, education and citizen involvement throughout the County. This can be accomplished by supporting the activities of WMO's in several ways, including providing technical information and administrative assistance where requested, assessing the relative effectiveness of WMO water management plans, utilizing consistent performance criteria for WMO board of manager applicants, providing opportunities for WMO's to share information and management strategies, and review of regional and state water quality goals and plans.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy that the County will provide technical and administrative assistance to WMO's where requested.

A policy that the County Board will appoint managers to the watershed district board of managers using criteria to include effective water resource

management and enhanced citizen participation throughout the County.

A policy that Ramsey County will review WMO water management plans, annual work programs, budgets, and capital improvement programs to ensure comprehensive surface water management is accomplished throughout the County.

A policy that Ramsey County will review regional water quality goals and plans developed by the Metropolitan Council and state agencies.

A policy that Ramsey County will promote a regular forum to include citizens, local water management agencies, and state agency representatives to discuss issues related to plan contents, policies and implementation strategies of WMO's within the County.

Current Natural Resource Management

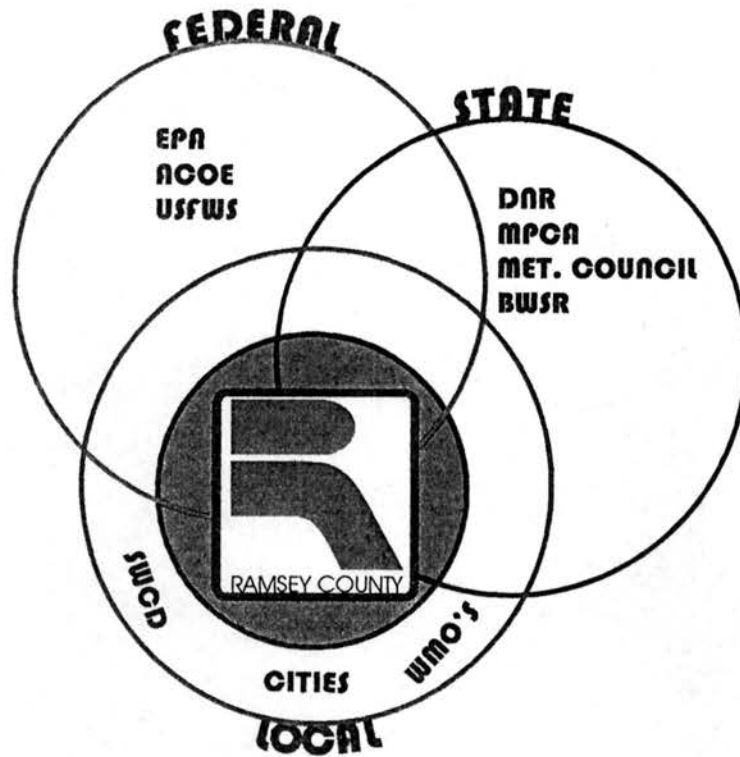


Table 1. Watershed Management Organizations in Ramsey County

	<u>WMO Plan Status</u>	<u>Portions of Ramsey County Cities w/i WMO Boundary</u>	<u>% Ramsey County Local Government Representation on WMO Board</u>
Capital Region Watershed District*	Pending*	St. Paul, Falcon Hts. Roseville, Maplewood	100
Grass Lake WMO	Jan. 1986	Roseville, Shoreview	100
Lower Minnesota River Watershed District	Feb. 1989	St. Paul	0
Lower Mississippi River WMO	Feb. 1989	St. Paul	14
Middle Mississippi River WMO	Pending	Lauderdale, St. Paul Falcon Hts.	71
Ramsey-Washington Metro Wat. District	May 1997	Gem Lake, Little Canada Maplewood, N. St. Paul St. Paul, Vadnais Hts. White Bear Lake	80
Rice Creek Watershed District	Oct. 1997	Arden Hills, Falcon Hts. Lauderdale, Mounds View New Brighton, Shoreview Roseville, White Bear Twn White Bear Lake, Blaine	40
Vadnais Lake Area WMO	June 1996	Gem Lake, Shoreview North Oaks, Vadnais Hts White Bear Lake White Bear Township St. Paul Water Utility	85
Valley Branch Watershed District	Sept. 1995	Maplewood, N. St. Paul White Bear Lake	20

* Formed October 1998 from previous Central Ramsey WMO and Southwest Ramsey WMO.

¹ Watershed district board members are selected by the respective County Boards in proportion to the relative area contained within the district. The Lower Minnesota River WD has 0% Ramsey County representation on the board of managers because there are no County residents included within the district boundary.

² For WMO's formed by joint-powers agreements between cities, board members are appointed by the respective city governments.

Received a phone message on 12/21/98: Jean Keeley (sp?)/ City of Blaine had two comments:

1. Trucks issue paper: Sysco/Mounds View should be added to the Major Truck Terminal chart. (This had been done.)
- * 2. Surface Water Management ROLES: RE: Attached list of Watershed Management Organizations in Ramsey County. Blaine should be added to the list of cities under "Rice Creek Watershed District/Portions of Ramsey County Cities w/i WMO Boundary."



Minnesota Department of Transportation

Metropolitan Division
Waters Edge
1500 West County Road B2
Roseville, MN 55113

January 29, 1999

Ms. Cindy McLeod
Comprehensive Plan Intern
Ramsey County
3377 North Rice Street
Shoreview, MN 55126

Dear Ms. McLeod:

Thank you for the opportunity to review the second set of issue papers that have been developed for your comprehensive plan. At this time we do have some comments to offer.

Trucks (Commercial Transportation)

Attached is a memorandum and supporting materials that may help you in developing this section.

X Surface Water Management

The Metro Division Water Resources Engineering section supports citizen participation and application of Best Management Practices in the development of our highway infrastructure. Dennis Larson (651-779-5054), of this office, was co-author of the MPCA's new *Best Management Practices Manual for Protecting Water Quality in Urban Areas*. The manual can be used to provide a flexible approach to transportation development and environmental preservation.

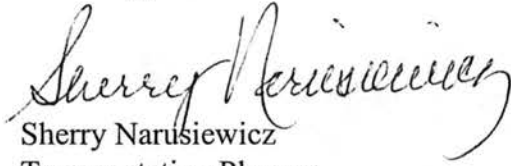
The Metro Water Resources Engineering section has developed the concept of "pond-banking" to help balance citizen values with water quality needs on urban projects. Please contact the office if you are interested in learning more about this concept.

The Water Resources Engineering Section will continue to work proactively with local governmental units and water planning organizations to provide mitigation for the effects of the highways on watersheds.

We had no additional comments to add to the papers titled Aviation, Bicycle/Pedestrian and Railroads.

Again thank you for the opportunity for comment so early in the process. We look forward to seeing any other papers in the future.

Sincerely,

A handwritten signature in cursive script, reading "Sherry Narusiewicz". The signature is written in dark ink and is positioned above the printed name.

Sherry Narusiewicz
Transportation Planner
Metro Division

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

SURFACE WATER MANAGEMENT RESOURCES

Define issue and how it relates to the vision:

Water resource management involves several paired activities: inventory and classification of natural resources, monitoring and evaluation of the resources, and strategic planning and implementation. These activities are reiterated over time which defines water resource management as an on-going process.

The first part of the process is to describe County water resources in terms of size, management classification, recreational use, or water quality. There are more than 82 lakes greater than 10 acres in size within Ramsey County, including 27 recreational lakes with either a boat access, swimming beach or park or open-space property along the shoreline. Table 1 lists recreational lakes in Ramsey County for 1997 ranked in terms of water transparency, or Secchi Depth. Wetlands have been mapped and classified throughout Ramsey County by habitat characteristics or physical characteristics of the basin. In some areas of the County, historical wetlands have been mapped for comparison to current wetland acreage. Groundwater resources in Ramsey County have been mapped in the County Groundwater Atlas.

Monitoring and evaluation is the second part of the process. Ramsey County has conducted water quality monitoring of recreational lakes since the mid-1980's. The monitoring program evaluates growing season mean water transparency (Secchi Depth) as well as concentrations of nutrients, chlorophyll (a measure of the algae population), and inorganic ions. Algae, zooplankton and aquatic plant populations are also characterized. As part of diagnostic studies, the monitoring program may also incorporate sampling of major inputs to a given lake, including stormsewer sampling, to determine the annual loading of water, phosphorus and solids from the watershed. In other cases, watershed inputs are estimated based on literature values. Lake water quality data are input to the Minnesota Pollution Control Agency's (MPCA's) STORET database and are provided to water management organizations (WMO's). Evaluation of the lake water

quality data includes trend analysis, in particular changes in average Secchi Depth, total phosphorus or chlorophyll. Information on the physical characteristics of the lake (surface area, volume and mean depth) and watershed (phosphorus loading estimates, size, and precipitation) are used in lake water quality models. Evaluation may also include the limnological response following implementation of management techniques.

Strategic planning and implementation is the final component of water resource management. Strategic planning is often focused on a single resource and is intended to identify management priorities for that resource, which may include reducing non-point source pollution, improving water quality, maintaining wetland functions and values, maintaining water levels while preventing flooding, improving fisheries, regulating water surface uses, and reducing the spread of exotic plants and animals. Beyond that, the strategic plan specifies actions to be taken and agency or individual responsibilities for the actions. Identification of funding sources is also a component of the strategic plan. Once developed and approved by responsible agencies, implementation can begin.

The Ramsey County Strategic Plan identifies that measuring the progress in achieving water quality and quantity principles and values is a critical issue. A number of values were identified in the Strategic Plan's vision statement:

- to deliver clean water to downstream neighbors via the Mississippi River;
- water resources will be clean and abundant to support desired uses;
- water resources will be accessible to all citizens and provide aesthetic values that are important to a high quality of life;
- lakes and rivers will provide diverse and healthy habitats for fish and wildlife;
- natural shoreline vegetation will be allowed to flourish to prevent shoreline erosion and to enhance wildlife habitat and water quality;
- wetlands will be restored and created when practical;
- wetlands will be managed to ensure ecological diversity, improvement of water quality, recharge of aquifers, flooding reduction, and environmental learning;
- and green corridors will connect water resources where possible.

Existing conditions of the issue:

Water resource management strategic planning and implementation activities are increasing at both state and local levels. At the state level, the DNR has adopted an ecosystem management model. Such a model incorporates biological, chemical and physical information, along with human influences, to formulate management strategies. The approach is sometimes controversial because it may appear to involve activities unrelated to, or inconsistent with, management objectives. As a result, recognition and acceptance of ecological principles is also an observed problem with such an approach. Fish-stocking practices, as an example, have been modified due to the ecosystem

management model. The perception of some fishing groups is that sportfish harvest has been adversely affected. Monitoring and evaluation of these strategies is needed to effectively address this concern. Use of biological control agents for control of Purple loosestrife in wetlands is another example. The use of chemicals was ineffective at reducing the abundance of Purple loosestrife infestations and accomplishing the ecological goals of increased plant and habitat diversity. Continued monitoring will determine the effectiveness of biological control. The Wetland Conservation Act of 1991 initiated a significant change in wetland management throughout the state to include all wetlands above a minimum size limit.

On the local level, water resource strategic planning and implementation is often a function of WMO water management plan development. For example, the Ramsey-Washington Metro Watershed District has implemented strategic planning and implementation for the Phalen watershed and other lakes. Shoreline revegetation, wetland restoration, and biological diversity are management issues which have been incorporated into some, but not all, WMO plans. In some cases, the Metropolitan Council, local government units such as the County and cities, or groups, such as lake associations, may initiate the process.

Expectations based on current trends:

Surface water management will increase and the emphasis on strategic planning and implementation should grow. Baseline water quality monitoring and other data collection will continue to quantify problems and prioritize management strategies.

What role does the County play in this issue?

Ramsey County has a long-term role in water resource management, dating back to the 1923 County Lake Report, which resulted in the development of numerous lake level augmentation wells, monitoring of lake levels, and aquatic plant control efforts. In the 1970's and 1980's, the County obtained grants from the EPA Clean Lake Program to fund evaluation and implementation work to improve the water quality of the Phalen Chain of Lakes and Como Lake. In 1957, the County established a cost-share program which reimbursed lake associations 50% of aquatic plant control costs. Although not primarily intended as water resource management, the County also established the Open Space program, which resulted in the acquisition of extensive wetland and adjoining upland areas.

At present, the County conducts ongoing water resource management strategic planning and implementation activities related to lake water quality monitoring, maintenance of pumps and ponding area constructed as part of the Phalen and Como projects, operation of lake aeration systems to maintain winter dissolved oxygen concentration in 4 shallow lakes, aquatic plant management, and measurement of lake levels. The County will complete in 1999 a program to abandon all lake augmentation wells in response to a 1989 DNR Commissioner's Order identifying lake level augmentation as the lowest priority

use of the groundwater resource and also to protect multiple deep aquifers from potential contamination. A lake level management plan was completed for Snail Lake in cooperation with the DNR and Shoreview, resulting in utilizing water from the St. Paul Water Utility system via Sucker Lake. In 1996, the County aquatic plant management program was changed to eliminate cost-share funding with lake associations. Instead, aquatic plants are managed in areas adjacent to County boat ramps and County Parks property to facilitate public access and recreational uses. In 1997, biological control of Purple loosestrife populations was initiated, in cooperation with the DNR, which includes rearing beetles and releasing them in infested wetlands each summer. Strategic plans were prepared by the County in 1996 related to Eurasian watermilfoil management in several County lakes. The County also coordinated development of a strategic management plan for Lake McCarrons in 1996. The County participates in technical and advisory committees related to strategic planning and evaluation initiated by WMO's, lake associations, non-profit groups, and other agencies. Recent examples of such efforts include the Maplewood "rain garden" demonstration project, the Lake Management Forum (Blandin Foundation), and the water quality of stormwater runoff from Ramsey County roadways (U.S. Geological Survey and Minnesota Dept. of Transportation).

The County Geographic Information System (GIS) has been used extensively in natural resource management. The GIS User's Group, which includes cities, WMO's and agencies in the County, has developed protocol for adding information layers to the GIS system, accessing the data and preparing GIS products.

Ramsey County has adopted three performance measures related to water resource management: composite lake water transparency (Secchi Depth) for recreational lakes in the County, the number of wetlands infested with Purple loosestrife which are treated by biological control agents, and treating stormwater runoff from County road right-of-way to improve water quality.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy that the County institute a strategy to minimize the impact to water resources from road construction and other projects.

A policy that the County participate in strategic planning and implementation related to all County lakes.

A policy that the County evaluate and convey the progress in achieving effective water resource management through performance measures, water quality monitoring and evaluation, and promotion of natural resources GIS applications.

TABLE 1. RAMSEY COUNTY RECREATIONAL LAKE WATER QUALITY
1997 EPILIMNETIC MEANS AND CARLSON (1977) TSI INDICES

	DNRID	SECCHI RANK	SITE	SECCHI M	TP mg/L	CCHLA mg/M3	TSI-SD	TSI-TP	TSI-CHL	AVG. TSI
=====										
WH BEAR	82-0167	1	5402	5.4	0.014	3.8	36	42	44	41
	82-0167	2	5401	5.1	0.018	3.4	37	46	43	42
SNAIL	62-0073	3	5402	3.9	0.021	3.8	40	48	44	44
	62-0073	3	5401	3.9	0.024	3.6	40	50	43	45
WABASSO	62-0082	4	5401	3.8	0.027	5.4	41	52	47	47
SILVER E	62-0001	5	5401	3.7	0.028	3.7	41	52	43	46
PHALEN	62-0013	6	5401	3.6	0.031	9.8	42	54	53	49
JOSEPHINE	62-0057	7	5401	2.9	0.03	7.8	45	53	51	50
TURTLE	62-0061	7	5401	2.9	0.022	5.9	45	49	48	47
JOHANNA	62-0078	9	5401	2.7	0.039	11.6	46	57	55	52
OTTER	02-0003	10	5401	2.6	0.032	5.8	46	54	48	49
GERVAIS	62-0007	10	5401	2.6	0.038	14.5	46	57	57	53
OWASSO	62-0056	12	5401	2.5	0.04	13.1	47	57	56	53
MCCARRON	62-0054	13	5401	2.3	0.049	12.8	48	60	56	55
ISLAND S.	62-0075	14	5402	2.1	0.053	11.2	49	61	54	55
TWIN	62-0039	15	5401	2	0.045	9	50	59	52	54
ISLAND N.	62-0075	15	5404	2	0.05	8	50	61	51	54
ROUND(PH)	62-0012	17	5401	1.8	0.046	11.8	52	59	55	55
BENNETT	62-0048	17	5401	1.8	0.095	6.5	52	70	49	57
VALENTINE	62-0071	17	5401	1.8	0.089	8.8	52	69	52	57
BALD EAGLE	62-0002	20	5401	1.5	0.075	31.4	54	66	64	62
BEAVER	62-0016	20	5401	1.5	0.109	29.6	54	72	64	63
LONG S.	62-0067	20	5401	1.5	0.058	15.6	54	63	58	58
SILVER W	62-0083	23	5401	1.4	0.049	31.4	55	60	64	60
COMO	62-0055	24	5401	1.2	0.138	36	57	75	66	66
KOHLMAN	62-0006	25	5401	1	0.093	18.2	60	70	59	63
KELLER	62-0010	25	5401	1	0.051	17.1	60	61	58	60
WAKEFIELD	62-0011	27	5401	0.7	0.118	46.2	65	73	68	69
LONG N.	62-0067	27	5403	0.7	0.155	53	65	77	70	71
=====										

RAMSEY COUNTY

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COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

SURFACE WATER MANAGEMENT BEST MANAGEMENT PRACTICES (BMP'S)

Define issue and how it relates to the vision:

Stormwater runoff quality is an important factor affecting surface water resources which is related to land use. Urban development changes the land surface to shed rain more quickly and completely than pre-development. Impervious surfaces such as roads, driveways and sidewalks, parking lots and rooftops increase. Depression storage and vegetated areas which facilitate infiltration of water are less abundant. In many urban areas, stormsewer systems, consisting of curb, gutters, and catch basins connected to pipes, efficiently move stormwater. The receiving bodies for urban stormwater discharge systems are lakes, wetlands, and streams.

Municipalities in Ramsey County regulate land use through zoning requirements and development plans, which control the density of residential development and the proportion of commercial property as well as parks. Municipal stormwater plans are developed based on the approved development plans. Pollutant loading in urban areas varies by land use; e.g. parks, residential and commercial (Table 1). Construction sites, with disturbed soils lacking vegetation, are a large potential source of total phosphorus and solids loading.

The purpose of urban best management practices (BMP's) is to reduce the impacts of development which increase the rate and quantity of stormwater runoff. Temporary BMP's are used during construction to control erosion and sediment. These include temporary sediment basins, protected catch basin inlets, silt fence on slopes and around the perimeter of the project; floating silt curtains, and temporary seeding and mulching. Temporary erosion and sediment controls are designed for relatively frequent storms (one year return frequency or so), but not infrequent, larger storm events. Temporary BMP's require regular inspection and maintenance during the project.

Long-term, or permanent, BMP's are implemented during project design and construction. As an example, preliminary design in road construction projects

incorporates future traffic capacity, safety considerations and community goals for on-street parking, sidewalks and bike paths. The size of the road and associated amenities affect the quantity of pollutant export from the paved surface.

The most effective structural BMP is a properly sized pond having sufficient permanent water volume (NURP pond or equivalent) and outlet rate control. In some situations, an extended detention basin may be utilized to slowly discharge stormwater over a 2-day period. Periodic maintenance of ponds (usually 5-10 years or more) is necessary to remove accumulated sediment and ensure pond outlet capacity. Wetlands may be considered a permanent BMP if upstream ponding is provided to improve inflow water quality. 'Ultra urban' BMP's may be feasible in small highly urbanized watershed areas, particularly for redevelopment projects, where local or regional ponding areas may not be available.

Maintenance BMP's related to agency operations and activities include street sweeping, road sanding and de-icing during winter, leaf collection and composting, materials stockpiling, antifreeze and used oil recycling, household hazardous waste collection, fertilizing and mowing. These activities are intended to keep nutrients, sediments and other pollutants off impervious surfaces, such as roads, which are often directly connected via stormsewer to water resources. 'Housekeeping practices,' a general term given to these activities as well as many others, are directed at non-point source pollution, which is derived from multiple, diffuse sites.

The County vision states that government agencies will cooperate to develop efficient and effective tools to improve water quality, which is consistent with the implementation of the most effective BMP's to improve water resource management. Critical issues include the equitable funding of BMP implementation and the determination of trade-off opportunity costs, which compares the costs of managing water quality to the long-term costs (or benefits) of no management, in terms of recreation, aesthetics, habitat improvement, or property valuation.

Existing conditions of the issue:

Ramsey County is the smallest, most highly-developed county in Minnesota. As a result, second generation development, termed redevelopment, is becoming increasingly important. Temporary and permanent BMP's are regulated by state and local government permitting programs. The MPCA administers the NPDES Erosion and Sediment permit program, which regulates land disturbance greater than 5 acres. This threshold is expected to be reduced to 1 acre by the year 2001. An erosion and sediment control plan must be incorporated into project construction plans. In addition, the NPDES permit process, and some WMO plans, require ponding with outlet rate control as a permanent BMP. Several water management organizations (WMO's) issue grading or erosion control permits for development projects, which include follow-up compliance inspections.

BMP implementation funding is provided by the developer or project-sponsoring agency.

The County provides funding for BMP's associated with its road construction or other development activities. For some projects, the BMP may provide treatment of water generated off County property. The cost of this BMP implementation, and for on-going maintenance costs, is usually split between the County and municipalities or WMO's based on relative contributing area, as defined in a project agreement between parties.

Some WMO's have incorporated regional water quality BMP implementation into their surface water management plans and capital improvement budgets. For watershed districts, financing for these projects is predominately ad valorem taxation throughout the district. By this financing method, more densely developed areas of the watershed district will contribute a greater proportion of project costs. Joint-powers WMO's determine cost-share by the relative drainage contribution from each municipality, who may fund such projects through a municipal stormsewer fund, special taxing districts, or through the general municipal tax levy.

Several housekeeping BMP programs are being implemented, including street sweeping by various road authorities, leaf collection and composting, household hazardous waste collection, and oil and filter recycling.

Expectations based on current trends:

Regulatory requirements for BMP implementation will increase in response to the NPDES Phase II stormwater permit program. Redevelopment activity will increase in the most urbanized parts of Ramsey County. Treatment considerations will include 'ultra urban' BMP's, retrofitting of existing ponds or basins, and new construction of regional ponds, if feasible. Maintenance BMP's will be emphasized.

What role does the County play in this issue?

The County's role is to first identify the impacts of its activities on surface water resources and second, reduce the impacts. County activities such as road construction and park development are regulated by various permitting agencies. Wetland impacts for road construction must be avoided where possible and minimized in the design process in situations where some impact is unavoidable. Wetland mitigation was required by the Wetland Conservation Act of 1991 for all impacts, including road construction. Although this policy has been modified in recent years to require the BWSR to provide mitigation for necessary wetland impacts related to road construction, the County has developed wetland restoration projects to obtain wetland bank credits, which may be sold or used to fulfill any potential wetland mitigation requirement. The County has implemented several ponding areas related to road projects to fulfill the NPDES requirement for permanent BMP's. The County also must meet requirements of the NPDES erosion and sediment control permit program. The implementation of these BMP's during construction is evaluated by the County through regular inspections.

Maintenance of ponds, wetlands and other BMP's is a requirement of the implementing agency or, for cooperative projects between the County and participating municipalities

or WMO's, one partner as defined in the project agreements. Periodic inspection and record-keeping is needed to establish the appropriate cleaning or replacement schedule for various BMP's.

The County implemented a priority street sweeping program for roadways adjacent to lakes in the mid-1980's. The County operates an oil and oil filter recycling program for the public, as well as household hazardous waste collection sites and leaf composting sites. County storage piles of sand/salt material for winter ice control are covered and isolated from the stormsewer system. Antifreeze used in some County vehicles is recycled.

Ramsey County has adopted a water resource performance measure related to treating stormwater runoff from County road right-of-way to improve water quality. The goal is to provide water quality treatment of stormwater runoff from all County road right-of-way.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy that the County incorporate comprehensive assessment of water resource impacts, and implement and maintain effective temporary and permanent BMP's, for all development, redevelopment and construction projects.

A policy that the County maintain effective "housekeeping" BMP's related to street sweeping, salt/sand storage, public oil and oil filter recycling, leaf composting, and collection of household hazardous waste.

A policy that the County encourages the equitable financing of effective BMP's by developers, the County and WMO's to protect surface water resources.

Addendum - Technical Information

The quality of stormwater runoff from County, municipal, and residential roads was examined in the period 1994-96.¹ Guttered roads yield more runoff per unit precipitation (0.53) compared to unguttered roads (0.37). Runoff occurs more quickly on guttered roads but runoff lasts for a longer period of time on unguttered roads. Concentrations of some pollutants were greater in snowmelt than rainfall runoff from roads; e.g. sodium and chloride concentrations were 1000 times greater, while metal concentrations for aluminum, chromium, lead and zinc were 2-4 times higher. For rainfall runoff, total suspended solids concentration was very high, and greater for guttered roads, while total phosphorus concentration was high, and greater in unguttered roads (Table 1). Metal concentrations exceeded chronic MPCA stormwater standards for aluminum (92% of samples), copper (52%), lead (9%), and zinc (20%).

The costs of degraded water resources are most commonly related to water quality or quantity impacts, which may affect recreational, flood prevention, habitat and aesthetic values. The larger economic scope is not well-defined, but recent studies have provided some information. A statistical analysis of the economic value of larger wetlands and lakes (those water resources included in the DNR's Public Waters Inventory) within Ramsey County concluded that, if all other property characteristics are equal, lakeside property sells for \$41,000 (1989 dollars) more than non-lakeside property.² A 1993 University of Minnesota study examined the economic desirability of wetlands in Ramsey County.³ The study concluded that there is a clear, but small in terms of overall property valuation, willingness of residents to pay more for a home closer to wetlands, with a preference for open-water and scrub shrub wetland types.

A 1995 report evaluated the water quality of leachate derived from a County leaf composting site.⁴ The study concluded that the leachate is a concentrated source of phosphorus and organic matter. However, the volume of leachate produced from the compost windrows was small. Implementation of ponding areas was recommended in the report to facilitate additional pollutant removal. Design and implementation of water quality BMP's for other County compost sites is planned.

¹ "Quality and Quantity of Runoff from Selected Guttered and Unguttered Roadways in Northeastern Ramsey County," U.S. Geological Survey, Investigations Report 96-4284.

² "A Hedonic Approach to Urban Wetland Valuation," F. Lupi, Jr., T. Graham-Tomasi, and S. Taff. 1991, Staff Report P91-8.

³ "The Relationship of Property Values and Wetlands Proximity in Ramsey County, Minnesota," C. Doss and S. Taff. Economic Report 93-4.

⁴ "Summary Report. 1994 Water Quality Monitoring. Maplewood Compost Site. February 1995," T. Noonan.

TABLE 1. POLLUTANT EXPORT FROM URBAN LAND USES (KG/HA/YR)

LAND USE ¹	TO. PHOS.	TO. SUSP. SOLIDS
LOW DENSITY RESIDENTIAL	0.04	11
MEDIUM DENSITY RESIDENTIAL	0.58	216
HIGH DENSITY RESIDENTIAL	1.12	487
LIGHT INDUSTRIAL	1.49	957
COMMERCIAL	1.49	957
PARKING LOT	0.78	453
FREEWAYS	1.04	979
PARKS	0.03	3
CONSTRUCTION	90	67000
SELECTED ROADS IN RAMSEY CO. ²	0.76	558

¹ BANNERMAN et. al., 1983, CITED IN "PHOSPHORUS EXPORT IN THE TWIN CITIES METROPOLITAN AREA", J. MULCAHY, METROPOLITAN COUNCIL, 1992

² "QUANTITY AND QUALITY OF RUNOFF FROM SELECTED GUTTERED AND UNGUTTERED ROADWAYS IN NORTHEASTERN RAMSEY COUNTY, MINNESOTA" G. MITTON AND G. PAYNE, U.S. GEOLOGICAL SURVEY, REPORT 96-4284, 1996

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

SURFACE WATER MANAGEMENT CITIZEN PARTICIPATION & EDUCATION

Define issue and how it relates to the vision:

Environmental education provides the linkage between the actions of individuals and their effect on water resources, which may include losses in resource 'values' such as water quality, recreational use, habitat, aesthetics and economic value.

Watershed management is a key component of water resource management. A watershed is defined by the physical surface (topography) of the land that drains to a water body. Land-use activities within the watershed affect the water quality of the receiving body of water by changing the quantity of pollutant export, such as phosphorus and solids, as well as the rate and volume of runoff. The origin of these pollutants are termed 'non-point sources' because they come from many diffuse points throughout the watershed. The quantity of non-point pollution sources is related to the level of development, and thus population, within the watershed.

Best management practices (BMP's) apply to many individual activities. These include proper fertilizer and pesticide application, use of low phosphorus fertilizer where appropriate, keeping leaves and grass clippings off streets, repairing eroding areas, and proper disposal or recycling of oil, antifreeze and household products. For shoreline residents, BMP's apply to maintaining a vegetated buffer strip with no fertilization to provide habitat and improve water quality, stabilizing eroding banks, and restoring the growth of aquatic vegetation.

The County Strategic Plan identifies as a critical issue the involvement of citizens in the protection and management of water resources. The vision includes involving citizens in decision-making, empowering citizens to take an active role in environmental education and resource protection activities, increasing the awareness of citizens about the

watershed they live in and the downstream receiving water bodies, and encouraging environmental stewards.

Existing conditions of the issue:

Citizens participate in a variety of groups and activities which affect surface water management. The groups include elected offices, such as Board of County Commissioners, city council members, and Soil & Water Conservation District managers, as well as appointed positions. e.g. municipal park or zoning committees, WMO advisory committees and lake improvement district or conservation district boards. Individuals may also join lake associations and organizations for parks, fishing or other recreational activities.

Citizens participate in public meetings and numerous activities. Some recent examples, and sponsoring agency, include:

- Lake Advocates program (Crow Wing County) to train a small number of citizens to initiate and sustain citizen involvement in local surface water management activities.
- citizen lake monitoring program (Metropolitan Council)
- Lake Johanna Eurasian watermilfoil surveillance monitoring
- lake association newsletters
- Phalen Steward project to encourage active involvement of school children (Ramsey-Washington Metro Watershed District)
- catch basin stenciling to identify the receiving body for stormwater runoff
- aquatic plant control (lake associations)
- participation in recreational use and 'value' surveys
- shoreline and housekeeping BMP's
- Gervais Lake shoreline revegetation (Ramsey-Washington Metro Watershed District)

Education and information materials are available to citizens in many formats, including publications on specific water management topics, public relations efforts such as billboards and commercials, exhibits at fairs and science museums, and staff presentations to schools and organizations. At the local level, WMO's may produce watershed-specific information in special reports, bulletins or annual reports. Project information boards are placed at environmental project sites by sponsoring agencies. Wetland and nature learning centers are utilized by schools in the educational curriculum. Regional education efforts may also be coordinated for a consortium of WMO's and other participating agencies, e.g. the Watershed Partners program.

Expectations based on current trends:

Citizen education and participation will increase. Citizen expectations for effective local water resource management will also increase.

What role does the County play in this issue?

The County provides technical information to citizens and water resource management agencies. Information is distributed in a variety of ways, including:

- Phalen Chain of Lakes project newsletter distributed to 15,000 residents throughout the watershed
- Como Lake project information kiosk
- meeting of lake association representatives to present information on Eurasian watermilfoil management and enlist support for citizen monitoring
- stormwater management and wetland economic valuation forums
- technical data and reports
- oral presentations to interested groups
- newspaper articles
- County nature centers and parks and open space
- County GIS
- County Extension and the Soil & Water Conservation District

Citizen participation is solicited by the County for projects during project scoping and information meetings.

The County also directed the strategic planning process which enlisted citizen participation to develop a vision for surface water management and identify critical issues and strategies for implementation of the vision. The Surface Water Management vision, critical issues and strategies are incorporated into this Comprehensive Transportation Plan.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy that the County will provide to citizens and agencies technical information related to water resource management.

A policy that the County will assess roles of WMO citizen advisory committees, as well as educational efforts, as part of the WMO plan review process.

A policy that the County will support cooperative educational efforts by WMO's and other agencies related to water resource management.

A policy that the County will incorporate citizen input and resource 'values' into project design and implementation.

RAMSEY COUNTY

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COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

ACCESS MANAGEMENT

Define issue and how it relates to the vision:

Access management is the careful control of the location, design, and operation of all driveways and public street connections to a roadway. It is the process of providing access to adjacent land development while maintaining the flow of traffic. (Graph xxx.)

Access management techniques control the location and spacing of intersections, driveways, median openings, and related traffic signs or signals. According to the Federal Highway Administration (FHWA), access control is the "largest single cumulative design element" in increasing roadway safety and capacity, and comprehensive access management is a response to the problem of congestion and access related accidents.

Effective access management contributes to an area's economic vitality, reduces congestion, and reduces vehicular accidents. The value of lost productivity and other costs to society because of congestion is difficult to calculate. However, the General Accounting Office estimates U.S. congestion costs to be as high as 100 billion dollars per year. According to the Minnesota Department of Transportation's (MnDOT) Office of Access Management, businesses suffer when they are located adjacent to roadways experiencing high levels of congestion. Community prosperity further declines as people shop at businesses that exist along arterial roadways with less congestion and fewer accidents. For the majority of people, traveling extra miles is not as significant as the loss of minutes and hours due to congestion. FHWA studies indicate that congestion now claims over one billion vehicle hours per year.

Using access management techniques can increase the capacity of a four lane arterial to an extent equal to widening the roadway to six lanes. In addition, these techniques drastically reduce accident and injury rates. According to MnDOT's Office of Access Management, there is a direct correlation between the number of access points and vehicular crashes; any increase in access density results in increased vehicular crash rates. (Graph xxx.)

This issue corresponds with the County vision of providing for the efficient movement of goods, protecting the economic vitality of the community.

This issue relates to the County vision ensuring the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

This issue supports the County vision of restricting roadways to a design maximum of four travel lanes, and of developing street designs that will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

Existing conditions of the issue:

Preliminary and final plat review processes do not include access restrictions. Access restriction symbols are not used on plats because every roadway is treated as having restricted access, which is then amended as needed during the permitting process.

The current permitting process is somewhat effective in applying access management techniques to County roadways. Property owners frequently install driveways prior to permit submittal. Pre-existing conditions of driveway access along the roadway system is not in accordance with accepted principles. These two issues limit the effectiveness of applying access management principles.

According to Met Council's Transportation Policy Plan, county and city plans should include "provisions for minimizing access to principal and minor arterials in the community. This could include plans or ordinances for consolidating and limiting access points or zoning and subdivision ordinances that regulate the type, number and location of access points."

Expectations based on current trends:

There has traditionally not been an active exchange of information between the County and some jurisdictions regarding access management issues. If this trend continues, the functional integrity of roadways can change as access density increases, thereby increasing congestion and vehicular accidents. If municipalities do not work with the County on land use and management issues affecting "county roads," it is difficult for the County to work with the municipalities on reducing through traffic on "city streets" when a County road becomes congested. As a result of this lack of communication, jurisdictions continue to work at cross purposes as each jurisdiction seeks to protect its own system rather than work together to provide an integrated system that works best for all jurisdictions. Establishing access management guidelines would provide uniform standards and promote fair and equal application in every community.

What needs to be done to influence the future and change the expectations:

Revise the preliminary and final plat review processes to include application of access management practices and access spacing guidelines. The County Surveyor's Office would provide developers with copies of Ramsey County's access management guidelines so that developers will be aware of County requirements at the beginning of each development or redevelopment project. (Tables xxx and xxx.)

Early involvement with local officials is vital:

- Municipalities, through subdivision or platting processes, have the ability to enforce access management guidelines.
- To incorporate access management practices and access spacing guidelines into the design of the project.
- To work closely with property owners to generate access changes which improve safety and mobility on a roadway. (Such as incorporating service roads. Chart xxx.)
- To monitor major changes, such as when a roadway is reconstructed, or when development or redevelopment projects cause significant increases in traffic volumes or changes in roadway operations.
- To restrict the addition of new driveways onto the existing arterial system.

Access management guidelines should be established, applied to all roads, and be the basis for permit review:

- To provide information to developers and city staff.
- To maintain consistency throughout the County.
- To assist jurisdictions in reaching cooperative decisions regarding roadway improvements.

County role in the issue:

The County should continue to work with cities, townships and the state:

- To maintain the functional integrity of roadways.
- To be assured of early involvement with access location decisions.
- To educate transportation and planning officials, elected officials, and developers on County access management guidelines.
- To be aware of possible changes in land use. For example, once municipal Comprehensive Plans are complete, Ramsey County staff could review those plans and identify commercial corridors where there could be changes/interactions with County roads.
- To be aware of the plans and/or ordinances municipalities are required to provide to the Metropolitan Council in their Comprehensive Plans for minimizing access to principal and minor arterials.
- To give priority to projects with associated access management plans. Local access management requirements could be a precondition to road improvements. Communities could be rewarded for their access management efforts by using savings on road design amenities. (A MnDOT, Office of Access Management suggestion.)

The County will be the lead agency responsible for initiating a policy at the Ramsey County Technical Advisory Committee (TAC) level whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

What policy should be in place regarding this issue to make the County play the role it should play:

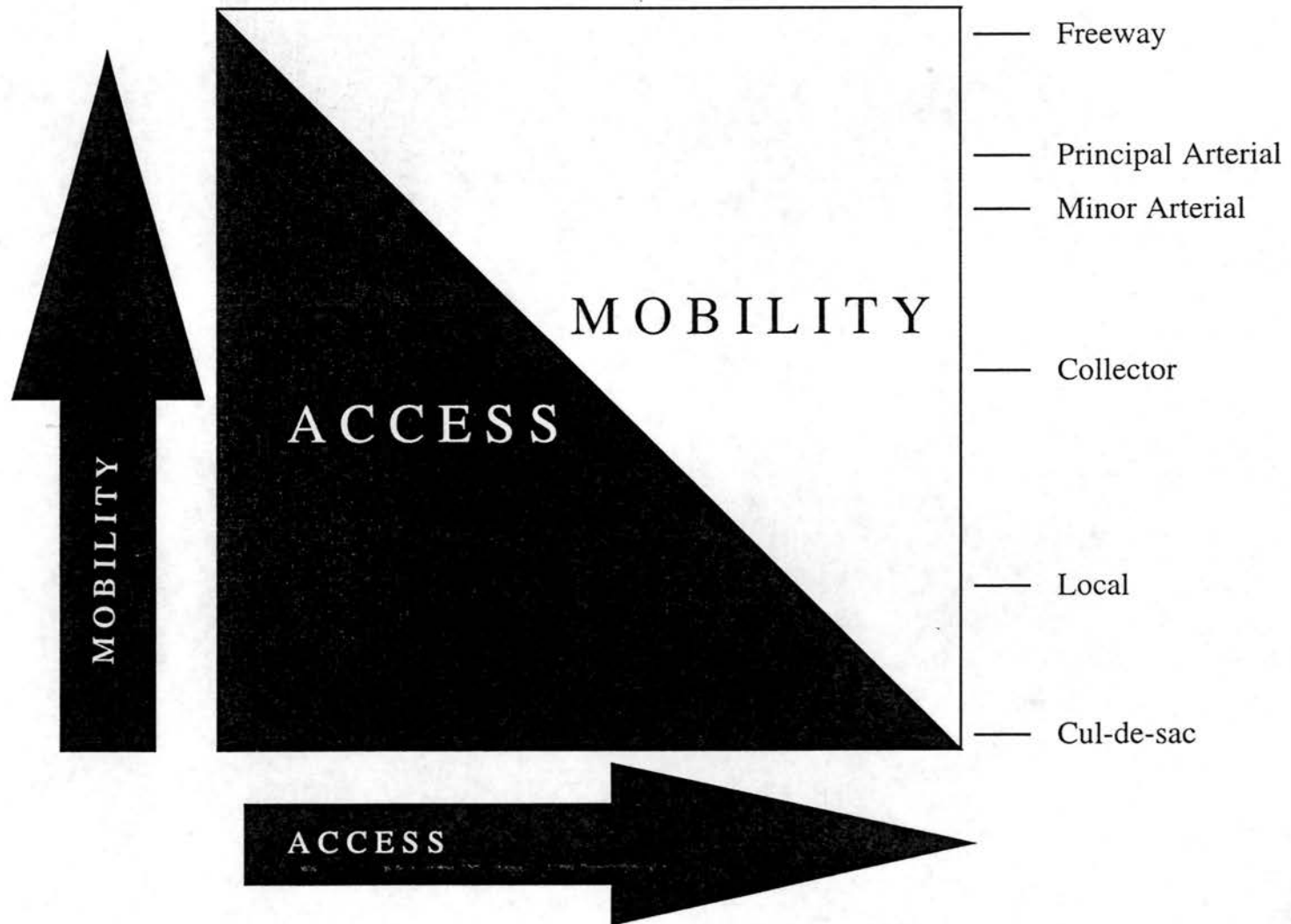
A policy that requires the access classification system and spacing guidelines, and the optimum signalized intersection spacings (tables xxx and xxx) to be utilized as guidelines whenever development or redevelopment occurs.

To delay deteriorating roadway conditions, a nondegradation policy whereby access points cannot be added onto existing roadways that are already experiencing higher vehicular crash rates and increased congestion.

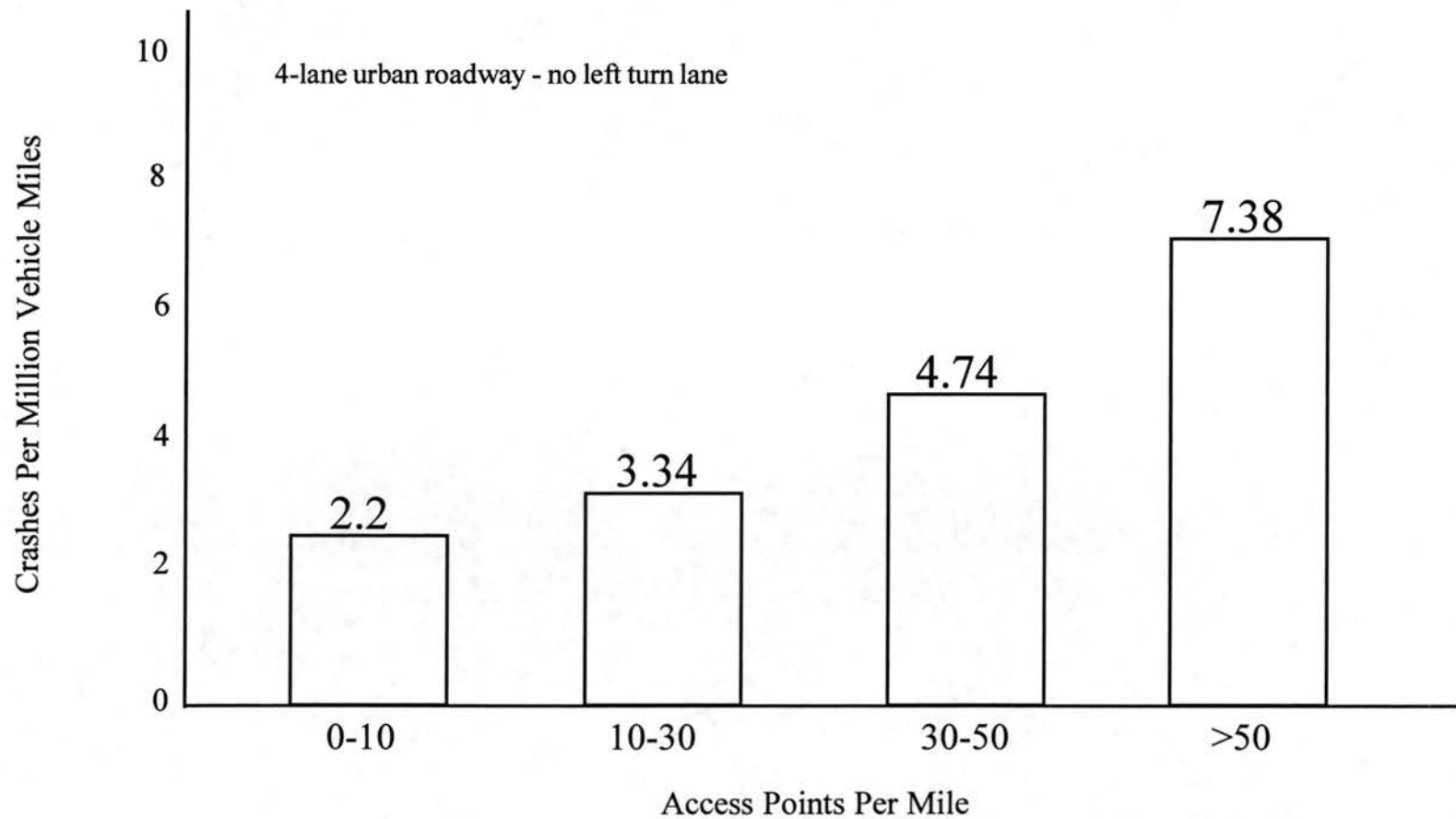
A policy whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

ACCESS VS. MOBILITY

FUNCTIONAL CLASSIFICATION



HIGH ACCESS CAN TRIPLE CRASHES



Source: Minnesota Department of Transportation, Office of Access Management. 1994-1996 figures.

ACCESS CLASSIFICATION SYSTEM AND SPACING GUIDELINES

Functional Class	Median Treatment	Typical Posted Speed	Suggested Roadway Spacing (Miles)		Full Median Opening Spacing (Miles) ¹	Spacing Between Connections ²	Maximum Connection Points Per Mile ³
			MA	CO			
Minor Arterial	Full	40 or higher	1 - 2	1/2 - 1	1/4 - 1/2	490	20
		<40	1/2	1/4	1/4	275	32
	None	40 or higher	1 - 2	1/2 - 1	1/2	490	20
		<40	1/2	1/4	1/4	350	24
Collector	Full	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	275	32
	None	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	310	32

NA: not applicable

Source: Minnesota Department of Transportation, Office of Access Management

¹ If route has no median control, the spacing refers to the minimum distance between traffic signals.

² Distances are based upon spacing between connections (major roads, local public streets and private driveways).

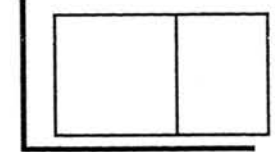
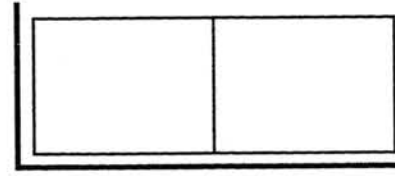
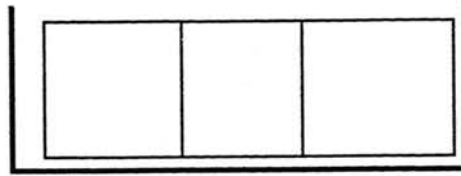
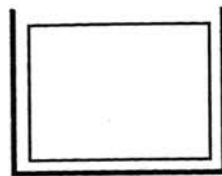
³ Connections are counted by adding each public and private approach as they occur along the roadway. (For example, a full intersection is counted as two connections, while a right-in/right-out driveway is counted as one.)

OPTIMUM SIGNALIZED INTERSECTION SPACINGS

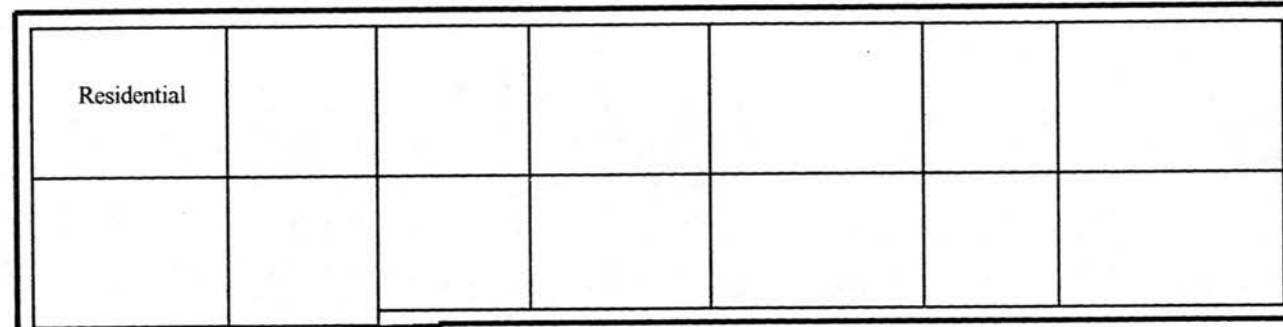
Cycle Length (seconds)	Speed (mph)					
	30	35	40	45	50	55
	Distance in Feet					
60	1,320	1,540	1,760	1,980	2,200	2,430
70	1,540	1,800	2,050	2,310	2,500	2,820
80	1,760	2,050	2,350	2,640	2,930	3,220
90	1,980	2,310	2,640	2,970	3,300	3,630
120	2,640	3,080	3,520	3,960	4,400	4,840
150	3,300	3,850	4,400	4,950	5,500	6,050

Source: Minnesota Department of Transportation, Office of Access Management: Transportation Research Circular #456
3/96 TRB/NRC1

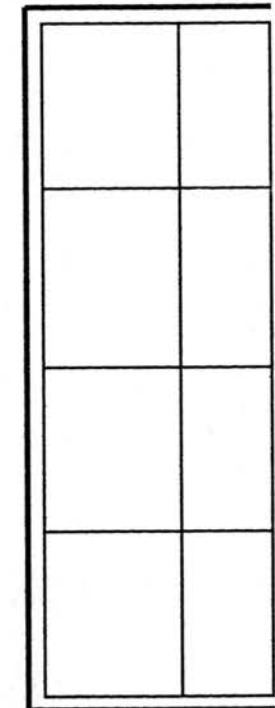
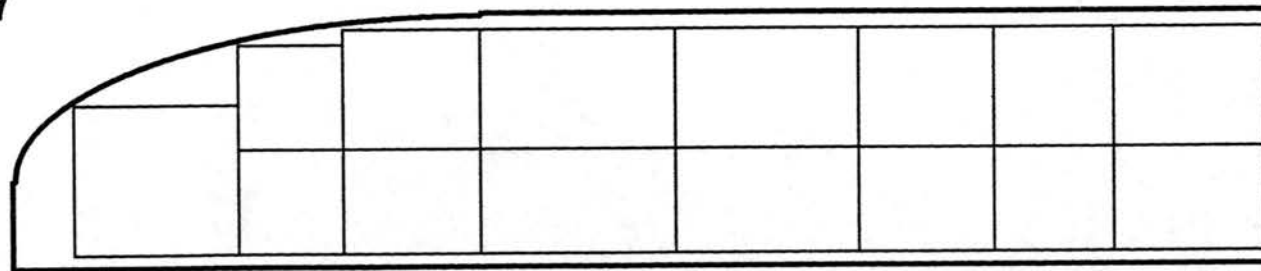
DO



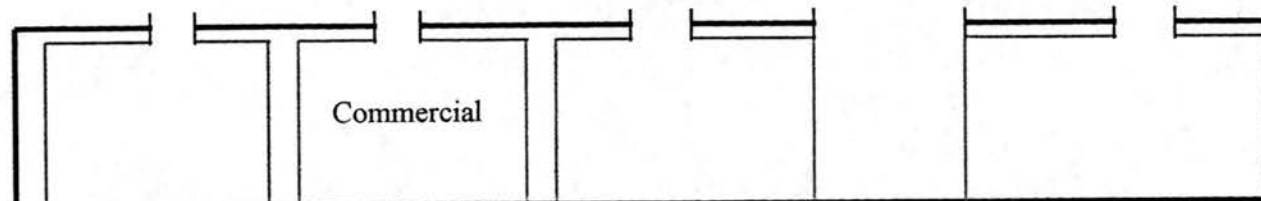
Neighborhood access for residents



Neighborhood access for residents



Service Road



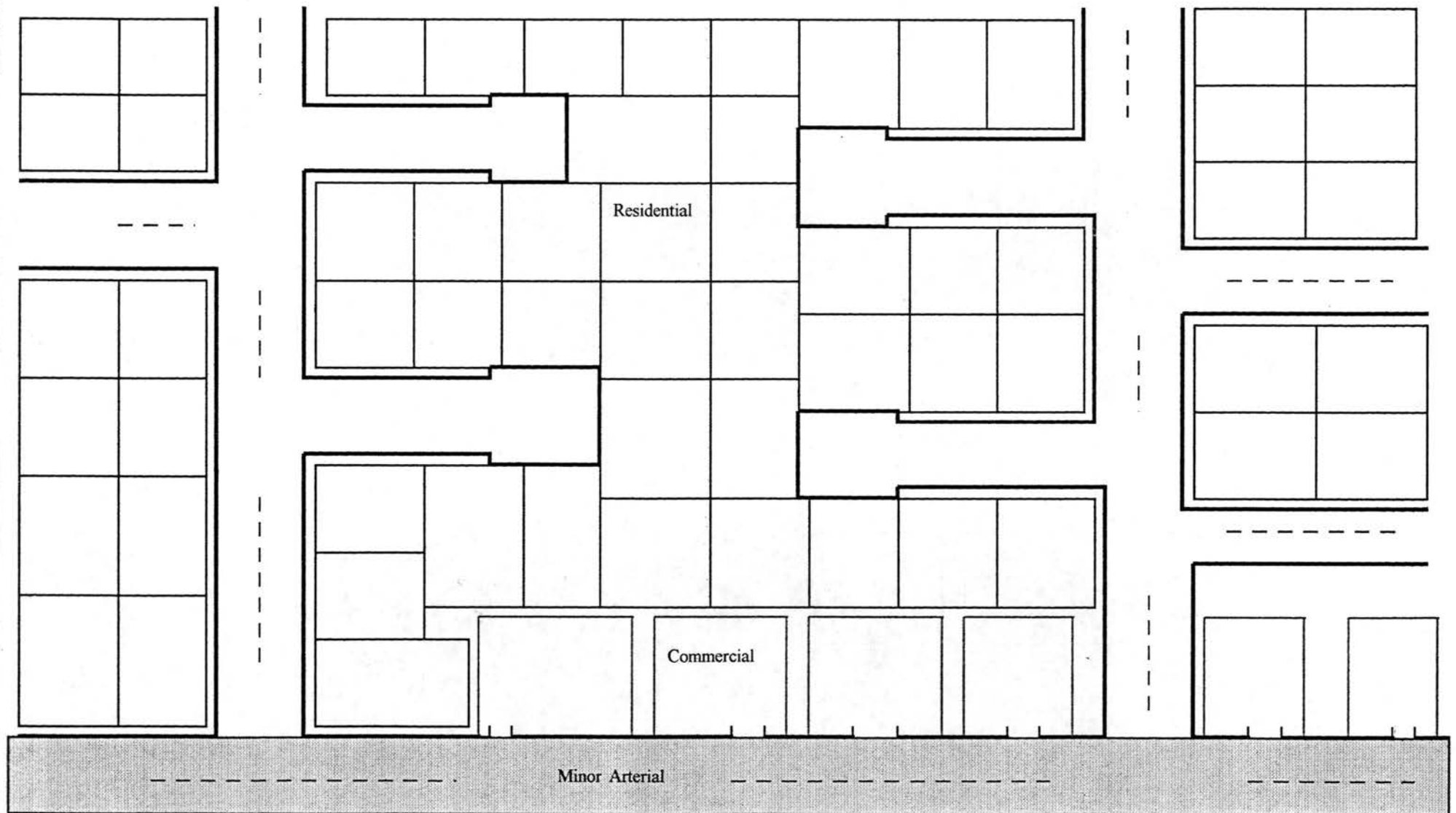
Commercial

Minor Arterial

Source: Minnesota Department of Transportation, Office of Access Management

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DON'T



Source: Minnesota Department of Transportation, Office of Access Management

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

RIGHT OF WAY

Define issue and how it relates to the vision:

Reserving highway right of way for public use guides County highway planning. Acquiring adequate rights of way along the County highway system should continue to be used as a long range planning tool, and should incorporate applicable state and federal regulations.

The right of way planning process has been condensed into the following basic steps:

- Determine the width of facility necessary to accommodate proposed vehicular traffic volumes and potential multimodal uses;
- Consider on-street parking needs;
- Consider additional roadside width needed for traffic signals, sidewalks, bikeways, snow storage, signing, utilities, etc.;
- Consider additional roadside width needed for amenities, such as landscaping;
- Consider all eventualities, including the review of municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

This issue relates to the County vision of providing a coordinated system of thoroughfares, highways, streets and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

Existing conditions of issue:

The existing right of way planning process should no longer be applicable because of functional consolidation and the resulting changes to the County roadway system. The 1925 Major Street Plan has been used for almost 75 years as the basis for planning

County highways. This document is updated as necessary, and major revisions occurred in 1980 and 1998. In 1980, the Major Street Plan was updated to consider transportation developments such as the interstate freeway system, which has had a significant impact on the County highway system. The 1998 revision was based on a County roadway system which changed following the March, 1992 approval of the functional consolidation plan by the Ramsey County Board of Commissioners. Changes in functional classification also required an updated Major Street Plan.

Expectations based on current trends:

Update the existing Major Street Plan and apply it to the 2003 roadway system. (Map xxx is in progress.) The matrix in figure xxx outlines the right of way planning process, including minimum roadway widths for a variety of design elements. This matrix was implemented following the functional consolidation process and the changes to the County roadway system.

How do expectations fit the vision?

By reflecting current factors influencing right of way needs such as jurisdiction, functional classification and development adjacent to the roadway.

By providing a Major Street Plan of the County's highway needs for municipalities to use in decisions involving land use adjacent to the County road system.

By recognizing the long term planning process and the need to take into consideration all eventualities, including reviewing municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

By recognizing past cooperative efforts between the County and the municipalities and to continue this intergovernmental approach to reserving public rights of way during the platting and development process.

What role does the County play in this issue?

It is the responsibility of the Ramsey County Department of Public Works to update and implement the existing Major Street Plan and to maintain the existing right of way planning process.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy of supporting the updated version of the current Major Street Plan.

A policy of maintaining a right of way planning process.

RIGHT OF WAY PLANNING PROCESS

Design Elements								Right of Way Requirements (ft)			
Road	Blvd.	Parking		Walk (5')		Path (10')		ADT	ADT	ADT	ADT
		1- Side	Both	1- Side	Both	1- Side	Both	0-8000	8000-15000	15000-24000	24000+
X								* 32	* 52	* 66	* 66
X	X							66	86	99	120
X	X			X							
X	X				X						
X	X					X					
X	X	X									
X	X	X		X							
X	X			X		X					
X	X	X			X			86	99	120	180
X	X	X				X					
X	X						X				
X	X		X								
X	X	X		X		X					
X	X		X	X							
X	X	X					X				
X	X		X		X						
X	X		X			X					
X	X		X	X		X					
X	X		X				X				
X	X		X					120			
X	X		X				X				
X	X		X				X	99			

ADT - Average Daily Traffic.

* - Minimum Roadway width including curb and gutter.

- Above matrix includes curb.
- Medians, turn lanes and on street bike lanes may require additional width.

**THE FOLLOWING MAP IS BEING
DEVELOPED BY RAMSEY COUNTY STAFF:**

- **MAJOR STREET PLAN**

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

TRAVEL AND SYSTEM MANAGEMENT (TSM)

Define the issue and how it relates to the vision:

According to the Metropolitan Council, travel and system management strategies (TSM) are technical programs and methods to improve the efficiency and effective capacity of the transportation system. These strategies may include signal timing, access management, transit improvements, and freeway management (e.g. ramp metering, video surveillance, and providing travel information). The focus of system management must be to move more people, not more vehicles. The goal is not to build additional roadways, but to help current roadways operate efficiently. Therefore, management of the highway system should provide incentives to those willing to share rides and reduce single occupant vehicles as well as providing for a smoother flow of vehicles.

The County vision supports a proactive role in clarifying the consequences of travel decisions and providing incentives for community members to facilitate change in travel behavior.

The County vision supports a system operation that will focus on increasing the occupancy of the vehicles which use the system while continuing to accommodate alternatives that cater to the individual.

Existing Conditions of issue:

There are three levels at which travel and system management strategies can be applied to help existing roadways operate more efficiently. A low level of TSM is a two lane rural road that does not require travel and system management because the roadway is operating at full potential. A high level of travel and system management, like that found on an interstate highway, uses video cameras, loop detectors, and devices to measure speed and accidents. A high level of TSM has a full traffic management center - a

complete system. A medium level of travel and system management is found on the County's system.

One TSM strategy, signal timing, is utilized in Ramsey County. All County traffic signals are fully actuated signals that minimize stops, delay, and fuel consumption. In other words, County traffic signals are set to keep traffic moving. The amount of traffic determines how long a light remains red or green. The goal is to coordinate as many cars as possible traveling as a group without encountering a red light. This system works well when there are heavy volume arterials and low volume cross streets. It represents the highest technological level of TSM in the County.

Another TSM strategy, transit improvement, is also being implemented in Ramsey County. Ramsey County Public Works Department is currently working with a consultant to develop viable commuter options and incentives for County employees. These options include utilizing programs such as car/van pools, riding the bus, park and ride, biking, Regional Guaranteed Ride Home, and reduced rate parking ramps/lots and free street parking for registered car/van pools. In addition, although there are currently no designated bus only shoulders or HOV lanes on the County roadway system, bus shoulders could be considered in the future if transit demands increase or when a roadway is expanded.

Access management is another TSM strategy which is discussed in detail in a separate issue paper.

Expectations based on current trends:

Ramsey County will continue to implement signal interconnect projects to alleviate the need to expand roadways. Additional interconnected, traffic responsive, coordinated signal systems will be implemented within the County where possible.

Ramsey County will continue to explore the use of new technologies which will minimize travel times and provide driver information regarding trip choices and roadway conditions.

What needs to be done to influence the future and change the expectations?

According to the Federal Highway Administration (FHWA), 75% of all road trips made today are not work related. It is therefore important to consolidate the number of trips made on the roadways. This can be achieved through public education and by working with employers on transit and telecommuting programs.

Technological developments and availability can provide a guideline for improvement and changes to the County roadway system. Available technology should be used to minimize delay at an intersection; less delay equals less frustration, resulting in fewer accidents.

What role does the County play in this issue?

Ramsey County Public Works will continue to utilize TSM preservation strategies to maintain its system of roadways in order to make good use of County funds.

Ramsey County will continue to educate its employees on the transportation choices available to them other than the single occupant vehicle.

Ramsey County will work with communities to educate the public on the impact trips have on the roadway system.

What policy is/should be in place to make the County play the role it should play?

A policy supporting signal timing and interconnect projects.

A policy supporting employee car pool/van pool programs.

A policy supporting telecommuting.

A policy of working with communities and educating the public on the impact each trip has on the roadway system.

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

LAND USE

Define issue and how it relates to the vision:

Ramsey County has a limited role in land use issues. This is therefore an issue of coordination rather than of jurisdiction for the County. Land use decisions impact the County system of roadways. Given that the County does not have jurisdiction over land use, it is especially important for Ramsey County to work with municipalities within the County, sharing information and reviewing new development and redevelopment projects.

The County vision proposes that regional land use patterns need to reflect and respect community identities, economic, and social needs; that all decision making will consider the greater good of the residents of the community and Ramsey County, yet minimize the adverse effects of those decisions on neighboring communities; that local land use plans should strive to be consistent with this vision for the County and with each other.

The County vision supports high quality maintenance of the infrastructure in the region, and managing demand for more highways by encouraging appropriate development patterns. The County thoroughfare vision states that all County roadways will be restricted to a design maximum of four travel lanes, and that the roadway design will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

The County vision supports a comprehensive review process which will provide for coordination, oversight, and mediation of land use planning, ensuring consistency and concern for all stakeholders in both public and private sectors.

The County vision supports a routine review process of land use plans by agencies with authority to make and enforce decisions in order to minimize fragmentation. These

agencies would coordinate and expedite the plans that ensure land is used in concert with the values of the whole community as well as individual and community interests.

Existing conditions of issue:

The demographic overview (Appendix X, Group A) provides information on the growth of Ramsey County. As demonstrated by this material, the population of Ramsey County is expected to increase eleven percent by 2020; the smallest rate of growth in the seven county metropolitan area.

The development and economic overview (Appendix X, Group B) provides information on jobs and employment trends in Ramsey County. According to 2020 employment projections, the number of employed people in Ramsey County will continue to increase.

The existing and future land use maps (Appendix X, Group C) illustrate why Ramsey County is considered fully developed, and explain why it is generally necessary for municipalities to pursue redevelopment rather than new development.

Although Ramsey County has limited control over land use decisions, the County provides and maintains a system of minor arterial roadways within the County. Minor arterials are high volume roadways that provide a link between trunk highways and local routes, emphasizing mobility rather than land access. The County road system absorbs the majority of the impact created by increased traffic volumes which accompanies growth and redevelopment. Communities should strive to develop access plans that provide adequate access without compromising the integrity of the roadway system. For example, multiple driveways onto a roadway may be beneficial to a particular development, but they are not beneficial to the community as a whole because excessive land access restricts the mobility of a roadway.

Expectations based on current trends:

According to the Metropolitan Council, almost 650,000 new residents, almost 350,000 new households, and about 400,000 new jobs are projected in the region by 2020.

Because little roadway expansion is planned, this growth will have a significant impact on the transportation system. This constraint in the movement of goods and people could result in lost economic productivity, higher overall cost of doing business, and decreased regional competitiveness in the world economy.

Between 1970 and 1990, the number of the region's households that have 2 or more cars almost tripled. There were 600,000 more licensed drivers in 1990 than in 1970, while the population only grew by 414,00. By 1990, there were more work commuters traveling suburb to suburb rather than suburb to city.

These Metropolitan Council figures point to a transportation system facing increasing traffic and congestion, with little highway expansion planned to alleviate the problem. As

a result, minor arterials will serve an important function as traffic is diverted from state principal arterial highways onto the County minor arterial system.

Expanding transit services and utilizing congestion-reduction techniques such as travel demand management (TDM), travel system management (TSM) and access management will help alleviate demand on the existing metropolitan highway system and on the County roadway system. Reducing traffic and congestion is vital to maintain the economic productivity of both the County and the region.

According to the Metropolitan Council, LRT and commuter rail have the potential to improve transit services available to residents in fully developed areas. In addition, mass transit can help assure continued long-term access to primary economic centers, and can be used as a land use tool to guide development along corridors where mass transit is implemented. Studies in the Twin Cities area have shown that if ten percent of its projected growth over a twenty year period were to locate around rail transit stations, thirty thousand jobs and twenty-three thousand households would be channeled around rail transit stations.

Transportation and land use planning should be linked to ensure development designs that are favorable to transit options. Within its authorities, Ramsey County will: (1) encourage compact development that will provide a mix of housing, jobs and services within easy walking distance, (2) cluster jobs and commerce, and (3) design developments to accommodate walking, biking or transit use. Linking transportation and land use planning will help provide a balance between the automobile and alternate forms of transportation.

Due to the relationship between land use and transportation, Ramsey County and the municipalities should plan for future growth and transportation needs together.

What needs to be done to influence the future and change the expectations?

Improve cooperation between the County and municipalities for sharing responsibility for the delivery of services. For example, the County and municipalities should work more closely together on right of way and access management issues.

The County should study municipal land use plans to review economic growth and redevelopment areas identified by the municipality to better coordinate access management and major trip generators.

The above efforts will increase the efficiency and capacity of the County roadway system through coordinated development. Coordinated development will reduce the trend to increase the capacity of the County roadway system by adding thru lanes.

What role does the County play in this issue?

Land use density is directly related to an area's transportation needs. Given that the County does not have land use jurisdiction, it is important for the County to work with municipalities in reviewing new development and redevelopment projects. Within its authorities, Ramsey County should review site designs to ensure that provisions are implemented for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

The County should partner with municipalities on maintaining the functional integrity of roadways. Permitting officials in Ramsey County should establish contacts with municipal staff to insure early involvement with access location decisions.

The County should provide a forum of County, state and municipal staff, held on a regular basis, to discuss land use issues and their affect on the County system of roadways.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy supporting County involvement in the development and review of municipal plans.

A policy mitigating road system impact through access management partnerships with municipalities that ensure both economic viability and community values are considered.

A policy mitigating road system impact through a strategy of balanced land use and transportation.

A policy mitigating road system impact by protecting the functional integrity (classification) of roadways.

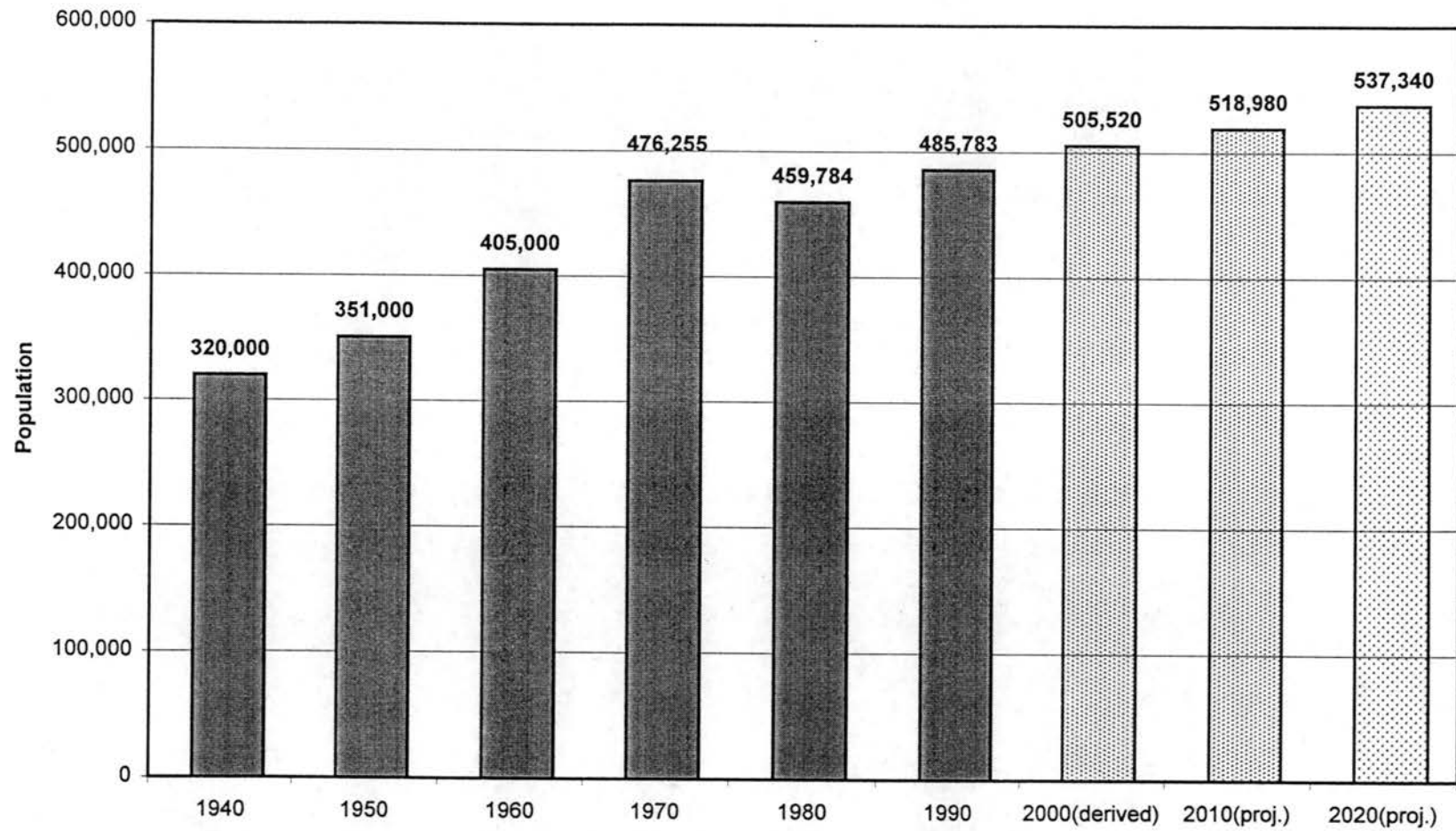
A policy ensuring that provisions will be implemented in new development or redevelopment site designs for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

APPENDIX - X

GROUP - A

DRAFT

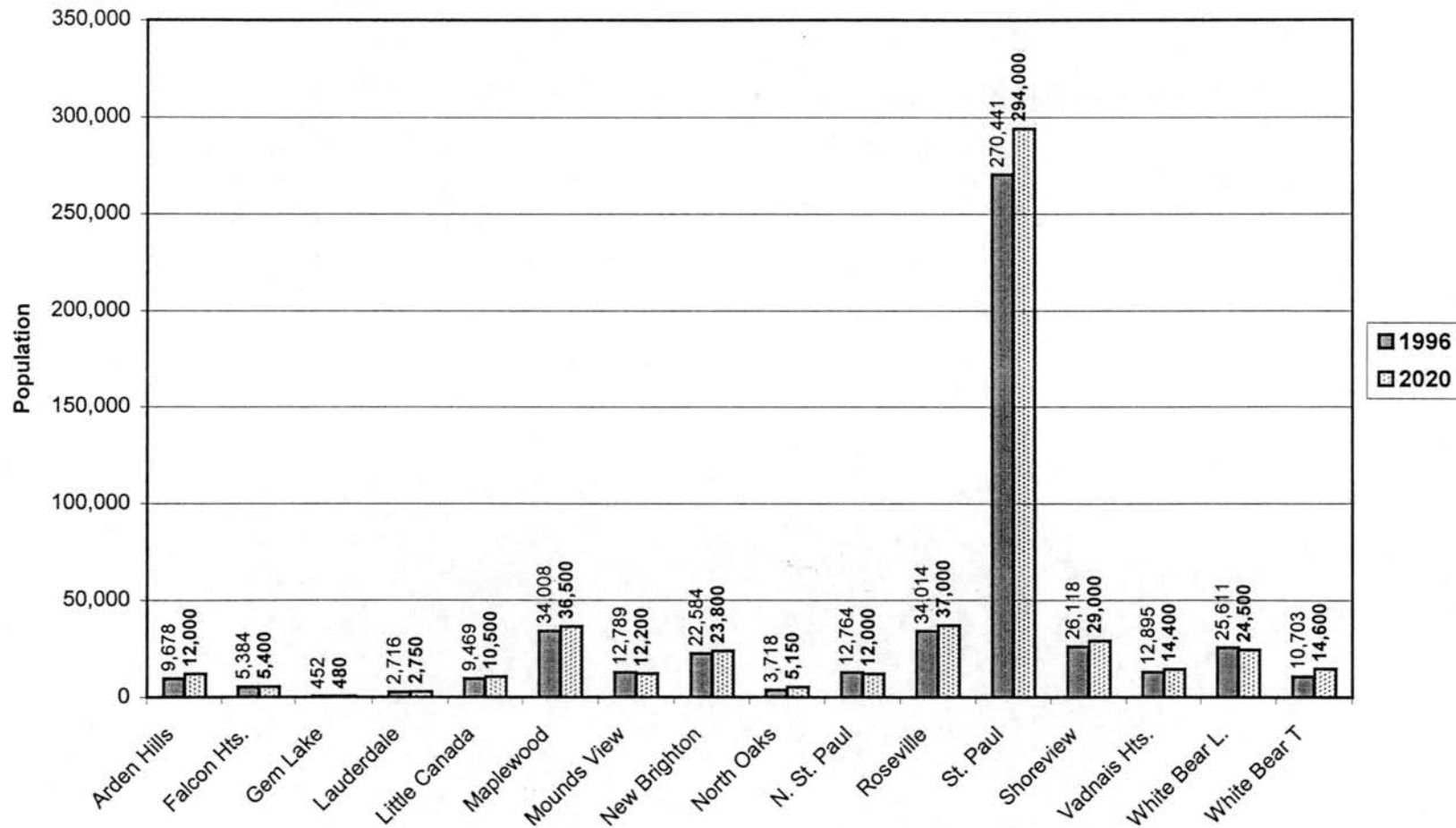
RAMSEY COUNTY POPULATION GROWTH BY DECADE



Source: Metropolitan Council

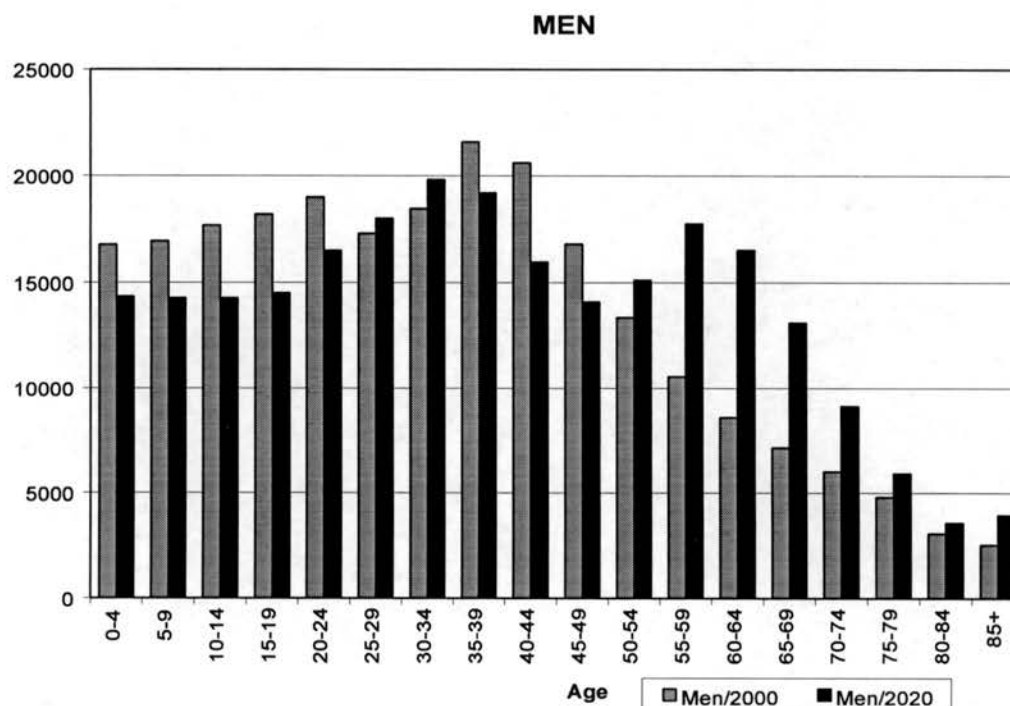
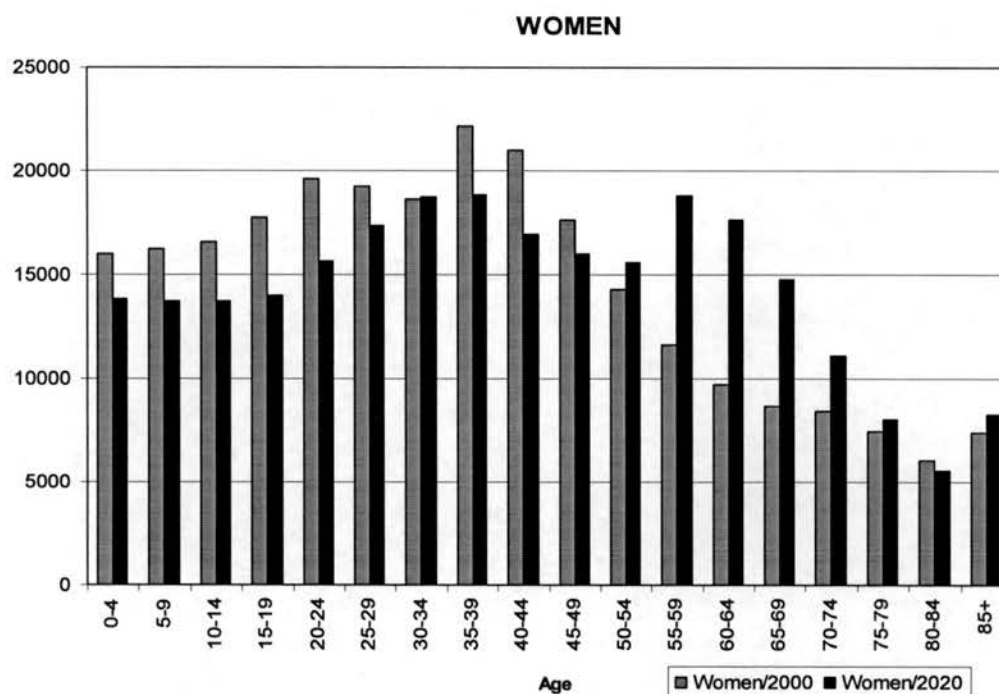
121

RAMSEY COUNTY 2020 FORECASED POPULATION CHANGE BY CITY



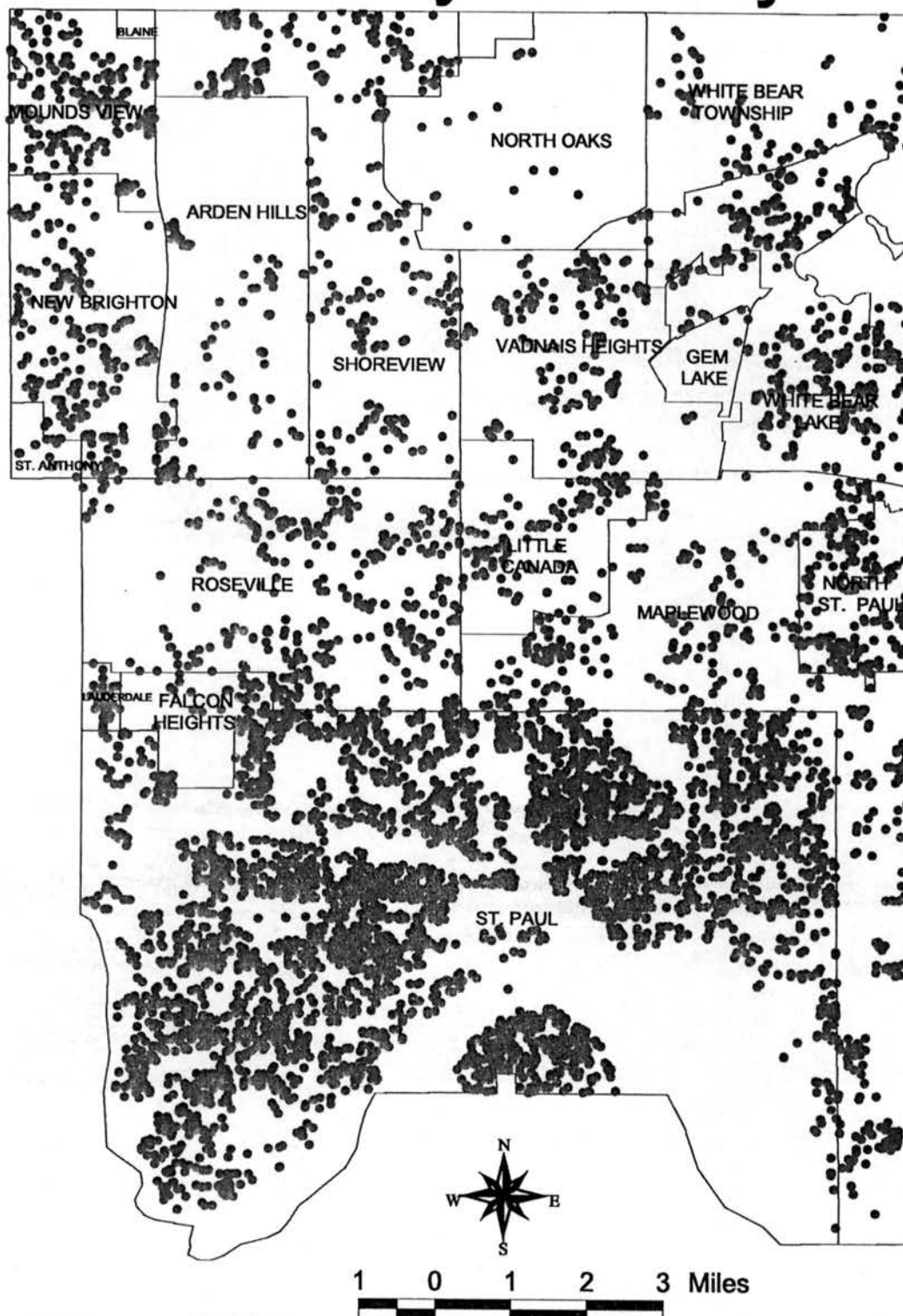
Sources: Census Bureau 1996 Population Estimates // Metropolitan Council 2020 Population Forecasts

AGE DISTRIBUTION IN RAMSEY COUNTY



Source: State Demographic Center at Minnesota Planning/May 1998

1995 Births Ramsey County



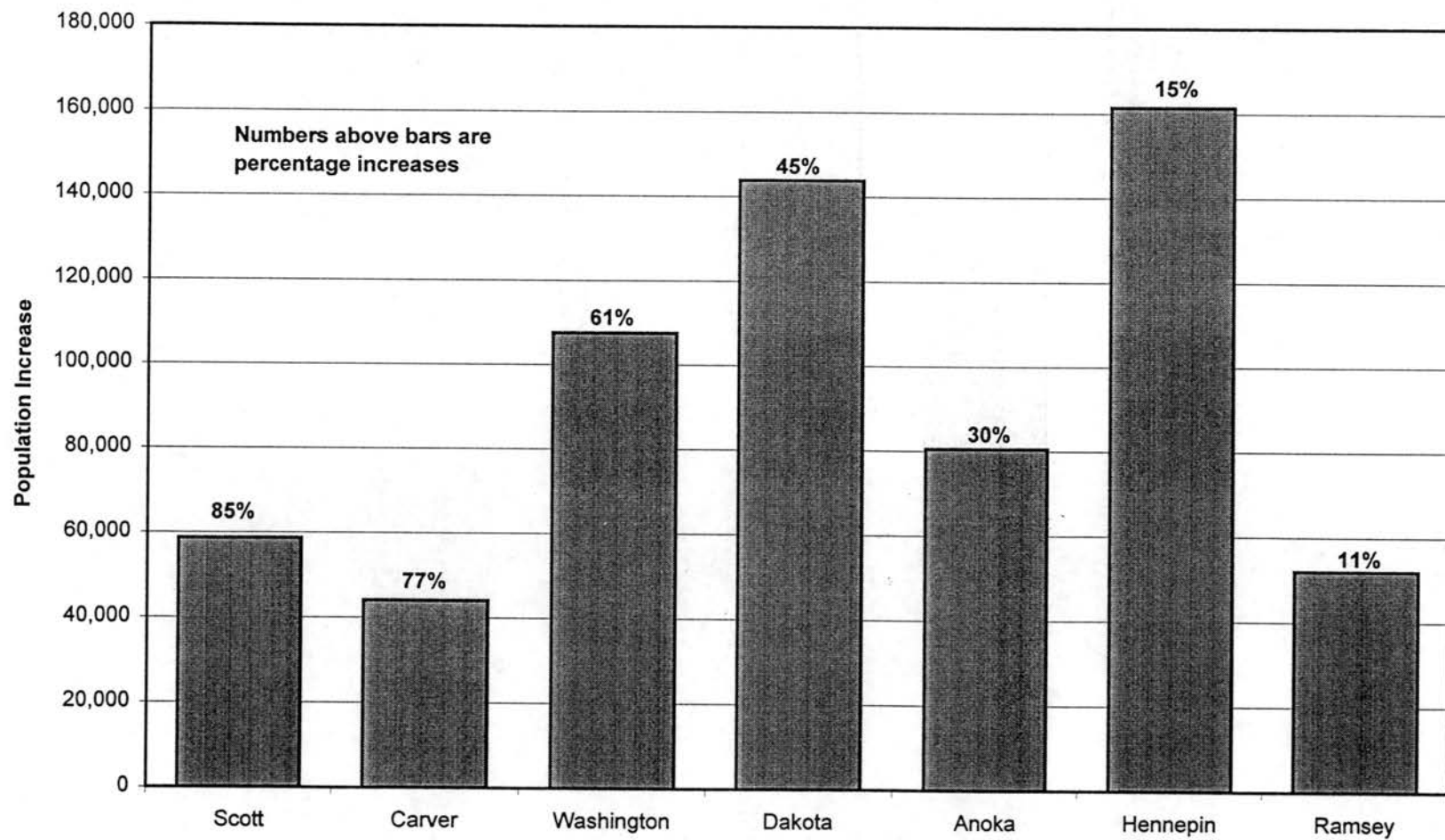
CITY	BIRTHS
● ARDEN HILLS	91
● FALCON HEIGHTS	96
● GEM LAKE	4
● LAUDERDALE	33
● LITTLE CANADA	135
● MAPLEWOOD	408
● MOUNDS VIEW	206
● NEW BRIGHTON	259
● NORTH OAKS	18
● NORTH ST. PAUL	156

CITY	BIRTHS
● ROSEVILLE	371
● SHOREVIEW	303
● SPRING LAKE PARK	3
● ST. ANTHONY	13
● ST. PAUL	4561
● VADNAIS HEIGHTS	180
● WHITE BEAR LAKE	292
● WHITE BEAR TWSHP	139

Source: Ramsey County Public Health
Prepared By: Ramsey County GIS

□ Ramsey County Cities

7 COUNTY METROPOLITAN AREA 1995 TO 2020 POPULATION INCREASE



Source: Metropolitan Council

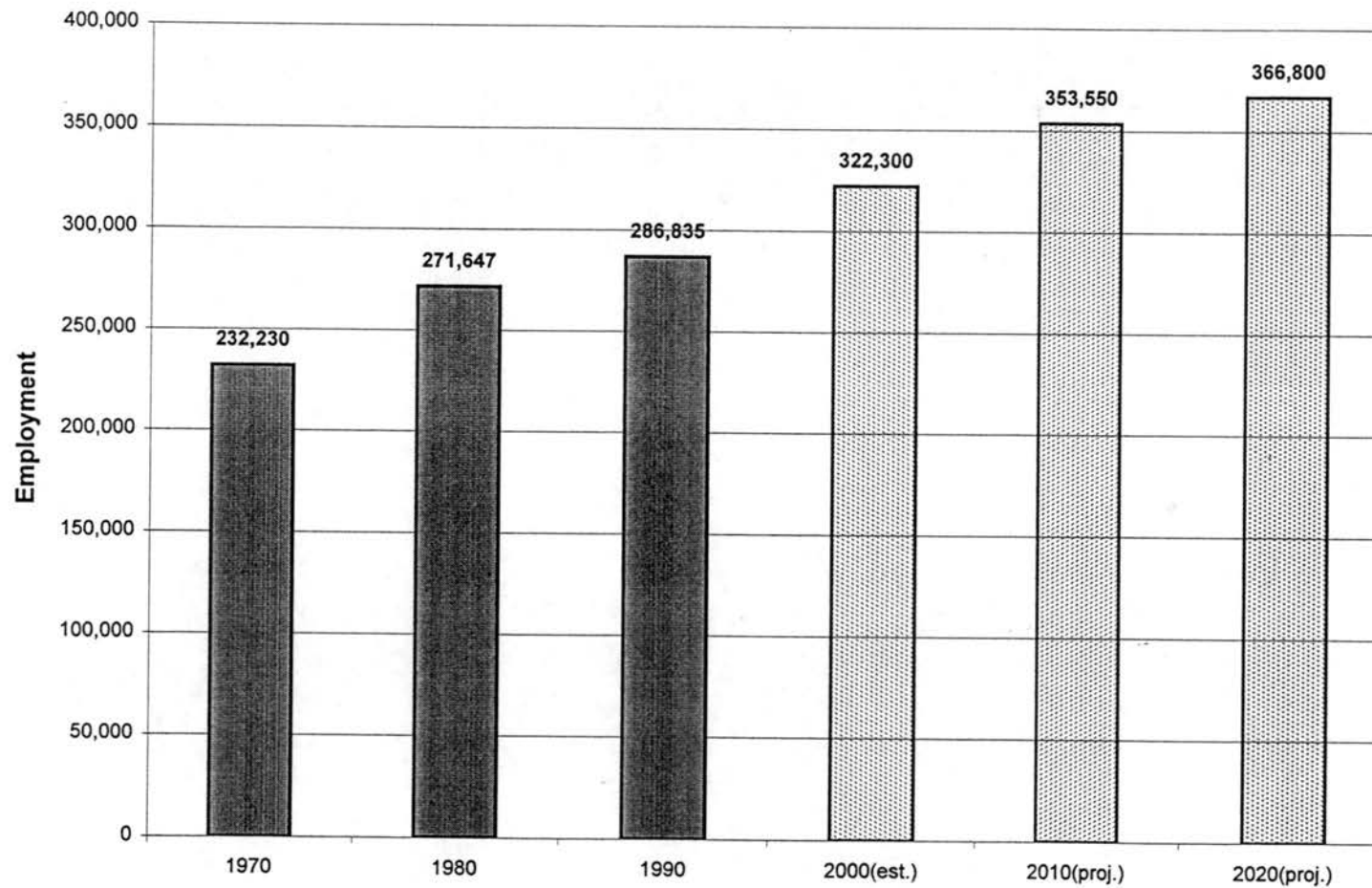
125

APPENDIX – X

GROUP - B

DRAFT

RAMSEY COUNTY EMPLOYMENT TRENDS



Source: Metropolitan Council

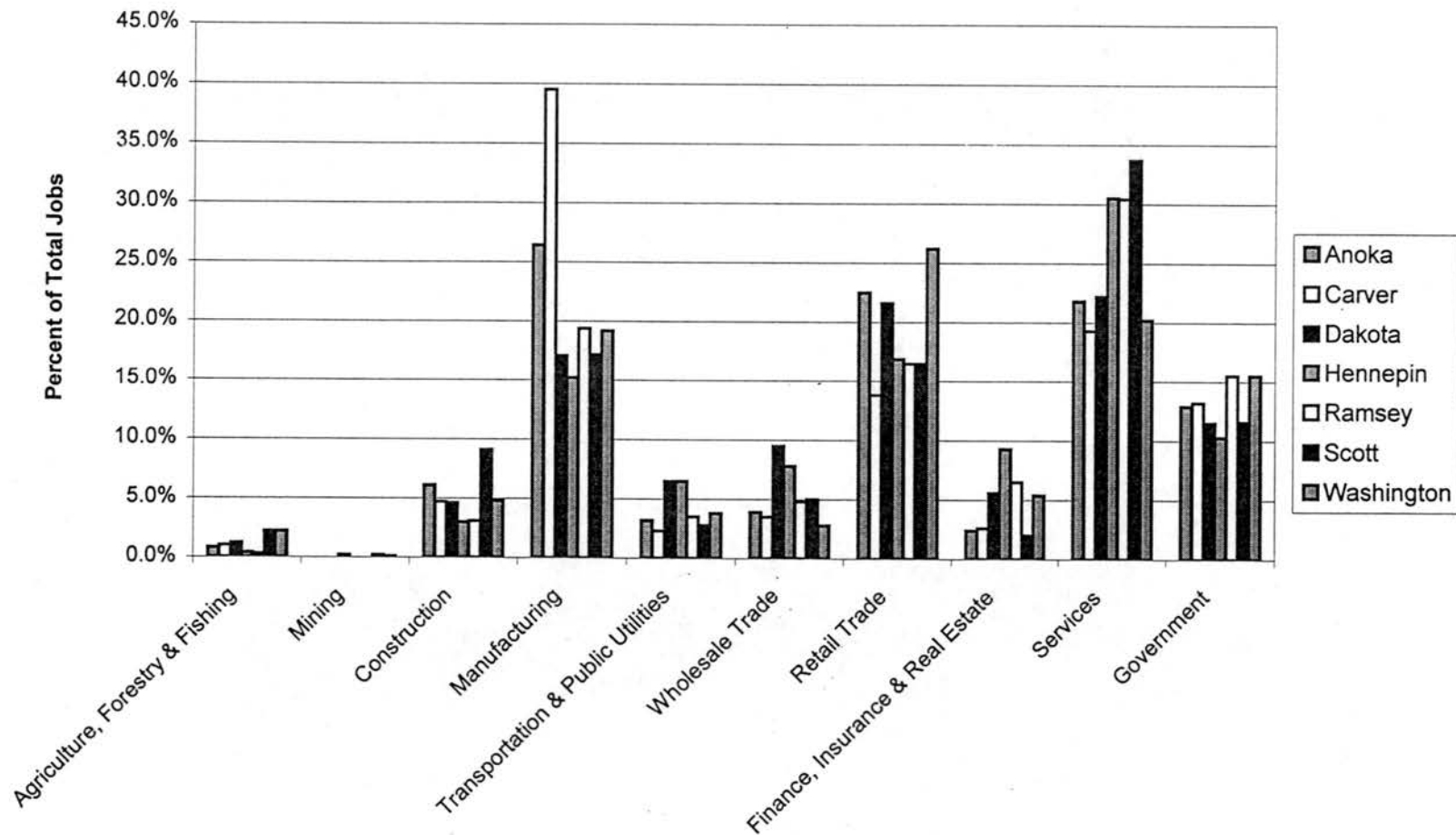
RAMSEY COUNTY EMPLOYEES BY INDUSTRY

Employees By Industry	1990	1996	Increase	Growth %
Agriculture, Forestry and Fishing	943*	1,077	134*	14.2%*
Mining	nd	14	nd	nd
Construction	9,520	9,599	79	.8%
Manufacturing	72,444	60,497	-11,947	-16.5%
Transportation/Public Utilities	10,302	10,945	643	6.2%
Wholesale Trade	12,112	15,038	2,926	24.2%
Retail Trade	49,745	51,519	1,774	3.6%
Finance, Insurance, Real Estate	18,901	20,184	1,283	6.8%
Services	75,662	94,728	19,066	25.2%
Government	43,958	48,189	4,231	9.6%
TOTAL	293,587	311,790	18,203	6.2%

*1990 mining numbers were nondisclosable as one firm had 80% or more of the employment in the industry. Therefore, these numbers are slightly high as 1990 mining numbers were added to this category to mask the identity of that firm.

**Source: Research and Statistics Office
Minnesota Department of Economic Security**

1996 JOBS BY INDUSTRY



Source: Research and Statistics Office of the Minnesota Department of Economic Security

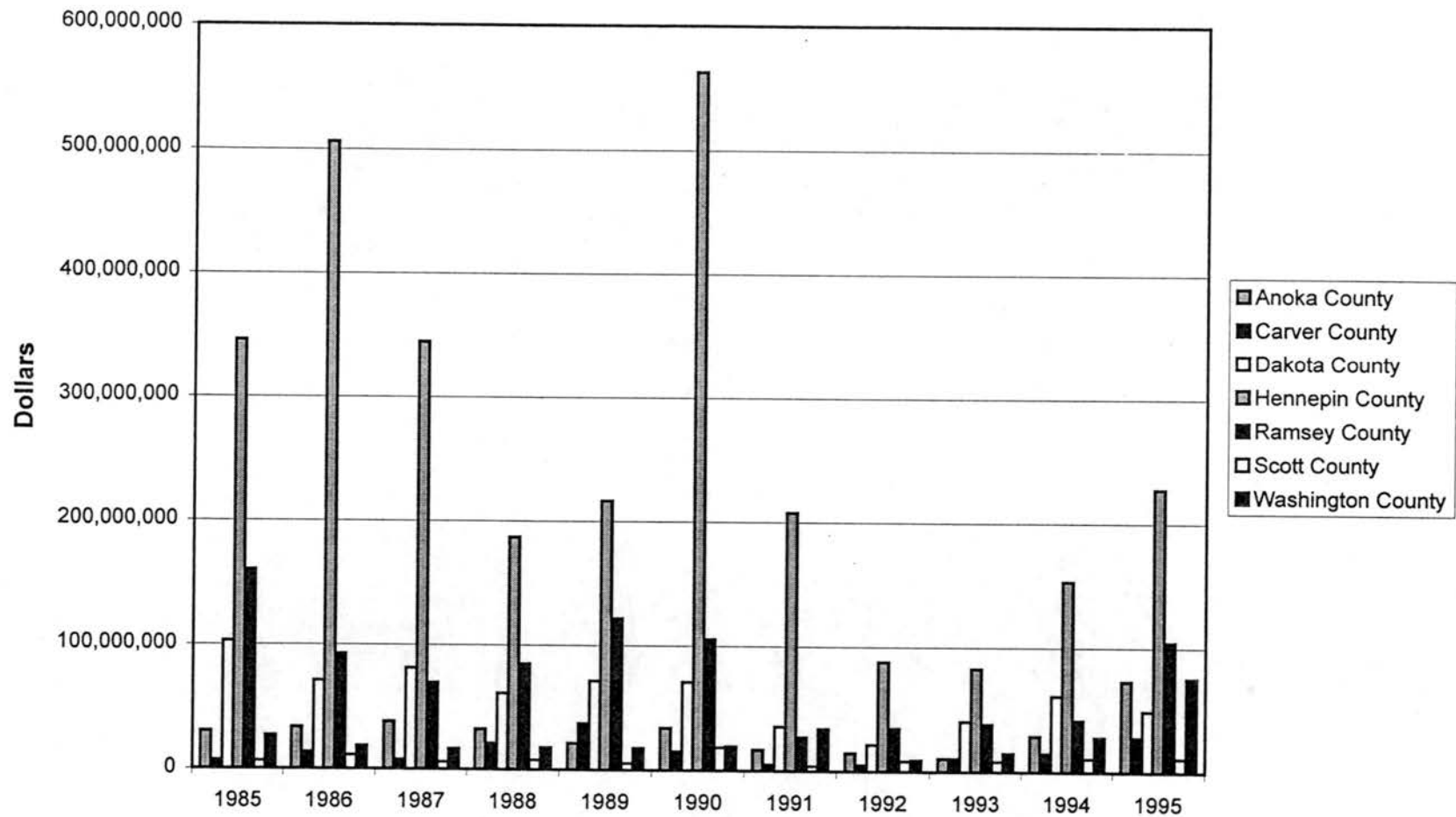
RAMSEY COUNTY LARGEST EMPLOYERS

COMPANY	CITY	NUMBER OF EMPLOYEES
State of Minnesota	St. Paul	54,379
United States Government	Fort Snelling*	33,481
3M Company	Maplewood	20,373
HealthEast	St. Paul	6,171
Independent School District/625	St. Paul	5,186
County of Ramsey	St. Paul	4,128
Ebenezer Social Ministries	White Bear Lake	3,943
The St. Paul Companies, Inc.	St. Paul	3,500
City of St. Paul	St. Paul	3,400
Deluxe Corporation	Shoreview	3,093

*Hennepin County: However, this location includes all of the U.S. government employees in Ramsey County.

Source: Smith, Tom, "Minnesota's 100 Largest Employers," *Corporate Report Minnesota*, August 1998. (Provided by Metro East Development Partnership.)

Commercial-Industrial Building Permits for the 7 County Metro Area



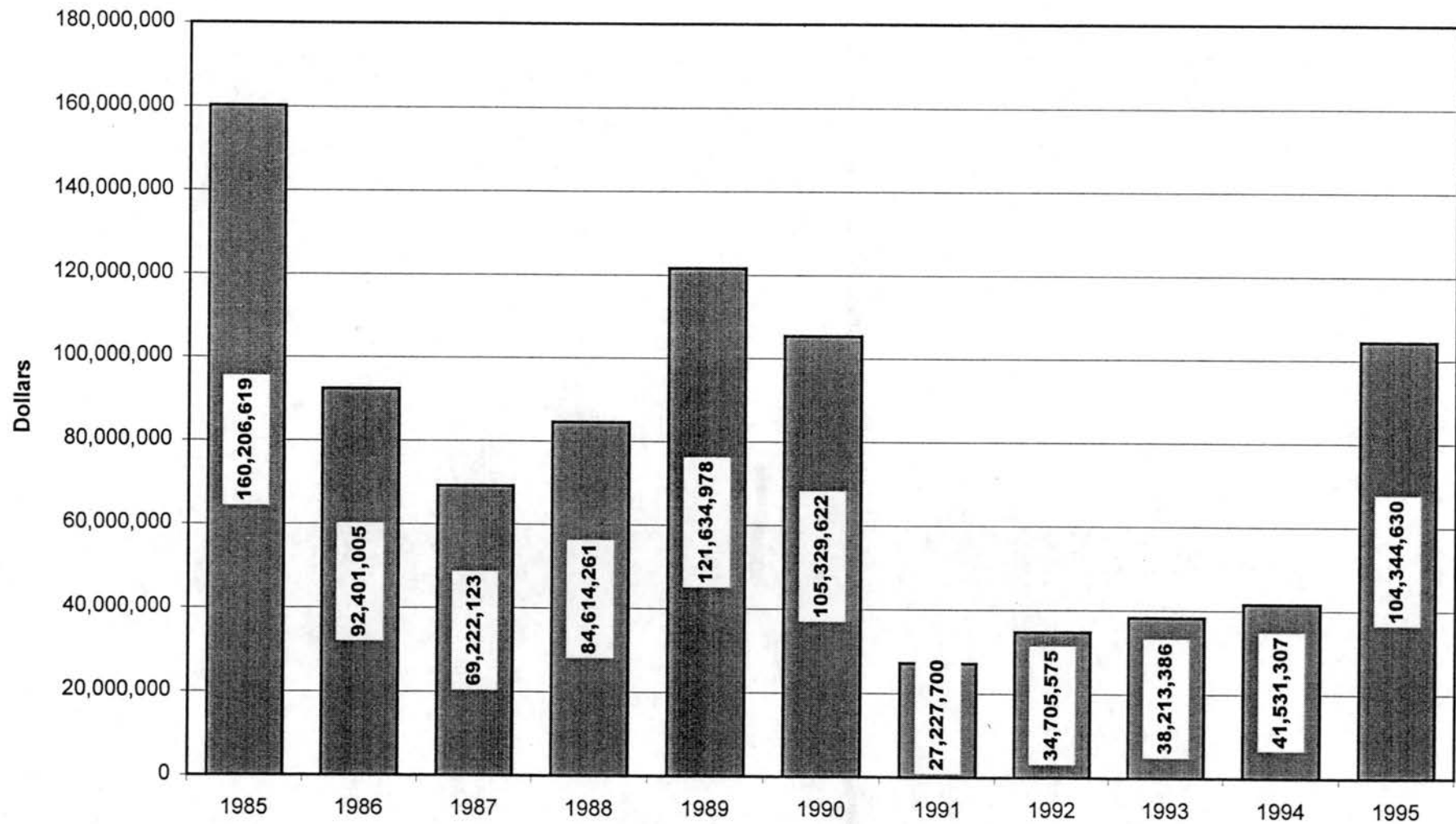
Source: Metropolitan Council/Census Bureau

COMMERCIAL – INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY (DOLLARS)

CITY	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Arden Hills	6,824,000	7,121,220	0	1,320,00	1,216,930	1,555,200	0	11,716,821	0	13,500	2,709,515
Falcon Hts.	1,131,132	1,189,530	182,600	427,880	1,348,628	0	0	0	0	0	0
Gem Lake	0	165,786	0	105,124	0	62,668	0	0	117,000	0	35,000
Lauderdale	0	18,200	24,600	0	0	0	0	29,362	0	0	0
Little Canada	3,838,676	2,542,279	4,010,424	1,064,000	686,000	1,200,000	465,650	10,035,000	0	209,600	1,166,549
Maplewood	12,605,513	5,599,177	1,579,500	2,612,000	20,049,369	52,561,299	6,165,995	380,000	70,000	9,664,005	30,726,836
Mounds View	360,000	500,000	3,290,103	8,913,710	14,142,029	510,000	2,337,000	0	0	50,000	0
New Brighton	2,393,922	6,789,340	4,848,047	1,796,549	4,073,600	3,324,896	1,800,962	1,609,700	7,149,218	4,206,788	2,919,443
North Oaks	0	0	0	0	0	2,310,872	1,707,000	237,854	242,241	750,200	976,050
North St. Paul	306,200	515,000	92,000	1,016,550	270,000	0	0	0	691,950	52,200	1,548,141
Roseville	16,296,069	17,761,840	12,393,200	3,606,500	11,145,157	22,991,000	1,351,300	945,000	2,315,900	9,695,290	11,092,039
St. Paul	107,846,942	36,483,733	33,771,853	47,945,958	41,385,200	11,475,887	8,203,153	3,629,923	14,671,100	7,554,940	18,201,310
Shoreview	1,430,900	6,789,400	2,200,000	1,725,500	11,068,000	1,032,800	615,640	849,000	350,000	611,000	1,800,000
Vadnais Hts.	5,289,000	2,241,000	3,947,000	3,434,000	3,330,000	1,420,000	0	0	4,857,000	2,554,000	23,780,000
White Bear L.	1,142,265	4,684,500	2,355,000	10,138,500	5,442,000	4,585,000	1,581,000	4,897,601	5,083,248	3,192,607	2,960,387
White Bear T.	742,000	0	527,796	507,990	7,478,065	2,300,000	3,000,000	375,314	2,665,729	2,977,177	6,429,360

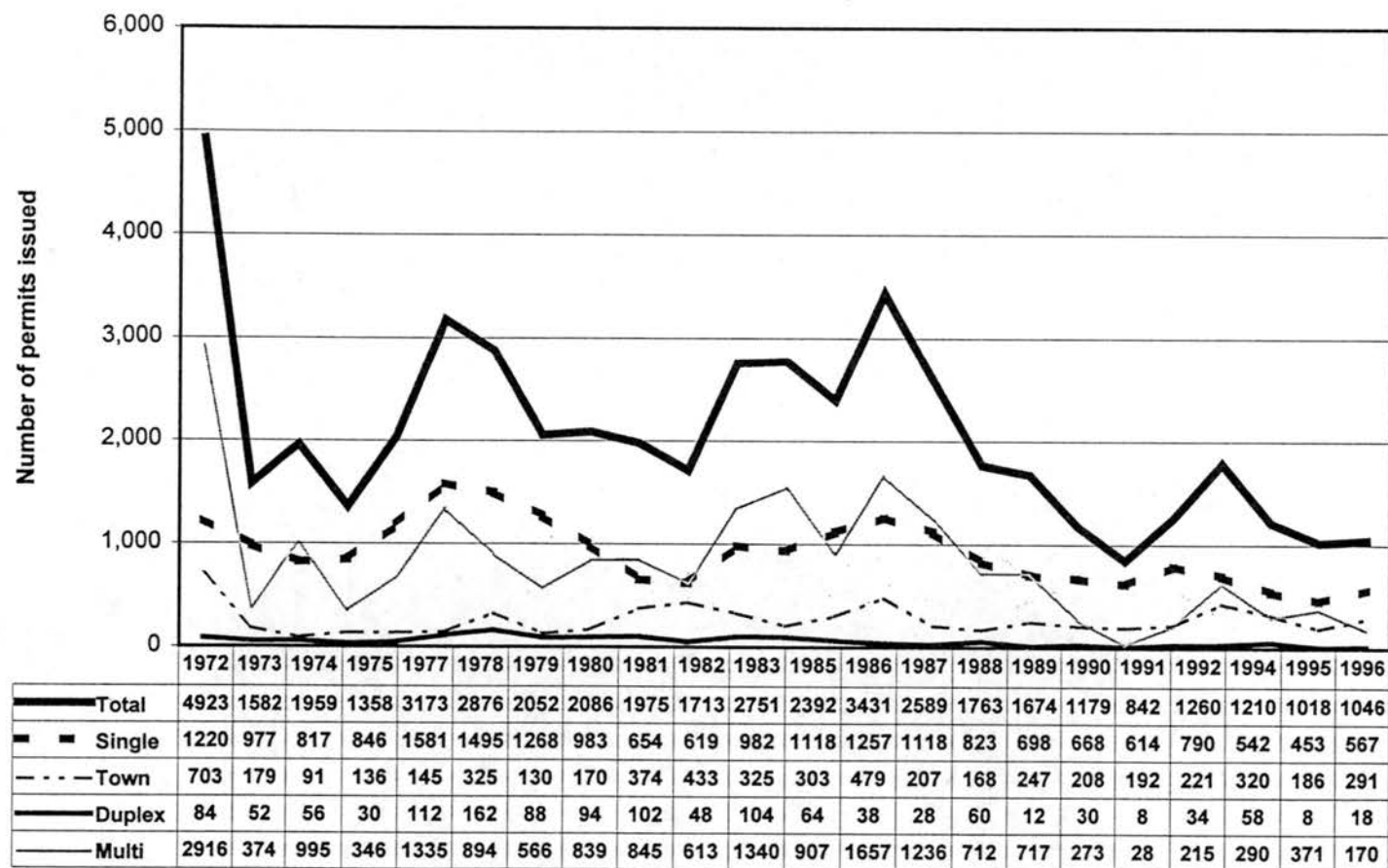
Source: Metropolitan Council/Census Bureau

COMMERCIAL - INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY



Source: Metropolitan Council/Census Bureau

RAMSEY COUNTY HOUSING BUILDING PERMITS (NEW CONSTRUCTION)



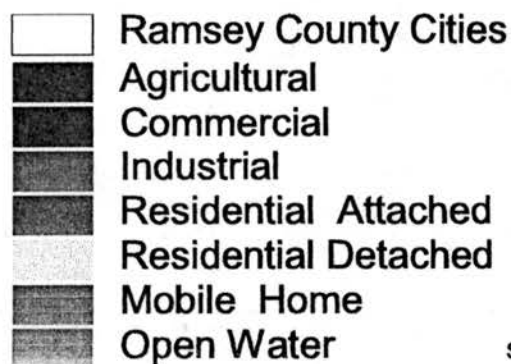
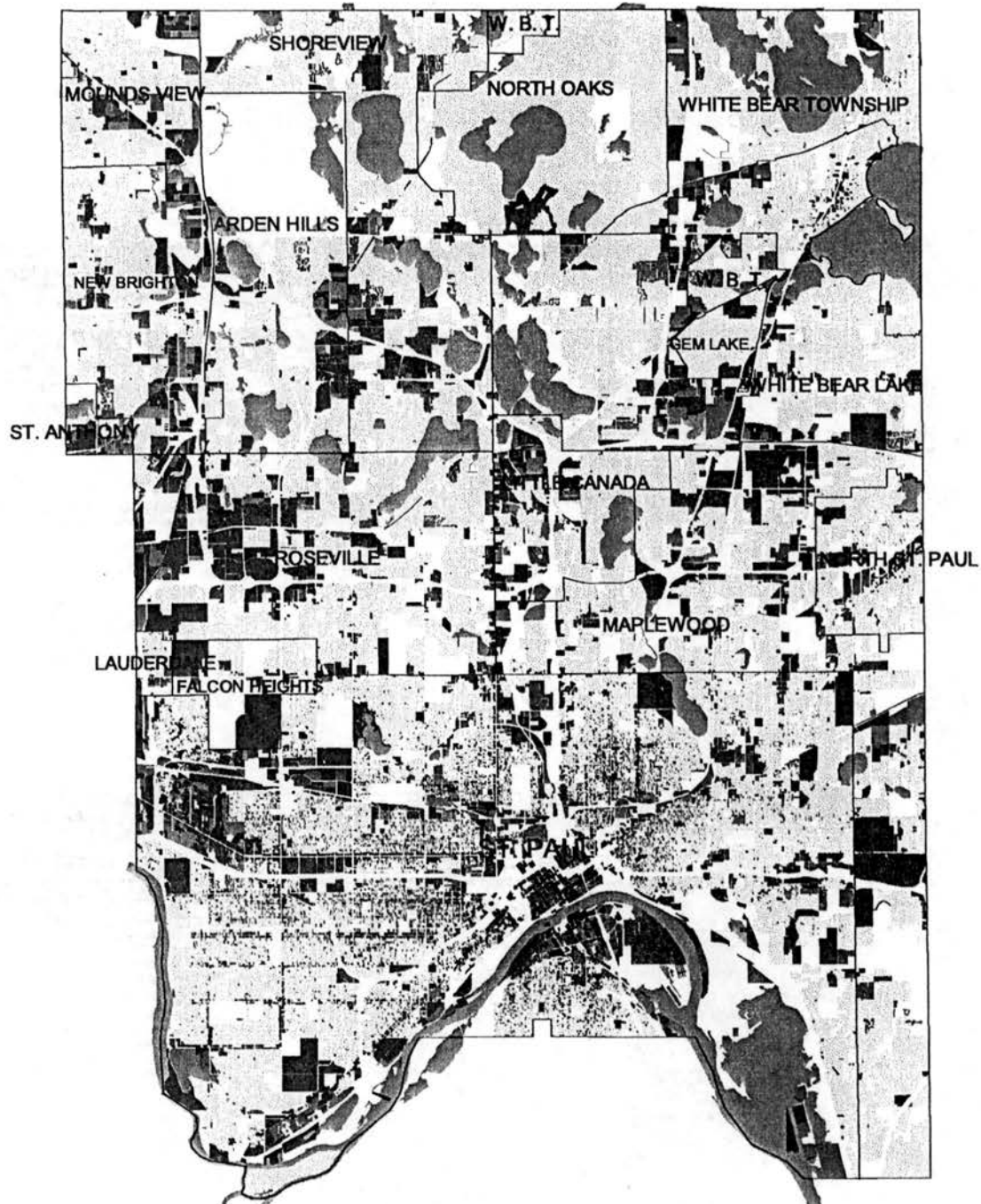
Source: Metropolitan Council

APPENDIX - X

GROUP - C

DRAFT

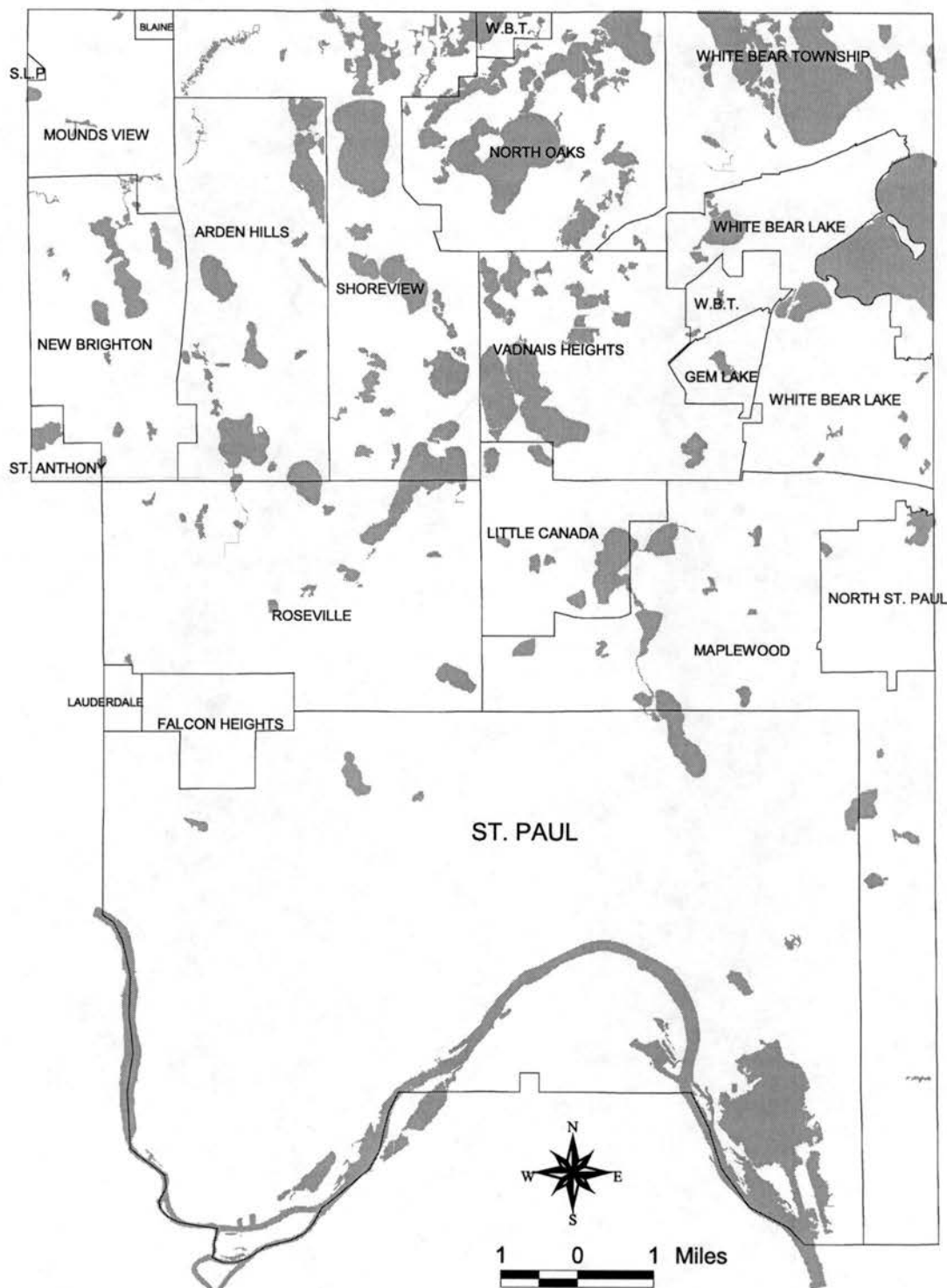
Ramsey County Land Use



1 0 1 2 3 4 Miles

Source: Ramsey County Records and Revenue Department.

Lands Affected By Ramsey County Decision Making



Open Water
Road System
County Property

Source: Ramsey County Records
and Revenue Department.

Prepared By: Ramsey County GIS.

THE FOLLOWING WILL BE DEVELOPED BY
RAMSEY COUNTY ONCE ALL
MUNICIPALITIES RELEASE FUTURE LAND
USE INFORMATION:

- LAND USE FORECAST

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

April 8, 1999

Date

Board Action Requested

Legislative Update.

ACTION REQUESTED

Request Justification

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

April 13, 1999

Board Date

Kristine A. Longhury

Signature

4-8-99

Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

April 8, 1999

Date

Board Action Requested

Ratify Rush Line Joint Powers Agreement.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Memorandum from K. DeSpiegelaere
 2. Proposed Resolution
 3. Joint Powers Agreement

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

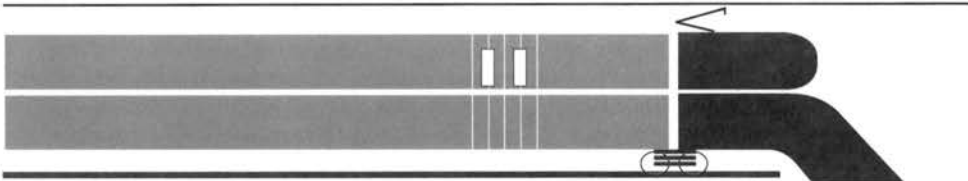
April 13, 1999

Board Date

Kristine A. Longhewy
Signature

4-8-99

Date



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

MEMORANDUM

TO: Ramsey County Regional Railroad Authority Commissioners
Terry Schutten, County Manager

FROM: Kathryn DeSpiegelaere

SUBJECT: Rush Line Joint Powers Agreement ratification

DATE: April 8, 1999

The Rush Line Task Force consists of cities, counties and towns from St. Paul to Rush City. The Task Force is considering transit improvements and land use along this corridor. The group may incorporate jurisdictions beyond Rush City. A Joint Powers Agreement has been signed by the Chairs of the Chisago, Washington and Ramsey County Regional Railroad Authorities and will be presented to the Regional Railroad Authority for ratification at its next meeting. Pending legislation that allows Joint Powers Boards existing April 1, 1999, to represent corridor issues necessitated this speedy action. In Ramsey County, the area impacted is generally north of downtown, east of Rice Street to I-694, west to T.H.61, north along T.H.61 to County Road J.

RECOMMENDATION:

The Joint Powers Agreement is to be ratified by the RCRRA on April 13, 1999.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Rush Line Corridor is defined as the North State Trunk Highway 61 transportation corridor from Rush City through St. Paul; and

WHEREAS, The Ramsey County Regional Railroad Authority has committed to preserve this corridor for future rail transit alternatives; and

WHEREAS, In Ramsey County, the area impacted is generally north of downtown, east of Rice Street to I-694, west to T.H.61, north along T.H.61 to County Road J; and

WHEREAS, The Rush Line Corridor has significant transportation, safety and land use issues; and

WHEREAS, There are opportunities for a variety of multi-modal transportation improvements in the corridor, including bus improvements, commuter, light and freight rail, multi use paths and Intelligent Transportation Systems (ITS); and

WHEREAS, The Rush Line Task Force consists of cities, counties and towns from St. Paul to Rush City; and

WHEREAS, The Task Force is considering transit improvements and land use along this corridor; and

WHEREAS, The communities wish to collaboratively plan for multi-modal transportation improvements to the corridor and for the related land use and development impacts; and

WHEREAS, A Joint Powers Agreement has been signed by the Chairs of the Chisago, Washington and Ramsey County Regional Railroad Authorities; Now, Therefore Be It

RESOLVED, That the Ramsey County Regional Railroad Authority ratifies the Joint Powers Agreement establishing the Rush Line Corridor Task Force.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	AYE	NAY	OTHER
---	-----	-----	-------

Tony Bennett	_____	_____	_____
Dino Guerin	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

**JOINT POWERS AGREEMENT
ESTABLISHING THE
RUSH LINE CORRIDOR TASK FORCE**

THIS AGREEMENT, is entered into by and between the undersigned Regional Railroad Authorities, Cities and Townships, all being governmental units of the State of Minnesota, pursuant to the authority contained in the Minn. Statutes §§471.59 and 398A.04, subd. 9.

RECITALS

WHEREAS, the Rush Line Corridor is defined as the North State Trunk Highway 61 transportation corridor from Rush City through St. Paul; and

WHEREAS, the Rush Line Corridor has significant transportation, safety and land use issues; and

WHEREAS, there are opportunities for a variety of multi-modal transportation improvements in the corridor, including highway improvements, commuter, light and freight rail, multi use paths and Intelligent Transportation Systems (ITS); and

WHEREAS, such communities wish to collaboratively plan for multi-modal transportation improvements to the corridor and for the related land use and development impacts.

NOW, THEREFORE, in consideration of the mutual promises and benefits that each party shall derive herefrom, the parties agree as follows:

ARTICLE I. PURPOSE

The purpose of the parties in entering into this Agreement is to analyze the feasibility and environmental impacts of integrated transportation improvements along the Rush Line Corridor, including highway improvements, commuter, light and freight rail, recreational trails, ITS, safety and related land use issues. The method of accomplishing the purpose of this Agreement is the establishment of a joint powers board to provide a mechanism whereby the parties can jointly address the need for enhanced transportation along the corridor, congestion relief, decreased traveling time, and systematic land use and development planning.

ARTICLE II. DEFINITIONS

Unless the context otherwise requires, the terms defined in this section shall for all purposes of this agreement have the meanings herein stated:

Agreement means this Joint Powers Agreement as it now exists and as it may hereafter be amended.

Task Force (Rush Line Corridor Task Force) shall mean the joint powers board herein established.

Contributing Regional Rail Authority shall mean Chisago County Regional Railroad Authority, Ramsey County Regional Railroad Authority and Washington County Regional Railroad Authority.

Rush Line Corridor shall be defined as the North State Trunk Highway 61 transportation corridor from Rush City through St. Paul.

ARTICLE III. TASK FORCE MEMBERS

The government units that are eligible for participation in this Task Force upon adoption of this Agreement by their respective governmental units on or before December 31, 2000 include:

Chisago County Regional Railroad Authority

Ramsey County Regional Railroad Authority

Washington County Regional Railroad Authority

City of Forest Lake

Forest Lake Township

City of Gem Lake

City of Harris

City of Hugo

Lent Township

City of Little Canada

City of Maplewood

City of North Branch

Rush City

Rushseba Township

City of Saint Paul

City of Stacy

City of Vadnais Heights

City of White Bear Lake

White Bear Township

Wyoming Township

City of Wyoming

Additional governmental units not listed above may be eligible to participate if approved by the Task Force. The terms and conditions of this Agreement shall be effective as to an eligible participant when the Agreement has been executed by the duly authorized representative of that party. The Task Force shall commence exercising the powers and authorities in this Agreement on the day this Agreement has been duly executed by the Chisago County Regional Railroad Authority, Ramsey County Regional Railroad Authority and Washington County Regional Railroad Authority (whichever acts last) and shall continue until terminated as provided herein.

ARTICLE III. TASK FORCE ORGANIZATION

Section 1: Establishment and Composition.

The parties hereby establish a joint powers board to be known as the Rush Line Corridor Task Force ("Task Force") to jointly exercise such powers and authorities as are necessary to achieve its purposes and fulfill its duties as provided for in Article V, subject to the terms and conditions of this Agreement. The Task Force shall be an entity separate from its member bodies and shall not be deemed an agent or partner of the member bodies, and the member bodies shall not be liable for the activities of the Task Force. This Agreement defines and establishes the structure and procedures of the Task Force, the responsibilities and powers of the Task Force, and the relationship between the Task Force and the member governmental units.

Section 2: Membership

Each Task Force member shall appoint one (1) of its members and one (1) alternate. Each member and alternate shall serve for a term of one (1) year from the date of his or her appointment. The first term of all members will terminate on January 15, 2001 and annually thereafter. By January 15 of each year, the governmental unit will appoint its member and alternate. Each member and alternate must be a member of the governmental unit making the appointment and must remain so during the term of her or his appointment. If a Task Force member ceases to be a member of the governmental unit he or she represents, his or her membership in the Task Force shall immediately terminate and the member governmental unit shall appoint a new member.

Each member of the Task Force shall have one (1) vote. An alternate may vote in the member's absence. A quorum must be present for voting. For any action to be approved, there must be an affirmative vote of a majority.

Removal, with or without cause, of any member or alternate during the term for which the member has been appointed may be done at any time but shall be done only by resolution of the appointing governing body. Resolutions of any governing body under this section shall be filed at the Ramsey County Regional Railroad Authority.

Section 3: Chair and Vice Chair.

The Task Force shall elect a Chair and Vice Chair from its membership at its first regular meeting each year. The Chair and Vice Chair shall be elected by the Task Force from its membership for a one year term. The Chair shall preside at all meetings of the Task Force, may establish such subcommittees as may be needed from time to time and shall perform other duties and functions as may be determined by the Task Force. The Vice Chair shall preside over and act for the Task Force during the absence of the Chair. The Vice Chair shall also perform the duties and functions of the Treasurer as provided for in the by-laws. If both the Chair and Vice Chair are absent, the Task Force may elect a temporary chair to conduct its business, provided a quorum is present.

Section 4: Staff.

Each member governmental unit may provide staff support to the Task Force, subject to the approval of the Task Force.

Section 5: Vacancies.

If an appointment of any member or alternate is vacated before the end of the term, the vacancy shall be filled by appointment by the appropriate appointing governing body. Vacancies shall be filled within thirty (30) days of their occurrence.

A vacancy shall be deemed to have occurred when any of the conditions specified in Minn. Stat. § 351.02 exist.

Section 6: Meetings.

An initial organizational meeting of the Task Force shall be held within 60 days of the commencement of this Agreement. Thereafter, the Task Force shall meet at regular meetings at such times and places as the Task Force shall establish in its bylaws. Special meetings may be held on reasonable notice by the Chair or any two representatives upon terms and conditions as the Task Force may determine.

ARTICLE IV. DUTIES OF THE TASK FORCE

The duties of the Task Force shall include the following:

- A. The Task Force shall seek, receive and manage grant funding in accordance with all applicable rules, regulations and other requirements of the granting agency or organization.
- B. The Task Force shall seek, receive, and manage state or other funding as appropriate and as feasible.
3. The Task Force shall assess the need for and analyze the feasibility of multi-modal transportation improvements in the Corridor, including highway improvements, commuter, light and freight rail, recreational trails, ITS, safety and related land use issues.
4. The Task Force shall establish such advisory committees and task forces as needed for the purpose of receiving public input and shall identify appropriate interested parties, and develop guidelines for public participation.
5. The Task Force shall conduct environmental evaluations, as required by law.
6. The Task Force shall coordinate its activities as necessary with Burlington Northern Santa Fe Railroad, Canadian Pacific Railroad, the Minnesota Department of Transportation, affected airports, the Metropolitan Council, and other necessary entities.
7. The Task Force shall prepare reports addressing implementation issues, including but not limited to ownership, operation, construction, start-up and financing. The Task Force shall also prepare a report addressing the on-going implementation responsibilities of the Task Force, if any, and shall make recommendations regarding the composition, powers and duties of the Task Force for implementation.

ARTICLE V. POWERS OF THE TASK FORCE

Section 1: General Powers.

The Task Force is hereby authorized to exercise such powers as are necessary and proper to fulfill its purpose and perform its duties. Such powers shall include those specific powers enumerated in Section 2 of this Article. The Task Force shall not have the power to issue bonds.

Section 2: Specific Powers.

- A. The Task Force shall adopt an annual work plan and budget, together with a statement of the sources of funding and allocate for payment the proportion of such amounts required of each governmental unit, in accordance with the provisions set forth in Article VII.
- B. The Task Force may enter into any contract necessary or proper for the exercise of its powers or the fulfillment of its duties and enforce such contracts to the extent available in equity or at law. The Task Force may approve any contract relating to this Agreement up to the amount approved in the annual budget, and may authorize the Chair of the Task Force to execute those contracts. No payment on any invoice for services performed by a consultant or any other person or organization providing services in connection with this Agreement shall be authorized unless approved by Task Force.
- C. The Task Force may disburse funds in a manner which is consistent with the method provided by law for the disbursement of funds by counties, as well as any federal or State requirements.
- D. The Task Force shall have the power to adopt such by-laws that it may deem necessary or desirable for the conduct of this business of the Task Force. Such by-laws shall be consistent with this Agreement and any applicable laws or regulations. For purpose of adopting the by-laws, a majority affirmative vote by all Contributing Regional Railroad Authorities is required.
- E. The Task Force may apply for and accept gifts, grants or loans of money, other property or assistance from the United States Government, the State of Minnesota, or any person, association or agency for any of its purposes; enter into any agreement in connection therewith; and hold, use and dispose of such money, other property to the parties and assistance in accordance with the terms of this gift, grant or loan relating thereto.
- F. The Task Force may hold such property as may be required to accomplish the purposes of this Agreement and upon termination of this Agreement, make distribution of such property as is provided for in this Agreement.
- G. The Task Force may purchase insurance as is deemed advisable and may take action to enforce its rights in equity or in law.

Section 3: Exercise of Powers.

All powers granted herein shall be exercised by the Task Force in accordance with the legal requirements applicable to counties. In accordance with Minn. Stat. § 471.59, subd. 3, the

purchasing and contracting requirements of the county selected pursuant to Article VII, Section 4 shall apply to the Task Force.

Section 4: Indemnification

The Task Force shall acquire such insurance protection as is necessary, and shall defend, indemnify, and hold harmless all parties to this agreement and their officers, agents and employees from all claims, losses, damages, costs, injury and liability of any kind, nature, and description indirectly or directly arising from the performance of any of the activities of the Task Force or activities undertaken pursuant to this agreement. Neither the procuring of insurance or any other provision of this paragraph shall be construed as or operate as a waiver of any member's statutory or common law immunities or limitations on liability.

The Task Force shall defend, indemnify, and hold harmless all parties to this agreement and their officers, agents and employees from all claims, losses, damages, costs, injury and liability of any kind, nature, and description indirectly or directly arising from the performance of any of the activities of the Task Force or activities undertaken pursuant to this agreement. Neither the procuring of insurance or any other provision of this paragraph shall be construed as or operate as a waiver of any member's statutory or common law immunities or limitations on liability.

The Task Force may assess all members for contributions required to perform the obligations of this Article V, Section 4.

ARTICLE VII. FUNDING

Section 1: Initial Funding.

It is understood by the parties that the activities and duties of the Task Force are to be funded primarily by grant monies from the United States Government, the State of Minnesota or any other association or agency. Nevertheless, the Contributing Regional Railroad Authorities agree to contribute funding, if necessary, for the start-up and administrative expenses of the Task Force (to the extent not covered by grant funds).

Section 2: Budget.

- A. A budget shall be adopted by July 1 of each year. The Task Force by unanimous vote shall adopt an annual administrative budget for the following calendar year, and shall determine the amount of contribution, if any, by each member. Any excess funds in the administrative budget remaining at the end of the fiscal year shall be carried forward in such manner as to reduce proportionately each member's contribution for the following fiscal year.
- B. If the Task Force incurs any expenses as a result of a claim for damages, the expenses and any damages paid shall be assessed against each member regardless of whether or not that member is a Contributing Regional Railroad Authority.

Section 3: Time of Payment.

Except for the initial contribution, all assessments made under the provisions of this Article shall be paid by each member by January 1 of each year unless the member has withdrawn pursuant to Article VIII.

Section 4: Budgeting, Accounting, Fiscal Agent and Other Services.

The Task Force may contract with any of its members to provide contract management, legal review and budgeting and accounting services necessary or convenient for the Task Force and otherwise act as the Task Force's fiscal agent. Such services shall include, but not be limited to: management of all funds, including contributions and grant monies; payment for contracted services; and relevant bookkeeping and recordkeeping. The contracting and purchasing requirements of the member so selected shall apply to transactions of the Task Force. Such member shall identify the staff person to work as liaison with the Task Force.

Section 5: Accountability for Funds.

All funds shall be accounted for according to generally acceptable accounting principles. A report on all receipts and disbursements shall be forwarded to the Task Force on an annual basis. The members have the authority to request reports pertaining to any and all budgeting and accounting services. All interest earned from established Task Force funds shall be credited back to that same fund.

ARTICLE VIII. WITHDRAWAL AND TERMINATION

Section 1: Withdrawal.

Any party may withdraw from this Agreement upon the following conditions: a) giving 90 days written notice to the Task Force, and b) showing that all undisputed amounts due and owing pursuant to Article VII, Section 1 and 2, have been paid. Notice shall be a certified copy of a resolution of its governing body indicating its intent to withdraw from this Agreement. Upon receipt of the resolution, the Chair of the Task Force shall forward a copy of the resolution to each of the members. In the event of withdrawal by any member body, this Agreement shall remain in full force and effect as to all remaining member bodies.

Section 2: Effect of Withdrawal.

Withdrawal by any member shall not terminate this Agreement except as provided in Section 3, herein. Withdrawal shall not act to discharge any liability incurred or chargeable to any member before the effective date of withdrawal. Such liability shall continue until appropriately discharged by law or agreement. No member shall be entitled to a refund of assessments paid, or forgiveness of such assessments owed, to the Task Force.

Section 3: Termination.

This Agreement shall terminate upon the occurrence of any one of the following events:

- A. When members withdraw pursuant to Section 1 so that, in the judgment of the Task Force, it becomes impractical or uneconomical to continue.
- B. When necessitated by operation of law or as a result of a decision by a court of competent jurisdiction.
- C. When a majority of the Task Force agree to terminate this Agreement.

Section 4: Effect of Termination.

Termination shall not discharge any liability incurred by the Task Force or by the members during the term of this Agreement. Property or surplus money acquired by the Task Force shall be distributed to the members in proportion to contributions of the members. The Task Force shall

approve a final report of its activities and affairs and, on the expiration of thirty (30) days therefrom, shall cease to exist.

ARTICLE IX. MISCELLANEOUS

Section 1: Amendments.

This Agreement may be amended by unanimous agreement of the parties as evidenced by resolutions adopted by the respective governing bodies.

Section 2: Records, Accounts and Reports.

The Task Force shall establish and maintain such funds and accounts as may be required by good accounting practices. The books and records of the Task Force shall be subject to the provisions of Minn. Stat. Chapter 13, the Minnesota Government Data Practices Act, and Minn. Stat. § 16B.04. The Task Force, within one hundred and twenty (120) days after the close of each fiscal year, which shall be January 1 to December 31, shall give a complete written report of all financial activities for such fiscal year to the parties.

Section 3: Counterparts.

This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

Section 4: Severability.

The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of the Agreement is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this Agreement.

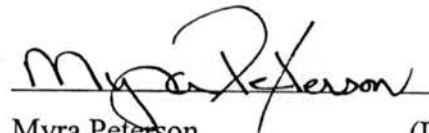
Section 5: Alternative Dispute Resolution.

In the event of a dispute arising under this Agreement, the parties and the Task Force agree to attempt to resolve their dispute by following the process described below:

- A. A party shall provide written notice to the Task Force describing perceived conflict, positions and underlying reasons.

- B. The Task Force or member shall provide written response to notice with 7 days of receipt of notice.
- C. The parties shall meet within 14 days of receipt of response with a neutral facilitator. The neutral facilitator will be a representative from the Minnesota Office of Dispute Resolution. Costs of such facilitator shall be shared equally by all parties to the dispute.
- D. At the first meeting, the neutral facilitator will assist the parties in identifying the appropriate parties and participants in the dispute resolution process, their concerns, a meeting agenda and design for any subsequent meetings. The parties shall agree on a process for resolving the problem that would involve additional negotiations, mediation or arbitration.
- E. In developing the process, the parties will be guided by the following principles:
- 1) The parties will attempt in good faith to reach a negotiated settlement.
 - 2) The parties agree that there must be fair representation of the parties directly involved in the dispute.
 - 3) The parties will use legal proceedings as a last resort.
 - 4) In the event the parties are unable to resolve the dispute, each party retains all rights, remedies or defenses it had prior to entering the process.
- F. The parties will report to the Task Force within 60 days of their first meeting on the resolution of the dispute or a recommendation to commence legal proceedings.

IN WITNESS WHEREOF, the parties to this Agreement have hereunto set their hands on the date written below:

	3/31/99		3/31/99
Tony Bennett	(Date)	Myra Peterson	(Date)
Ramsey County RRA		Washington County RRA	

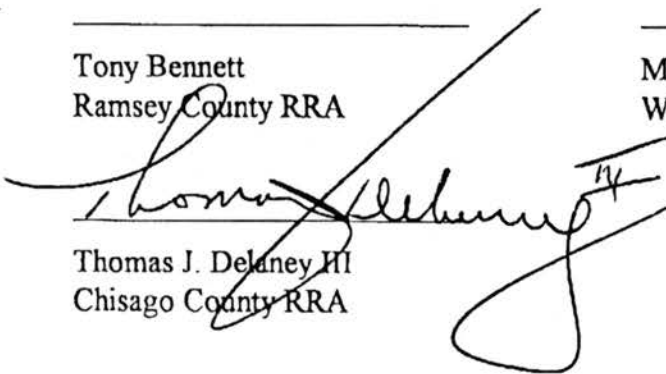
_____ Thomas J. Delaney III Chisago County RRA	(Date)
--	--------

- A. A party shall provide written notice to the Task Force describing perceived conflict, positions and underlying reasons.
- B. The Task Force or member shall provide written response to notice with 7 days of receipt of notice
- C. The parties shall meet within 14 days of receipt of response with a neutral facilitator. The neutral facilitator will be a representative from the Minnesota Office of Dispute Resolution. Costs of such facilitator shall be shared equally by all parties to the dispute.
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- E. In developing the process, the parties will be guided by the following principles
 - 1) The parties will attempt in good faith to reach a negotiated settlement.
 - 2) The parties agree that there must be fair representation of the parties directly involved in the dispute
 - 3) The parties will use legal proceedings as a last resort
 - 4) In the event the parties are unable to resolve the dispute, each party retains all rights, remedies or defenses it had prior to entering the process.
- F. The parties will report to the Task Force within 60 days of their first meeting on the resolution of the dispute or a recommendation to commence legal proceedings.

IN WITNESS WHEREOF, the parties to this Agreement have hereunto set their hands on the date written below:

Tony Bennett
Ramsey County RRA

Myra Peterson
Washington County RRA


Thomas J. Delaney II
Chisago County RRA

3/31/99

OTHER LEGISLATIVE BILLS/PROPOSALS OF INTEREST- 4/12/99

HF/SF AUTHOR	BILL SUBJECT	STATUS	COMMENTS
SF808 Kelly HF1340 Trimble	Rehab housing	<u>Senate</u> 2/18 - Intro and first rdg, refer to Jobs, Energy and Community Development <u>House</u> ¾ - First rdg, refer to Jobs and Economic Development Policy	\$6 million for St. Paul. St. Paul Rehabilitation Program housing activities grants.
SF797 Kelly HF1432 Hausman	RiverCentre skyway link	<u>Senate</u> 2/25 - Intro and first rdg, refer to Jobs, Energy & Community Development 2/22 - Auth added Wiger, Larson <u>House</u> ¾ - First rdg, refer to Jobs and Economic Development Policy	\$1 million. St. Paul RiverCentre and skyway system underground connection construction grant bond issue and appropriation.
SF798 Kelly HF1123 McCollum	Hoyt Ave. flood prevention	<u>Senate</u> 2/18 - Intro and first rdg, refer to Jobs, Energy & Community Development <u>House</u> 2/25 - First rdg, refer to Jobs & Economic Development Policy	\$2.5 million. St. Paul Hoyt Avenue area flood mitigation dry basin holding pond construction grant appropriation.
SF813 Flynn HF723 McElroy	Transit pass tax credit for employers	<u>Senate</u> 2/18 - Intro and first rdg, refer to Taxes <u>House</u> 2/15 - First rdg and refer to Taxes 2/18 Author added Luther	Income tax credit for employer provided transit passes.

OTHER LEGISLATIVE BILLS/PROPOSALS OF INTEREST- 4/12/99

SF846 Ranum HF1068 Skoglund	Out-of-home placement	<u>Senate</u> 2/18 - Intro and first rdg, refer to Judiciary 2/25 Withdrawn and re-referred to Crime Prevention 3/4 - Cmte report to pass and re-refer to Hlth & Family Security 3/8 Withdrawn and re-refer to Governmental Operations and Veterans 3/11 Cmte report to pass as amend and re-refer to Health and Family Security 3/15 - Cmte report, to pass as amend and re-refer to Crime Prevention <u>House</u> 2/25 - First rdg, refer to Crime Prevention	Juvenile out of home placement requirements and work groups established and rule required.
SF259 Johnson HF220 Solberg	Property Tax Penalties and Interest Distribution Modification	<u>Senate</u> 1/25 - Intro and first rdg, refer to Local & Metropolitan Government <u>House</u> 1/21 - First rdg, refer to Taxes	
SF962 E. Anderson HF1481 Hausman	Complete Construction of Como Park Education Resource Center	<u>Senate</u> 2/22 - Intro and first rdg, refer to Local and Metropolitan 3/8 - Withdrawn and re-refer to Environment and Natural Resources <u>House</u> 3/4 - First rdg; refer to Env and Natural Resources	
SF614 Wiger HF513 Mares	For non-motorized Trail Around White Bear Lake	<u>Senate</u> 2/8 - Intro and first rdg, refer to Environmental and Natural Resources <u>House</u> 2/4 - First rdg, refer to Environmental and Natural Resources Policy 3/4 - Cmte report, pass and re-refer to Environment and Natural Resource Finance	

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
HUMAN SERVICES			
SF569 Ranum HF1352 Entenza Statewide bill	Child Maltreatment Reports Alternative Response Programs/Child Welfare Proposals/ Child Protection Legislation	<u>Senate</u> 3/16 - Cmte Report to pass as amended and re-refer to Health and Family Security <u>House</u> 3/15 - Recalled and re-refer Civil Law 3/29 - Cmte report, pass as amended, re-refer to Health and Human Services Policy 4/6 - Cmte report, pass as amended, re-refer to Health and Human Services Finance	NOTE: All of the child welfare/child protection proposals are still under consideration as of today's date. Several of the program proposals match those in the County Board's Legislative Package. However, none of the proposals has yet secured funding. We are using the fiscal note process in relation to them because of the potential for new/expanded mandates to counties without revenues to carry out the tasks.
SF748 Ranum HF1220 Dempsey Statewide bill	Child Welfare/Child Protection Proposals	<u>Senate</u> 2/15 - Intro and First rdg, refer to Children, Families and Learning 3/1 - Withdrawn and re-refer to Governmental Operations and Veterans ¾ Cmte report to pass as amend and re-refer to Children, Families and Learning 3/11 - Cmte report to pass as amend and re-refer to Health and Family Services 3/16 - Cmte report to pass and re- refer to Crime Prevention 3/24 - Cmte report, to pass as amended, re-refer to Children, Families and Learning <u>House</u> 3/1 - First rdg, refer to K-12 Education Finance	See NOTE, above.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF1707 Junge HF449 Broecker Ramsey County-specific bill	ACE (All Children Excel) Project (Juvenile) Juvenile Crime Prevention Proposal Specific to Ramsey County	<u>Senate</u> 3/11 - Intro and first rdg, refer to Crime Prevention <u>House</u> 2/2 - First rdg and refer to Judiciary Finance ¾ - Passed cmte Included in House Omnibus Bill	This proposal has passed bill deadlines in both House and Senate and is being considered for the omnibus bills. \$300, 000 Funding
SF964 Berglin HF942 Mariani Statewide bill	Safety Net For Those Unable to Work	In Governor's budget <u>Senate</u> 2/22 - Intro and first rdg, refer to Health and Family Security 2/25 - Author added Terwilliger Senate Policy Committee aprvd bill stopping time clock for participants who are disabled, caring for disabled household member, or who are working <u>House</u> 2/22 - First rdg, refer to Hlth & Human Services Policy 3/1 Authors added Wejcman, Koskinen 3/2 Author added Abeler The companion was offered as an amendment to DHS bill in House, but was not approved. <u>Senate</u> Approved by Policy Committee <u>House</u> Did not receive a hearing.	Minnesota Family Investment Program statewide 60-month limit exception and work participation support program This proposal is still alive and moving.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF483 Samuelson HF546 Greenfield Statewide bill	Child Care Assistance Program Funds Available to all counties State-wide to Pay for Sliding Fee Day Care	<u>Senate</u> 2/4 - Intro and first rdg , refer to Health and Family Security 2/4 - Author added Stevens 3/4 - Author stricken Stevens <u>House</u> 2/8 - First rdg, refer to Health and Human Services Policy 2/10 - Author added Luther	This proposal is still alive and moving forward.
SF483 Samuelson HF546 Greenfield Statewide bill	State Food Assistance for Legal Immigrants \$200,000 for RC Minnesota Family Investment Program (MFIP) Statewide Eligibility Provisions, Modifications and Federal TANF Block Grant Transfers	<u>Senate</u> 2/4 Intro and First rdg, refer to Hlth & Family Security 2/4 Auth added Stevens 3/4 - Author stricken Stevens <u>House</u> 2/8 - First rdg, refer to Hlth & Human Services Policy 2/10 - Author added Luther	This bill is still alive and moving; Ramsey County residents will be significant beneficiaries if it passes and is signed by the Governor. Approved by both Senate and House policy committees.
SF543 Lourey HF1678 Kelliher Statewide bill	Eliminate Provision MFIP Participants by Grants \$100 if Live in HUD-Subsidized Housing	<u>Senate</u> 2/4 - Intro and first rdg, refer to Hlth & Family Security <u>House</u> 3/8 - First rdg, refer to Health and Human Services Policy	Possible inclusion in omnibus bill.
SF1010 Cohen HF1156 Rhodes Statewide bill	Inclusionary Policies for Affordable Housing in Metro Area	<u>Senate</u> 2/25 Intro and first rdg, refer to Jobs, Energy & Community Development <u>House</u> 3/1 - First rdg, refer to Jobs & Economic Development Policy 3/2 - Author added Paymar 3/18 - Cmte report, pass as amended, re-refer to Jobs and Economic Development Finance	Metropolitan area voluntary inclusionary housing policy incentives provided, policy defined, money appropriated. These proposals are still alive and moving forward.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF1526 Samuelson HF1392 Jennings Statewide bill	Continue Food Assistance to Legal Immigrants Reduce Job Counselor Caseloads	<u>Senate</u> 3/8 - Intro and first rdg, refer to Health and Family Security 3/11 - Author added Stevens <u>House</u> 3/4 First rdg, refer to Health and Human Services Policy 3/29 - Cmte Report pass as amended, re-refer to Health Human Services Finance	Approved by both House and Senate Policy Committees. These proposals are alive and moving forward.
SF768 Pappas HF751 Trimble Statewide bill	Pre-Admission Screening	<u>Senate</u> 2/15 Intro and first rdg, refer to Local and Metropolitan Government 3/16 Cmte report to pass as amended, consent calendar, second rdg 3/18 - Consent calendar, third rdg, passed <u>House</u> 2/15 - First rdg, refer to Local Government and Metropolitan Affairs	This bill is not alive
SF837 Novak HF2013 Hausman Ramsey County-specific bill	Targeted Training Program for Immigrants \$750,000 for Ramsey County only, to train immigrants for employment	<u>Senate</u> 2/18 Intro and First rdg, refer to Jobs, Energy & Community Development <u>House</u> 3/15 - First rdg, refer to Jobs and Economic Development Finance 4/2 - Passed cmte	This bill is still alive and moving
SF483 Samuelson HF546 Greenfield Statewide proposals	Income Maintenance Programs/Reimbursement to Counties Statewide for the County Costs of Administering the TANF and other Public Assistance/Welfare Programs	<u>Senate</u> 2/4 - Intro and first rdg, refer to Health & Family Security 2/4 - Author added Stevens 3/4 - Author stricken Stevens <u>House</u> 2/8 - First rdg, refer to Health and Human Services Policy 2/10 Author added Luther	In Governor's budget. These proposals are still alive and moving forward.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF1178 Solon HF2069 Jaros Statewide proposals	Changes MFIP Cash Grant for Child Only Cases Minnesota Family Investment Program; would modify cash grants	<u>Senate</u> 3/1 - Intro and first rdg, refer to Health and Family Security <u>House</u> 3/17 - First rdg, refer to Health and Human Svcs Policy	Minnesota Family Investment Program statewide cases cash grant modification. These proposals have passed second bill deadline are still alive.
SF745 Kelly HF1694 Stanek	Minnesota Cities Grant	<u>Senate</u> 2/15 - Intro and first rdg, refer to Jobs, Energy and Community Development 3/1 - Cmte report, pass and re-refer to Crime Prevention <u>House</u> 3/8 - First rdg, refer to Family and Early Childhood Education Finance	Helps to fund truancy center within Ramsey County. Still alive.
SF906 Pappas HF829 Mahoney Ramsey County-specific bill	Chemical Dependency Services for Women	<u>Senate</u> 2/22 - Intro and first rdg, refer to Hlth and Family Security <u>House</u> 2/18 - First rdg, refer to Local, Government & Metropolitan Affairs	\$38,000 is requested to help fund Ramsey County group residential housing facility for chemically dependent women. This proposal is dead for this session.
	Parents' Fair Share		
SF1856 Wiger HF1901 Broecker Ramsey County-specific bill	Lake Owasso Residence	<u>Senate</u> 3/15 - Intro & 1st rdg, refer to Health and Family Security <u>House</u> 3/15 - 1st rdg, refer to Health and Human Service Finance 3/17 - Recalled and re-refer to Health and Human Services Policy	RC, Lake Owasso Intermediate Care facility replacement authorized. This proposal is specific to Ramsey County only; however, it has opposition from the State Department of Human Services and the Minnesota Assn. Of Retarded Citizens. This proposal is still moving forward.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
Senate author Dallas Sams	Welfare-to-work transportation	<u>Senate</u> Will have first hearing on 4/14. <u>House</u> No hearings yet scheduled.	This proposal is one that was developed by the Joint Powers Board and is part of their legislative package, as well as that of the seven metropolitan counties. It is a request to find \$2 million in TANF funds for welfare-to-work transportation programs. Securing this money would allow us to continue our current programs that were funded during the last legislative session. This proposal will be considered the week of 4/12.
Senate author Ellen Anderson House author Steve Trimble	Tenant/Landlord Dispute Resolution Program	<u>Senate</u> Has had both policy and finance hearings. <u>House</u> This bill did not have hearings in the House.	This bill has had hearings in the Senate and is being considered for possible inclusion in omnibus economic development bill.
SF1361 Hottinger HF1395 Rhodes	Group Residential Housing Block Grant Pilot Project Program	<u>Senate</u> ¾ - Intro and first rdg, refer to Health and Family Security <u>House</u> ¾ - First rdg, refer to Health and Human Services Policy	Help homeless individuals with disabilities live more independently Still alive.
CORRECTIONS/PUBLIC SAFETY			
SF1648 Kelly HF2228 Broecker Regional and statewide bills	Hennepin, Ramsey and Washington Counties authorized grants to construct law enforcement training facilities and money for regional jails (statewide).	<u>Senate</u> 3/10 - Intro and first rdg, refer to Crime Prevention <u>House</u> 3/22 - First rdg, to Judiciary Finance 3/31 - Cmte report, pass as amended, re-refer to Capital Improvement	This proposal is alive and moving forward.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF345 Foley HF278 Entenza	DWI Funding	<u>Senate</u> 1/28 - Intro and first rdg, refer to Crime Prevention 2/1 - Author added Wiger <u>House</u> 1/25 - First rdg, refer Crime Prevention	\$12 million state-wide \$2.2 million for Ramsey County DWI repeat violations felony penalties, incarceration in local correctional facilities required minimum mandatory penalties provided and enhanced gross misdemeanor references repealed This proposal is still alive.
May not be Separate Bill Statewide proposal	Community Corrections Act Subsidy		In Governor's budget. \$5 million state-wide; \$5 million first year, \$1 million second year, \$1.5 million biennium. This proposal is still alive. It would bring \$800,000/year into Ramsey County.
SF237 Johnson HF216 Stanek Statewide bill	Influx of Felons From Other Jurisdictions	<u>Ramsey County</u> <u>Senate</u> 1/21 Intro and first rdg, refer to Crime Prevention HF Substituted in Cmte <u>House</u> 1/21 First rdg, refer to Crime Prevention 2/4 Cmte report, pass, second rdg 2/25 Rule 1.21, placed on calendar for day 3/1 - Third rdg and passage 4/6 - Returned from Senate	\$6 million for Ramsey County, although this is a statewide bill. Pretrial status prisoner transfers between jail and workhouse, authorization clarified This item is alive and moving forward.
HF637 Paymar introduced NOTE: There are a number of bills in both the House and Senate that are trying to expand the use of Camp Ripley. The Senate bill looks favorably on these program expansions, which could benefit counties statewide. However, the House is considering elimination of the entire program.	Camp Ripley Correctional Facility NOTE: There are a number of bills in both the House and Senate that are trying to expand the use of Camp Ripley. The Senate bill looks favorably on these program expansions, which could benefit counties statewide. However, the House is considering elimination of the program.	<u>House</u> 2/10 - 1 st rdg, refer to Crime Prevention	Policy - loosen criteria for placement Camp Ripley Work Program slope expanded

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
Federal Level - Not at State Level	Medical Costs for Adults and Juveniles in Correctional Facilities NOTE: This proposal is not contained in any state legislation.		
Bishop (in House)	Productive Day (adult and juvenile)	The current adult Productive Day proposal has been recommended for defunding in the Governor's budget.	Ramsey County, along with Hennepin, St. Louis, and Olmsted Counties, currently receives funding for Productive Day programming for adult inmates. These counties, and Anoka County, have made a request to expand this program to juvenile inmates. Both bodies have included this in their omnibus bill.
SF1208 Kelly HF1090 Bishop Statewide bill	Probation Workload Reduction Funding	<u>Senate</u> 3/1 - Intro and first rdg, refer to Crime Prevention <u>House</u> 2/25 - First rdg, refer to Crime Prevention 3/10 - Recalled and re-refer to Judiciary Finance	County probation officers caseload and workload reduction appropriation \$8 million state-wide (approx. 10% goes to Ramsey County) This proposal is still alive.
PARKS & RECREATION			
Region-wide bill	Capital Funding for Regional Parks	Part of Omnibus Appropriations Bill and LCMR.	\$480,000 for Ramsey County \$2.459 million metro-wide. This is still alive.
SF758 Price HF654 Tingelstad Region-wide bill	Regional Park Operations and Maintenance Funding	<u>Senate</u> 2/15 - Intro and first rdg, refer to Local & Metropolitan Gov't 3/15 - Cmte report to pass and re-refer to Environment and Natural Resources <u>House</u> 2/11 - First rdg, refer to Environment & Natural Resources Finance 2/15 - Author added Wagenius	\$350,000/year for Ramsey County \$9.9 million metro-wide Metropolitan area regional parks maintenance and operation funded and money appropriated. These proposals are alive and moving.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
HF1381 Hausman SF1612 Wiger	Soccer Facility and Youth Soccer	<u>Senate</u> 3/10 - Intro and first rdg, refer to Governmental Operations and Veterans <u>House</u> ¾ - First rdg, refer to Governmental Operations and Veterans Affairs 3/22 - Cmte report, pass as amended, re-refer to Taxes	\$12 million state-wide. Minnesota Access Facilities Development Act provided for acquisition and development of soccer and other amateur athletic facilities and money appropriated. NOTE: All the various soccer proposals are still moving forward.
SF904 Metzen HF1341 Abrams	Soccer and Other Amateur Sports Facilities	<u>Senate</u> 2/22 - Intro and first rdg, refer to Governmental Operations and Veterans <u>House</u> ¾ - First rdg, refer to Governmental Operations and Veterans Affairs Policy 3/18 - Cmte report, pass and re-refer to State Government Finance	\$3 million state-wide. Minnesota Amateur Sports Commission grants authorized for youth athletic facilities and money appropriated.
HF2046 Hausman	U of M Women's Intercollegiate Soccer Stadium	<u>House</u> 3/17 - First rdg, refer to Higher Education Finance	
LIBRARIES			
SF850 Pappas HF888 Erickson Statewide bill	Electronic Database Access	<u>Senate</u> 2/18 - Intro and first rdg, refer to Children, Families & Lrng <u>House</u> 2/22 - First rdg, refer to K-12 Education Finance	\$3 million state-wide Library basic system supports grants and multicounty, multitype library systems appropriations Could become part of omnibus bill.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF988 Robertson HF1459 Johnson Statewide bill	Library, School Media Center Programs Funding	<u>Senate</u> 2/25 - Intro and first rdg, refer to Children, Families & Lrng <u>House</u> ¾ - First rdg, refer to K-12 Education Finance	\$19,948,000 state-wide Learning academy training expanded, library site technology grants eligibility requirements modified, database access program for public libraries and schools modified, money appropriated Could become part of omnibus bill.
PUBLIC HEALTH			
SF1683 Statewide proposal	Home Visitation	Bill is dead for the session	This proposal, if funded, would provide \$3.6 million for Ramsey County and \$20 million statewide.
Was never put in bill form Statewide proposal	Immunization Registry	No legislation this year; not in Governor's Budget	\$420,000 for Ramsey County \$3 million statewide Not alive. This proposal has statewide implications and got tied up in the debate on data privacy issues and release of information.
SF1016 Berglin HF1102 Haas Statewide bill	Uncompensated Care/billing county of residence.	<u>Senate</u> 2/25 - Intro and first rdg, refer to Health and Family Security 3/24 - Cmte report, to pass as amended, second rdg 3/29 - General Order stricken and re- refer to Taxes <u>House</u> 2/25 - First rdg and refer to Health and Human Services Policy	County hospital and clinic special payments for resident uncompensated care. This proposal has been "locked up" in the Senate Tax Committee because of the fiscal notes.

**STATUS UPDATE ON RAMSEY COUNTY BOARD'S
1999 STATE LEGISLATIVE PROPOSALS - 4/12/99**

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF1709 Kelly HF1700 Paulsen Region-wide bill	Uncompensated Care and Fiscal Disparities Changes	<u>Senate</u> 3/11 - Intro and first rdg, refer to Local and Metropolitan Government <u>House</u> Heard in Tax Committee and laid over for inclusion in omnibus tax bill	Metropolitan revenue distribution formula modification for uncompensated health care costs. This proposal is still alive. Created by Hennepin County, this would use fiscal disparities money to help fund HCMC. Under the proposal, Ramsey County would not lose any revenue, but it also wouldn't benefit Regions Hospital, and other counties who receive fiscal disparities would lose revenues
SF1127 Berglin HF1115 Haas Statewide bill	Uncompensated care	<u>Senate</u> 2/25 - Intro and first rdg, refer to Health and Family Security <u>House</u> 2/25 - First rdg, refer to Health and Human Services Policy 3/8 Authors added Mares, Broecker, McGuire, Mariani 4/6 - Cmte report, pass as amended, re-refer to Health and Human Services Finance	Up to \$17 million for Regions Hospital charity care equity fund, providing health care services to certain low-income or uninsured persons. NOTE: The three uncompensated care proposals are still alive at this time, but not uniformly healthy. AMC is working in opposition to both the fiscal disparities bill and the bill that would allow hospitals to bill the county of residence for indigent patients. The fiscal disparities bill has significant opposition from those counties and cities that are potentially affected. This proposal has passed bill deadlines and is alive and well.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF1269 Moe HF1600 Goodno Statewide bill	Public Health Endowment	<u>Senate</u> 3/2 - Intro and first rdg, refer to Health and Family Security 3/25 - Cmte report to pass as amend and re-refer to Governmental Operations and Veterans Jt Rule 2.03, refer to Rules and Admin 3/29 - Cmte report, adopt previous cmte report, re-refer to Governmental Operations and Veterans 3/31 - Cmte report, pass as amended and re-refer to Human Services Finance, Jt Rule 2.03, refer to Rules and Administration, rules suspended and re-refer to Human Resources Finance 4/8 - Cmte report to pass as amended, second rdg <u>House</u> 3/8 - First rdg, refer to Health and Human Svcs Policy 3/17 - Cmte report, amend and re-refer to Governmental Operations and Veterans Affairs Policy 3/24 - Cmte report, amend and re-refer to Health Human Svcs Finance	Minnesota families foundation and health related endowment funds creation, tobacco litigation settlement proceeds disposition This proposal is no longer alive.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
PROPERTY RECORDS & REVENUE			
SF465 Pappas HF908 Dawkins Statewide bill.	Security Deposits	<u>Senate</u> 2/4 - Intro and first rdg, refer to Local & Metropolitan Government 2/22 - Cmte report to pass consent calendar 2/22 Second rdg SPP 2/25 Consent calendar third rdg passed <u>House</u> 2/22 - First rdg, refer to Local Government & Metropolitan Affairs	No cost to state. County recorders' minimum security deposits requirement authority. This proposal has passed both the House and Senate policy committees, has made bill deadlines, and will be included in omnibus tax bills.
SF431 Flynn HF1311 Dawkins	This Old House	<u>Senate</u> 2/1 - Intro and first rdg, refer to Local and Metropolitan Government <u>House</u> 3/1 - First rdg, refer to Taxes	No cost to state. Property tax valuation exclusion for certain improvements application requirements modified. Passed in Senate Property Tax. This proposal is still alive and available for inclusion in the omnibus tax bills.
PROPERTY MANAGEMENT			
SF178 J. Johnson HF1282 Jennings Statewide bill	Design-Build	<u>Senate</u> 1/19 - Intro and first rdg, refer to Local and Metropolitan Government <u>House</u> 3/1 - First rdg, refer to Local Government and Metropolitan Affairs	No cost to state. Local government units public buildings construction/design build contracts. Dead – didn't make deadline.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SOLID WASTE			
SF669 J. Johnson HF1049 Ozment Statewide bill	Administrative Penalty Orders	<u>Senate</u> 2/11 - Intro and first rdg, refer to Environment & Natural Resources 3/11 Chief author stricken Morse and Chief author added J. Johnson <u>House</u> 2/25 - First rdg, refer to Local Government & Metropolitan Affairs	Only extending existing law. Not well; may be amended onto another vehicle since it hasn't made bill deadlines.
MISCELLANEOUS			
SF1800 Anderson HF1931 Trimble Statewide bill	Brownfields	<u>Senate</u> 3/15 - Intro and first rdg, refer to Jobs, Energy and Community Dev 3/16 - Auth added Wiger <u>House</u> 3/15 - First rdg, refer to Jobs and Economic Development	Alive; may possibly be considered in omnibus jobs and economic development bill.
SF923 Pappas Statewide bill	Polluted Lands (Brownfields)	(Part of housing legislation) <u>Senate</u> 2/22 - Intro and 1 st rdg, refer to Jobs, Energy and Community Development 3/8 - Cmte report, pass as amend and re-refer to Local and Metropolitan Government	No longer alive.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF365 Novak HF595 Holsten Statewide bill	Polluted Lands (Brownfields) Petro Fund Use Expanded	<u>Senate</u> 1/28 - Intro and first rdg, refer to Jobs, Energy and Community Development 2/1 Cmte report to pass and re-refer to Environment and Natural Resources 2/1 Author added Beckman 3/16 - Cmte report, to pass as amend and re-refer to State Government Finance <u>House</u> 2/8 - First rdg, refer to Jobs and Economic Development Policy 2/11 Authors added Seifert, M, Dorman, Kuisle, Peterson, Jennings, Stang, Finseth, Fuller, Howes, Tunheim, Osthoff, Workman, Winter, Swenson 2/25 - Cmte report to pass, re-refer to Commerce 3/4 - Cmte report, pass as amended and re-refer to Environment and Natural Resources 3/17 - Cmte report, pass as amended and re-refer to Environment and Natural Resources Policy 3/25 - Cmte report, pass as amended, re-refer to Ways and Means	Petroleum tank fund, expenditure and reimbursement provisions and redevelopment grant program and modifications. This proposal is still alive and moving forward.
SF1143 Flynn HF532 Orfield Region-wide bill	Provides for Elected Met Council	<u>Senate</u> 3/1 Intro and first rdg, refer to Local and Metropolitan Government Affairs 3/17 - Withdrawn and return to author <u>House</u> 2/8 - Intro and refer to Local Government and Metropolitan Affairs	Met Council made an elective body and candidate contributions regulated. No longer moving forward.

STATUS UPDATE ON RAMSEY COUNTY BOARD'S 1999 STATE LEGISLATIVE PROPOSALS - 4/12/99

HF/SF Author	BILL SUBJECT	STATUS	COMMENTS
SF991 Novak HF881 Dawkins Ramsey County-specific bill	After-School Enrichment Grants Fiscal Responsibility	<u>Senate</u> 2/25 - Intro and first rdg, refer to Children, Families and Learning 3/1 - Author added Wiger <u>House</u> 2/22 - First rdg, refer to Education Policy 3/11 - Hearing - laid over	No cost to state. Ramsey County/St. Paul After School Enrichment role clarification. This bill has been laid on the table without a vote. A study rider is being proposed for the omnibus bill.
SF Novak	Electric Utility Deregulation		Policy issues - removes property tax on equipment. No legislation yet, but the issue continues to be discussed.
	Achievement Plus	Ramsey County	\$3.1 million (in St. Paul). NOTE: There will be no legislation necessary during this year.
SF1610 Wiger HF1543 Hausman SF483 Samuelson Statewide bill	Joint Procurement	<u>Senate</u> 3/10 - Intro and first rdg, refer to Local and Metropolitan Government <u>House</u> 3/8 - First rdg, Refer to Local Government and Metropolitan Affairs 3/24 - Author stricken Molnau House did not hear companion to SF483. A provision exempting several categories when rule takes effect in July was offered as amendment to HF1392 and aprvd by policy committee	No cost to state, policy change. No longer alive.