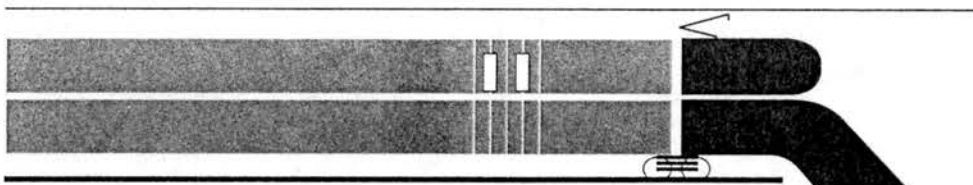




Ramsey County Regional Railroad Authority.
Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.



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

June 6, 2000

Immediately following Housing and Redevelopment Authority Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of the March 29, 2000, RCRRA meeting
2. * Authorize staff to issue request for proposals for additional work to develop the Riverview Transit Corridor
3. Draft Plan of the Ramsey County Comprehensive Plan for Transportation, Transit and Surface Water
4. * Ratify quarterly report of payments for January 1, 2000 to March 31, 2000
5. Corridor updates

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

The Ramsey County Regional Railroad Authority met on Tuesday, March 28, 2000, in Council Chambers Third Floor Courthouse.

MEMBERS PRESENT:

Chair Tony Bennett
Commissioner Dino Guerin (arrived at 2:36 p.m.)
Commissioner Susan Haigh
Commissioner Rafael Ortega (arrived at 2:33 p.m.)
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

OTHERS PRESENT:

Kathy DeSpiegelaere, David MacMillan, Paul Kirkwold,
Alicia Vap, Dave Verhasselt, Tom Horner, Vern Wehlage,
Jane McClure, Kris Longhenry

Chair Bennett called the meeting to order at 2:30 p.m.

1. Approve minutes of the February 22, 2000 meeting.

Motion by Commissioner Wiessner, seconded by Commissioner Reinhardt to accept the minutes of the February 22, 2000 meeting.

Ayes - 5, Nays - 0

Motion accepted.

2. Phalen Berm Removal.

This item was deferred until a subsequent RCRRA meeting.

3. Approve contract with Himle Horner for the Central Corridor community education in the amount not to exceed \$250,000.

[Commissioner Ortega arrived at this time]

Motion by Commissioner Haigh, seconded by Commissioner Reinhardt to approve contract with Himle Horner for the Central Corridor community education in the amount not to exceed \$250,000.

Ayes - 6, Nays - 0

Motion accepted

WHEREAS, Ramsey County Regional Railroad Authority Commissioners authorized staff to negotiate a contract with Himle Horner for Central Corridor community education; Now, Therefore Be It

RESOLVED, That the contract with Himle Horner in the amount not to exceed \$250,000 is approved; and Be It Further

RESOLVED, That the Ramsey County Regional Railroad Authority authorizes it's Chair to execute the contract.

4. Northstar Corridor, Central Corridor and Red Rock Corridor Connection.

[Commissioner Guerin arrived at this time]

Motion by Commissioner Reinhardt, seconded by Commissioner Wiessner to approve the resolution for the Northstar Corridor, Central Corridor and Red Rock Corridor Connection.

Ayes – 7, Nays – 0
Motion accepted

WHEREAS, The Minnesota Department of Transportation (Mn/DOT) Commuter Rail System Plan ranks corridors for priority for implementation for commuter rail; and

WHEREAS, The Metropolitan Council Regional Master Plan, Transit 2020, proposes commuter rail to be built by 2010 in the Northstar, Central, and Red Rock Corridors; and

WHEREAS, The Northstar Corridor Development Authority (NCDA) has completed a Federal Major Investment Study and a Preliminary Draft Environmental Impact Statement for the Corridor between the City of Rice and downtown Minneapolis; and

WHEREAS, The Red Rock Corridor and Central Corridor are beginning further commuter rail studies; and

WHEREAS, The Central Corridor is conducting a Federal Transit Study which will analyze commuter rail between downtown St. Paul and downtown Minneapolis that includes connections to the Northstar and Red Rock Corridors; and

WHEREAS, A potential connection via existing railroad tracks in the vicinity of Harrison Street in Northeast Minneapolis known as Minneapolis Junction appears to provide an opportunity to create a seamless transit connection between Red Rock – Central – Northstar commuter rail routes; and

WHEREAS, The City of Minneapolis will need to approve all commuter rail stations located in the city; Now, Therefore, Be It

RESOLVED, That, The Executive Committee of the Northstar and Red Rock Corridors, and the Ramsey County Regional Railroad Authority recommend that the Minneapolis Junction/Harrison Street location appears to be an appropriate location for a passenger transfer station to create a seamless transition between Red Rock – Central – Northstar Commuter Rail Corridors; and Be It Further

RESOLVED, That the Northstar, Redrock, and Central organizations will work with the City of Minneapolis, Mn/DOT, and the appropriate metropolitan agencies to determine the viability of the Minneapolis Junction transfer station; and Be It Further

RESOLVED, That the Northstar Corridor Development Authority will organize a joint subcommittee and request one member from the Central Corridor, the Red Rock Corridor, the City of Minneapolis, and Mn/DOT to review and share information regarding the Minneapolis Junction transit station for commuter rail.

5. Approve extension of contract with Parsons Brinckerhoff Quade & Douglas, Inc. for completion of Riverview Corridor Major Investment Study through October 2000 at no additional cost.

Motion by Commissioner Ortega, seconded by Commissioner Wiessner to approve extension of contract with Parsons Brinckerhoff Quade & Douglas, Inc. for completion of Riverview Corridor Major Investment Study through October 2000 at no additional cost.

Ayes – 7, Nays – 0
Motion accepted.

WHEREAS, The Ramsey County Regional Railroad Authority has contracted for the professional consulting services of Davis Communications for the purpose of community education services for the Riverview Corridor; and

WHEREAS, The contract with Davis Communications expires May 30, 2000; and

WHEREAS, The community education services for this contract will not be completed until October 2000; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Davis Communications through October 2000 at no additional cost; and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension.

6. Approve extension of contract with Davis Communications for community education for the Riverview Transit Corridor through October 2000 at no additional cost.

Motion by Commissioner Guerin, seconded by Commissioner Haigh to approve extension of contract with Davis Communications for community education for the Riverview Transit Corridor through October 2000 at no additional cost.

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, The contract with Parsons Brinckerhoff Quade & Douglas, Inc. expires in April 2000; and

WHEREAS, The technical work for this contract will not be completed until October 2000; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority extends the contract with Parsons Brinckerhoff Quade & Douglas, Inc. through October 2000 at no additional cost; and Be It Further

RESOLVED, That the Chair of Ramsey County Regional Railroad Authority is authorized to execute this contract extension.

7. Corridor update.

Kathy DeSpiegelaere presented information on the resolution enclosed with this item. She stated that the University of Minnesota is planning to reconstruct Washington Avenue near Northrup Mall to improve pedestrian safety and improve transit in this area. The University is requesting RCRRRA support in seeking federal participation in the reconstruction cost to better accommodate transit now and in the future. The resolution supports their request and also supports seeking similar requests by Mn/DOT, Metro Council, Metro Transit and Hennepin County where the improvement is located.

Commissioner Haigh noted that whenever the total cost of a project can be reduced, it is a good thing and that's what this support will help do for the reconstruction project.

Commissioner Rettman asked if anything in the resolution predetermines the Central Corridor alignment and also asked who drafted the resolution. Kathy DeSpiegelaere answered that the resolution does not preclude any alignments for commuter rail, light rail or bus in St. Paul. Kathy stated that the resolution was a collaboration of Ramsey County staff and the University of Minnesota staff.

Motion by Commissioner Haigh, seconded by Commissioner Rettman to approve the resolution for support in the reconstruction of Washington Avenue.

Ayes - 7, Nays - 0

Motion accepted.

WHEREAS, The Metropolitan Council has approved a Master Plan for Transit that includes the corridor between the two downtowns as the location for a major investment in transit; and

WHEREAS, The University of Minnesota is a major transit destination along this Central Corridor connecting the two downtowns; and

WHEREAS, The University of Minnesota is proposing to reconstruct Washington Avenue in the vicinity of Northrup Mall in order to enhance pedestrian safety, to better accommodate accessibility to transit and to improve the flow of transit vehicles on Washington Avenue; and

WHEREAS, Preparing this roadway now to accommodate a major transit investment in bus or rail transit technology will save several additional millions of dollars of public investment in future years; and

WHEREAS, The University of Minnesota is interested in seeking federal participation in the reconstruction costs of Washington Avenue to better facilitate transit vehicles; Now, Therefore, Be It

RESOLVED, That the Ramsey County Regional Railroad Authority supports the concept of improving transit accessibility on Washington Avenue; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority supports the University of Minnesota's request for federal participation in this project to better accommodate transit for today and the future; and Be It Further

RESOLVED, That Ramsey County Regional Railroad Authority further urges support for improvements to Washington Avenue to better accommodate transit from the Minnesota Department of Transportation, Metropolitan Council, Metro Transit and Hennepin County.

8. Legislative update.

Kathy DeSpiegelaere commented that the House and Senate have very different bills going to Conference Committee in terms of how they fund transit and how they retract some funding that was previously approved for light rail. Kathy noted that Senator Randy Kelly is the Ramsey County representative on the Conference Committee.

9. Ratify Partial Payments No. 13 in the amount of \$112,619.20 and No. 14 in the amount of \$58,147.27 to Parsons Brinckerhoff Quade and Douglas, Inc. for professional consulting services for the Riverview Corridor Major Investment Study.

Motion by Commissioner Ortega, seconded by Commissioner Haigh to ratify Partial Payments No. 13 in the amount of \$112,619.20 and No. 14 in the amount of \$58,147.27 to Parsons Brinckerhoff Quade and Douglas, Inc. for professional consulting services for the Riverview Corridor Major Investment Study.

Ayes - 6, Nays - 1
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 January 14, 2000; 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. 13, Partial Payment No. 13, in the amount of \$112,619.20 and Invoice No. 14, Partial Payment No. 14, in the amount of \$58,147.27, attachments thereto, provide the correct documentation of payments due Parsons Brinckerhoff Quade & Douglas, Inc. through January 14, 2000; Now, Therefore Be It

RESOLVED, Payment to Parsons Brinckerhoff Quade & Douglas, Inc. in the amount of \$170,766.47 for services rendered through January 14, 2000, is hereby ratified.

The meeting adjourned at 11:25.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

May 30, 2000
Date

Board Action Requested

Authorize staff to issue a request for proposals for project implementation of transit for the Riverview Corridor.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere
 3. Request for proposals
 4. List of proposed recipients of RFP

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 6, 2000

Board Date

Kristine A. Longhewy
Signature

May 30, 2000
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Ramsey County Regional Railroad Authority is completing a Major Investment Study of transit improvements in the Riverview Corridor; and

WHEREAS, The Draft report is scheduled for completion in late summer, 2000, with public review following completion of the Draft report; and

WHEREAS, The process for contracting with consultants for the next potential phase of work takes approximately six months to complete; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority authorizes its staff to issue a Request for Proposals for consultant services for the next phase of Riverview Corridor transit work which will vary depending upon the selection in fall, 2000 by the Ramsey County Regional Railroad Authority of the locally preferred alternative for transit for the Riverview Corridor; and Be It Further

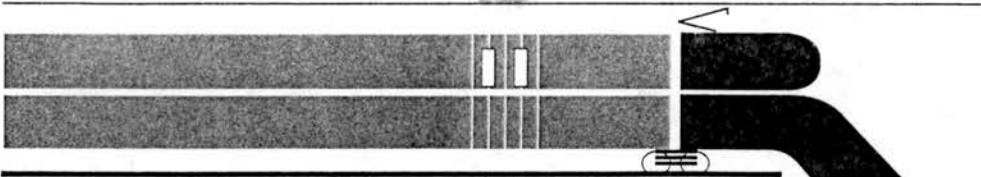
RESOLVED, That the Regional Railroad Authority will subsequently be requested to authorize staff to negotiate a contract with the firm(s) that are recommended by the review team for the contract.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	AYES	NAYS	OTHER
Tony Bennett	_____	_____	_____
Dino Guerin	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessper	_____	_____	_____

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary



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
Paul Kirkwold, County Manager

From: Kathryn DeSpiegelaere

Subject: Request for Proposals

Date: May 30, 2000

A resolution is attached authorizing staff to issue a request for proposals for the Riverview Corridor transit implementation.

The Riverview Corridor Major Investment Study is examining four transit alternatives:

1. Do nothing.
2. Transportation system management (improve the existing bus system)
3. Bus on dedicated right of way
4. Light rail transit.

It is also examining alternative locations for the transit improvements within the Riverview Corridor.

The study is due to be completed in draft form and adopted for the purposes of public review in August by the Regional Railroad Authority. Following a period of public review, the locally preferred alternative will be selected by the Regional Railroad Authority.

This request for proposal leaves open the option of subsequent work on the basis of the selected locally preferred alternative. It allows consultant proposals to be evaluated and contracts to be prepared so that if the locally preferred alternative is not "do nothing," work can proceed in a timely manner on implementing the selected improvement.

It does not obligate the Regional Railroad Authority to contract with any proposers.

Funds for subsequent phases of work could be federal, state or local, and will be identified before a contract is signed by the Regional Railroad Authority.

Another specification of the RFP is that the contract has the potential to be transferred to another public agency.

Recommendation:

Consider the attached resolution.

REQUEST FOR PROPOSALS
RIVERVIEW TRANSIT CORRIDOR
PROJECT IMPLEMENTATION SERVICES

JUNE 6, 2000

Ramsey County Regional Railroad Authority (RCRRA) is soliciting proposals for services related to the development and implementation of transitway improvements on the Riverview Corridor. The successful proposer will develop a Final Environmental Impact Statement, Environmental Assessment, or other project development activities as required to advance the project.

The Riverview Corridor is generally described as the corridor extending 12.3 miles from St. Paul's Lower East Side from the Phalen Corridor (Earl Street), through downtown St. Paul, to the Minneapolis-St. Paul International Airport (MSP) and the Mall of America. The purpose of the study is to develop an implementation plan and schedule; conduct necessary environmental studies; and do preliminary engineering for the corridor.

The contents of this request for proposals are:

1. Instructions to proposers
2. Background on the Riverview Corridor
3. Consultant's proposal
4. Draft contract

1. INSTRUCTIONS TO PROPOSERS

1.1. SUBMISSION OF PROPOSALS

Submit all proposals to Ramsey County Regional Railroad Authority addressed to:

Stephen L. Morris
Project Manager
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
St. Paul, Minnesota 55102

Documents concerning the work already done on the corridor are available for review at the RCRRA offices. Arrangements to review these documents can be made by contacting Stephen L. Morris at (651) 266-2784. Proposals must be received no later than 2:00 PM on Wednesday, July 5, 2000. Proposals received after that time and date will not be eligible for consideration.

The proposer shall submit 20 copies of its proposal to the above address.

1.2 CLARIFICATIONS AND ADDITIONS

Any changes to the RFP will be made in writing and no verbal modifications will be binding.

1.3 CONTACT PERSON

The proposer's sole point of contact for this proposal is Stephen L. Morris, 651-266-2784. No contact regarding this RFP is to be made with Board members of RCRRA or other members of the team for this study.

1.4 PROPOSAL FORMAT

Proposals shall be prepared single sided on 8.5" by 11" paper. The proposal should be clear when reproduced in black and white. No more than 20 pages of materials are desired.

1.5 EXCEPTIONS/DEVIATIONS

Any exceptions to the requirements of this RFP, including the language in the sample contract, must be included in the proposal submitted by the proposer. Identify the exceptions as a separate element of the proposal under the heading, "Exceptions/Deviations."

1.6 CONTRACT AWARD

Issuance of this RFP and receipt of proposals does not commit RCRRA to award a contract for the proposal work.

RCRRA reserves the right to:

- Reject any and all proposals
- Cancel the entire request for proposals
- Issue a subsequent request for proposals
- Negotiate with any, all or none of the proposers
- Contract for only specific tasks in the proposals
- Withhold part of the budget and contract separately for individual work elements

The issuance of this RFP does not commit RCRRA to enter into a contract or to pay for any costs incurred in preparing a response to the RFP.

1.7 CONTRACT TYPE

The contract resulting from this solicitation will be a cost plus fixed fee with a not to exceed limit. Proposers should understand that the contract may be assigned to another public agency for completion.

1.8 SCHEDULE AND BUDGET

The proposal should identify an hourly rate, direct costs by individual and by firm and a total not to exceed maximum. An aggressive but attainable schedule should be proposed. Proposers should include a 20% contingency in their budget proposals due to the uncertainty of the locally preferred alternative. Proposers should specify that the proposed costs are valid for a minimum period of six months following submission of proposals.

1.9 CONSULTANT SELECTION SCHEDULE

The consultant will be selected in accordance with the following approximate schedule:

Issue request for proposals: June 6, 2000

Proposals due: July 5, 2000

Interviews of selected proposers if held: July 19, 2000

1.10 PROPOSAL EVALUATION

Each proposal will be assessed on the basis of the following criteria:

Experience of the firm in projects with similar characteristics

Experience of the key personnel assigned to the project

Experience of the project manager

Availability of the project manager and team

The comprehensiveness, creativity, appropriateness and quality of the proposed work plan

Demonstrated results in performing comparable work

Demonstrated ability to follow through on tasks in a timely manner with documented results at each stage of the project

Cost relative to proposed level of effort and products

Ability to perform work within a budget

Any other factors determined to be relevant by the review team

2. BACKGROUND ON THE RIVERVIEW CORRIDOR

2.1 LOCATION

The Riverview Corridor extends from St. Paul's Lower East Side from the Phalen Corridor (Earl Street), through downtown St. Paul, to the Minneapolis-St. Paul International Airport (MSP) and the Mall of America.

2.2 PREVIOUS STUDIES OF THE RIVERVIEW CORRIDOR

The Riverview Corridor is being studied for light rail transit and/or bus improvements in a Major Investment Study that is currently underway. Alternatives under consideration are:

- No-build
- Transportation Systems Management
- Three possible light rail transit alignments
- Two possible bus rapid transit alignments

A locally preferred alternative is to be selected by the RCRRA in the fall of 2000.

2.3 APPROACH

The consultant should provide a work plan that takes the results of the Major Investment Study currently nearing completion and develops an implementation

plan, schedule, and budget for the locally preferred alternative. Phased development of the project that allows some components to be underway before others is encouraged. The consultant should develop alternatives that assume federal funding and non-federal funding.

The work called for in this RFP is intended to meet the National Environmental Protection Act (NEPA) requirements to allow the project to move forward toward implementation. Preliminary engineering should be included as part of the proposal if the locally preferred alternative warrants it, but may be done under a separate contract. Previous work prepared by other consultants should be used to the maximum extent.

The transitway connections with commuter rail, the Central Corridor, and the Hiawatha Corridor must be considered. An effective public process consistent with the engineering and design work proposed must be developed and completed in a very condensed time frame.

3. CONSULTANTS' PROPOSAL

3.1 LETTER OF TRANSMITTAL

Address the letter of transmittal to:

Stephen L. Morris, Project Manager
Ramsey County Regional Railroad Authority
665 Ramsey County Government Center West
50 West Kellogg Boulevard
St. Paul, Minnesota 55102

The letter of transmittal must include the following:

The name, address and phone number of the consultant

Indicate the ability to provide resources adequate to completing the project

Acknowledge receipt of any additions to the RFP, if any

A minimum of three references and their telephone numbers

A one-page summary of the consultant's proposed approach to the Riverview Corridor project.

Indicate ability to comply with contract conditions, particularly the insurance provisions.

3.2 QUALIFICATIONS AND EXPERIENCE

Identify and discuss similar projects (experience with environmental processes, project development, preliminary engineering, and public information) undertaken by consultant team within the last five years. Demonstrate and document the actual responsibilities on the project.

3.3 WORK PLAN

The work plan should include:

- (a) An aggressive schedule for the project
- (b) Implementation scenarios and timelines
- (c) A clear description of program elements
- (d) Development and implementation of a plan for community education and involvement
- (e) Information on personnel assigned to implement the plan
- (f) Budget for executing the plan
- (g) References

Deliverables:

- (a) Environmental reports and approvals as appropriate
- (b) Preliminary Engineering documents as appropriate
- (c) Quarterly reports will be provided summarizing the activities undertaken and their relevance to the project
- (d) A final report that fully describes the project activities and recommendations

The consultant may recommend additional or alternative deliverables based on its proposed work plan.

Additional considerations:

The plan should include ways to reach audiences in the Riverview Corridor that are culturally and economically diverse.

4. CONTRACT CONDITIONS

The following terms and conditions, together with any necessary federal or state requirements, shall be incorporated into the agreement with the successful proposer.

A draft contract is attached.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY
CONSULTANT SERVICES AGREEMENT

The following is an agreement between (hereinafter the "CONTRACTOR") and RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, a political subdivision of the State of Minnesota, (hereinafter "RRA").

1. SCOPE OF SERVICES

CONTRACTOR shall provide the services specified in ADDENDUM I, attached hereto and made part of this Agreement.

2. SCOPE OF RRA SUPPORT

The RRA shall provide the facilities, equipment, and participants as specified in ADDENDUM I.

3. TIME

The services provided by CONTRACTOR will be delivered on the date(s) specified and at the location(s) indicated in ADDENDUM I for the term of this agreement.

4. PAYMENT

The cost of services shall be as set forth in Addendum I. CONTRACTOR shall submit an invoice to the RRA after services are provided. Payment will be made within 35 days of receipt of a detailed invoice. Interest accrual and disputes regarding payment shall be governed by the provision of Minn. Stat. Section 471.425.

5. INDEPENDENT CONTRACTOR

It is agreed that nothing contained in this Agreement is intended or should be construed as creating the relationship of agents, partners, joint venturers, or associates between the parties hereto or as constituting CONTRACTOR as the employee of the RRA for any purpose or in any manner whatsoever. The CONTRACTOR is an independant contractor and neither it, its employees, agents, nor representatives are employees of the RRA. From any amounts due the CONTRACTOR, there will be no deductions for federal income tax or FICA payments, nor for any state income tax, nor for any other purposes which are associated with an employer-employee relationship unless required by law. Payment of federal income tax, FICA payments, and state income tax are the responsibility of the CONTRACTOR.

||

6. INDEMNIFICATION

CONTRACTOR shall indemnify, hold harmless and defend the RRA, its officials, employees, and agents from any and all liability, loss, costs, damages, expenses, claims or actions, including attorney's fees, which the RRA, its officials, employees, and agents may hereafter sustain, incur or be required to pay arising out of or by reason of any act or omission of CONTRACTOR, its agents or employees, in execution, performance, or failure to adequately perform CONTRACTOR's obligations pursuant to this Contract.

7. INSURANCE

The CONTRACTOR shall purchase and maintain such insurance as will protect the CONTRACTOR from claims which may arise out of or result from operations of the CONTRACTOR including but not limited to the following:

Auto Liability
Professional Liability

The CONTRACTOR shall not commence work until the CONTRACTOR has obtained and filed an acceptable certificate of insurance approved by the Ramsey County Risk Manager.

8. WASTE REDUCTION

The CONTRACTOR shall participate in a recycling program for at least four broad types of recyclable materials and shall favor the purchase of recycled products in its procurement processes. All reports, publications and documents produced as paper, where commonly accepted publishing practices allow, on recycled and recyclable paper using soy-based inks, and shall be bound in a manner that does not use glue.

9. AUDIT

Until the expiration of three (3) years after furnishing of services pursuant to this Agreement, the CONTRACTOR, upon written request, shall make available to the RRA, the State Auditor, or RRA's ultimate funding source, a copy of this Agreement and the books, documents, records, and accounting procedures and practices of the CONTRACTOR relating to this agreement.

10. CANCELLATION

The RRA may cancel this contract without cause by thirty (30) days written notice to the CONTRACTOR. The RRA may cancel this contract for cause by five days written notice to the CONTRACTOR. The Contractor may cancel this contract with 30 days written notice to the RRA.

11. NON-DISCRIMINATION

CONTRACTOR agrees that in the hiring of all labor for the performance of any work under this Agreement, it will not, by reason of race, creed, color, sex, national origin, or disability, discriminate against any person who is a citizen of the United States and who qualifies and is available to perform the work to which such employment relates. CONTRACTOR agrees to comply with all Federal, State, and local non-discrimination laws and ordinances, in particular the applicable provision of the Civil Rights Act of 1964, as amended by the Equal Employment Opportunity Act of 1972. The CONTRACTOR agrees to have in effect an affirmative action program and shall furnish a certificate of compliance with this requirement to the RRA, upon request.

12. DATA PRACTICES

All data collected, created, received, maintained or disseminated for any purposes in the course of the CONTRACTOR'S performance of this Agreement is governed by the Minnesota Government Data Practices Act, Minn. Stat. 13.01 et seq. or any other applicable state statutes, any state rules adopted to implement the Act and statutes, as well as federal laws and regulations on data practices. The CONTRACTOR agrees to abide strictly by these statutes, rules and regulations.

13. NON-VIOLENT WORKPLACE

The CONTRACTOR shall make all reasonable efforts to ensure that CONTRACTOR'S employees, officials and subcontractors do not engage in violence while performing under this contract. Violence, as defined by the Ramsey County Workplace Violence Policy, is any action that is the use of physical force, harassment, or intimidation or abuse of power or authority where the impact is to control by causing pain, fear or hurt.

14. WORKFORCE DIVERSITY

CONTRACTOR shall make good faith efforts throughout the term of this Contract, and any extensions thereof, to employ persons of color for all classifications of work under this Contract, and shall, when requested by RRA, submit a written report to the RRA regarding the efforts and results of such efforts, including employment by job classification.

15. SUBCONTRACTOR PAYMENT

Prime contractors shall pay subcontractor within ten days of the prime CONTRACTOR'S receipt of payment from the RRA for undisputed services provided by the subcontractor. The prime contractor shall pay interest of 1 1/2 percent per month or any part of a month to the subcontractor on any undisputed amount not paid on time to the subcontractor. The minimum monthly interest penalty payment for an unpaid balance of \$100.00 or more is \$10.00. For an unpaid balance of less than \$100.00, the prime contractor shall pay the actual penalty due to the subcontractor. A subcontractor who prevails in a civil action to collect interest penalties from a prime contractor must be awarded its costs and disbursements, including attorney's fees, incurred in bringing the action.

16. ENTIRE AGREEMENT

This agreement, including ADDENDUM I, is complete and supersedes all oral agreements and negotiations between the parties as well as any previous agreements presently in effect between the parties relating to the services identified herein.

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

CONTRACTOR

By: _____
Tony Bennett
Chair

By: _____

Contractor SSN: _____

Dated: _____

Dated: _____

RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY

By: _____
Kathryn DeSpiegelaere
Director

Dated: _____

Approval recommended:

INSURANCE APPROVED:

Risk Management

APPROVED AS TO FORM:

David F. MacMillan
Assistant County Attorney

FUNDS ARE AVAILABLE: \$ _____

Account No. _____

Budgeting & Accounting

BRW, Inc.
Attn: Dick Wolsfeld
700 South Third Street
Minneapolis, MN 55415

SRF Consulting Group, Inc.
Attn: Peter Fausch
1 Carlson Parkway North
Suite 150
Plymouth, MN 55447

Vollmr Associates
Attn: Marketing Director
50 West 23rd Street
New York, NY 10010

Prosser, Hallock & Kristoff, Inc.
Attn: Marketing Director
8101 Philips Highway, #1
Jacksonville, FL 32256

TransCare
Attn: Vince Jackson
1900 North Beauregard Street
Alexandria, VA 22311

Parsons Transportation Group
Attn: David B. Warzala
111 Third Avenue South, #350
Minneapolis, MN 55401

LS Transit Systems, Inc.
Attn: Stanley G. Feinsod
1 Ecker Street, Suite 350
San Francisco, CA 94105

Dennis Leach
Trans Management
505 Capitol Court NE, Suite 300
Washington, D.C. 20002

Parson Brinckerhoff Quade &
Douglas, Inc.
510 First Avenue North, Suite 550
Minneapolis, MN 55403

Himle Horner
Attn: Tom Horner
8500 Normandale Lake Boulevard
Suite 720
Bloomington, MN 55437

Goff & Howard
Attn: Bob Goff
255 East Kellogg Boulevard
Suite 102
St. Paul, MN 55101

Thomas Cooke Associates
Attn: Marketing Director
1944 Embarcadero
Oakland, CA 94606

Post Buckley Schuh & Jernigan, Inc.
Attn: Marketing Director
2001 Northwest 107th Avenue
Miami, FL 33172

TEC Management Consultants
Tim Coffey
2070 Business Center Drive
Suite 198
Irvine, CA 92612

TKDA
Attn: Darrel Berkowitz
1500 Piper Jaffrey Plaza
444 Cedar Street
St. Paul, MN 55101

Buckhurst Fish & Jacquemart, Inc.
Attn: Frank Fish
881 Broadway, Third Floor
New York, NY 10003

Padilla Speer Beardsley
14001 Ridgedale Drive, Suite 300
Minnetonka, MN 55305

Resource Strategies
14001 Ridgedale Drive, Suite 300
Minnetonka, MN 55305

ZGF
Attn: Bob Packard
320 SW Oak Street, #500
Portland, OR 97204

West Central Env Consultant, Inc.
14 Green River Road
P.O. Box 594
Morris, MN 56267-0594

Vierbicher Associates
Attn: Marketing Director
400 Viking Drive
P.O. Box 379
Reedsburg, WI 53959

Wilbur Smith Associates
Attn: Richard Tower
221 Main Street
Suite 1200
San Francisco, CA 94105

Bucher, Willis & Ratliff Corp.
Attn: Marketing Director
7920 Ward Parkway, #100
Kansas City, MO 64141

Richards Consulting, LTD.
Bruce J. Richards
312 Millaudon Street
New Orleans, LA 70118

Edwards & Kelsey, Inc.
Attn: R. Sands, P.E.
7401 Metro Boulevard
Suite 430
Minneapolis, MN 55439-3032

Maxim Technologies, Inc.
Attn: Scott Wallington
8235 Douglas Avenue, Suite 700
Dallas, TX 75225

Burgess & Niple
Attn: Doug Moore
5085 Reed Road
Columbus, OH 43220

HNTB Corporation
3400 West 66th Street, Suite 250
Minneapolis, MN 55435

SEH
3535 Vadnais Center Drive
Vadnais Heights, MN 55127

Arlig Environmental, Inc.
P.O. Box 1842
Minnetonka, MN 55345-0842

Town Planning Collaboration
6 Hennepin Avenue South
Room 200
Minneapolis, MN 55408

Bill Morrish, Director
Design Center for the American
Urban Landscape
1313 Fifth Street S.E., #222
Minneapolis, MN 55414-1546

Dahlgren Shardlow & Uban
300 First Avenue North, Suite 210
Minneapolis, MN 55401

BIKO Associates, Inc.
2501 Dupont Avenue North
Minneapolis, MN 55411

Nakawatase Wynn & Associates Inc
205 West Wacker Drive, #1200
Chicago, IL 60606

Otak
105 West Evergreen Boulevard
Suite 300
Vancouver, WA 98660-3123

Richardson Richter and Associates
Attn: Mary Richardson
413 Wacouta Street, #200
St. Paul, MN 55101

KFH Group, Inc.
4630 Montgomery Avenue
Suite 520
Bethesda, MD 20817

LKC Consulting Services
4617 Montrose Boulevard
Suite C230
Houston, TX 77006

Mary Means
814 King Street, Suite 400
Alexandria, VA 22314

Symmes Maini & McKee Assoc.
801 Nicollet, Suite 1600
Minneapolis, MN 55402

Berridge Lewinberg Greenberg
Dark Gabor LTD
Ken Greenberg
257 Adelaide Street West, Suite 500
Toronto, Canada M5H 1X9

K.T. Analytics, Inc.
103 Boughman's Lane, Suite 175
Frederick, MD 21701

HDR Engineering, Inc.
5401 Gamble Drive
300 Parkdale 1 Building
Minneapolis, MN 55416-1581

Maxfield Research Group
510 Marquette Avenue, Suite 200
Minneapolis, MN 55402

Dick Pratt
11112 Rokeby Avenue
P.O. Box 158
Garrett Park, MD 20896

Martinez Corporation
1408 Northland Drive, Suite 104
Mendota Heights, MN 55120-1013

Cameros
411 South Wells Street
Chicago, IL 60607

Hutton Associates
5 Union Square West
New York, NY 10003

Nelson/Nygaard Associates
Attn: Diane Nygaard
833 Market Street, #900
San Francisco, CA 94103

Beata E. Welsh
1509 West Juneway
Chicago, IL 60626

Hoisington Koegler Group
123 North Third Street
Minneapolis, MN 55401

CJ Olsen Market Research
2125 East Hennepin Avenue
Minneapolis, MN 55413

Korunsky Krank Erickson Arch Inc.
300 First Avenue North
Minneapolis, MN 55401

McComb Frank Roos Associates
15050 - 23rd Avenue North
Plymouth, MN 55444-4739

Westwood Professional Services Inc
7599 Anagram Drive
Eden Prairie, MN 55344

Bell Associates, Inc.
Attn: David Larcome
18 Hurley Street
Cambridge, MA 02141

ROMA
1527 Stockton Street
San Francisco, CA 94133

Manuel Padron & Associates
1175 Peachtree Street, Suite 414
Atlanta, GA 30361

Joradan Jones & Goulding
2000 Cleaview Avenue N.E.
Atlanta, GA 30340

EDI
3731 Briarpark Drive, Suite 300
Houston, TX 77042

Carter Burgess
P.O. Box 131487
Houston, TX 77219

Faithful and Gould
500 International Center
900 Second Avenue South
Minneapolis, MN 55402

ALK
100 Lexington Drive, Suite 150
Buffalo Grove, IL 60089

The Al Chalabi Group
330 West Dluersey Parkway
Suite 1403
Chicago, IL 60657

Wilbur Smith Associates
Barry Lundberg, Senior Vice Pres.
318 West Adams Street
Chicago, IL 60606

Planning Collaborative
Pier 33 North
San Francisco, CA 94111

ELF Incorporated
Attn: Amy Flom
3225 Jerri Court
Brookfield, WI 53045-1509

STV
225 Park Avenue South
New York, NY 10003

LJR, Inc.
Attn: Lisa Raduenz
1425 Sargent Avenue
St. Paul, MN 55105

Calthorpe Associates
739 Allston Way
Berkeley, CA 94710

EDAW
753 Davis Street
San Francisco, CA 94111

L.S. Gallegos & Associates
9137 East Mineral Circle
Suite 220
Englewood, CO 80112

S.B. Friedman & Company
221 North LaSalle Street
Suite 1007
Chicago, IL 60601

PBQD
Julie Hoover
1 Penn Plaza
New York, NY 10019

Transmart Technologies
2122 Luann Lane
Madison, WI 53713-4567

Sverdrup Civil Inc.
Don Karban, Market Prncpl, Transit
13723 Riverport Drive
Maryland Heights, MO 63043

Glatting Jackson
33 East Pine Street
Orlando, FL 32801

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 1, 2000

Date

Board Action Requested

Approval of the Draft Plan of the Ramsey County Comprehensive Plan for Transportation, Transit and Surface Water Management for submittal to the Metropolitan Council for review.

DISCUSSION ONLY

Request Justification

See attached.

Budgeting and Accounting

Ken W. Raley 6-1-00

County Attorney

Daniel Mac Miller

Risk Management

Documentation certified complete for:

June 6, 2000

Board Date

Kristine A. Longhenry
Signature

June 1, 2000

Date

Documentation for this item was not included because it is over 150 pages long. If you'd like a copy of the Draft Ramsey County Comprehensive Plan for Transportation, Transit and Surface Water, please contact Kris Longhenry at 651-266-2760. Extra copies will also be provided at the June 6th Regional Railroad Authority Meeting.

●

RAMSEY COUNTY'S COMPREHENSIVE PLAN

for

●

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 - 2020

●

1

Table of Contents

Introduction

Chapter 1: Land Use

- 1.1 Land Use Vision Statement
- 1.2 Land Use Issue Paper

Chapter 2: Transit

- 2.1 Transit Vision Statement
- 2.2 Transit Issue Paper
- 2.3 Travel Demand Management Issue Paper
- 2.4 Parking Issue Paper

Chapter 3: Thoroughfares and Highways

- 3.1 Thoroughfares and Highways Vision Statement
- 3.2 Jurisdiction Issue Paper
- 3.3 Functional Classification Issue Paper
- 3.4 Access Management Issue Paper
- 3.5 Right of Way Issue Paper
- 3.6 Travel and System Management Issue Paper
- 3.7 Major River Crossing Issue Paper
- 3.8 Bike/Pedestrian Issue Paper
- 3.9 Trucks Issue Paper
- 3.10 Aviation Issue Paper
- 3.11 Ports Issue Paper
- 3.12 Railroads Issue Paper

Chapter 4: Surface Water Management

- 4.1 Surface Water Management Vision Statement
- 4.2 Surface Water Roles Issue Paper
- 4.3 Surface Water Resources Issue Paper
- 4.4 Surface Water Best Management Practices Issue Paper/Technical Addendum
- 4.5 Surface Water Citizen Participation Issue Paper

Chapter 5: Public Involvement

- 5.1 Public Involvement Vision Statement
- 5.2 Public Involvement Issue Paper

Appendix A: Land Use Support Documentation

- A.1 Chart: Ramsey County Population Growth by Decade
- A.2 Chart: Ramsey County 2020 Forecasted Population Change by City
- A.3 Chart: Age Distribution in Ramsey County
- A.4 Map: 1995 Births for Ramsey County
- A.5 Chart: 7 County Metropolitan Area 1995 to 2020 Population Increase
- A.6 Chart: Ramsey County Employment Trends
- A.7 Table: Ramsey County Employees by Industry
- A.8 Chart: 1997 Jobs by Industry
- A.9 Table: Ramsey County Largest Employers
- A.10 Chart: Commercial-Industrial Building Permits for the 7 County Metro Area
- A.11 Table: Commercial-Industrial Building Permits for Ramsey County (Dollars)
- A.12 Chart: Commercial-Industrial Building Permits for Ramsey County
- A.13 Chart: Ramsey County Housing Building Permits (New Construction)
- A.14 Map: Ramsey County 1999 Existing Land Use
- A.15 Map: Lands Affected by Ramsey County Decision-Making

Appendix B: Transit Support Documentation

- B.1 Map: Ramsey County Proposed Transit Corridors

Appendix C: Thoroughfares and Highways Support Documentation

- C.1 Map: 2003 County Road System
- C.2 Map: 1997 Roadway Volume Map
- C.3 Map: 1997 Roadway Congestion Map
- C.4 Map: 2010 Roadway Volume Map
- C.5 Map: 2010 Roadway Congestion Map
- C.6 Map: 2020 Roadway Volume Map
- C.7 Map: 2020 Roadway Congestion Map
- C.8 Map: 2020 Capacity Needs
- C.9 Table: Future Capacity Deficiencies
- C.10 Table: Functional Classification System
- C.11 Map: Travel Lanes per Ramsey County Roadway
- C.12 Map: Functional Classification of Ramsey County Roads
- C.13 Chart: Access vs. Mobility
- C.14 Chart: High Access Can Triple Crashes
- C.15 Table: Access Classification System and Spacing Guidelines
- C.16 Table: Optimum Signalized Intersection Spacings
- C.17 Illus.: Access Management Do's
- C.18 Illus.: Access Management Don'ts
- C.19 Chart: Right of Way Planning Process
- C.20 Map: Transportation Right of Way Guidelines
- C.21 Map: Ramsey County Major River Crossings

- C.22 Map: Proposed Ramsey County Bike System
- C.23 Table: Ramsey County Intermodal Freight Facilities
- C.24 Table: Major Truck Terminals within Ramsey County
- C.25 Map: Major Intermodal Freight Facilities and Trucking Terminals
- C.26 Map: Seasonal Load Restriction Map
- C.27 Table: Functional & Operational Characteristics of Metropolitan Airport Facilities
- C.28 Map: Ramsey County Railroads and Airports
- C.29 Chart: River Tonnage Loaded or Unloaded in Ramsey County
- C.30 Table: Ramsey County River Terminals
- C.31 Map: Ramsey County River Barge Terminals
- C.32 Table: River Terminal Access Roads and Street Tonnage of Annual Truck Freight Traffic

Appendix D: Surface Water Management Support Documentation

- D.1 Chart: Current Natural Resource Management
- D.2 Table: Watershed Management Organizations in Ramsey County
- D.3 Table: Ramsey County Recreational Lake Water Quality
- D.4 Table: Pollutant Export from Urban Land Uses

Appendix E: Public Involvement Support Documentation

- E.1 Table: Ramsey County Toolbox of Public Involvement Techniques

Appendix F: Definitions

Introduction

History and Background

The urbanization process began almost two centuries formed the basis for the present transportation network in Ramsey County. Examining the County's history is useful in understanding existing conditions and in forecasting future transportation needs.

In the 1860s, the dominance of water transportation resulted in settlements near the Mississippi River. Early roads connected St. Paul with Stillwater, St. Anthony, Little Canada and White Bear Lake. All of these roads were mere trails and, during the winter months, usually impassable.

With the arrival of the railroads in the late 1800s, the population concentration near the river shifted to other parts of the County. By 1900, the railroads had defined two corridors of development in Ramsey County: one to the northeast of St. Paul and one to the northwest. These corridors consisted of separate communities strung along the railroad. The northeast corridor contained the industrial village of North St. Paul and the resort town of White Bear Lake. The northwest corridor crossed the agricultural areas of what is now Roseville, to the village of New Brighton. The north central section of the County was sparsely settled with no clearly emerging orientation.

In the early 1900s, the automobile changed development trends as profoundly as the railroad had changed growth patterns a half century earlier. Residential development began to disperse as ease of travel between all points in the County increased. Intra-county circulation became more important, and a grid road network was established along section lines. Some of these roads continue to be the most important roads in the County to this day. By 1938, Ramsey County was responsible for 204 miles of county roads, of which 35 miles were paved roadway, 77 miles road-mixed bituminous, and 90 miles gravel roads.

During the 1950s, the Federal Aid Interstate highway system was established, significantly impacting cities and suburbs. To serve the growing region, over 500 miles of major highways were built in the Twin Cities metropolitan area between 1950 and 1990. Interstate highways serving Ramsey County are: 94, 694, 35E and 35W. The availability of access to the interstate system has attracted, and will continue to attract, residential, commercial and industrial development in Ramsey County.

The Ramsey County Comprehensive Plan for Transportation, Transit and Surface Water Management was developed to provide a guide to short, and long term planning. It complies with the 1976 Metropolitan Land Use Planning Act (Minnesota Statutes, Sections 473.851 to 473.871), and includes Metropolitan Council requirements. The Ramsey County Board of Commissioners approved the 1999 - 2020 Comprehensive Plan for Transportation, Transit and Surface Water Management in **ADD DATE**.

The previous Ramsey County Comprehensive Plan was approved in December, 1980. It had not been officially updated since its adoption. County transportation policies may be found in the 1980 Plan, as well as subsequent County Board resolutions which have set policy direction over the 20 years since the Plan was initially approved.

The Ramsey County Comprehensive Plan for Transportation, Transit and Surface Water Management contains overall objectives and policies which are designed to guide the County toward the accomplishment of its visions by the year 2020. The Plan is a tool that should be used to guide citizens and public officials in their decision making processes. Utilization of this Plan by decision makers will enable the County to achieve its goal of realizing its visions.

Description of the Plan

Each of the five chapters of the Comprehensive Plan for Transportation, Transit and Surface Water Management begin with a vision from Ramsey County's Strategic Plan, which was established in response to Section 6.02 of the Home Rule Charter For Ramsey County, Minnesota. The Ramsey County Strategic Plan was approved by the Ramsey County Board of Commissioners in July, 1998.

Each chapter of the Comprehensive Plan for Transportation, Transit and Surface Water Management also contains issue papers, which identify existing policy and/or suggested new policy to accomplish the visions. Each paper also describes the County's role in administering those policies.

Appendices A through E of the Plan provide supporting information and/or justification for the County's policies. The supporting information includes research of past, present and future conditions, providing a data base from which forecasts of future impacts and issues can be formulated. Appendix F provide definitions of the main terms used in the Plan.

Primary Policies

The following summarize Ramsey County's primary policies:

- Maintaining safe travel on all County roadways through access management, functional classification, TSM and other programs;
- Balancing land use and transportation;
- Promoting improved transit services through increased transit funding;
- Providing a roadway system that supports the economic viability of Ramsey County by ensuring truck access and structural capacity on all County roadways,
- Supporting surface water management policies;
- Continuing to utilize effective public involvement techniques.

Short Range Implementation

Short range implementation includes those projects which repair and improve immediate roadway deficiencies. These projects are included in the three-year Ramsey County Transportation Improvement Program (TIP).

Ramsey County Public Works Department is responsible for monitoring and maintaining all of the roadways and bridges under the jurisdiction of Ramsey County. The department utilizes the Transportation Improvement Program to manage the funding and prioritization of reconstruction and maintenance projects for roads and bridges. Other projects in the TIP include traffic signals, paths, and environmental projects.

In 1988, the Ramsey County Board of Commissioners adopted a resolution which authorized the formation of a Technical Advisory Committee (TAC) comprised of 12 municipal representatives from cities of small, medium and large populations within the County. The TAC was established as a technical subcommittee of the Ramsey County Capital Improvement (CIP) committee. The TAC advises the CIP committee on the Ramsey County Public Works Department Transportation TIP. The CIP committee reviews the proposals from all of the departments in Ramsey County and recommends to the Ramsey County Board of Commissioners which proposals should be included in the Ramsey County, five year CIP.

All of the municipalities within Ramsey County are involved with the TIP process. Ramsey County Public Works Department solicits suggested projects from the municipalities for inclusion in the TIP. Proposed TIP's are then sent to the municipalities for their review and comment.

The focus of funding in the TIP has been shifting from expanding existing roads to preserving and managing existing facilities, with emphasis on multimodal transportation planning and programming. This is consistent with the visions of the Metropolitan Council's *Regional Blueprint* and *Transportation Policy Plan*, and the Minnesota Department of Transportation's *Transportation System Plan (TSP)*.

Long Range Implementation

Traffic forecasts are utilized to evaluate future travel-needs. Items such as capacity and congestion are monitored and incorporated into the County's long range planning process. Traffic volumes are monitored to identify potential changes in congestion and roadway capacity as development and/or redevelopment occurs within Ramsey County. Recommendations for roadway improvements based on capacity needs, like those based on structural deficiencies, are presented in the five year CIP process. In addition, transportation system management (TSM) as an alternative to capacity improvements is a focus of Ramsey County's, as described in the TSM issue paper.

Conclusion

Ramsey County has two important roles to play to ensure the successful implementation of the County's Comprehensive Plan for Transportation, Transit and Surface Water Management. First, it must continually revise policies to be responsive to the needs of Ramsey County residents. Second, since the goal of the Metropolitan Land Planning Act is to coordinate planning efforts between governments, the County plan must be reviewed on a regular basis to ensure its continued support and compliance with the plans of municipal, state and regional agencies.

1.1 Land Use Vision Statement

To facilitate, through thoughtful land use planning, cooperative and coordinated efforts of citizens, communities, and all levels of government serving Ramsey County, the development, redevelopment, utilization and preservation of both our natural and developed resources to ensure a sustainable, high quality of life for all inhabitants.

The Land Use vision is two fold: to protect our natural resources and to thoughtfully and sensitively utilize the land of Ramsey County.

We, the people of Ramsey County, must protect the County's valued natural resources. We who will benefit most from careful use of the land must be the ones who most diligently protect it. While it is vital to use the land for daily needs, it is just as vital for us to continuously restore the other resources which spring from it. To these ends, the stakeholders of Ramsey County must wisely manage use of our land and natural resources, our most valuable possession.

Protection and Safe Keeping

- Ramsey County will work with other units of government to serve as stewards of our quality of life. Land and other resources shall be optimally used, suburban sprawl discouraged and natural beauty preserved. We need to be prudent in preserving the remaining natural open spaces and wetlands and in minimizing passageways for people moving through such land.

Ramsey County has been mandated to take a leading role in the areas of solid and hazardous waste management. Our vision is for Ramsey County to work closely with municipal, state, and federal agencies to explore and recommend waste management methods that result in a clean and safe environment for future generations, and to minimize the need for landfill disposal.

Utilization

As responsible stewards of the land, we want to develop, redevelop and utilize Ramsey County resources by encouraging sensitive integration of social, recreational, and business activities, developed facilities, and the natural environment.

- Our role is to provide guidance and assistance to create and maintain high standards in the following areas:

Planning: Careful, thoughtful planning should reflect Ramsey County's historical traditions, and core values. Land Use planning must take a long term perspective that:

- respects the autonomy and enhances the character of existing neighborhoods;
- enhances the community through improved appearance and conditions;
- prevents deterioration of existing structures and land use;
- respects the topography and makes efficient use of sites and existing structures;
- prevents pollution of our natural resources; and
- considers provision and accessibility of public services.

New Development: New development and technology will be harmonious when and where they meet with the land and other related resources. They should embrace beauty, pride, function, and add long-term value to the community.

- Preservation: We encourage redevelopment and upgrading of existing housing, commercial and industrial development to help arrest urban decay and suburban flight.
- Aesthetic Character: Ramsey County has many outstanding visual attractions and contains the Capitol. We consider appearance, aesthetics, character, and visual linkage of landmarks priorities for funding considerations.

Neighborhoods and communities should be recognized and strengthened. They should be places where community values are enhanced and livability esteemed. Core values of safety, accessibility, and sustainability should be promoted.

- Regional land use patterns need to reflect and respect community identities, economic and social needs. 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.
- Local land use plans should strive to be consistent with this vision for the county, and accordingly, be consistent with each other.

To secure strong, viable economic future for Ramsey County, we want to provide a region where people want to do business. Ramsey County needs to encourage and support the reclamation of polluted and blighted industrial and commercial property for redevelopment and to work with local decision and policy makers to ensure appropriate land use.

We support high quality maintenance of the infrastructure in the region. We need to manage demand for more highways by encouraging appropriate development patterns and by economic incentives conducive to alternative modes of transportation. We envision a comprehensive review process to be in effect by 1999 which will provide for coordination, oversight, and mediation of land use planning and will ensure consistency and concern for all stakeholders in both public and private sectors.

- Ensure a routine review process of land use plans by agencies with authority to make and enforce decisions in order to minimize fragmentation. Coordinate and expedite plans that ensure land is used in concert with the values of the whole community as well as individual and community interests.
- While this review process will have a regional perspective regarding planning and investment, it needs to support and recognize the diverse standards and values of its constituent communities and promote decision making at the lowest practical level in order to encourage and enhance community identity and citizen involvement.

These precepts will be the foundation upon which we, the residents of Ramsey County, will be able to ensure a sustainable, high quality of life for present and future citizenry.

1.2 Land Use Issue Paper

Definition

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

The demographic overview (Appendix A.1-A.4) 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 A.5-A.13) 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 A.14-A.15) 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 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.

Future Expectations

The following needs to be done to influence the future and change 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.

Economic Development and Land Use

Because Ramsey County does not have jurisdiction over land use, it is especially important for the County to work with municipalities and other agencies, sharing information and reviewing new development and redevelopment projects.

Reducing traffic and congestion is vital to maintain the economic productivity of both the County and the region.

County Role

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in land use issues:

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 through a strategy of balanced land use and transportation that ensures 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 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.

2.1 Transit Vision Statement

Quality transit service is important to the economic well-being and the quality of life of all citizens. This service should meet the needs of all citizens, including special populations such as low income, ethnically diverse, elderly, youth, and the disabled. Transit service will provide a safe, convenient, fast, flexible, and economical alternative to the automobile. Dedicated, sufficient, and increasing funding must be in place to support transit service. Fares must be affordable and equitable.

Routes and connections will be designed so that passengers can reach their destinations in a reasonable time and with a minimum of transferring. Passengers and operators will be able to ride on transit vehicles safely and access the transit service by way of a system of pedestrian facilities which provide safe, convenient, and barrier-free routes with proper year round maintenance, including expeditious snow removal as required. Transit vehicles will be equipped to handle all passengers in a comfortable and safe manner. The public will be informed of changes and improvements to the service in a way which encourages transit use. The County will promote transit use through education and promotional programs. Disincentives for automobile use in well served transit areas will be found.

Transit service will use various modes and providers in coordinated combinations such that each trip is made in the most efficient manner possible.

Ramsey County will work to develop a fast, high capacity transit service, such as LRT, to join the downtowns and to serve the major trip generators between them, such as the State Capitol, the midway neighborhoods, and the University of Minnesota. Ramsey County will continue to determine the preferred alignment in all previously identified high capacity transit service corridors. Studies will continue on other extensions of this service as well as other modes to feed it.

Planning with other political jurisdictions, both within and outside the County will continue. Ramsey County will also encourage the State and Federal Government to facilitate the expansion of inter-city and suburban transit modes.

Ramsey County and citizens will continue to be encouraged to participate in the planning to form existing, new, and future transit technology. The County, in cooperation with involved municipalities, will provide land use planning that fosters increased use of transit and the improvement of neighborhoods. Ramsey County will be a leader and model in promoting, developing, and providing transit.

2.2 Transit Issue Paper

Definition

Transit is an integral part of the transportation vision. Transit is defined as public ride sharing. It includes buses, light rail, heavy rail, commuter rail, personal rapid transit, bus rapid transit, services for elderly and disabled, shuttles, vanpools and carpools

Transit, as described in the *Metropolitan Transportation Policy Plan*, "plays a number of roles within the metropolitan area. Transit is an attractive alternative to driving alone for many people. Transit supports the region's growth and economic vitality by providing essential access to economic centers and labor markets. Transit is a necessity in many people's lives, providing basic transportation for those who use it as their primary means of travel. Finally, transit enhances community livability by reducing auto trips, conserving energy and reducing pollution."

Transit helps shape the region by providing an attractive, economic, and efficient alternative to the private automobile. Quality transit service providing access to employment, education, entertainment, and health care is essential for the economic success of the Ramsey County business community and the quality of life for all residents. The transit system should meet the diverse needs of all Ramsey County citizens, including low income, ethnically diverse, elderly, youth, disabled, and non-English speaking populations.

Definitions of types of transit service:

Buses – The backbone of the existing transit system in the region. Buses provide service and coverage that are essential to the region. As light rail and commuter rail choices become available in the region, the necessity for good bus service increases. Buses and rail are complementary, not competitive.

Light rail transit – Electric railway system that operates single cars or short trains in either mixed traffic or exclusive right of way. Maximum passenger capacities usually range from 6,000 to 8,000 passengers per hour in each direction; about the same as three to four freeway lanes. LRT is generally utilized in urban to suburban markets, with station spacing averaging about one mile, and with closer spacing in downtown areas. LRT considered for the Twin Cities is high frequency, premium transit service.

Commuter rail - High quality transit service providing essentially peak period commuting opportunities over longer distances. Service is generally provided in the early morning and late afternoon. The diesel powered trains used by commuter rail may be self-propelled or pulled by standard locomotives. Trains operate over either private right of way or shared railroad right of way. Stations are spaced at 5-7 mile intervals in suburban and rural areas, and may be closer together in urban areas. Commuter lines are 30-60

miles long. Intermodal connections from commuter rail stations to bus and LRT are essential.

Bus rapid transit (BRT) – Bus rapid transit refers to buses operating on their own right of way.

Transit services in Ramsey County are provided primarily by Metro Transit. Public and private services are provided by others, including regular route bus service, express bus service, senior transit services, circulator transit, transit for persons with disabilities, and welfare to work transit services.

Transit hubs are locations where transit services are integrated and coordinated. They range from downtown St. Paul, where many routes converge, to small, informal park/ride lots.

Existing Conditions

As the region's population grows and the number of automobile trips increase, transit utilization has declined. Over the last twenty years, transit trips have fallen by about one third. At the same time, the number of miles of congested freeways has quadrupled, and is expected to double again to about 200 miles of congested freeways by 2010. In the last two years, small increases in transit funding by the state have resulted in increases in transit use in the region, although certainly not at the level of ridership of 20 years ago.

In 1998, the Metropolitan Council concluded that the regional transit system was not effectively meeting current regional needs and was not in a position to effectively respond to future demands. The Council proposed that transit service be doubled in the region in the next 20 years. At the same time, the Council has made a commitment to providing choices for how to reach our destinations. A commitment has been made to light rail transit in the region. Light rail is to be constructed first in the Hiawatha Corridor in Hennepin County, connecting downtown Minneapolis to the Minneapolis/St. Paul International Airport and to the Mall of America. Commuter rail is being examined in several corridors in the region, following a Commuter Rail Study completed by the Minnesota Department of Transportation at the request of the Legislature.

In early 1999, the St. Paul Transit Vision Advisory Task Force adopted goals for transit that include support for a stable transit funding source, development of multimodal transportation infrastructure, and linking transit and land use. The transit vision supports "dedicated, sufficient and increasing funding" to support transit. It also recognizes the need to keep fares affordable and equitable.

Metro Transit acknowledges that a stable and increasing funding source is essential for continuing transit service enhancements. While transit fares currently cover about 37% of operating cost, that rate is very high relative to recovery rates of 19% to 29% in comparable cities such as Pittsburgh, Cleveland, Portland, Seattle, Houston, and Denver. A high recovery rate is not necessarily an asset, but is an indicator that transit service

may be too sparse in a region. Transit has been underfunded in this region in contrast to comparable cities in the country.

There are opportunities for federal funding for transit capital projects that should be used. Although the federal allocation process is extremely competitive, with requests far outpacing available funding, this region is well placed to maximize federal dollars coming to this region, rather than having them spent elsewhere. Federal dollars can be spent wisely on good transit projects, for which this region has a desperate need.

The region recognizes the linkage of transit to land use. Transit improvements are being considered in various corridors. In Ramsey County, the Rail Authority adopted in 1999 support for a priority for the region of a triangle of transit improvements from downtown St. Paul to the Minneapolis/St. Paul International Airport and Mall of America and to downtown Minneapolis. In addition, the Rail Authority in the past has adopted positions in support of transit improvements in corridors radiating outward from downtown St. Paul and along cross-town routes (Appendix B.1). These routes would link to other regional routes and would be supported by zoning and land use policies to enhance development and transit use.

The Rail Authority has acquired right of way to preserve it for future rail transit and is in the process of acquiring additional right of way, consistent with its comprehensive LRT plan adopted in 1989.

Specific studies of transit in Ramsey County include:

Riverview – Located from Lower East Side of St. Paul through downtown St. Paul to Minneapolis/St. Paul International Airport and Mall of America. A federally funded Major Investment Study is being concluded for this corridor, which is included in the federal transportation bill.

Central – Located between downtown St. Paul and downtown Minneapolis. Studies of LRT and commuter rail in this corridor, bounded by I-94 and the BN Southern Mainline, will begin in late 1999.

Rush Line – Located between St. Paul and Rush City. Planning and land use studies that make plans for future transit in this corridor will be initiated in late 1999.

Red Rock – Located between Minneapolis/St. Paul and Hastings. Federal studies are to be initiated in this corridor in late 1999.

Burlington Northern right of way in Roseville – Plans for acquisition of abandoned rail property are underway in cooperation with Hennepin County Regional Railroad Authority.

Sector studies: Metro Transit is studying revisions to transit service throughout Ramsey County.

Expectations Based on Current Trends

Transit ridership will increase if funding and services are increased. Diversity of transit services, including rail transit, will require funding.

At this time, light rail transit appears to be progressing in the region. Commuter rail is being planned and considered. New technologies, such as personal rapid transit, should continue to be monitored for their suitability for the region.

Telecommuting is expected to increase.

Reinvestment in the core region with transit services is expected to continue to be a priority.

Linking transit to land use in order to enhance livability and economic development will continue to assume priority.

The population of Ramsey County is expected to include a larger percentage of elderly in the next 20 years. Their transportation needs will require an increased number of services and choices.

Future Expectations

The following needs to be done to influence the future and change expectations?

A funding source dedicated to improving transit in Ramsey County and the Twin Cities metro area needs to be established.

Planning and engineering studies relating to rail transit need to be undertaken and completed if rail transit is to be implemented.

Priorities need to be established for transit improvements in Ramsey County. No single transit solution fits every corridor. Bus improvements may be appropriate in one corridor. Another corridor may warrant bus rapid transit. Yet another may be an ideal location for light rail transit or commuter rail.

The Rail Authority should work with communities, business and the public on the economical and environmental benefits of supporting and utilizing transit options.

County Role

The Regional Rail Authority has responsibilities for corridor planning and a role in rail transit development. It also has a role in preserving right of way for future rail transit use.

Ramsey County and its constituent communities provide input to the Metropolitan Council. Such input may be provided through direct contact with the full council or individual council members, membership on various advisory committees such as the Transportation Advisory Board for elected officials, or the Technical Advisory Committee for professional staff. The County may, therefore, exert influence on policy decisions and provide input through requests for various services. However, the County cannot directly implement changes.

The Railroad Authority and County elected officials and staff interacts with Congress, the Legislature, Metro Transit, the Minnesota Department of Transportation, city elected officials, business, and the general public on transit issues. The Railroad Authority is a member of the St. Paul Transportation Management Organization, Metropolitan Light Rail Transit Joint Powers Board, Rush Line Task Force, Red Rock Joint Powers Board, and other organizations working on transit issues.

Ramsey County should continue to work with the Metropolitan Council and other agencies to ensure that County transportation needs are met.

Policy Implications

The following policies should be in place to assist Ramsey County in its role on transit issues:

Ramsey County and the Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.

A policy supporting a stable, dedicated, sufficient, and increasing transit funding source for continuing transit enhancements in Ramsey County and the Twin Cities metro area is needed.

Policies supporting incentives to transit use are needed.

A policy supporting the land use relationship to transit is needed. Although this is not the County's policy, it can advocate for zoning laws, design standards, land use policies and development incentives to complement transit and neighborhoods.

A policy supporting continued bus service improvement is needed. Bus service improvements advocated could include:

- *improved express bus service to downtown St. Paul*
- *improved reverse commute service*
- *increased neighborhood to neighborhood bus connections as well as better opportunities to reach transit hubs and downtown connections from neighborhoods*
- *more park/ride lots for transit users*

- *improve basic safety elements of service, such as lighting and security cameras*
- *improve basic access elements of service, such as the number of shelters, cleaning and snow removal*
- *improve pedestrian facilities to access transit waiting areas*

2.3 Travel Demand Management Issue Paper

Definition

Travel demand management (TDM) includes programs and methods to reduce effective demand. In the broadest sense, any activity or facility that reduces vehicle trips would fall within this classification. Techniques that might be utilized are carpooling, vanpooling, transit, alternative work hours, transportation management organizations, and land development or ordinances that discourage vehicle trips and encourage walk, bike, rideshare and transit trips.

It is clear that automobile travel and the number of vehicle trips are constantly increasing at a rate faster than population growth. Vehicle trip growth is leading to increasingly congested freeways, longer delays, increased driver frustration, and increasing costs to individuals and businesses.

The Metropolitan Council's *1996 Transportation Policy Plan* concludes that "the region cannot build its way out of congestion. The environmental, social, financial and political impacts would be too severe." One of the regional strategies to address this problem is to reduce travel demand through behavioral and land use changes that will result in fewer vehicle trips, particularly during rush hours.

Travel Demand Management (TDM) initiatives that are consistent with the Ramsey County transit vision include:

- more transit and pedestrian friendly mixed use development that provide a balance of jobs and housing, and
- increased use of alternatives to the single occupant vehicle such as transit, ridesharing, bicycles, and walking.

In addition, TDM techniques that can reduce peak period employee trips include:

- rideshare matching,
- modified or flexible work hours,
- telecommuting,
- parking supply and price policies, and
- transit discount passes.

These TDM measures are all consistent with the Ramsey County vision for land use and transit.

Existing Conditions

There is a growing awareness of the benefits inherent in transit oriented development. The Metropolitan Council goal requires that two-thirds of the projected 650,000 person increase in regional population be located in the fully developed part of the region. All regional transit corridor studies, including the Ramsey County Regional Railroad

Authority (RCRRA) study of the Riverview Corridor, consider transit oriented housing and business development as primary criteria in determining the merits of transit improvement.

The City of St. Paul recently created a Transportation Management Organization (TMO) to provide transit information and assistance to commuters and employers. Many downtown employers, including Ramsey County, are working with their employees to increase transit use.

Expectations Based on Current Trends

Transit oriented development (TOD) and travel demand management (TDM) strategies are essential to the continued growth and prosperity of the region and the County. Awareness of the need is growing. Actions by developers and employers, while still minimal, is gaining momentum. The impacts will be nearly imperceptible at first, but over the long term - 20 years or more - the adoption and utilization of the principles and techniques of TOD and TDM will be apparent in the development types and patterns throughout the region and the County. County residents will have more and better travel alternatives to make fewer and shorter trips.

Expectations and the Vision

The *Transportation Policy Plan*, together with the current interest in transit, transit oriented development, and travel demand management, all fit well with the land use and transit sections of the Ramsey County vision.

County Role

The County is an advocate for sensible, sustainable land use through transit oriented development. Such advocacy stems from its role as a regional partner on the Metropolitan Council, as a landowner and developer of County facilities, and as a planner of major transit facilities such as the Riverview Corridor Major Investment Study.

The County, as a major downtown St. Paul employer, can also directly impact employee travel through adoption of TDM strategies such as telecommuting, modified and/or flexible work schedules, rideshare matching programs, employee discount transit passes, and employee parking policies.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in travel demand management issues:

A policy supporting Transit Oriented Development (TOD) and committing the County to considering transit access for all new County facilities is needed.

A Ramsey County Travel Demand Management (TDM) Plan for County employees utilizing available TDM strategies is needed.

2.4 Parking Issue Paper

Definition

Ramsey County charges for a limited amount of parking in downtown St. Paul, and parking in the suburbs in on an at will basis.

According to the Metropolitan Council, availability and cost of parking at the work destination is a critical factor in determining the mode of travel the commuter will choose. A task force worked with Metropolitan Council staff to develop and evaluate programs focusing on commuter parking,¹ and its recommendations were accepted by the Council in March, 1999. Ramsey County was represented by a member of the Regional Rail Authority. In addition to beginning a Commuter Choice program with state agencies, the Council directed staff to continue work on three on-going programs: (1) the study of Park-and Ride Sites; (2) the St. Paul Parking and Transit Combined Program; (3) and the demonstration "cash out" program.

This issue supports the County vision of advocating transit use through education and promotional programs, and of utilizing disincentives for automobile use in well served transit areas.

This issue supports the County vision in clarifying the consequences of travel decisions and providing incentives for community members to facilitate change in travel behavior.

Existing Conditions

Rate setting for Ramsey County downtown parking becomes policy through the budgeting process.

The Regional Parking Policy Task Force utilized the following information when developing parking policy alternatives:

- Parking is an important component of the regional transportation system;
- Because it is an important factor affecting their mobility, members of the public have a legitimate interest in parking supply, location and cost;
- Employee, customer and residential parking are all unique aspects of the transportation system and cannot be treated the same;
- The more free parking, the more single-occupant vehicle (SOV) use;
- Free or reduced cost parking is a common, and valuable, employee benefit. Rarely are comparable benefits provided to those who use alternative modes of travel;
- Short-term, convenient, and free (when possible) parking is more important to customer-oriented businesses than employee parking;

¹ Information and details on these policy alternatives and recommendations are located in the Regional Parking Policy Study Recommendation report.

- In all headquarters and large leased buildings, some on-site parking (generally underground) is required for use by upper management;
- To promote transit use, the public sector has limited parking availability in certain locations.

Expectations Based on Current Trends

The Regional Parking Policy Task Force developed a broad spectrum of parking policy alternatives as well as the means of evaluating these alternatives against agreed upon criteria.

Future Expectations

The following needs to be done to influence the future and change expectations:

The Metropolitan Council approved the recommendations contained in the Parking Policy Report. These recommendations allow time for their impact to be evaluated. According to the Metropolitan Council, over the long-term a more comprehensive program should be put in place to address more aspects of parking demand and supply management.

County Role

Ramsey County should support Metropolitan Council parking recommendations where feasible and applicable.

As a major employer, Ramsey County should set an example for other employers regarding pro-transit use parking policies in order to actively promote and support transit-based work commute choices for its employees.

Ramsey County should continue to pursue travel demand management (TDM) measures as outlined in the TDM issue paper.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in parking issues:

A policy of continuing to pursue and implement parking alternatives and solutions which promote work destination transportation choices other than the single-occupant vehicle (SOV).

A policy of supporting all applicable Metropolitan Council parking recommendations.

3.1 Thoroughfares and Highways Vision Statement

Ramsey County will be proactive in clarifying the consequences of travel decisions and provide incentives for community members to facilitate change in travel behavior. The County will encourage and provide opportunities for citizens to assess transportation problems and choices prior to initiating physical development. This focus on education and interaction will provide a framework for understanding and will help empower each citizen to take responsibility for the impact that his or her individual travel choices have on the community.

Ramsey County will continue to foster the positive relationship it enjoys with its traditional partners: federal, state, and local transportation agencies. However, decisions made by citizens and elected officials of Ramsey County transcend the County's boundaries. Therefore, the County will be dedicated towards improving its relationship with the community and welcome the opportunity to work with and learn from experiences with nontraditional partners. Ramsey County will provide a forum for discussion that will help balance the diverse needs of its partners.

By 1999, Ramsey County will be operating under the guidelines of an updated transportation plan that requires all County roadways to integrate all modes of transportation. The different modes will interact collaboratively as one system in an effort to maximize efficiency. The system will provide for the efficient movement of goods, protecting the economic vitality of the community. By 2003, Ramsey County will have completed the functional consolidation of roadways.

Ramsey County will continue to focus on 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. System operation will focus on increasing the occupancy of the vehicles which use the system while continuing to accommodate alternatives that cater to the individual. All County roadways will be restricted to a design that will not increase beyond a maximum of four travel lanes. 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.

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. Travelers are aware of the total costs, including out of pocket, environmental and social, of each method of travel, and use that knowledge to make informed decisions. The public understands the need for and use of its financial contributions and other resources in this area. The County will maximize all opportunities for grants and funding to offset taxpayer burden. Specified economic and social criteria keep roadway expansion under control.

3.2 Jurisdiction Issue Paper

Definition

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. (Appendix C.1)

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

Ramsey County has been working with the Minnesota Department of Transportation, the municipalities of Ramsey County, and Anoka, Dakota, Hennepin and Washington

¹ A suggestion of the Ramsey County Board of Commissioners.

counties toward the completion of this jurisdiction program. To date, 50% of the identified turn backs have been accomplished.

Ramsey County has been involved in three metropolitan highway corridor studies: I-35E, from I-694 in Vadnais Heights north to County Road J at the northern border of Ramsey County; I-35W, the termini from TH 36 to Sunset Avenue; and TH 36, an access study from Stillwater west to TH 61. The I-35E and TH 36 studies have been completed and recommendations are being implemented. The I-35W is an ongoing study, and Ramsey County will continue to participate and work with all interested parties to ensure that recommendations appropriate to the County road system are being implemented.

Traffic Forecasting was completed by SRF and was based on the Metropolitan Council regional model. If more information is required, please contact:

Ferrol Robinson
SRF
1 Carlson Parkway N., ste 150
Minneapolis, MN 55447-4443
(952) 475-0010

Refer to Appendix C. 2 – C.7 for a comparison of Ramsey County roadway volumes in 1997, 2010, and 2020.

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.

County Role

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.

Ramsey County will consider the recommendations of Corridor Coalition studies affecting Ramsey County before implementing any roadway improvements or expansions.

Ramsey County will consider future system needs and capacity deficiencies (Appendix C.8 – C.9) when prioritizing roadway improvements in its Capital Improvements Plan and Transportation Improvement Plan.

Policy Implication

The following policies should be in place to assist Ramsey County in its role in jurisdiction issues:

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.

3.3 Functional Classification Issue Paper

Definition

Roadways are classified according to their main function, whether it is providing mobility for through trips, or access to adjacent land. (Appendix C.10) 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. (Appendix C.11)

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.

Existing Conditions

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. (Appendix C.12)

Expectations Based on Current Trends

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

County Role

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.

Policy Implications

The following policy should be in place to assist Ramsey County in its role in functional classification issues:

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

3.4 Access Management Issue Paper

Definition

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. (Appendix C.13) 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. (Appendix C.14.)

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

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.

Future Expectations

The following needs to be done to influence the future and change 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. (Appendix C.15-C.16.)

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. Appendix C.17-C.18.)

- 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

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.

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in access management issues:

A policy that requires the access classification system and spacing guidelines, and the optimum signalized intersection spacings (Appendix C.15-C.16) 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.

3.5 Right of Way Issue Paper

Definition

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

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. (Appendix C. 19.) The matrix in figure Appendix C.19 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.

Expectations and 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.

County Role

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in right of way issues:

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

A policy of maintaining a right of way planning process.

3.6 Travel and System Management Issue Paper

Definition

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

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.

Future Expectations

The following 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.

County Role

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in travel system management issues:

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.

A policy of coordinating TSM strategies with major employers within and adjacent to the County.

3.7 Major River Crossing Issue Paper

Definition

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 (Appendix C.21), 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 Mn/DOT. 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

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, Mn/DOT, 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, Mn/DOT

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.

Future Expectations

The following 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 Mn/DOT receives the largest share of state and federal transportation funds, Ramsey County should pursue legislation giving Mn/DOT 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 Mn/DOT 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. Mn/DOT would be responsible for bridge structure maintenance and inspection. In addition, Ramsey County would request Mn/DOT 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 Mn/DOT 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.

County Role

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

Ramsey County is working with Mn/DOT, 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.)

Policy Implications

The following policies should be in place to assist Ramsey County in its role in river crossing issues:

A policy that Mn/DOT 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. Mn/DOT 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.

3.8 Bike/Pedestrian Issue Paper

Definition

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 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.

*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.

Existing Conditions

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.

Future Expectations

The following needs to be done to influence the future and change 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.

County Role

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. (Appendix C.22.)

Policy Implications

The following policies should be in place to assist Ramsey County in its role in bicycle/pedestrian issues:

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.

3.9 Trucks Issue Paper

Definition

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 (Mn/DOT), 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 Conditions

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. (Appendix C.25 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. (Appendix C.24.)

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 (Appendix C.26). 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, the County roadway system should accommodate truck traffic, providing a link between trunk highways and local routes.

Future Expectations

The following 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.

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

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.

County Role

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in truck issues:

A policy that ensures truck access on all roads under County jurisdiction. The County will work with Mn/DOT 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.

3.10 Aviation Issue Paper

Definitions

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 Conditions

(Appendix C.28.)

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.

Expectations and 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.

County Role

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in aviation issues:

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

3.11 Ports Issue Paper

Definition

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.

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. (Appendix C.29.)

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 fleetings, a process which generates income by leasing river property owned by the Port Authority to private companies for the use of their barges.¹ Appendix C.30 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 Appendix C.31.

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 two terminals use the Canadian Pacific Railway System (formerly the Soo Line) and one terminal uses the Burlington Northern & Santa 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 Appendix C.32.

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.

¹ An addition by the Ramsey County Board of Commissioners.

Existing Conditions

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.

County Role

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 turn back 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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in ports issues:

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.

² A suggestion from the Ramsey County Board of Commissioners.

3.12 Railroads Issue Paper

Definition

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

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 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

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

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 Mn/DOT. 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.

Future Expectations

The following 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 multi-user 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.

County Role

The County will work with Mn/DOT 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 multi-user intermodal terminal facility impacting the County.

At the time Mn/DOT 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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in railroad issues:

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.

4.1 Surface Water Management Vision Statement

By the year 2000, Ramsey County will be recognized as a leader in the protection and management of water resources. This will be possible because local units of government will have invested significant effort in educating their citizens about the relationship between human activities on the land and the quality of water. As a result, we will appreciate and understand the important role that we as people play in protecting water resources.

We envision a County where each citizen is as familiar with the body of water their land drains to as they are with the streets in their neighborhood. They will understand the lake, river, or wetland they live near may be directly affected by decisions they make in their personal lives. They will see that what happens in their neighborhoods may ultimately impact the larger system of ground and surface water in the County, State, and Nation. Our citizens will live in a culture of environmental stewardship that looks beyond individual benefit for the good of all. Consequently, individuals will become responsible for the impacts of their actions on our waters. As stewards of the headwaters of the great Mississippi River, the citizens of Ramsey County will understand that they have a moral obligation to deliver clean water to our neighbors downstream and to ensure clean water for future generations.

An empowered citizenry will take an active role in environmental education and restoring, protecting, and using water resources in their community. Water resources will be clean and abundant to support desired uses. Water resources will be accessible to all citizens and will provide the 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 and wherever practical. Wetlands will be managed to ensure their ecological diversity, improvement of water quality, recharge of aquifers, reduction of flooding, and provide environmental learning opportunities for all. Wherever practical, water resources within the County will be connected by "green corridors" to provide optimal conditions for the survival and movement of wildlife.

Government agencies will cooperate to develop and use the most efficient and effective tools for managing water resources, placing emphasis on involving citizens in decision making. We the citizens and our government will be vigilant in assuring that current and future land use does not contribute to non-point source pollution of waters, destroy wildlife, or otherwise degrade surface or ground waters.

In Ramsey County, water resource management will be accomplished by following a single coordinated comprehensive County-wide management approach. The approach will require units of government and agencies that have regulatory authority over water resources and the land that impacts water resources, implement the principles and values in this vision. The approach will include provisions for equitable financing of water

resource protection. Citizens will be actively engaged in this process so that the approach becomes reality on the streets and neighborhoods of Ramsey County and that the vision of protecting water is realized.

4.2 Surface Water Roles Issue Paper

Definition

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 (Appendix D.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

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 Appendix D.2. 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.

County Role

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in surface water roles issues:

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.

4.3 Surface Water Resources Issue Paper

Definition

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. Appendix D.3 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.

6

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

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.

County Role

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in surface water resources issues:

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.

4.4 Surface Water Best Management Practices Issue Paper

Definition

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 (Appendix D.4). 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

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.

County Role

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in surface water best management practices issues:

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.

4.5 Citizen Participation Issue Paper

Definition

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

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.

County Role

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.

Policy Implications

The following policies should be in place to assist Ramsey County in its role in citizen participation issues:

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.

5.1 Public Involvement Vision Statement

The goal of Ramsey County is to solicit and encourage community participation in order to ensure an equitable distribution of services throughout the County. If County services are to meet current and future expectations of the public, strong community involvement is necessary to help identify problems and develop solutions that benefit the greatest number of people.

Citizens will be given opportunities to offer input regarding Ramsey County services. Citizens will be informed of major changes in these services in order to permit responsive planning, a process which will enable the County to better meet the needs and expectations of the community. The public sector, private businesses and corporations, nonprofit agencies, associations, civic and community groups, along with neighborhood residents must all work together as partners for the well being of Ramsey County.

Because the extent of public involvement depends upon the scope of each project, the quantity and type of community involvement will vary. Public involvement may include Chamber of Commerce members, School Board members, and/or representative groups of County citizens. Public opinion may be solicited through surveys, County presentations, and focus groups.

5.2 Public Involvement Issue Paper

Definition

Public involvement is a critical component of government service. Because government agencies represent citizens, they must engage the public as a participant in the development of its services, projects and policies. Public involvement is crucial to the successful development and implementation of County transportation projects; citizen involvement leads to increased public support.

When a transportation facility is improved it often involves corridor decisions affecting communities far removed from the project, in addition to those decisions involving adjacent properties. As a result, a transportation improvement project can be extensive, with far-reaching consequences and an even greater requirement for comprehensive public involvement.

Ramsey County Public Works utilizes public involvement tools to achieve the following goals:

- Increasing the public's knowledge of transportation;
- Increasing the public's knowledge of the County's role in transportation;
- Involving the public in transportation decisions;
- Gaining acceptance for proposed actions;
- Gathering opinions about transportation issues from a broad cross section of County residents, not just from special interest groups or the vocal minority;
- Communicating with citizens: obtaining and incorporating citizen feedback;
- Complying with state and federal requirements in soliciting comments regarding the County roadway system.

To accomplish the County's public involvement goals, and for public involvement to be most successful, the County must consider the following factors:

- When to apply a particular public involvement method;
- How many public involvement methods should be utilized for each project;
- The costs of the involvement effort;
- Applying the results of public involvement;
- The overall effectiveness of a public involvement method.

A more formal, organized system of public involvement should be developed for use by the County. The County should develop a tool box of public involvement methods for use in engaging the public in implementing transportation projects. The tool box approach will allow a project manager to choose the method of public involvement that will work best for a given set of conditions. A multitude of tools is needed because each project and situation is different.

Each public involvement tool should be geared to a particular transportation project, or project stage. For example, at the planning stage formal hearings are conducted.

However, one-on-one discussions are conducted to address right of way issues. The public involvement tool used depends on a project, and the stage of that project. The selection of the public involvement tool needs to be based on the objectives and goals of the project, the message being delivered, and the audience it is being delivered to.

The County land use vision supports decision making at the lowest practical level to encourage and enhance community identity and citizen involvement.

The County transit vision encourages citizens to participate in the planning for existing, new, and future transit technology, and the County to inform the public of changes and improvements to transit service in a way which encourages transit use, and to promote transit use through education and promotional programs.

The thoroughfares and highways vision states that Ramsey County will be proactive in clarifying the consequences of travel decisions, and will encourage and provide opportunities for citizens to assess transportation problems and choices prior to initiating physical development.

The surface water management vision states that government agencies will cooperate to develop and use the most efficient and effective tools for managing water resources, placing emphasis on involving citizens in decision making.

Existing Conditions

According to a County-wide departmental survey on public involvement methods conducted by the Policy Analysis and Planning Department, several public involvement observations emerged within the County. In general, the more personal the contact, the more impact the public involvement method is and the more effective it is. The more approachable the County is perceived, the more real the County becomes to citizens. The least effective tools include public hearings, required newspaper ads and public forums as these methods are too formal and impersonal. Another finding is that citizens who are directly impacted by an issue or project are the most active and involved. Staff attitude is a key element in using public involvement effectively: staff must be willing to welcome, listen and, if feasible, incorporate citizen comments and feedback.

Expectations Based on Current Trends:

Public involvement techniques will get more attention as neighborhoods diversify and technology becomes more available. Many government agencies use a web site to both distribute information to, and collect feedback from, citizens.

Ramsey County will continue to utilize the variety of public involvement tools at their disposal, and will research new tools for possible inclusion in the tool box. (Appendix E.1)

Future Expectations

The following needs to be done to influence the future and change the expectations:

Consolidate public involvement tools. Select a variety of tools that *provide* information to citizens, and a variety of tools that *receive* information from citizens, and refine these to include the most appropriate public involvement tool(s) for each project, or stage of project, as determined through trial and error and citizen feedback.

County staff should be provided training on how to select and implement the most effective public involvement tool(s) for a project, or stage of project.

Ramsey County will continue to evaluate public involvement tools with citizens to insure the most effective tools are being utilized.

County Role

Ramsey County will develop a tool box of public involvement methods for use by the County.

Ramsey County will train staff on public involvement methods.

Ramsey County will periodically evaluate public involvement tools to ensure that the most effective tools are utilized.

Ramsey County will periodically research new public involvement methods for possible inclusion in the tool box.

Policy Implications

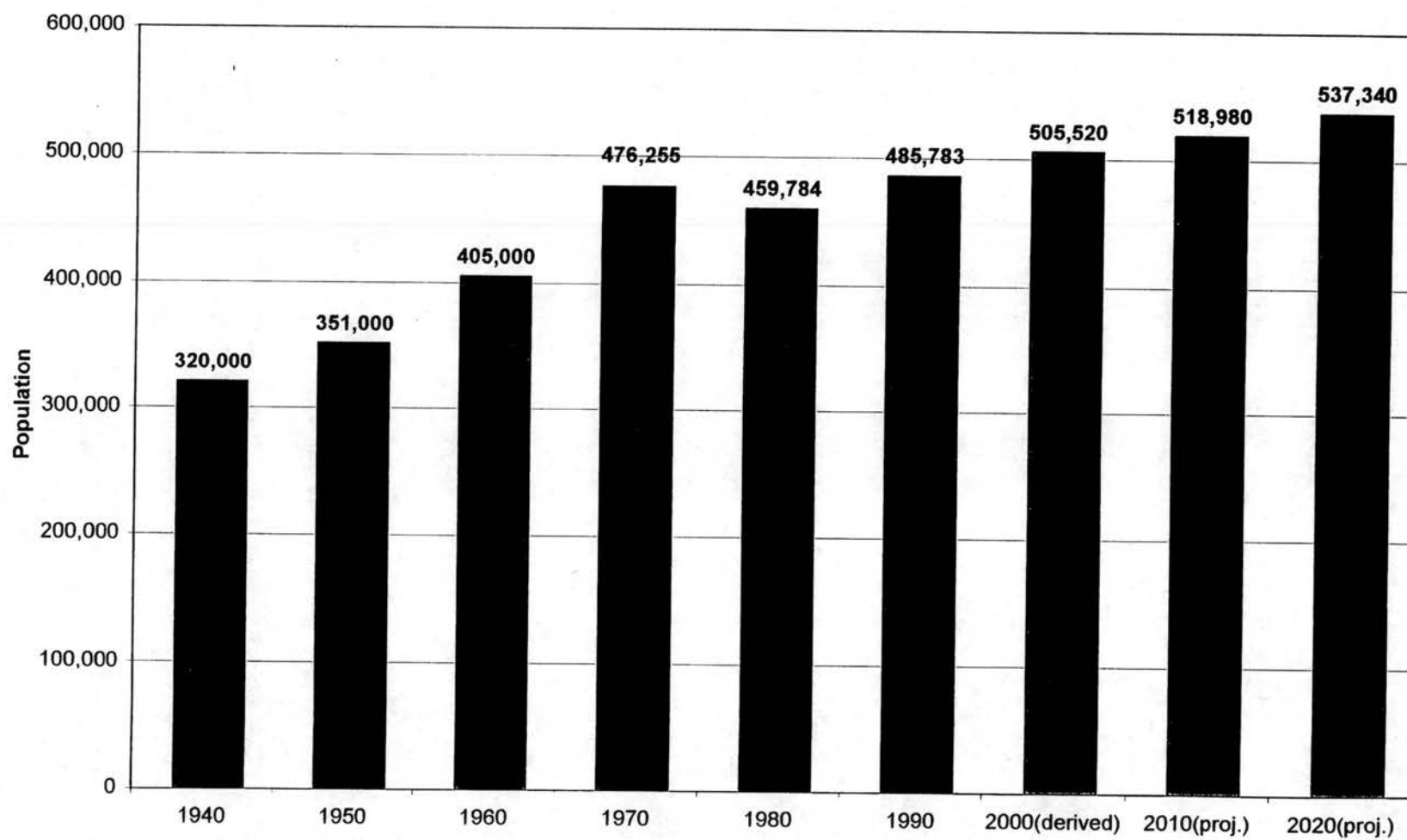
The following policies should be in place to assist Ramsey County in its role in public involvement issues:

A policy of conducting an open public involvement process when County funds are expended on a transportation improvement project. (Required by County Board Resolution 9-1272.)

A policy creating a tool box of public involvement methods. A tool would be created for various project conditions, and County staff would be trained to implement the appropriate public involvement tool.

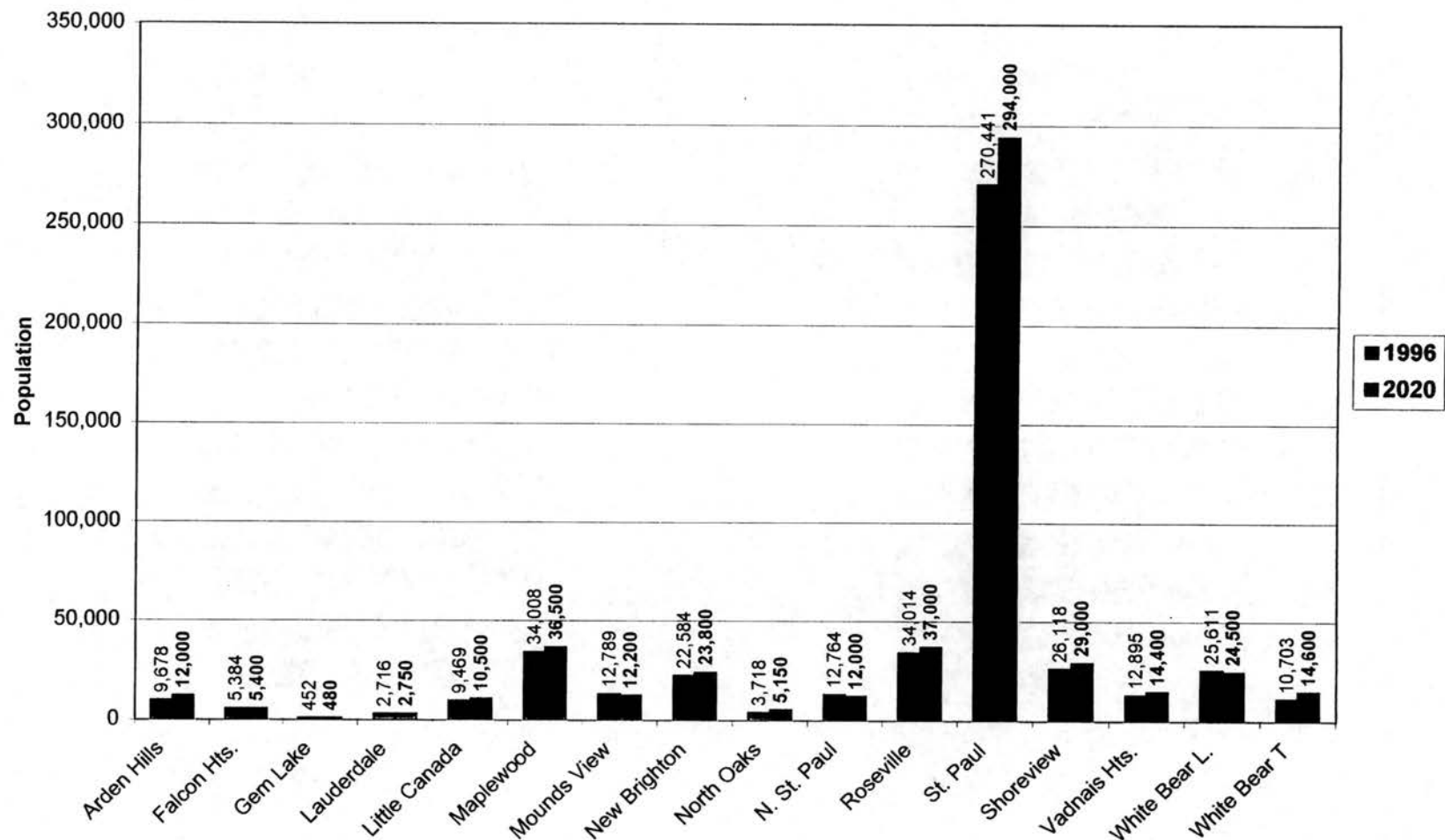
Appendix A.1

RAMSEY COUNTY POPULATION GROWTH BY DECADE



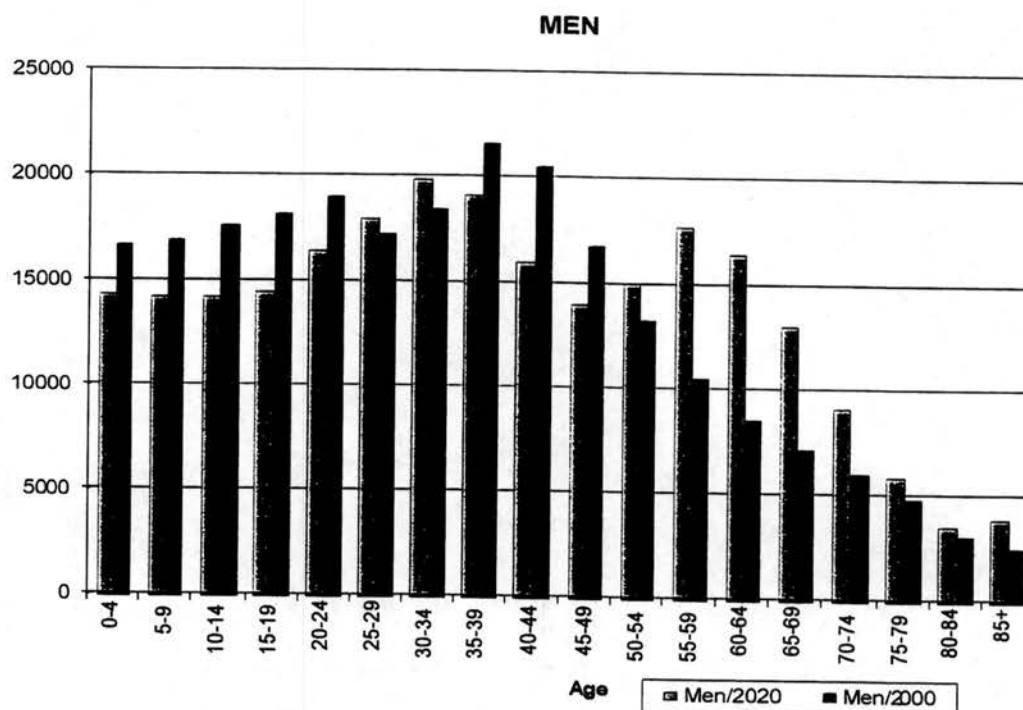
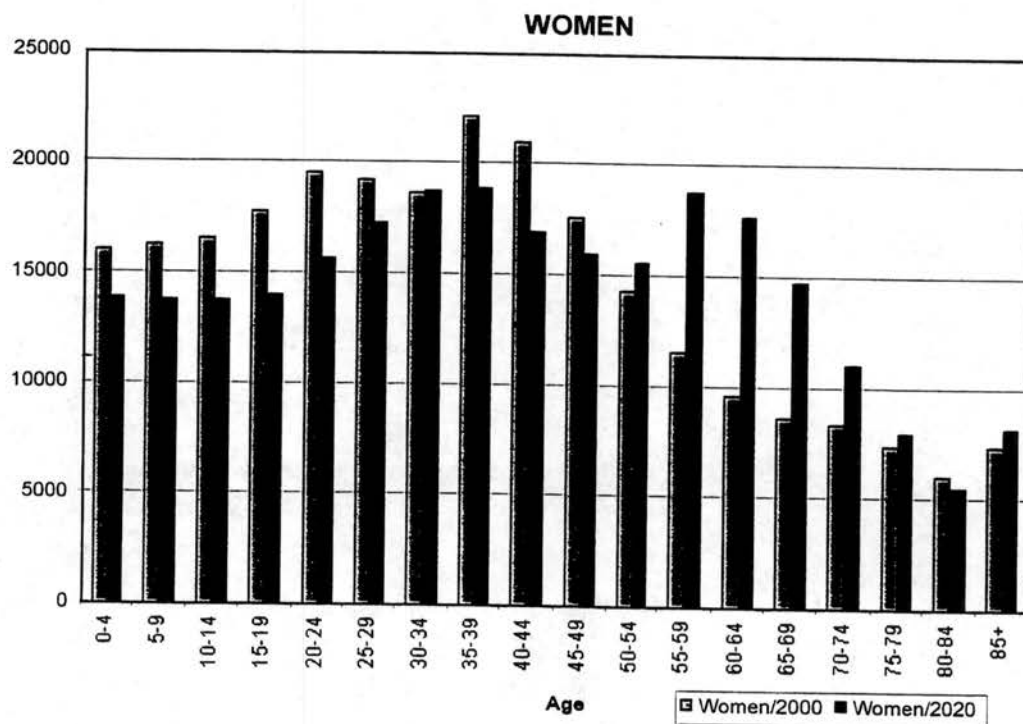
Source: Metropolitan Council

RAMSEY COUNTY 2020 FORECASTED POPULATION CHANGE BY CITY



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

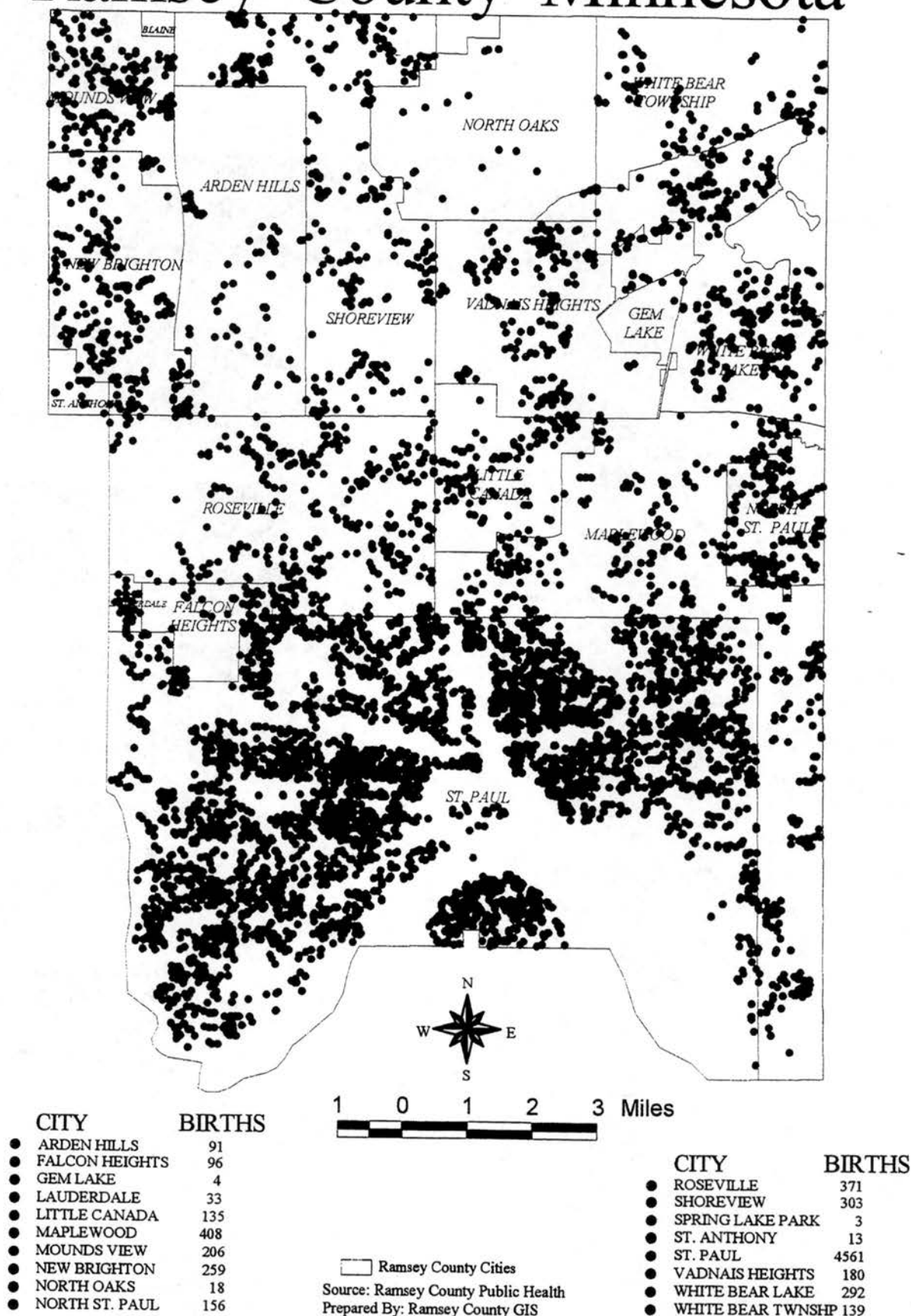
AGE DISTRIBUTION IN RAMSEY COUNTY



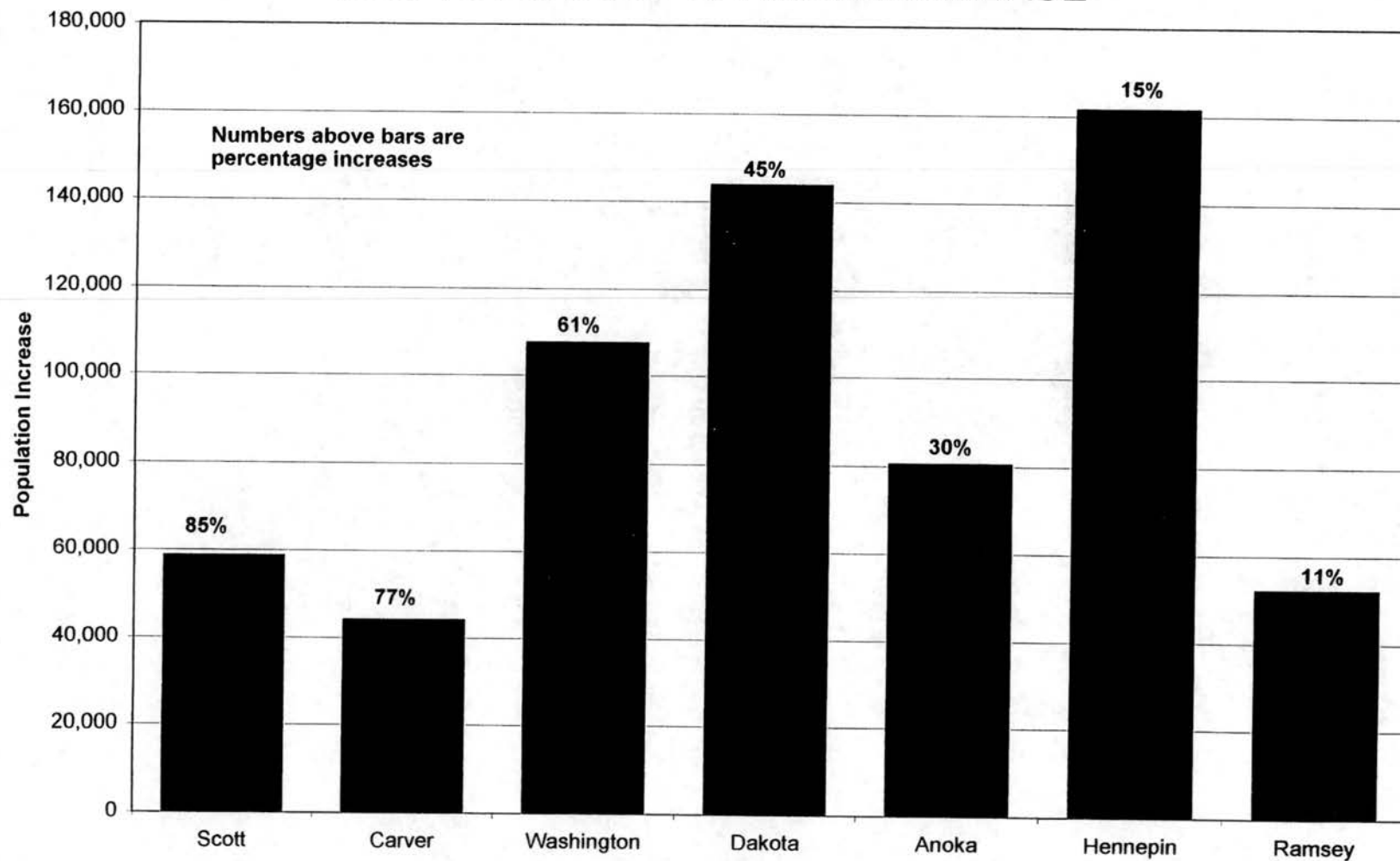
Source: State Demographic Center at Minnesota Planning/May 1998

1995 Births

Ramsey County Minnesota

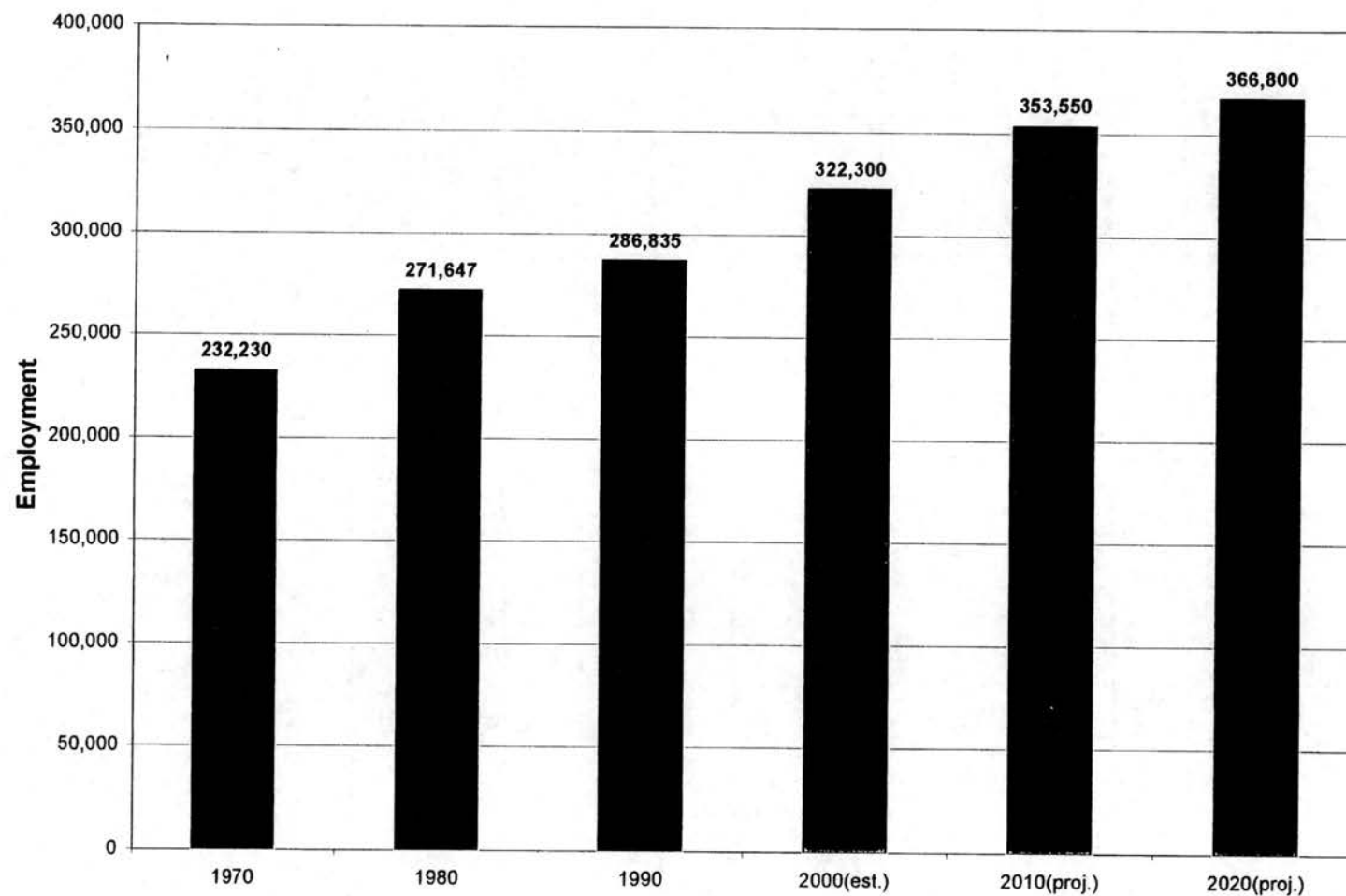


7 COUNTY METROPOLITAN AREA 1995 TO 2020 POPULATION INCREASE



Source: Metropolitan Council

RAMSEY COUNTY EMPLOYMENT TRENDS



Source: Metropolitan Council

Appendix A.7

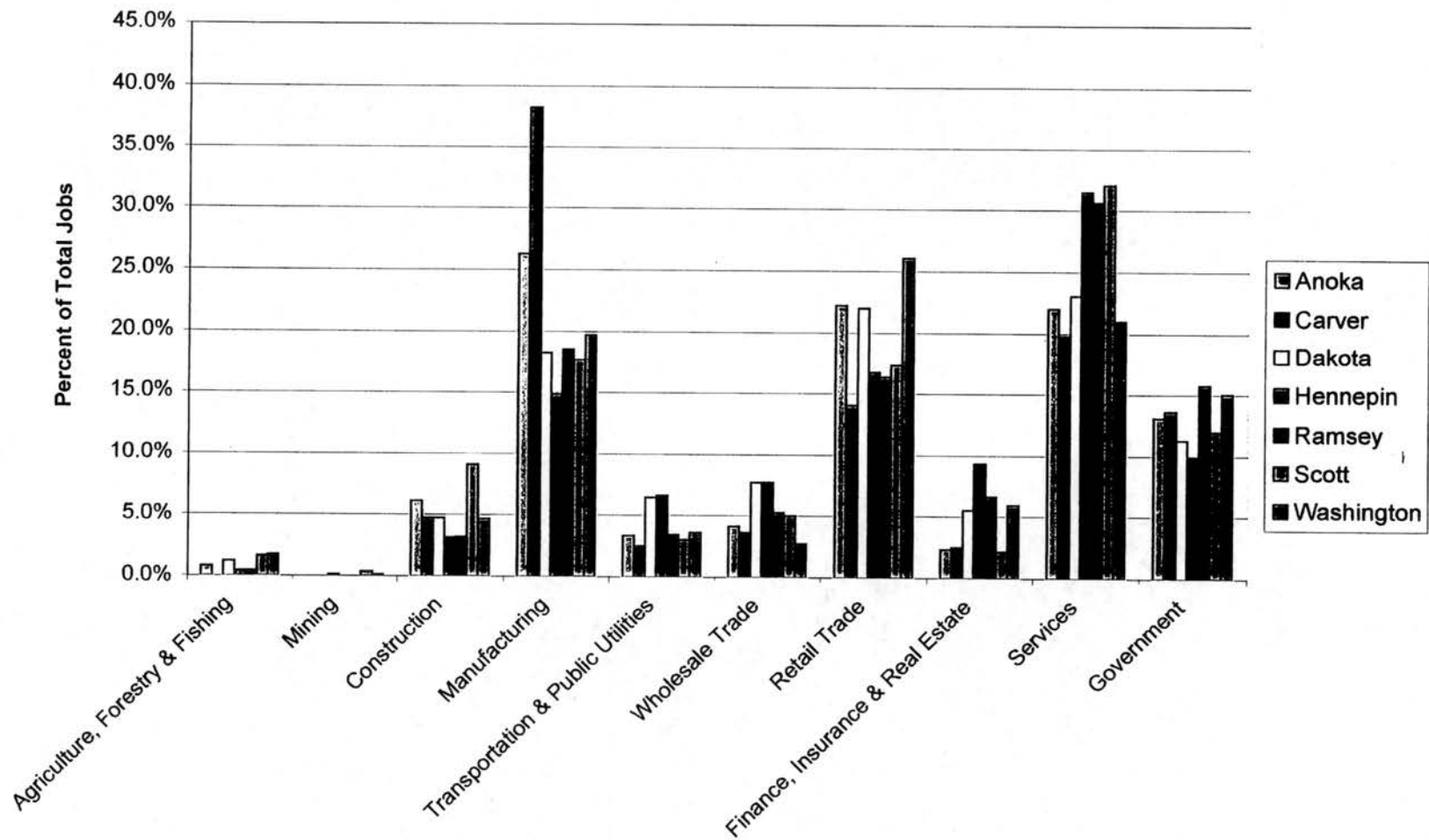
RAMSEY COUNTY EMPLOYEES BY INDUSTRY

Employees By Industry	1990	1997	Increase	Growth %
Agriculture, Forestry and Fishing	943*	1,151	208*	22.1%*
Mining	nd	18	nd	nd
Construction	9,520	10,182	662	6.9%
Manufacturing	72,444	58,791	-13,653	-18.8%
Transportation/Public Utilities	10,302	10,831	529	5.1%
Wholesale Trade	12,112	16,572	4,460	36.8%
Retail Trade	49,745	51,772	2,027	4.1%
Finance, Insurance, Real Estate	18,901	21,055	2,154	11.4%
Services	75,662	97,240	21,578	28.5%
Government	43,958	49,956	5,998	13.6%
TOTAL	293,587	317,568	23,981	8.2%

*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

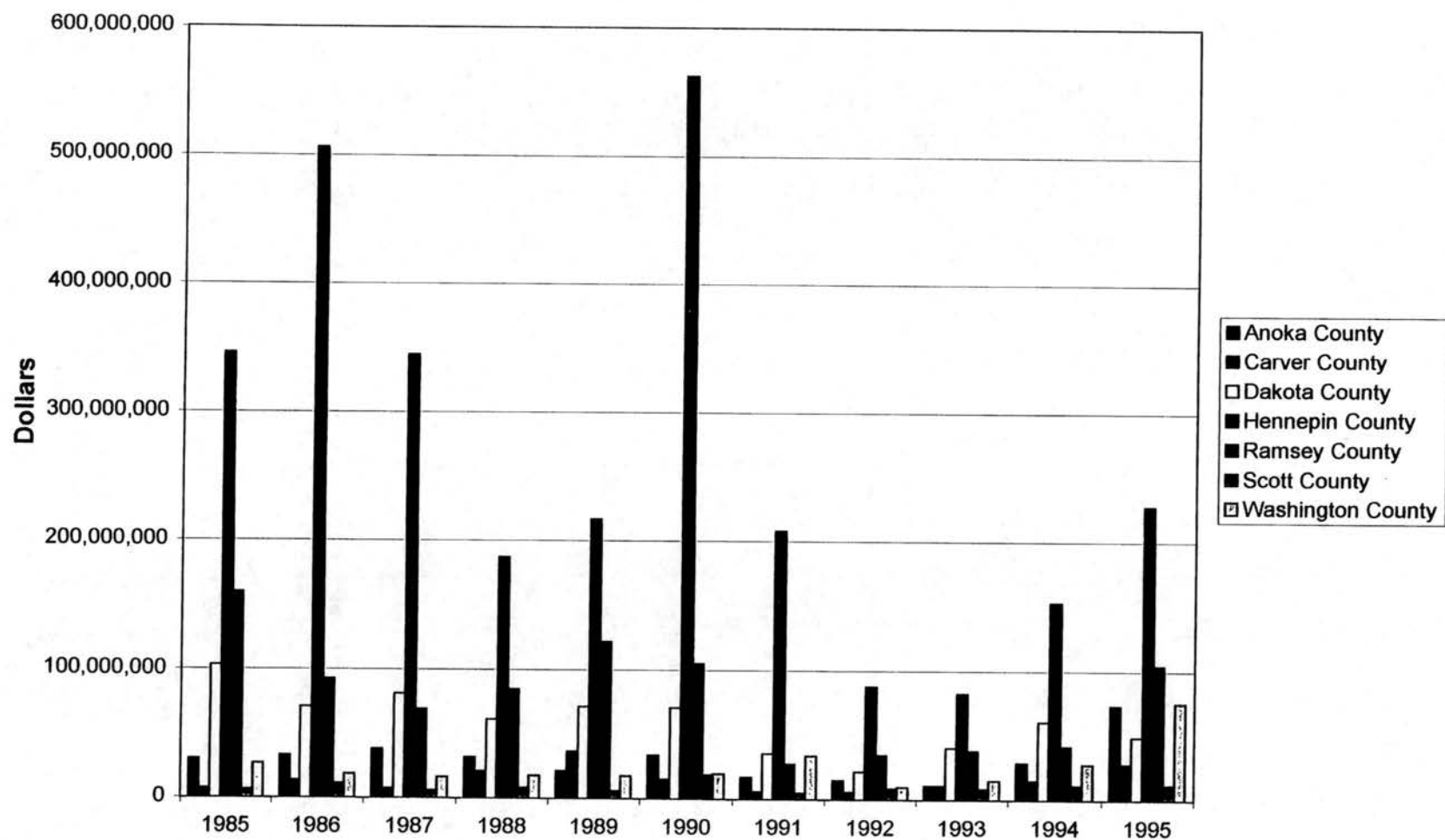
RAMSEY COUNTY LARGEST EMPLOYERS

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

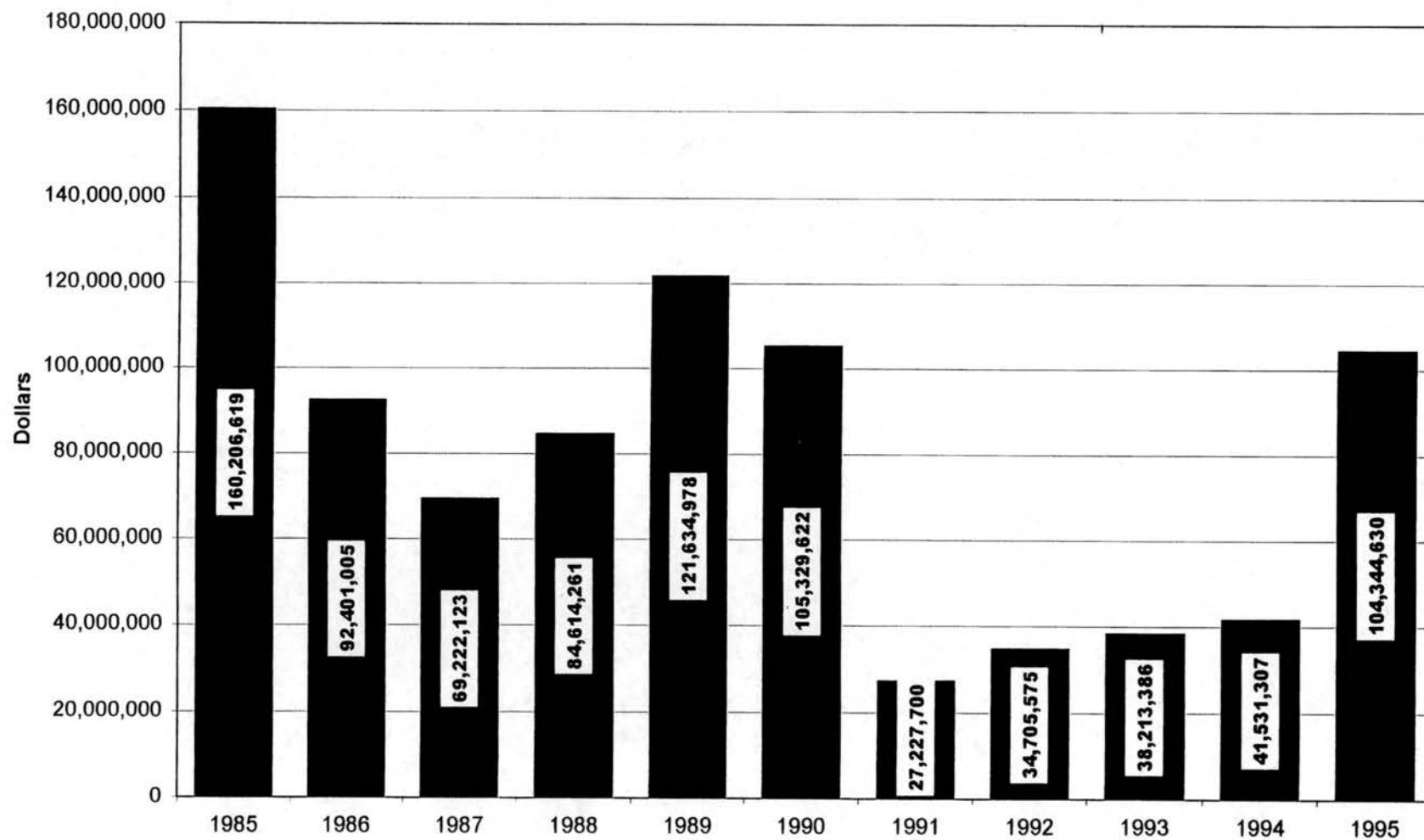
Appendix A.11

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

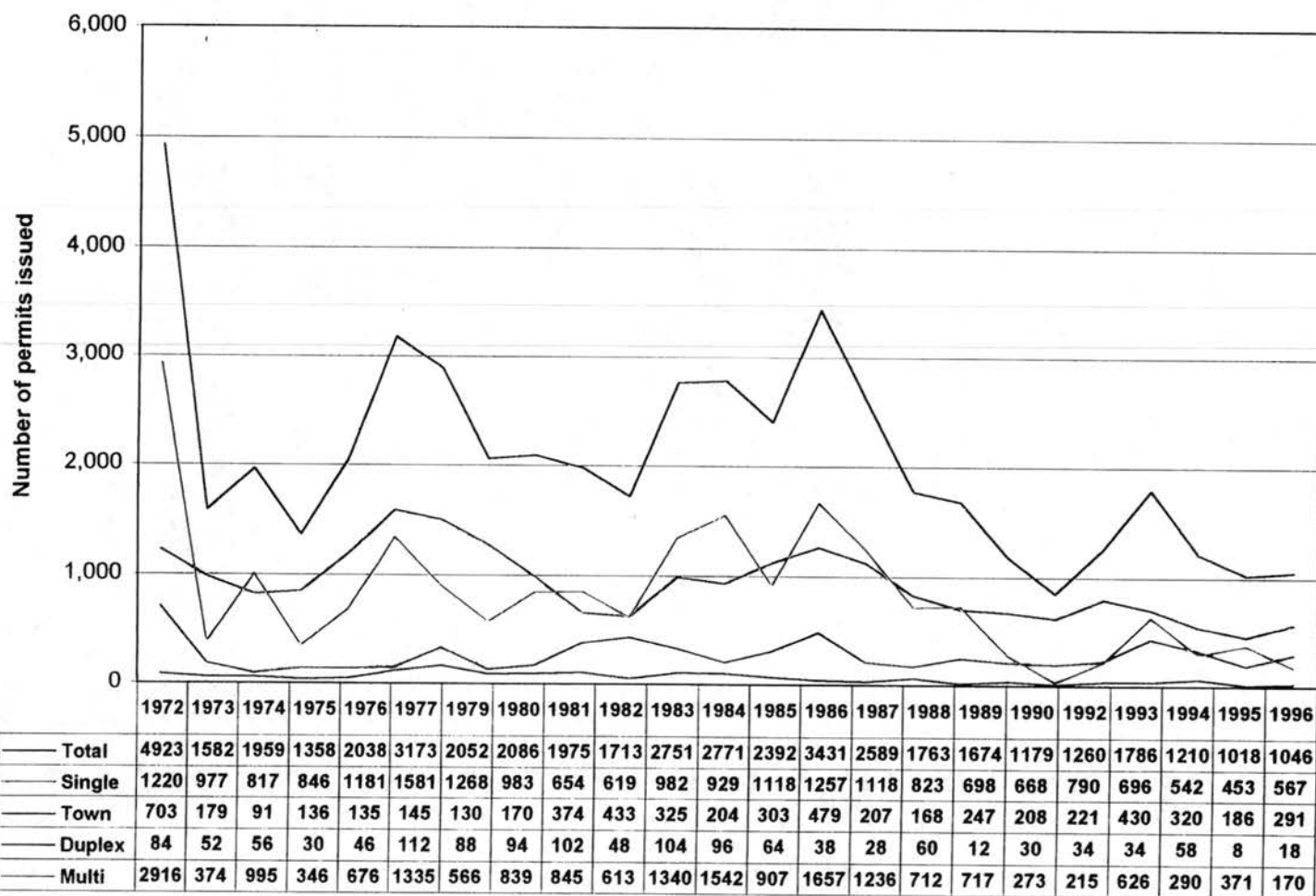
COMMERCIAL - INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY



Source: Metropolitan Council/Census Bureau

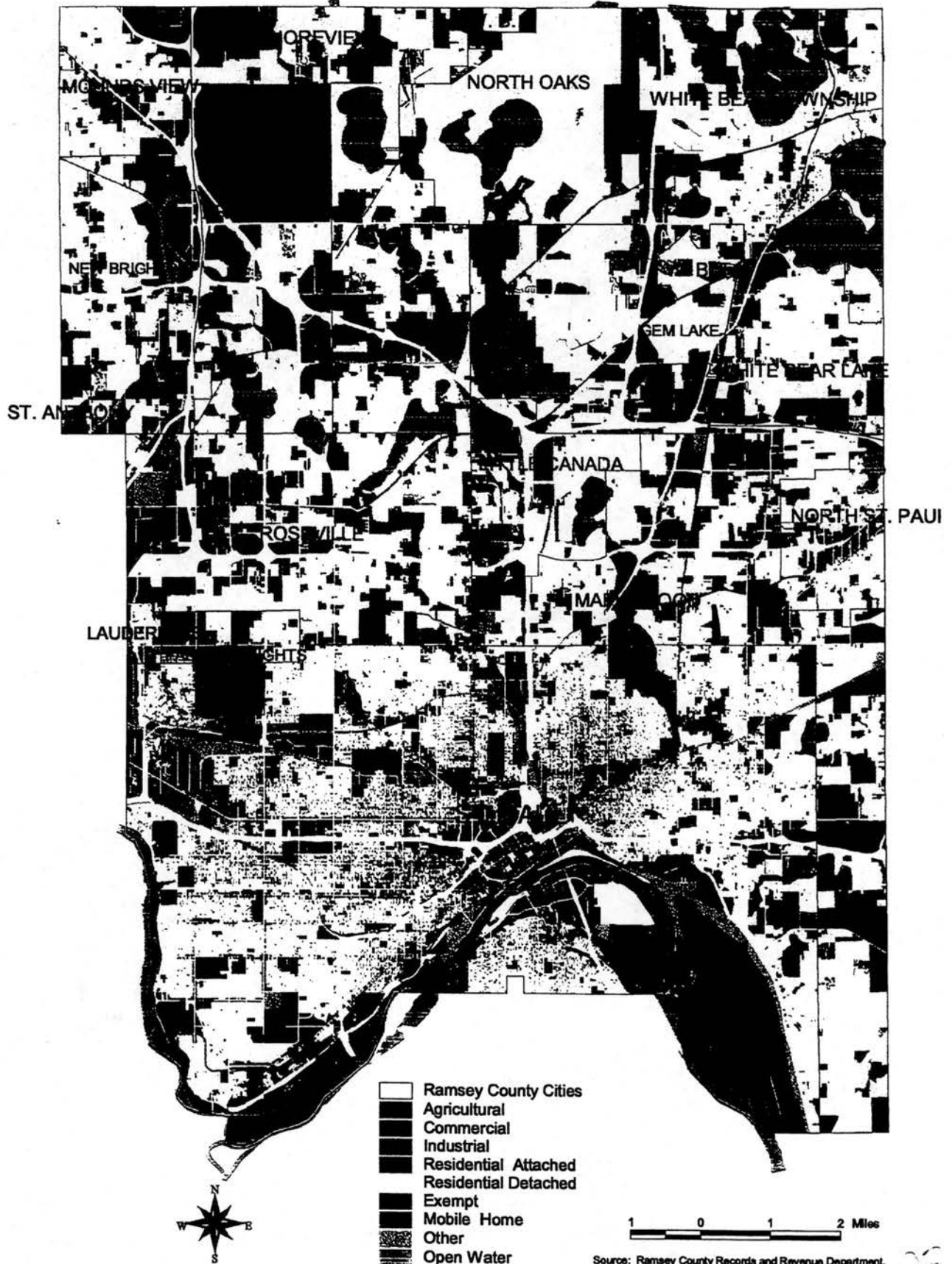
Appendix A.13

RAMSEY COUNTY HOUSING BUILDING PERMITS (NEW CONSTRUCTION)

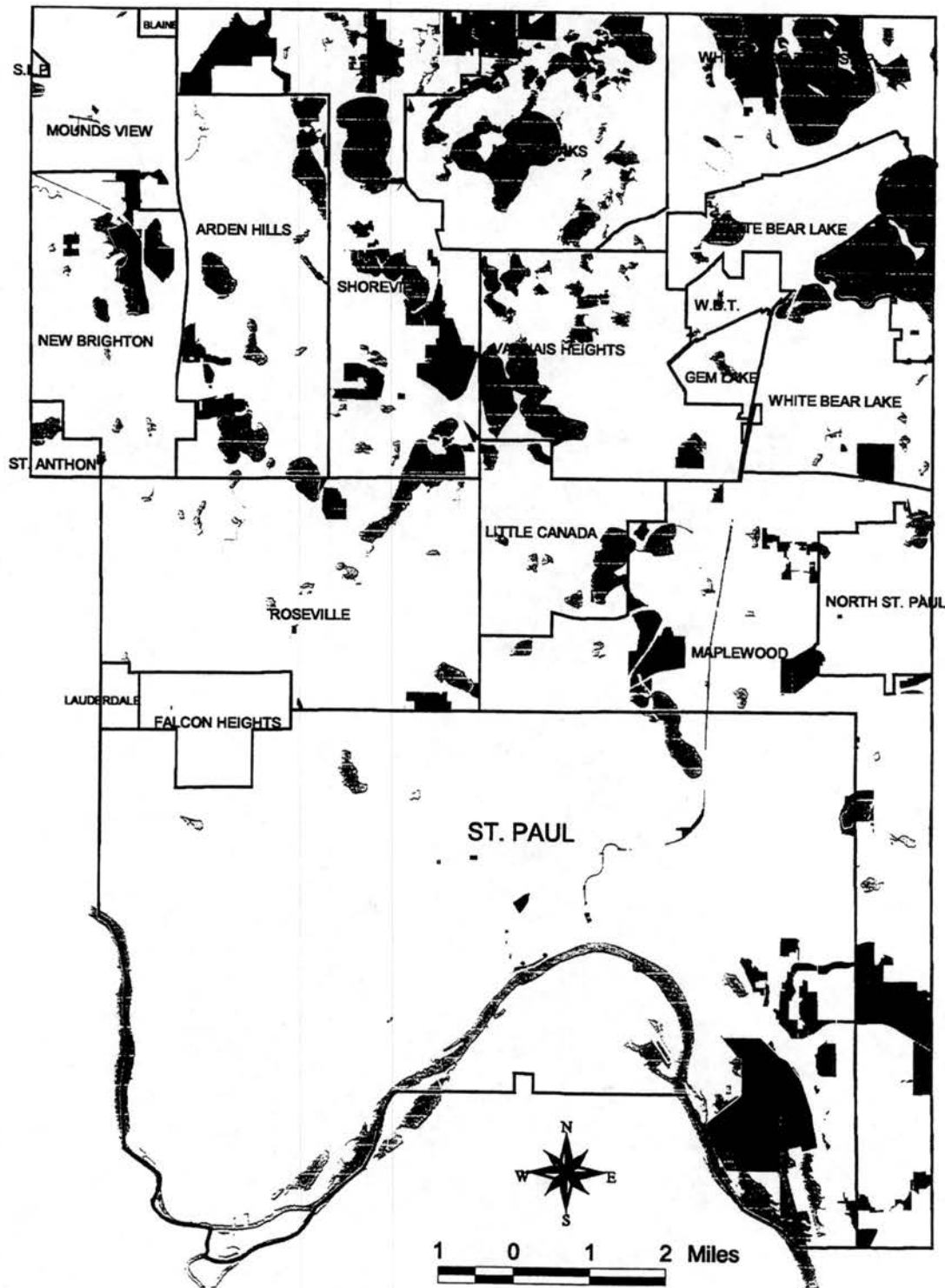


Source: Metropolitan Council

Ramsey County 1999 Existing Land Use



Lands Affected By Ramsey County Decision Making

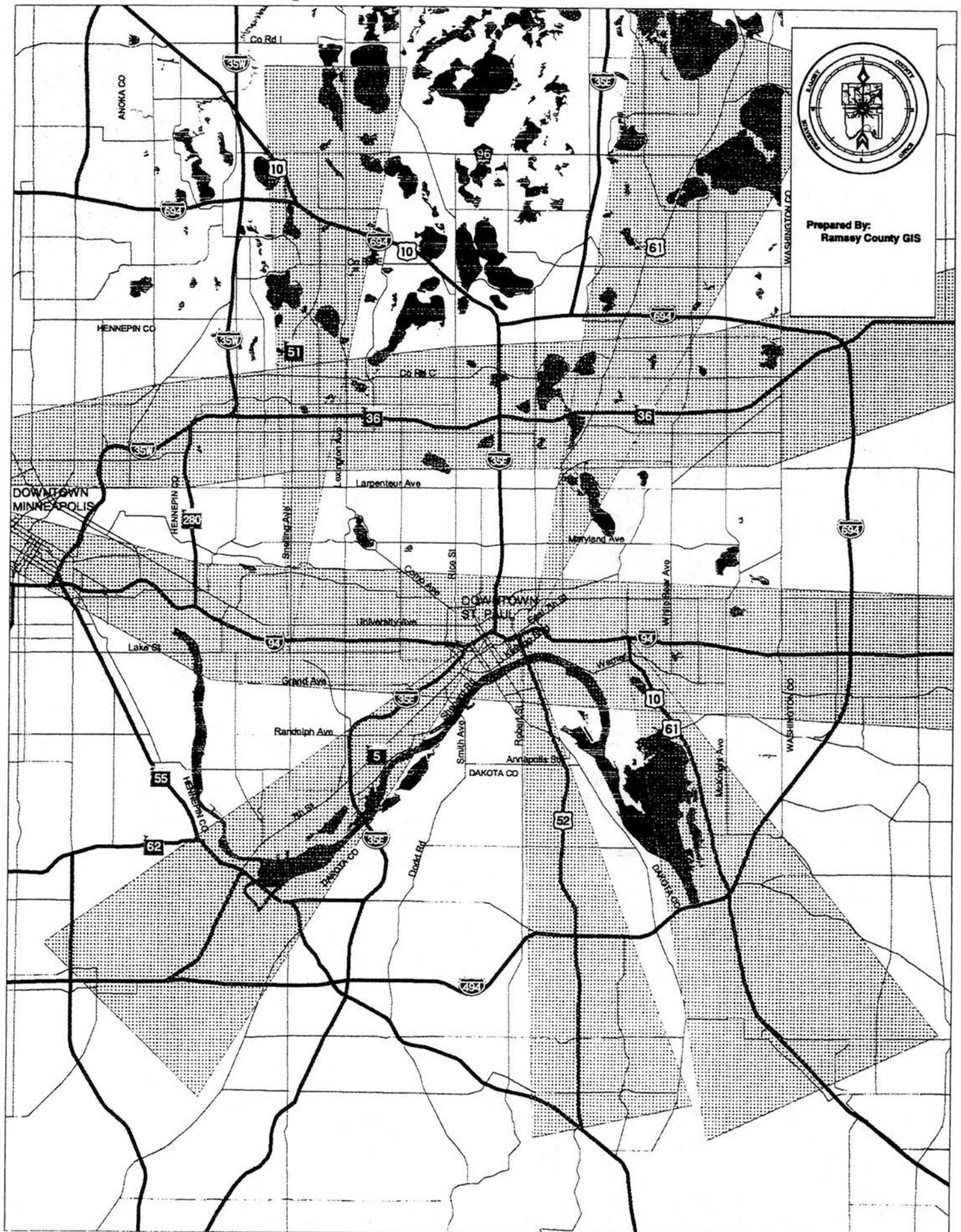


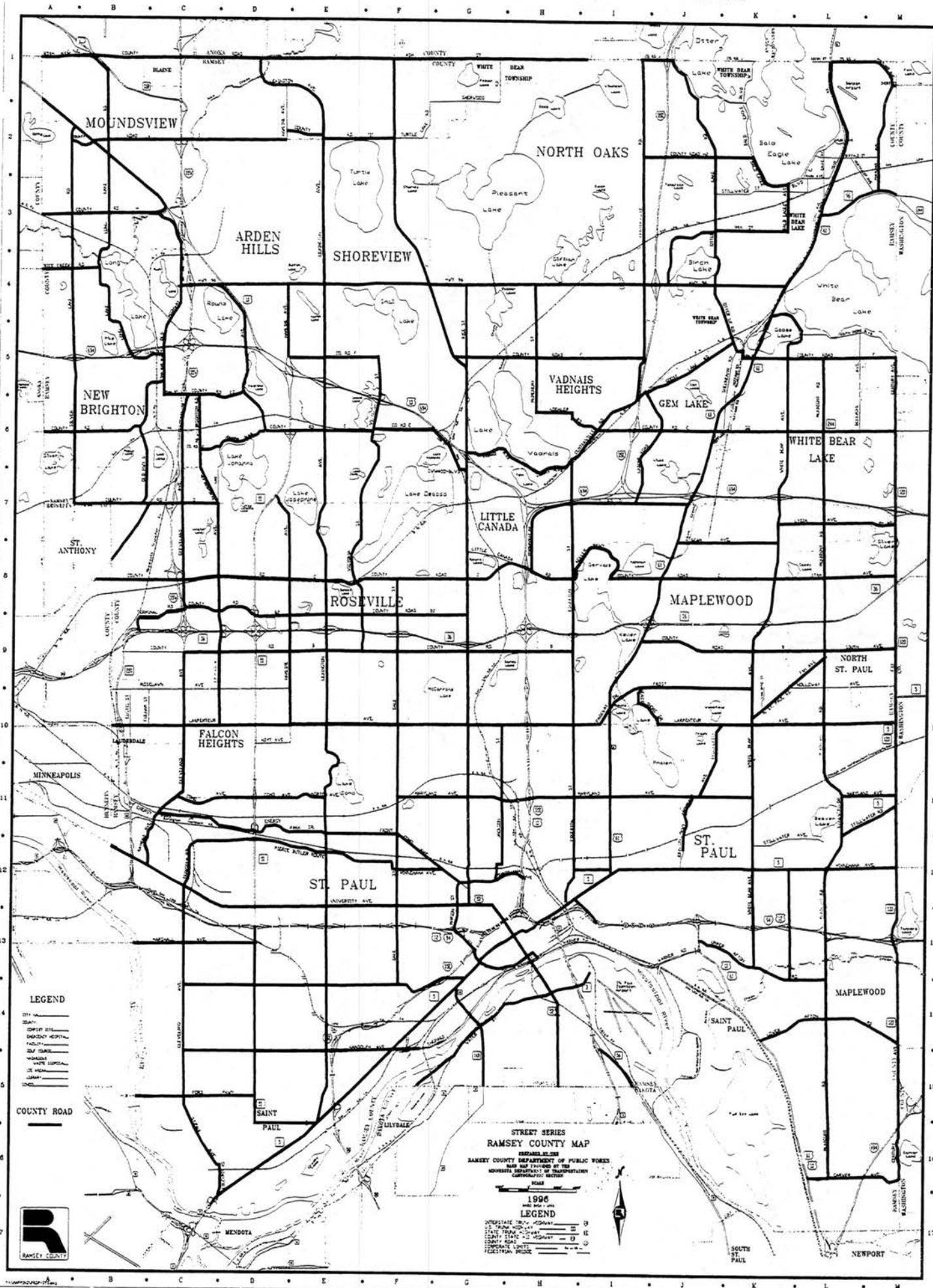
 Open Water
 Road System
 County Property

Source: Ramsey County Records
and Revenue Department.

Prepared By: Ramsey County GIS.

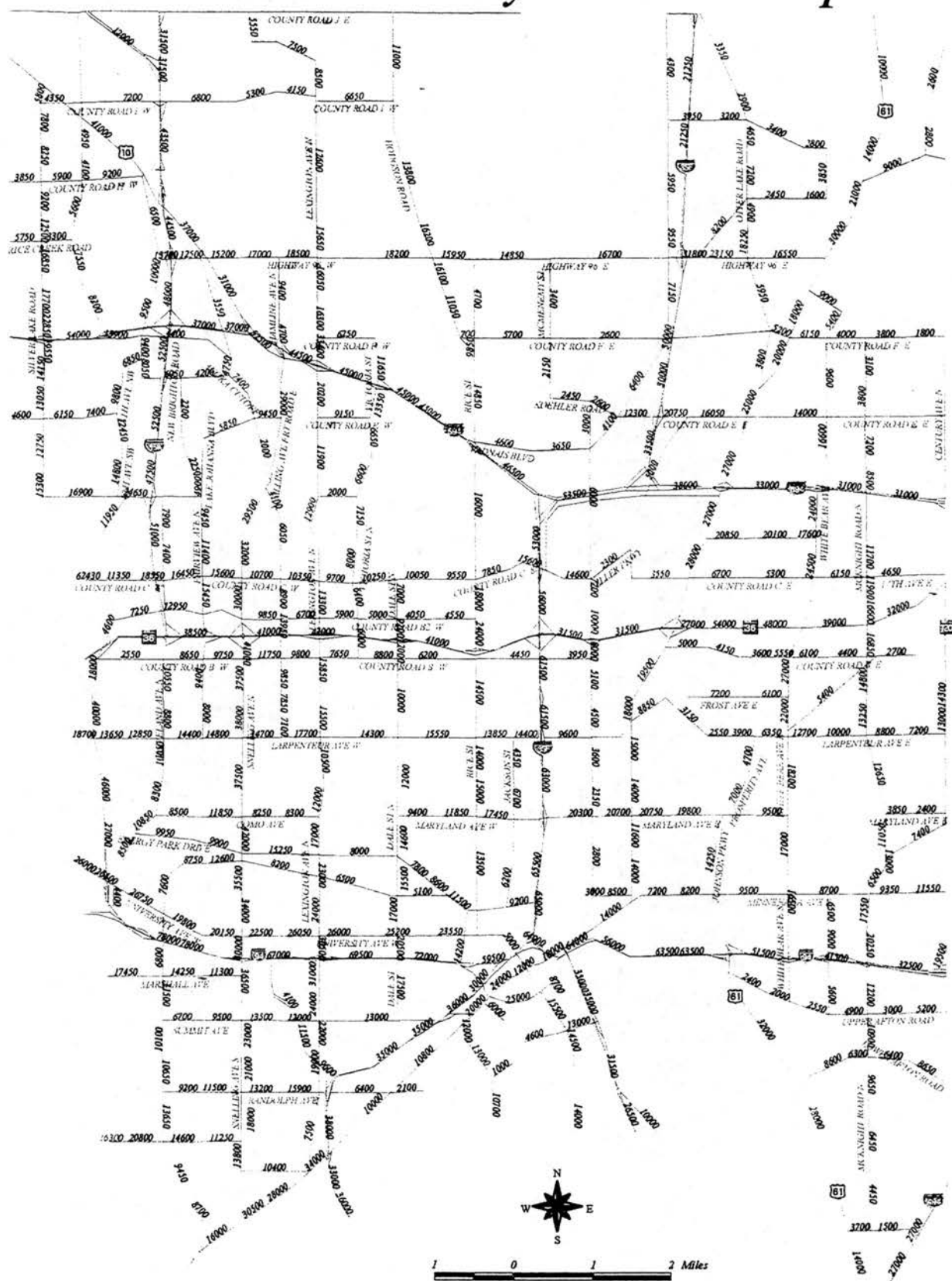
Ramsey County Proposed Transit Corridors





Ramsey County

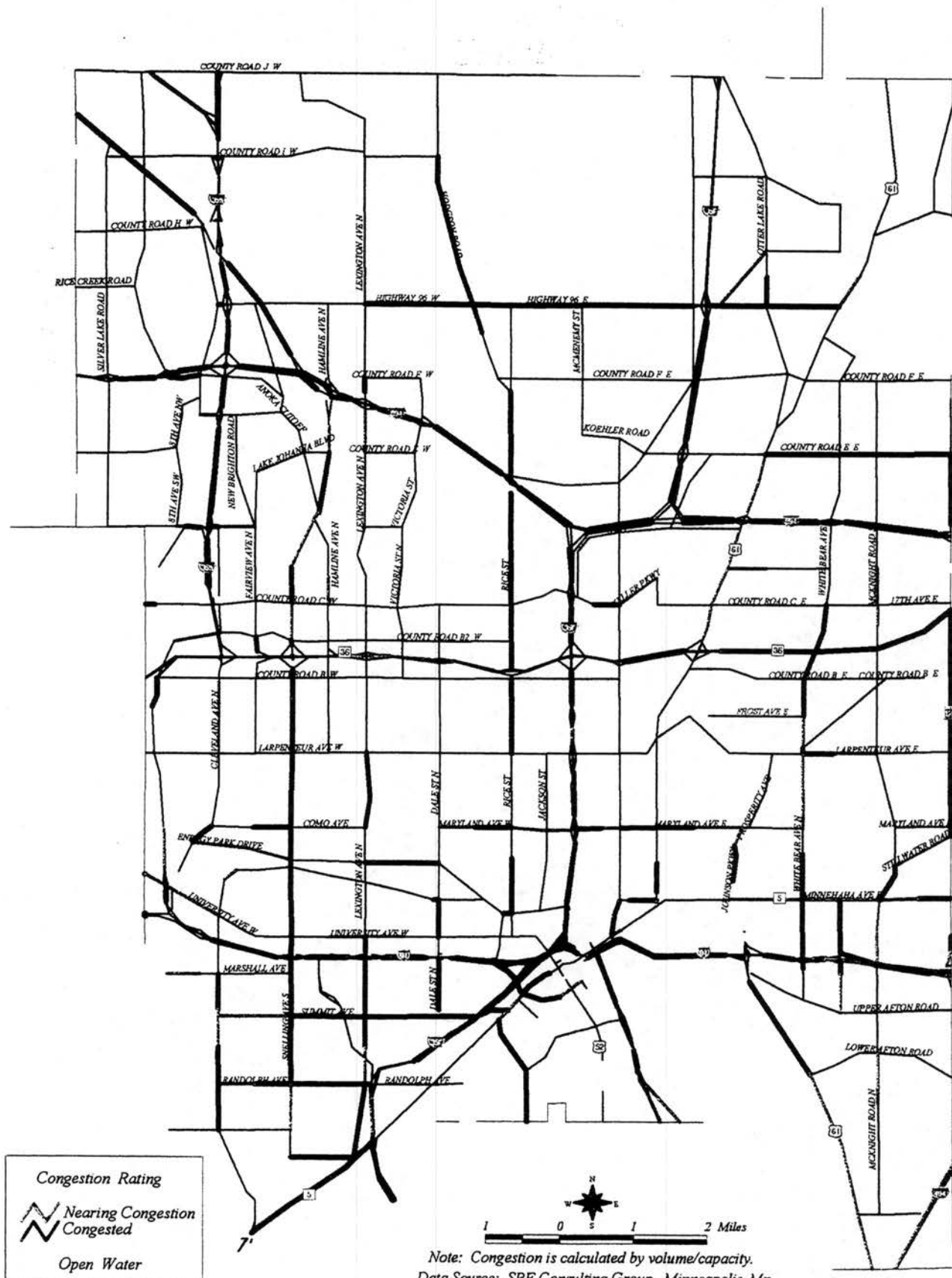
1997 Roadway Volume Map



Data Source: SRF Consulting Group, Minneapolis Mn.

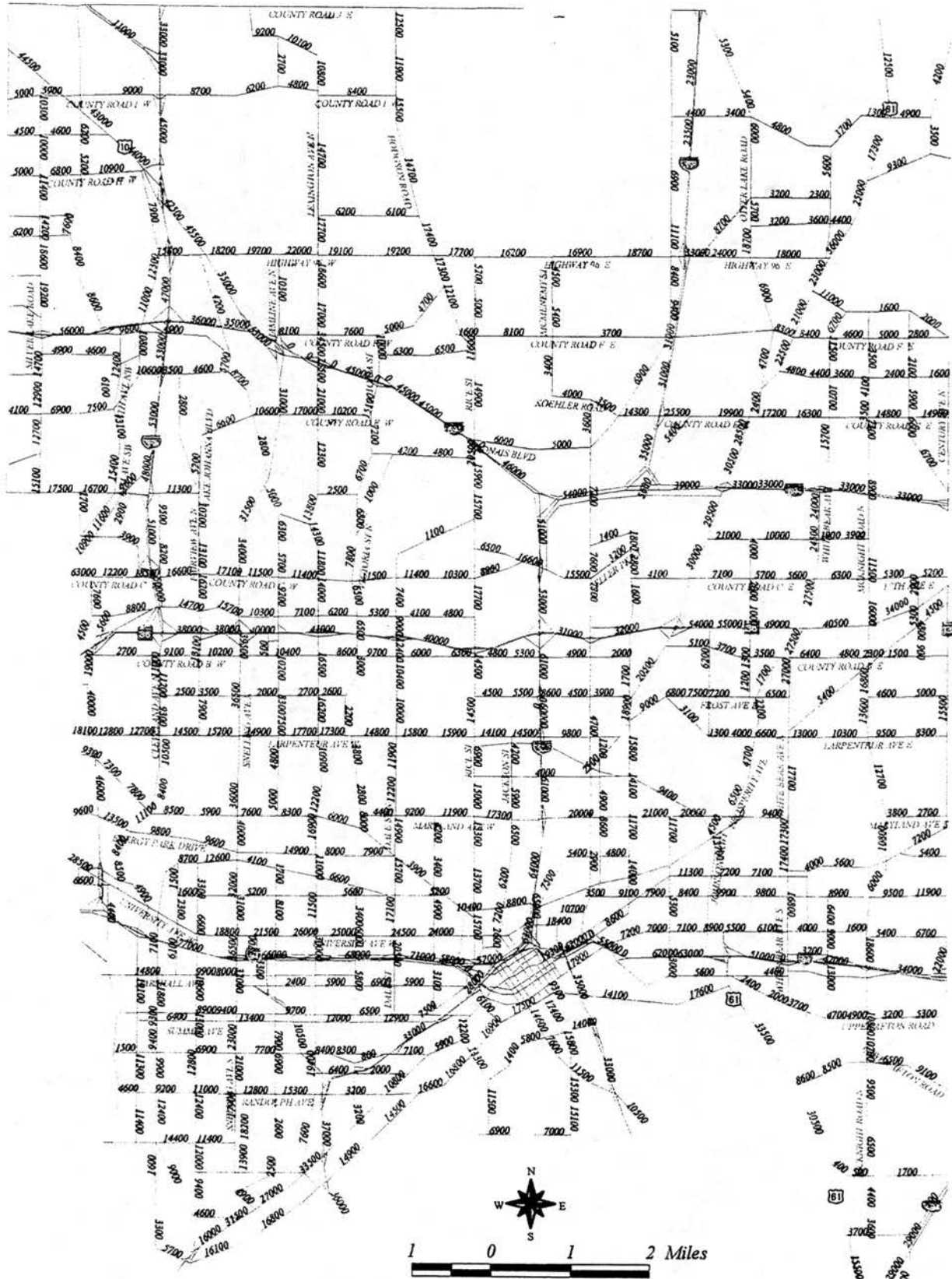
50

Ramsey County 1997 Roadway Congestion Map



Ramsey County

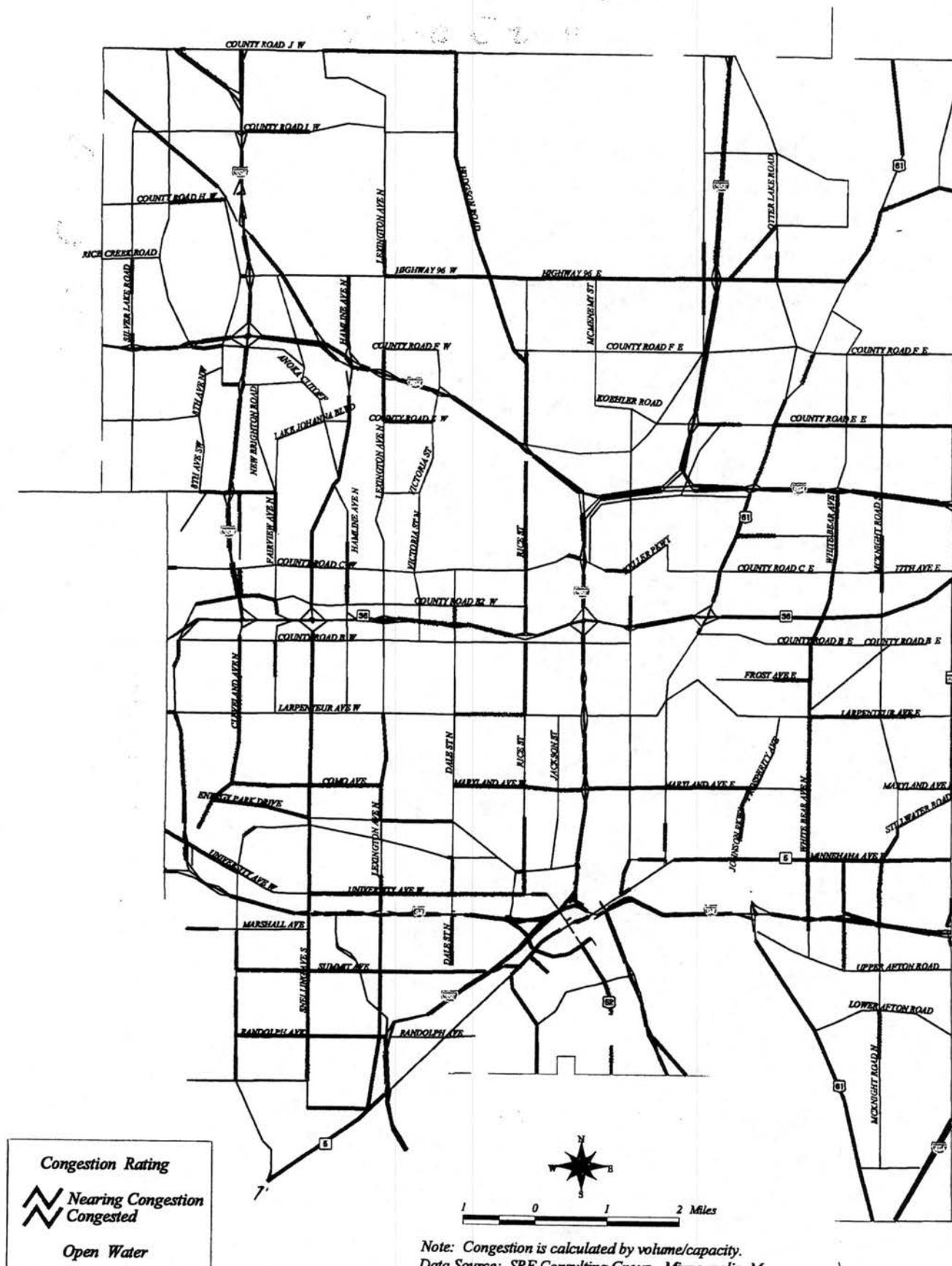
2010 Roadway Volume Map



13500 Indicates 2010 Average Daily Traffic (ADT)
Open Water

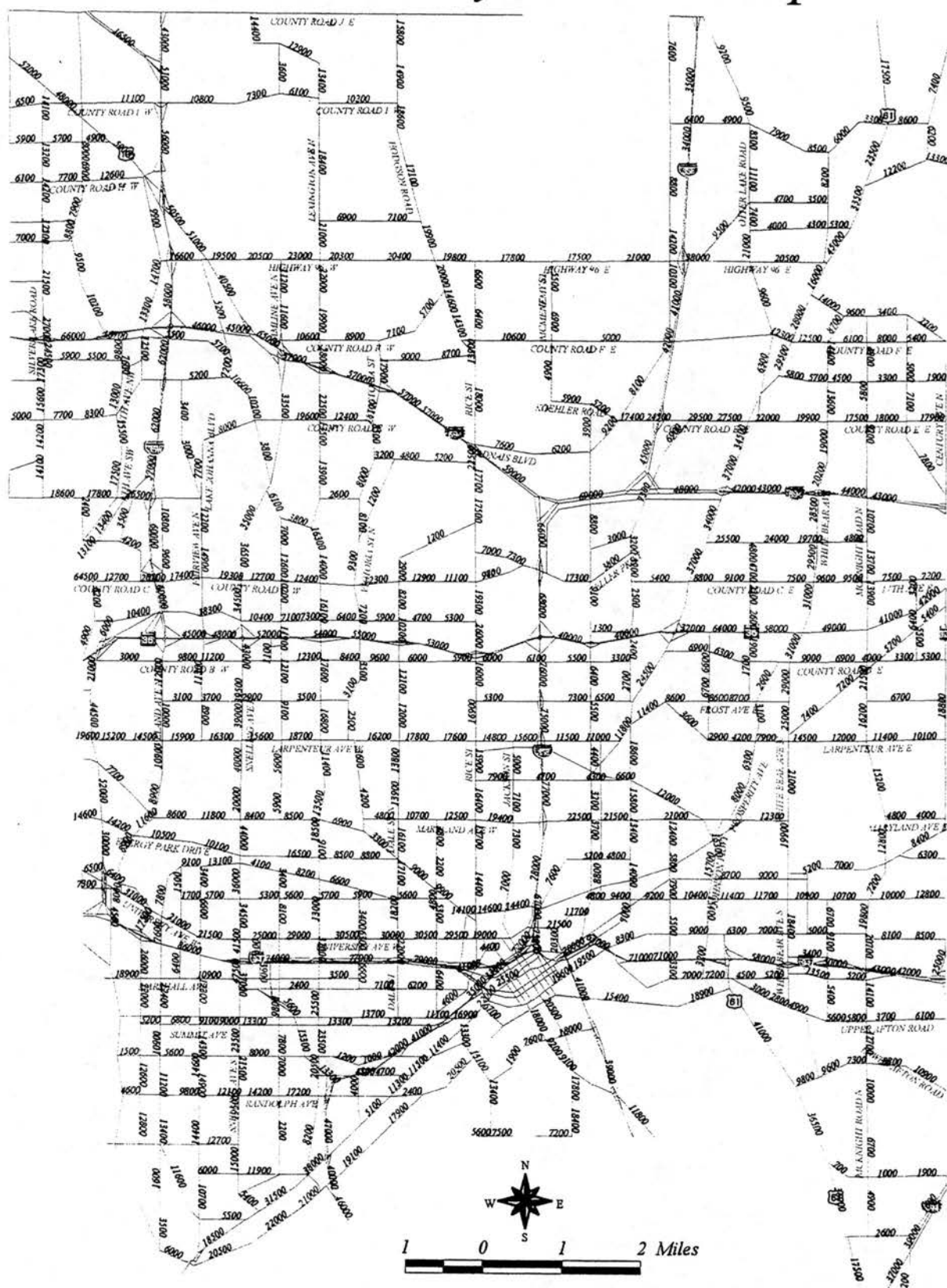
Data Source: SRF Consulting Group, Minneapolis Mn.

Ramsey County 2010 Roadway Congestion Map



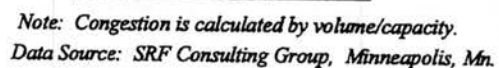
Ramsey County

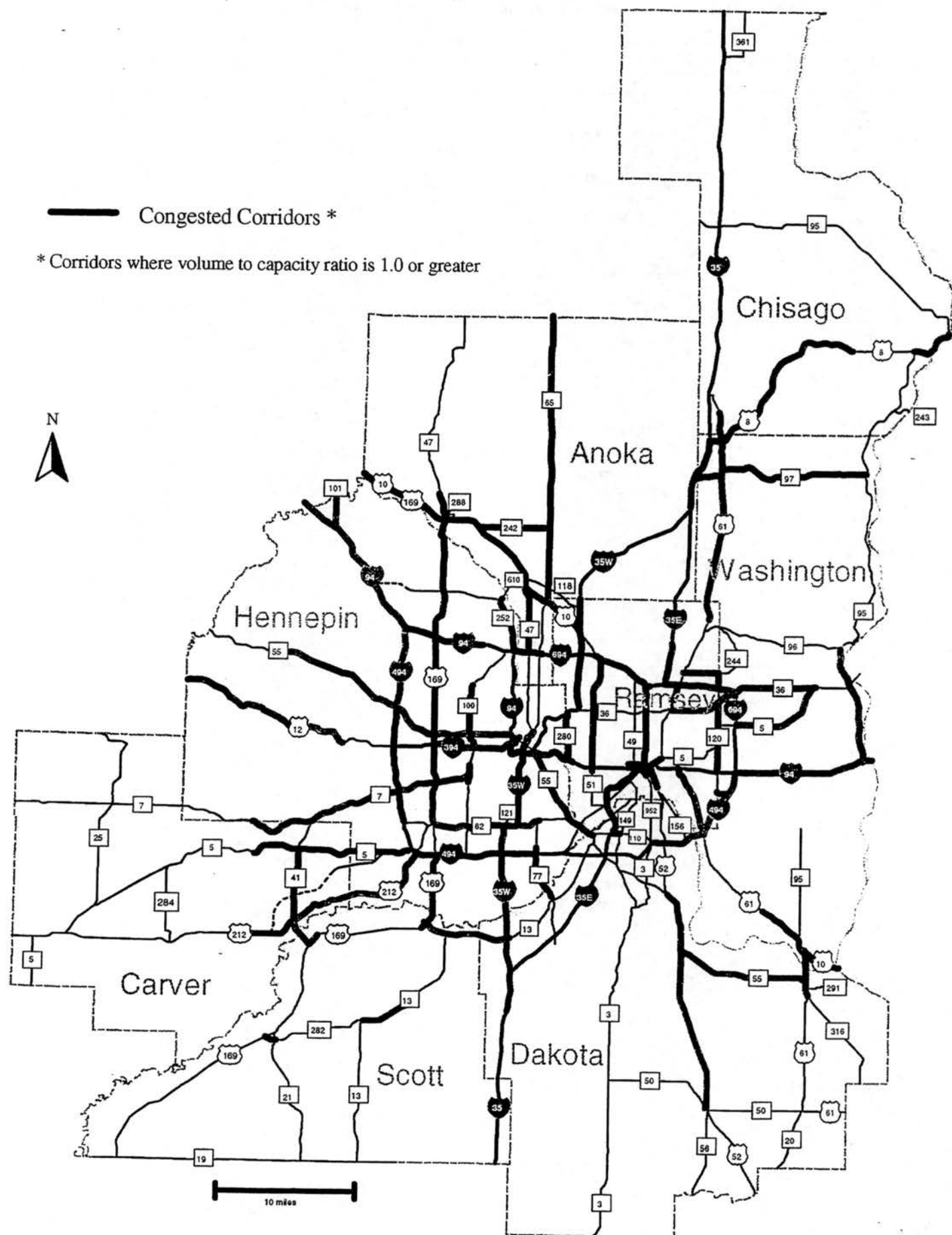
2020 Roadway Volume Map



13500 Indicates 2020 Average Daily Traffic (ADT)
Open Water

Data Source: SRF Consulting Group, Minneapolis Mn.





Future Capacity Deficiencies

State Trunk Highway System			
Location		From	To
I-35E		I-94	Highway 96
I-35W		TH 280	County Rd J
I-694		I-35W	TH 120
I-94		TH 280	TH 120
TH 120		I-694	County Rd E
TH 280		I-94	TH 36
TH 36		I-35W	TH 120

County Road System			
Location	CSAH #	From	To
7th Street W	5	Shepard Rd	I-35E
County Rd B2	78	Fairview Ave	TH 51
County Rd D	19	Old Highway 8	Cleveland Ave
County Rd J	1	TH 10	Lexington Ave
Fairview Ave	48	County Rd B	County Rd C
Highway 61	61	White Bear Ave	Hwy 96 N. Jct
Highway 96	96	Centerville Rd	White Bear Prkwy
Highway 96	96	Old Highway 8	TH 10
Maryland Ave	31	I-35E	Johnson Prkwy
Rice Street	49	Roselawn	County Rd C
Rice Street	34	I-694	County Rd J
White Bear Ave	65	I-94	Larpenteur Ave

Interchanges / Intersections			
Location	CSAH #	at	
County Rd B	25	TH 51	
County Rd C	23	TH 51	
County Rd D	19	I-35W	
County Rd J	1	I-35W	
Fairview Ave	48	TH 36	
Highway 61		I-694	
Highway 96	96	TH 10	
Highway 96	96	I-35W	
Highway 96 S. Jct	96	Highway 61	
Hodgson Rd	49	County Rd J	
McKnight Rd	68	TH 36	
Rice St	49	TH 36	
Rice St	49	I-694	
Silver Lake Rd	44	I-694	
TH 120		TH 36	
TH 120		I-694	
White Bear Ave	65	I-694	
White Bear Ave	65	TH 36	

FUNCTIONAL CLASSIFICATION SYSTEM CHARACTERISTICS FOR THE TWIN CITIES REGION				
	PRINCIPAL ARTERIAL			
	Freeway		Other principal arterial	
Characteristics	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

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 CHARACTERISTICS FOR THE TWIN CITIES REGION				
	COLLECTOR		LOCAL	
Characteristics	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				
	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

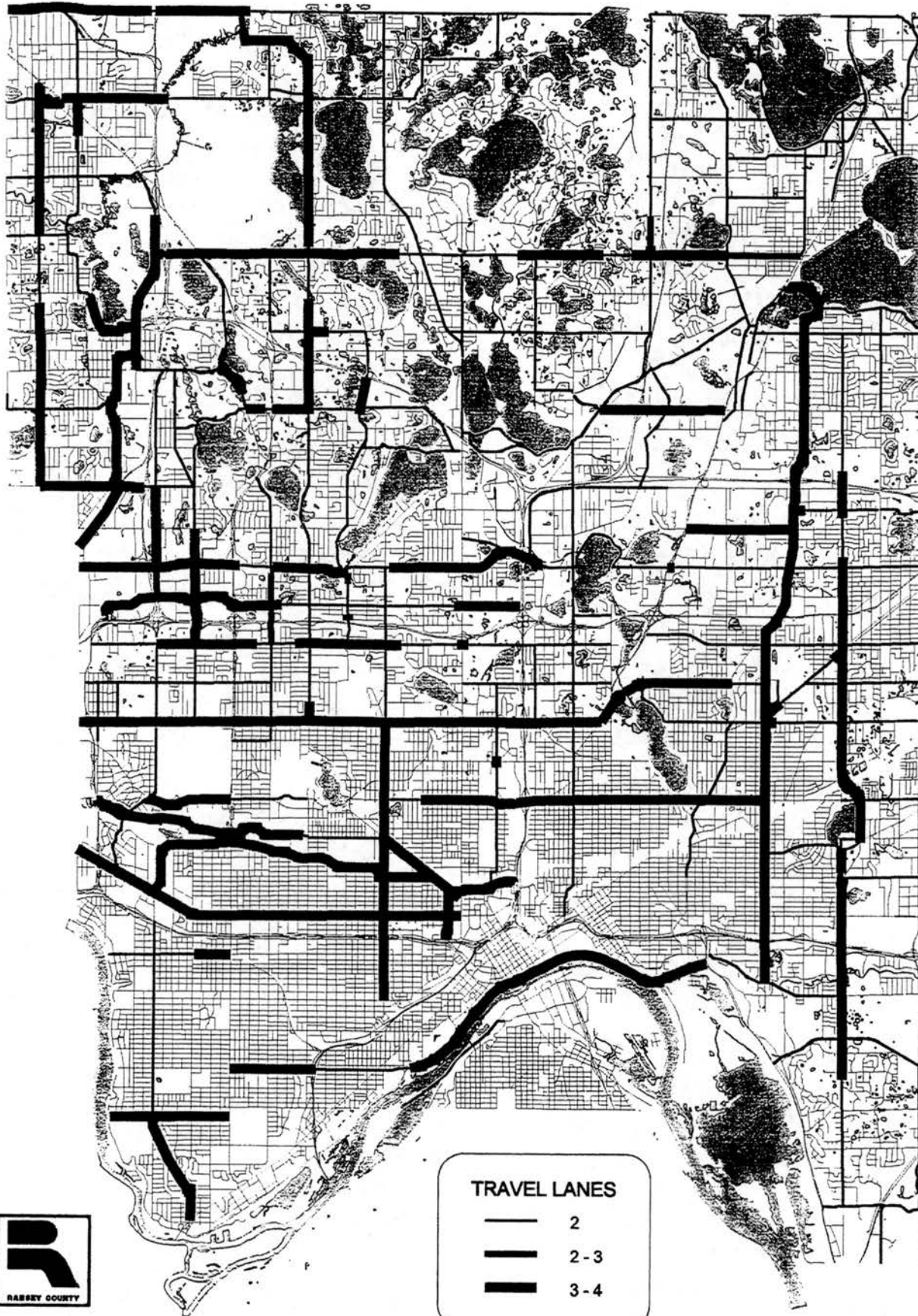
FUNCTIONAL CLASSIFICATION SYSTEM CRITERIA FOR THE TWIN CITIES REGION		
	MINOR ARTERIAL ("A" OR "B")	
Criterion	Urban	Rural
Place Connections	Provide supplementary connections to metro centers and regional business concentrations within the MUSA. Provide interconnection of major traffic generators within 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

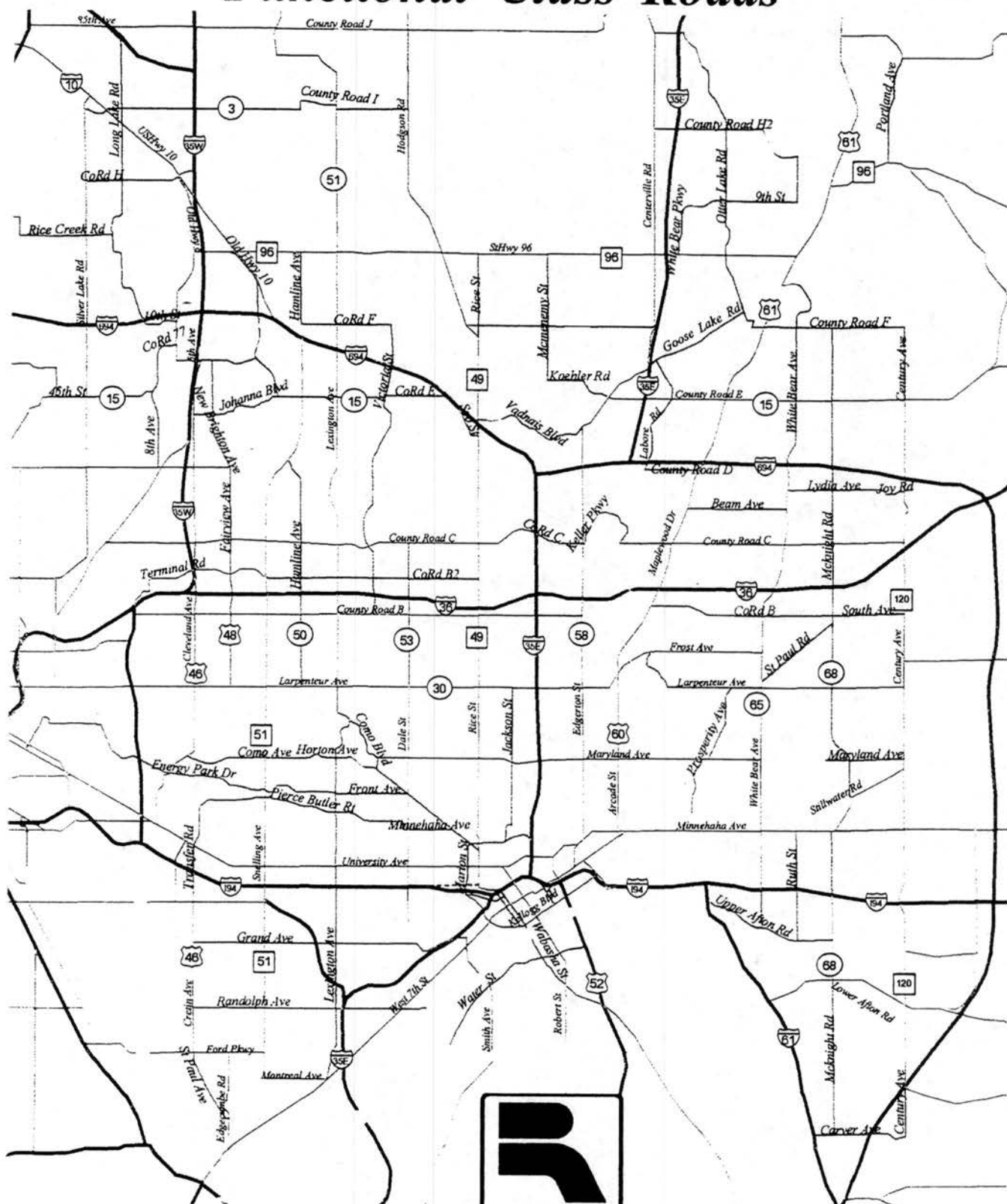
FUNCTIONAL CLASSIFICATION SYSTEM CRITERIA FOR THE TWIN CITIES REGION				
	COLLECTOR		LOCAL	
Criterion	Urban	Rural	Urban	Rural
System Mileage	Suggested federal limitations: 5-10%.	Suggested federal limitations: 20-25%.	Suggested federal limitations: 65-80%.	Suggested federal limitations: 63-75%.
Percent 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

TRAVEL LANES PER
RAMSEY COUNTY ROADWAY
1998



Ramsey County Functional Class Roads



Legend

- Principal Arterial
- A-Minor Arterials
- B-Minor Arterials
- Ramsey County Open Water Areas

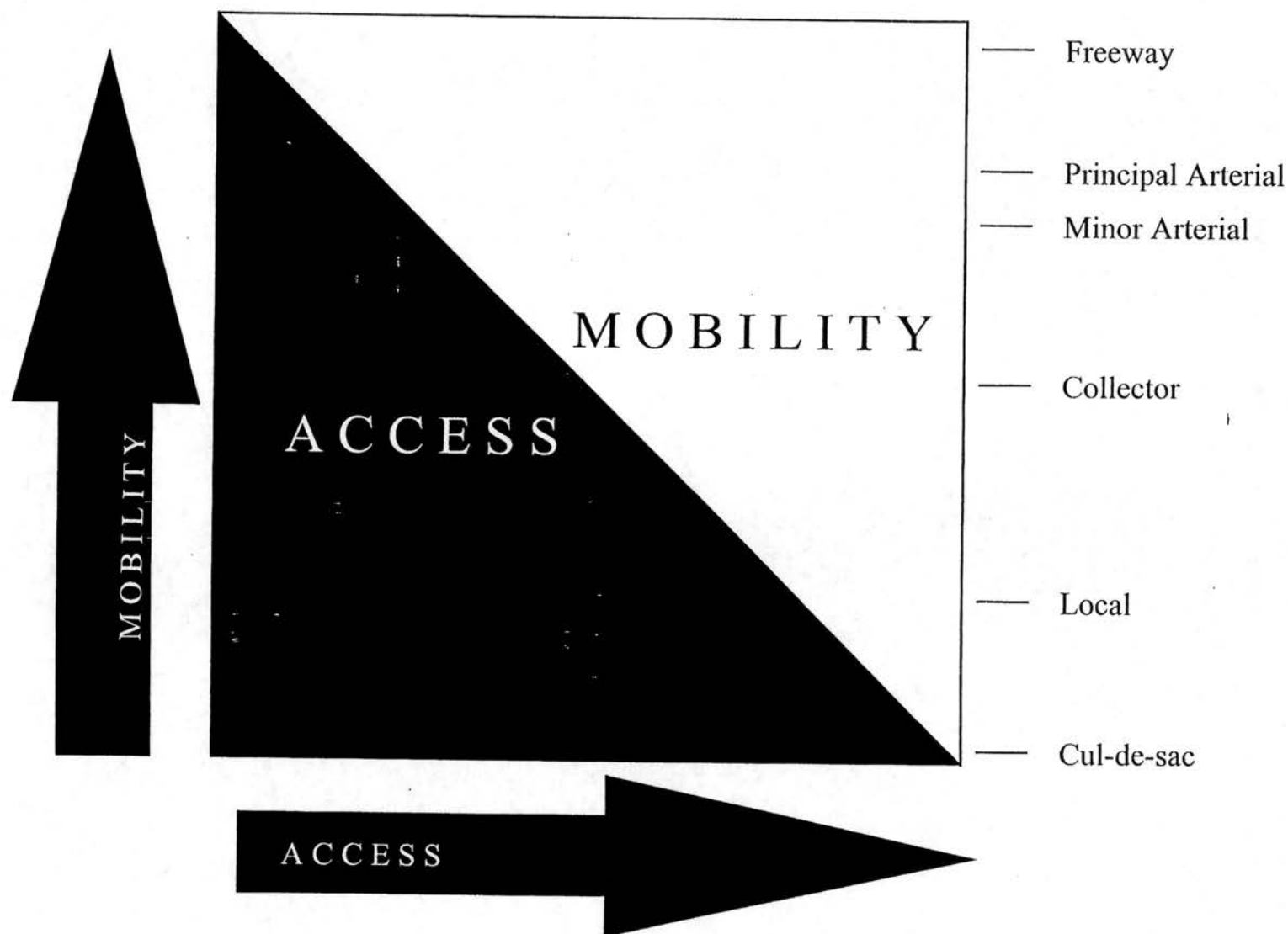


1 0 1 2 3 Miles

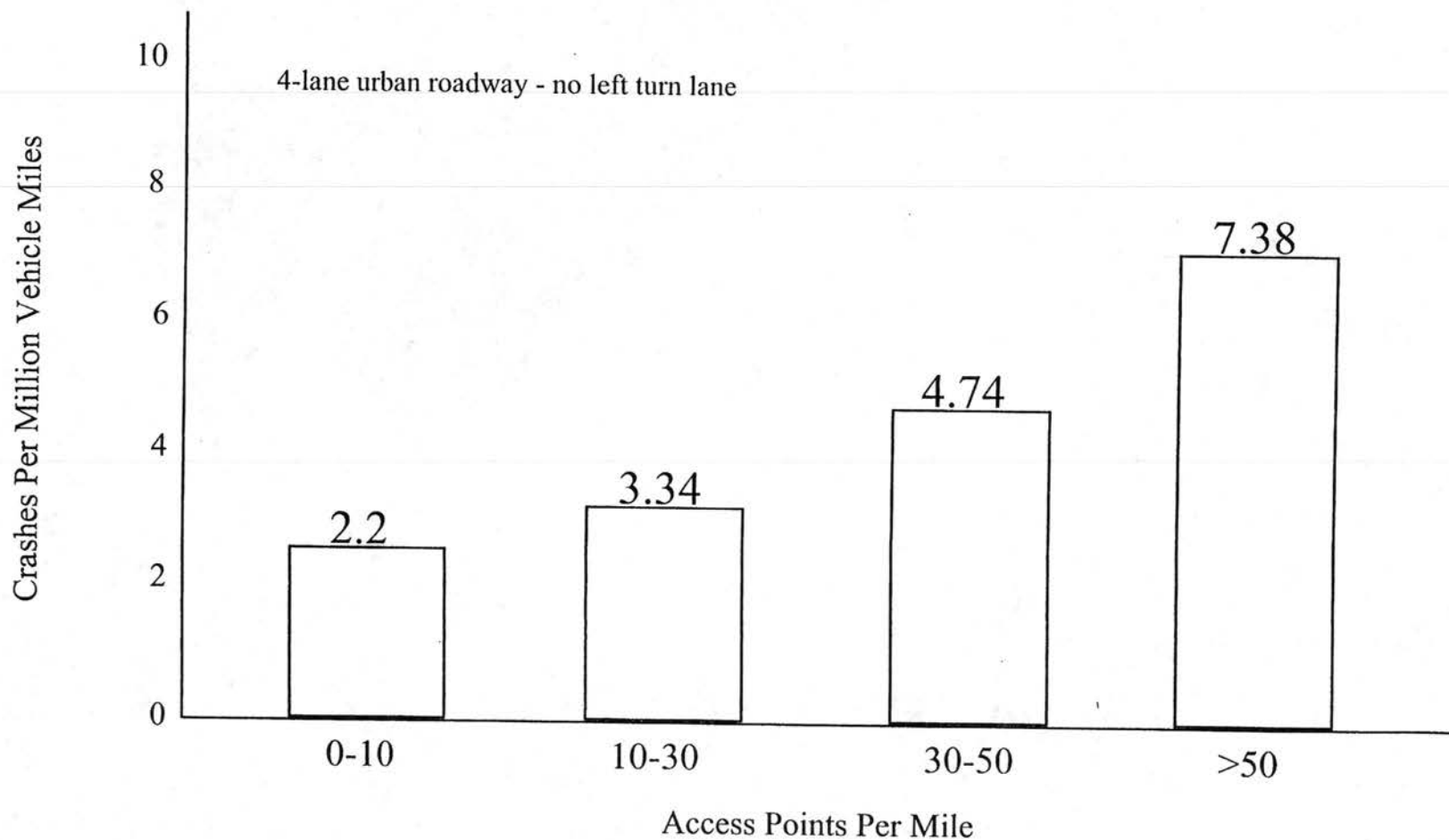
Source: 1996 Metropolitan Council

ACCESS VS. MOBILITY

FUNCTIONAL CLASSIFICATION



HIGH ACCESS CAN TRIPLE CRASHES



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).

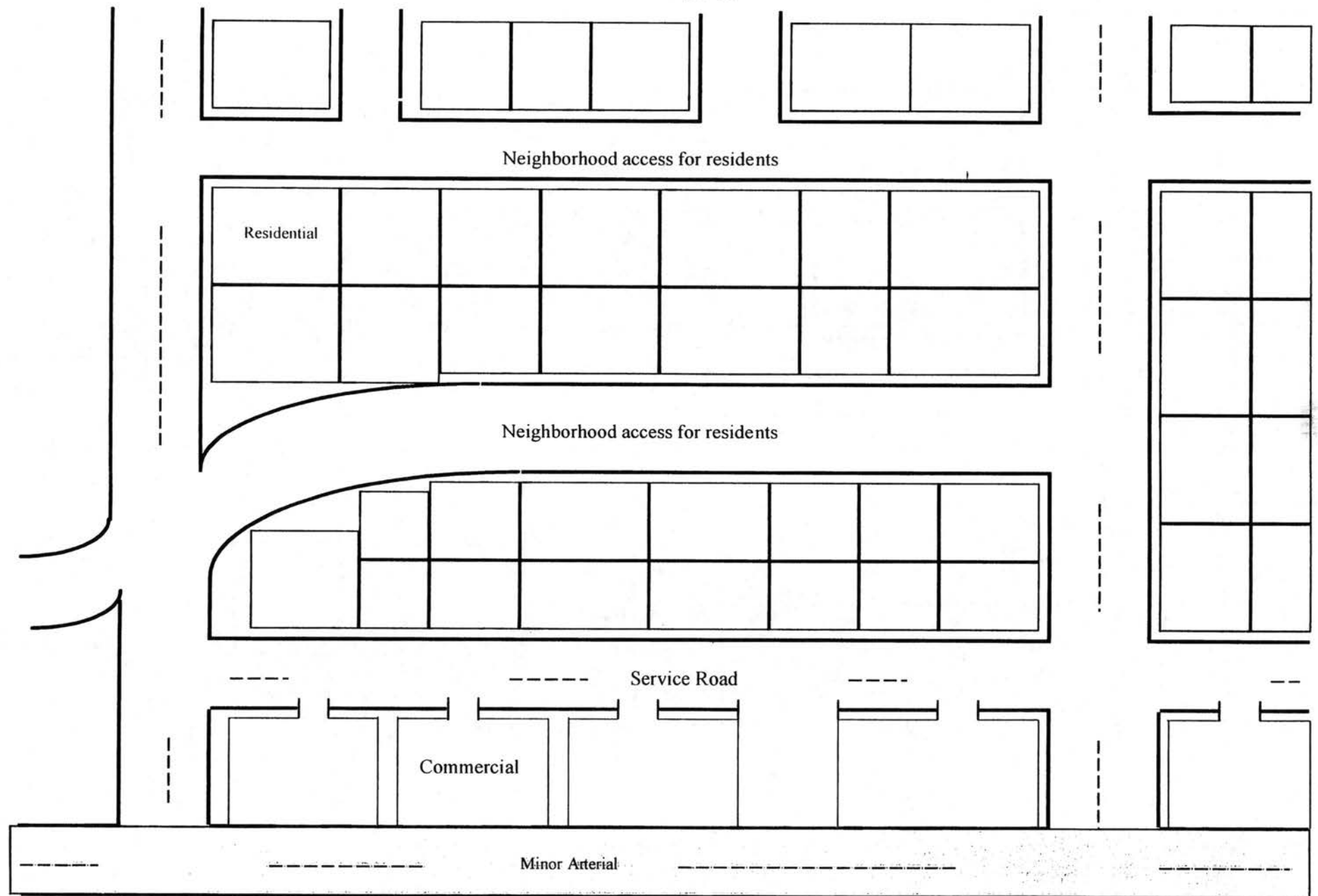
³ Connections are counted by adding each public and private approach as they occur along the roadway. (For example, a full intersection is counted as two connections, while a right-in/right-out driveway is counted as one.)

OPTIMUM SIGNALIZED INTERSECTION SPACINGS

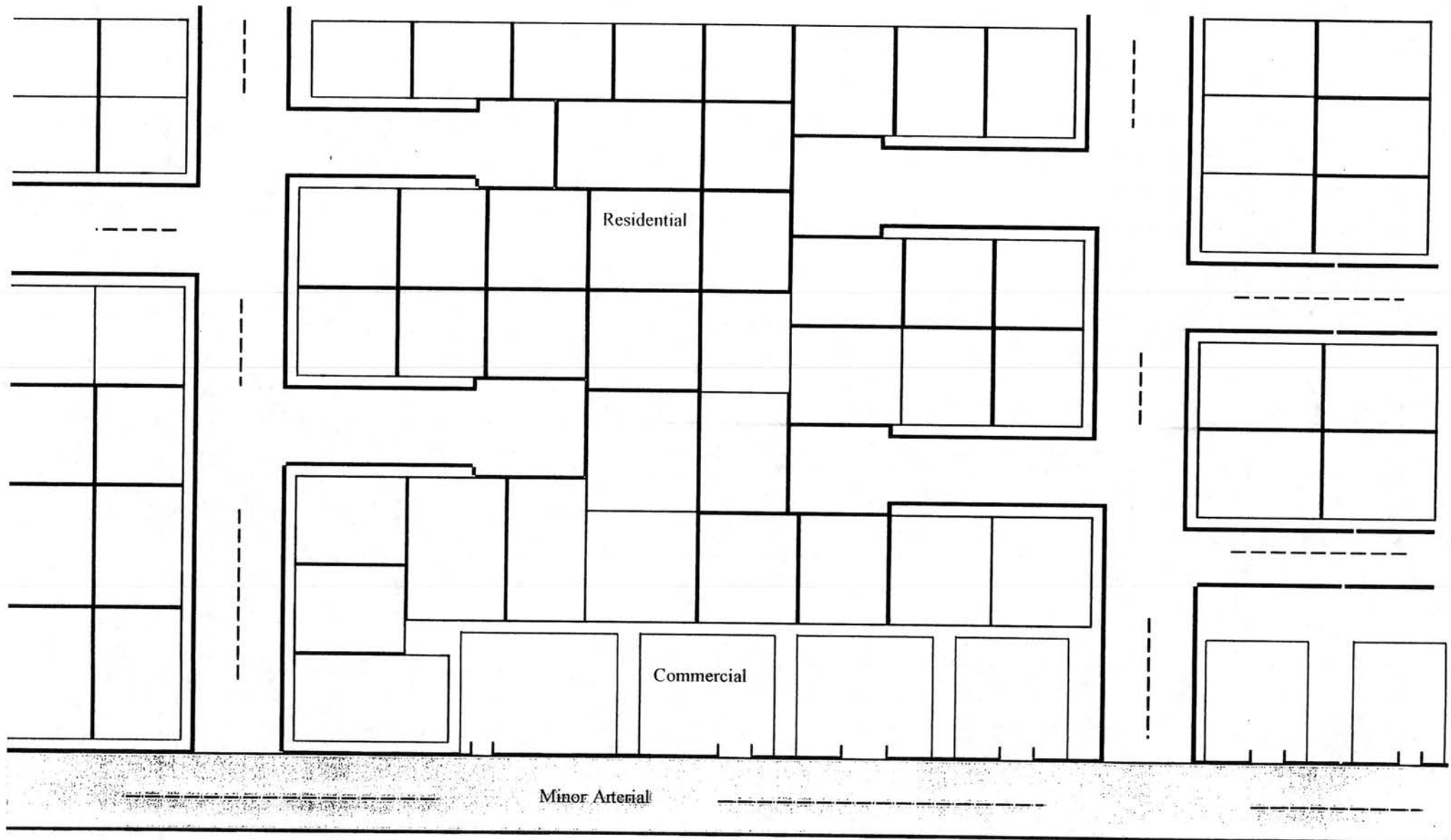
Cycle Length (seconds)	Speed (mph)					
	30	35	40	45	50	55
	Distance in Feet					
60	1,320	1,540	1,760	1,980	2,200	2,430
70	1,540	1,800	2,050	2,310	2,500	2,820
80	1,760	2,050	2,350	2,640	2,930	3,220
90	1,980	2,310	2,640	2,970	3,300	3,630
120	2,640	3,080	3,520	3,960	4,400	4,840
150	3,300	3,850	4,400	4,950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

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

DO



DON'T



Source: Minnesota Department of Transportation, Office of Access Management

RIGHT OF WAY PLANNING PROCESS

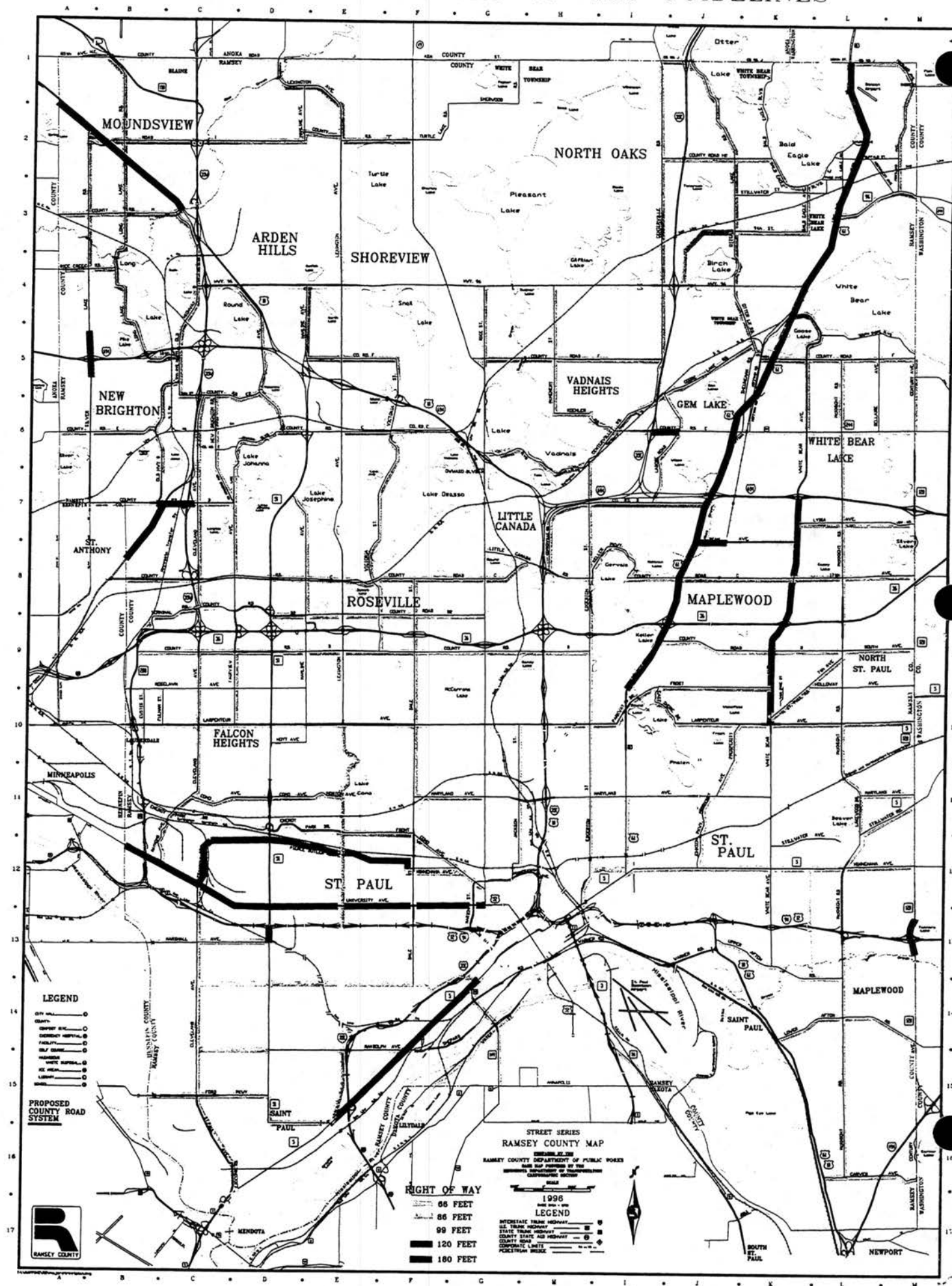
Design Elements								Right of Way Requirements (ft)			
Road	Blvd.	Parking		Walk (5')		Path (10')		ADT	ADT	ADT	ADT
		1- Side	Both	1- Side	Both	1- Side	Both	0-8000	8000-15000	15000-24000	24000+
X								* 32	* 52	* 66	* 66
X	X							66	86	99	120
X	X			X							
X	X				X						
X	X					X					
X	X	X				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

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.

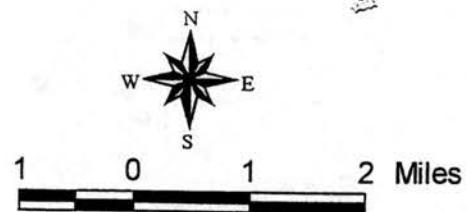
TRANSPORTATION RIGHT-OF-WAY GUIDELINES



Ramsey County Major River Crossings



 Roads
 Open Water
Ramsey County

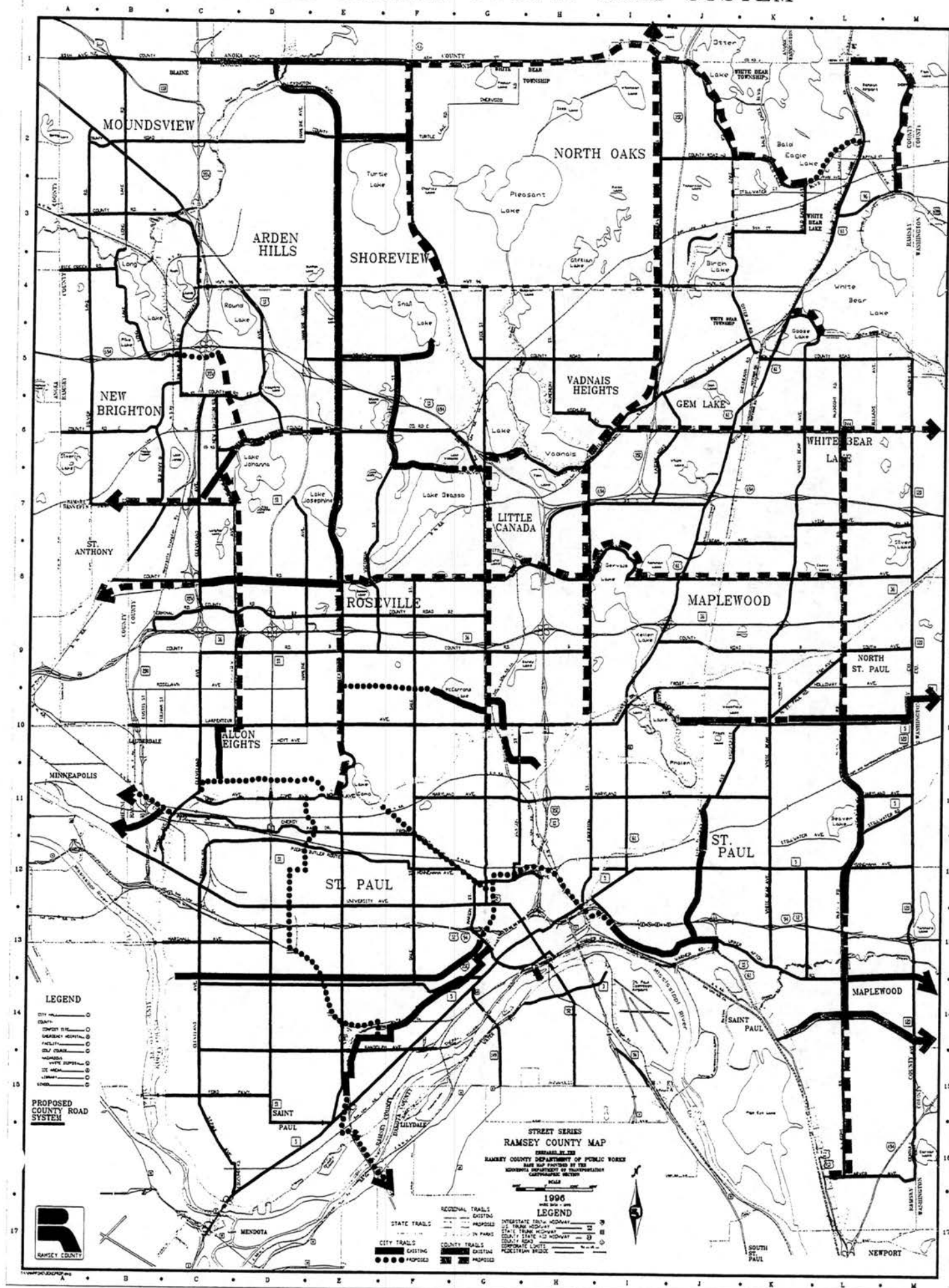


- 01 Lake Street / CSAH 35 Bridge
- 02 Ford Parkway / CSAH 42 Bridge
- 03 Fort Snelling / TH 5 Bridge
- 04 Lexington Street at I-35E Bridge

- 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.

PROPOSED RAMSEY COUNTY BIKE SYSTEM



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

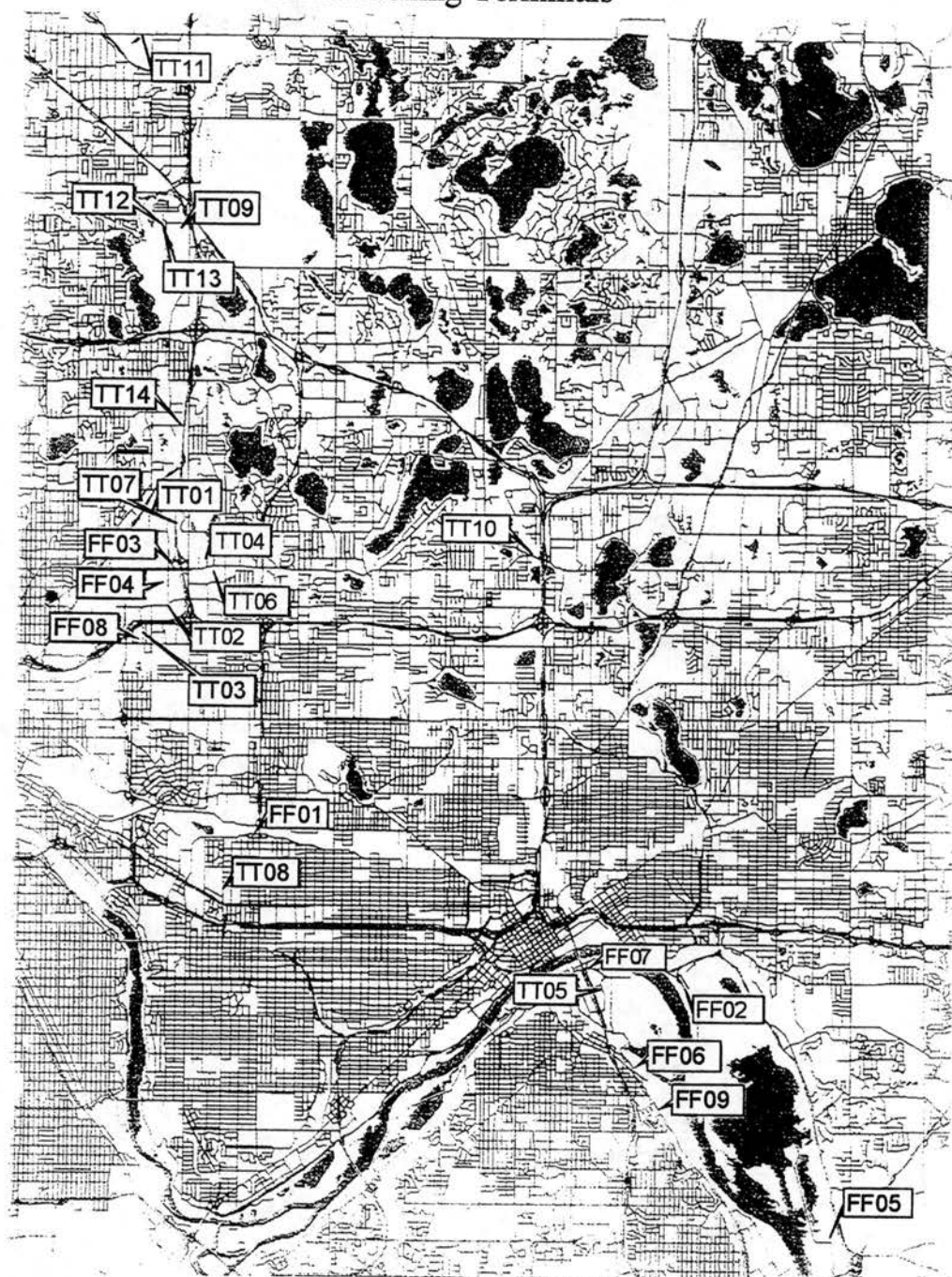
Source: Minnesota Department of Transportation: Motor Carrier Services and Office of Freight, Railroads and Waterways.

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



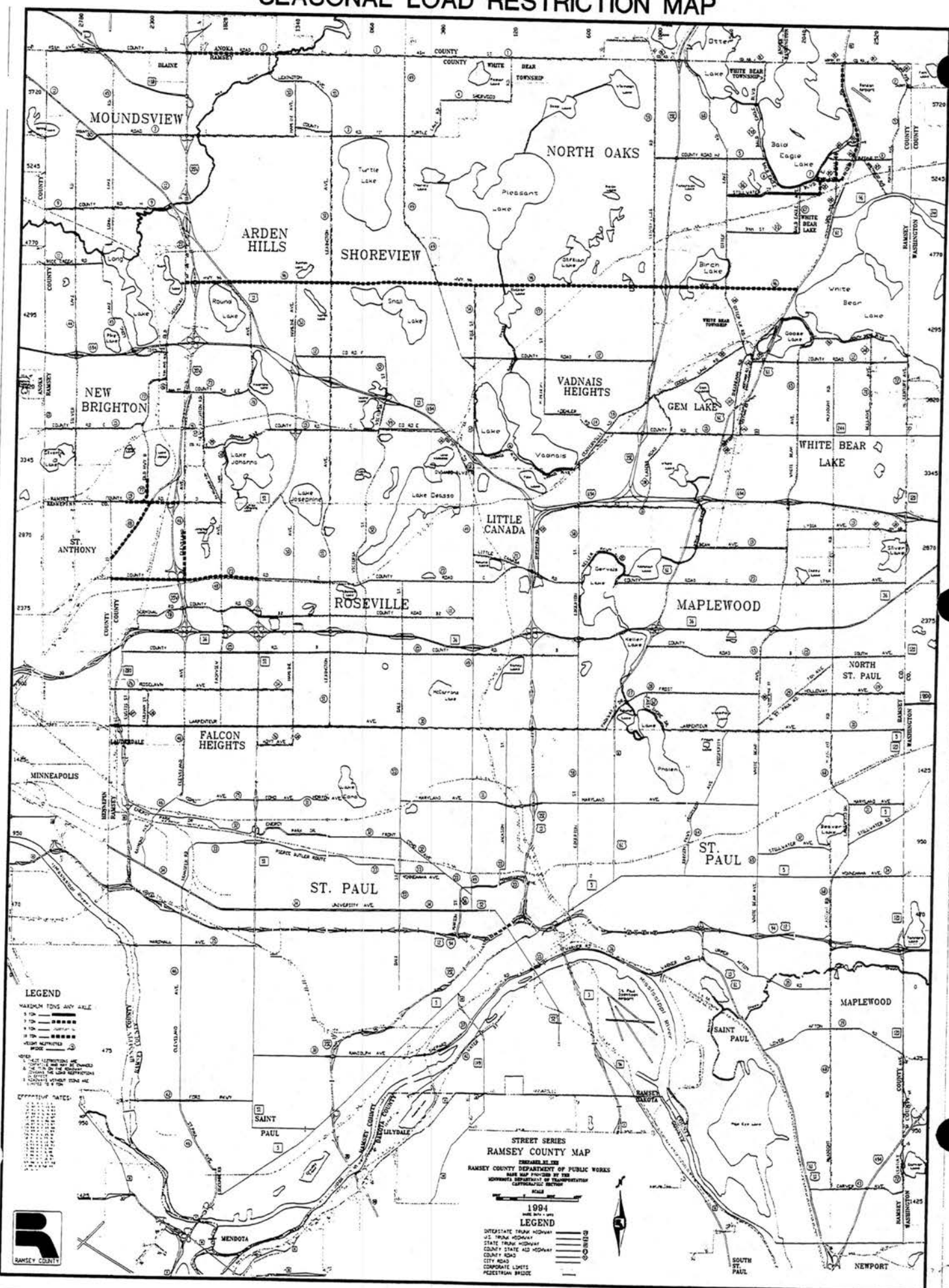
Roads
 Open Water
 Ramsey County
 FF Freight Facilities
 TT Trucking Terminals

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 Quest Transfer, Inc.
 TT10 Quicksilver Express Courier
 TT11 Sysco Food Srv. of MN
 TT12 Trailwood Transportation
 TT13 Tyson Truck Lines
 TT14 USF Holland, Inc.

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

Source: 1998 Minnesota Department of Transportation.

SEASONAL LOAD RESTRICTION MAP



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

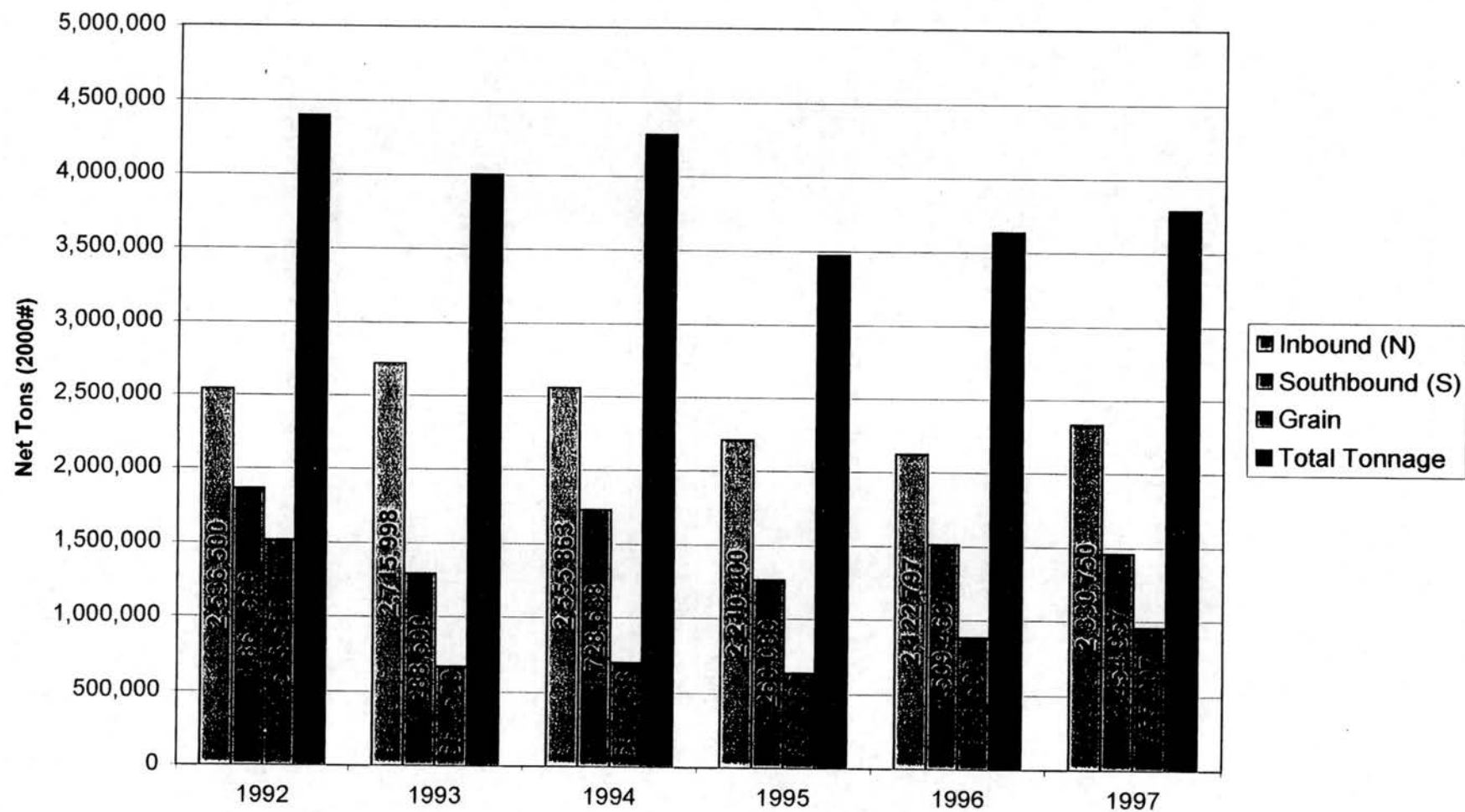
Source: Metropolitan Council Aviation Policy Plan. 1996

Ramsey County Railroads and Airports



Source: December 1996 Metropolitan Council Transportation Policy Plan Map.

RIVER TONNAGE LOADED OR UNLOADED IN RAMSEY COUNTY



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

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.

Ramsey County River Barge Terminals



 Open Water
 Roads
 Ramsey County

- 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

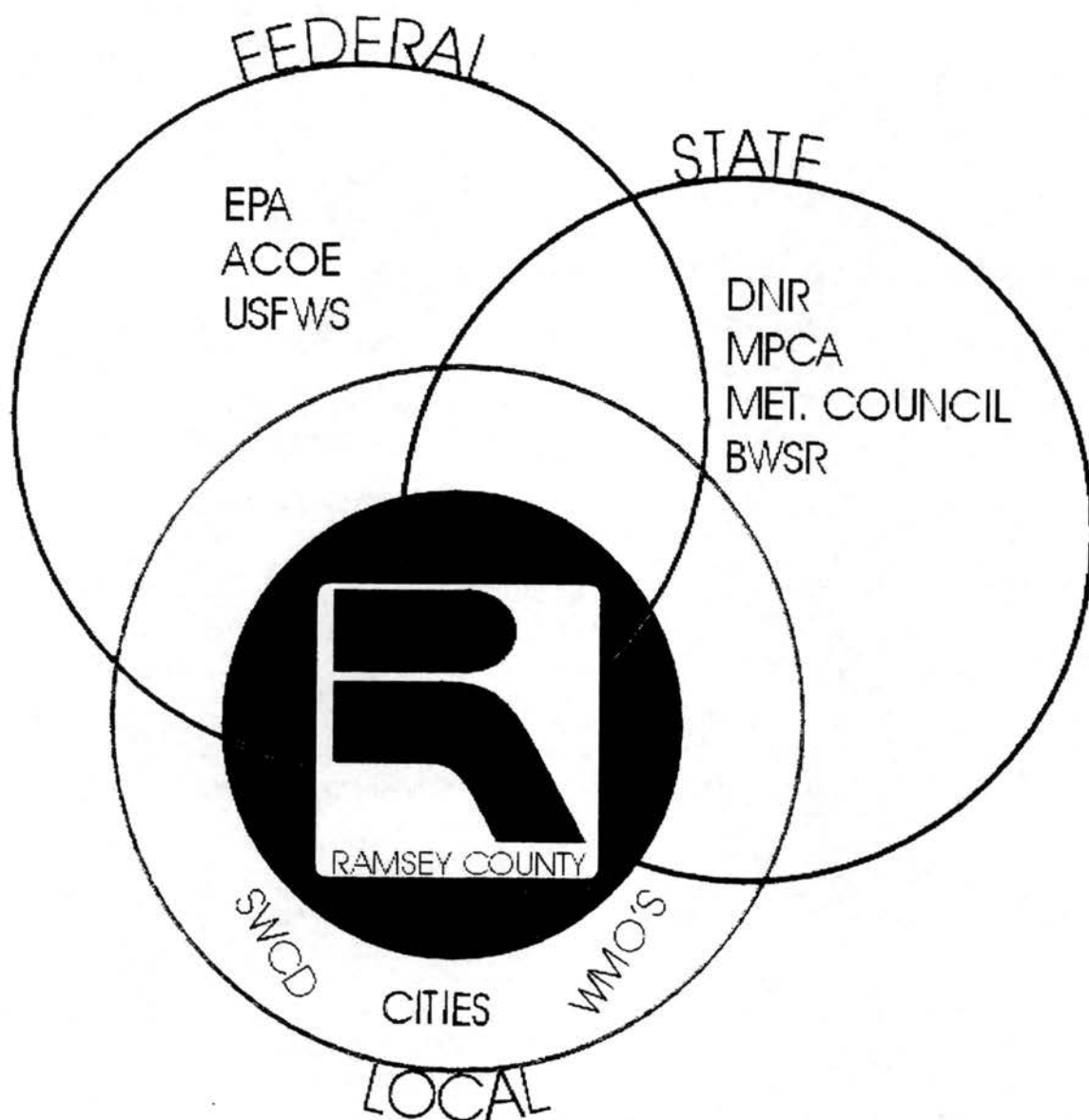
Source: Ports and Waterways section of the Minnesota Department of Transportation. 1996.

* 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

Current Natural Resource Management



Appendix D.2

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	¹
Grass Lake WMO	Jan. 1986	Roseville, Shoreview	100	²
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.

Appendix D.3

TABLE 1. RAMSEY COUNTY RECREATIONAL LAKE WATER QUALITY
1997 EPIIMNETIC 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 CO. LAKE MANAGEMENT PROGRAM (10/98)
\\OVERALL\\1997X.XLS

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

TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on when Tool Used Most Effectively
Public Meetings/Hearings - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Meetings present information to the public and obtain informal input from residents. Used throughout planning. - Hearings are more formal events, held prior to a decision point. A hearing gathers community comments and positions for public record. Required by Federal law for many transportation projects	- Anyone may attend - Receive community comments - Facilitates participation - Help monitor community reactions to agency policy, proposals, and progress - One meeting can address several related projects or community planning issues - Public meetings are flexible and can be tailored to agency and community needs	- A small percentage of the public attends public meetings/hearings - Meetings do not always allay community doubts about agency credibility - Resource and staff needs can be substantial	- Effectively disseminates information - Input to decisions or plans is collected - Meetings are an effective vehicle for presenting proposals and gathering input - Hearings tend to bring out the vocal minority - Hearings are least effective; need public support prior to a hearing
Small group meetings/focus groups - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Obtain input on specific areas from individuals familiar with the facility or activity	- Provides two-way communication, participation - Gives agencies a chance to directly respond to comments - A single meeting can address several related projects - Explores attitudes in depth - Focus groups need not be time-consuming - Larger meetings are more effective	- Requires commitment from both the agency and the public - Solely qualitative responses - No public consensus - Meetings must be frequent enough to demonstrate agency concern about public involvement. - A small percentage of the public attends meetings	- Most effective with a specific charge and short time period - Restart public involvement or move it forward - Used before issues reach an impasse or if participants are feeling excluded - Used in either planning or project development to prioritize issues or work on action items

RAMSEY COUNTY

TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on when Tool Used Most Effectively
Public Opinion Surveys - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Person to person tool, designed to inform citizens about County activities - Survey a sample group of people via a written questionnaire, or through interviews in person, by phone, or by electronic media	- Portray community, or segments of the community, perceptions and preferences - Identify community interests and concerns - Can test whether opinions are changing - Agency can respond to survey information - Informal surveys relatively inexpensive	- Surveys not interactive - Survey results may not reflect the entire community's view, especially in the case of informal surveys - Scientific surveys are expensive because of the complexity of drawing a sample population or structuring the questions asked	- Used to gauge customer satisfaction - Can be taken at almost any time during a process. If used carefully and repeated over time, surveys can keep an agency well-informed of changes in public knowledge of a transportation project, and community preferences within that knowledge
Public Information Materials - Material tool, designed to inform citizens about County activities - Materials that provide information about a County investment - Advertising, brochures, fact sheets, newsletters, notices, press releases, etc.	- Provide basic information in a fast, concise, and clear way - Information easily updated - People can easily find information - Target a broad public - Material can be targeted to a specific project or stage - Can help people decide to participate	- Requires distribution - Not usually interactive - Events can overtake public information material; needs can be determined by default, even with prior planning - Production time can be significant - May be perceived as public relations and not public involvement	- Brochures, pamphlets, fact sheets very effective in response to community requests for information - Press releases effective and often lead to future articles. - General materials serve as background information - Important events or decisions can be highlighted

RAMSEY COUNTY

TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on When Tool Used Most Effectively
On-line services - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Material tool, designed to inform citizens about transportation activities - Provide round-the-clock communication through a computer	- Give and get information when convenient - Connect people to a network of sources – e.g. federal, state, local sources - Used at any stage of planning - Develop a mailing list - Offer privacy to people who dislike speaking in front of a group - Surveys can be given on-line	- Use is limited due to access, expense, and skill requirements - Participants do not represent the entire community - Information overload is a potential problem	- General information and updates on programs and services - Best used to improve and expand opportunities for communication - Over time, on-line services strengthen public involvement programs as a means of communication and information exchange
Interactive Video Displays and Kiosks - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Material tool, designed to inform citizens about County activities - Similar to automatic teller machines, offering menus for interaction between a person and a computer	- Reaches people who do not normally attend meetings - Elicit specific responses, acting as a survey instrument - User can enter a special request, join a mailing list, and/or submit input - Used in a variety of locations; either stationary or mobile - Visual communication is powerful; large amounts of information delivered in a relatively short time period - Conveys complex material in easily-digested segments - Can be multi-lingual	- Expensive to develop - Use is limited due to access and skill requirements - Software purchase may be a high up-front cost - Maintenance costs are incurred, e.g. keeping screen clean - Potential vandalism is a factor in site selection - Liability issues may be associated with location of displays. Stationary and movable should be insured	- Provides information from an agency to the public - Supplements other methods of dissemination, thus conserving staff resources - Collects information from the public for agency analysis - Displays offer agencies flexibility in controlling and directing where a message goes; specific audiences can be targeted.

RAMSEY COUNTY **TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES**

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on When Tool Used Most Effectively
Citizen Jury® • Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution • Person to person tool, designed to inform citizens about County activities (presentation to elected officials, tours or field trips, speakers at public meetings) • Developed by The Jefferson Center for New Democratic Process • A jury of 18-24 citizens meets for one week to examine public policy issues and present their findings to decision makers and to the community at large • Process: advisory committee, telephone survey, jury selection, witness selection, charge, hearings, recommendations	• Random selection yields a demographically representative panel • Public policy decision makers hear from a broad cross section of citizens, rather than from just the vocal minority • Decision makers learn what an informed public wants, and why – beyond yes/no • Involves citizens in high quality dialogues about key issues • Increased public support for the resulting policy • Citizen input from a group that is both informed and representative of the public	• Time intensive • Expensive • Decision makers need to consider possibility that the Citizen Jury® may not give the answer(s) they want to hear – Jury has a lot of power • Must be conducted, or closely monitored, by The Jefferson Center	• More effectively used at the beginning of a process so that Citizen Jury® input can be utilized

RAMSEY COUNTY **TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES**

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on When Tool Used Most Effectively
Task Force • Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution • A group is assigned a specific task, with a time limit for reaching a conclusion and resolving a difficult issue • Membership usually includes local people and/or representatives from local governments, transportation groups, civic or business groups, consumer organizations, and /or interest groups, appointed by elected officials or agency executives	• Helps resolve impasses through a participatory process • Decisions can be expected to have broad community support. Task force members represent a broad cross-section of interests, helping to legitimate the process and decisions • One-on-one contact	• Process is long and expensive; an extensive number of meetings and presentations is required • Participants must make an extensive commitment to the process • A high degree of facilitation skill is required • Significant resources are required; facilitator training, technical support, time, etc.	• Deals with high-profile issues that have generated significant public or media attention and community polarization • Breadth of representation is accompanied by depth of probing; brings together a wide range of opinions to assist in exploring issues • Can be used productively at any time in a complex project or planning study, but due to time and cost commitments, it is often used to resolve an impasse

Source: U.S. Department of Transportation: Federal Highway Administration, Federal Transit Administration; Ramsey County Policy Analysis and Planning Division

Appendix F.1

Definitions

Access Management - Control of movement onto highways. Strategies include restricting the intersections and interchanges of other streets and highways, restricting or limiting the number of driveways, or controlling these entrance points in some manner, as with traffic signs or signals.

Agricultural - Lots or parcels of five acres or more used for agricultural purposes, including lands enrolled in Agricultural Preserves and Green Acres, as well as unprotected agricultural uses. Includes sod and tree farms.

Airport capacity - The number of aircraft movements the runways of an airport can process within a specified period of time with the average delay to aircraft kept to an acceptable limit.

Annual airport capacity - The theoretical number of aircraft operations that can be handled by an airport in a year.

Auto occupancy - The number of persons per automobile, including the driver.

Bus rapid transit - Lanes that give buses priority. The University of Minnesota transitway is an example.

Car pool - A paratransit service by auto on a scheduled or unscheduled basis, with at least two occupants.

Collector streets - The streets that connect neighborhoods. The streets that connect neighborhoods to regional business concentrations. (See functional classification criteria.)

Commercial - Lots or parcels containing retail sales, services (including professional), hotel/motels and all recreational services that are predominantly privately owned and operated for profit.

Congestion - Overloading of roadway with vehicles (See Level of Service.)

Congestion management - A systematic process for evaluating and developing transportation strategies and plans for addressing existing and future traffic congestion.

Corridor studies - As a rule, highway corridor studies focus on a segment of a particular travel corridor or travel shed. Once land use, access issues, capacity, level of service, geometries and safety concerns are studied, the alternatives are analyzed and recommendations are made. Corridor studies are usually prepared with the participation and cooperation of the affected communities and governmental agencies. Recommendations for improvements are often incorporated into the local comprehensive

plans of the participating cities and continue to be used by implementing agencies as improvements in the corridor are made.

Cost-sharing – A contractual arrangement whereby a local unit of government or other governmental body enters into an agreement to pay for part of a physical facility or a service; includes subscription transit service.

Demand-responsive service – A paratransit service in which the passenger either phones or hails the vehicle and then shares the vehicle with other passengers (e.g. taxi, dial-a-ride, jitney).

Design capacity – The number of vehicles per lane that pass any given point in an hour on an average day during good operating condition.

Design hour volume – The traffic volume used to determine the appropriate design features of a roadway.

Dial-a-ride – A demand-responsive service in which the vehicle is requested by telephone and vehicle routing is determined as requests are received. Origin to destination service with some intermediate stops. Dial-a-ride is a version of the taxi using larger vehicles for short-to-medium-distance trips in lower-density subregions.

Federal aviation regulations – Issued by the Federal Aviation Administration in implementation of its regulatory functions, these regulations carry the force of law and are binding on all aviation activities within FAA preview.

Fixed-route transit – A service that follows a specified route of travel, with identified stops for passengers and an established schedule. A regular-route transit.

Fully developed area – The built-up, centrally located portion of the region, including the cities of Minneapolis and St Paul as well as many adjacent suburbs. It comprises those communities that were more than 85 percent developed at the end of 1984 and that are contiguous to one another.

Functional highway classification – Description of a roadway's function to determine which routes should be on the metropolitan highway system and which roads would be used for transit service before design and operational guidelines are issued.

Grade separation – Intersection of traffic by provision of crossing structures, underpasses or overpasses.

High-occupancy vehicle (HOV) lanes – Highway lanes reserved for vehicles carrying more than one person. (The minimum number of persons per vehicle is established locally.) These lanes are officially denoted with a diamond marking.

Impact fees – Charges to individuals or groups intended to supplement existing funding and to account for the increased use of public facilities or services.

Industrial – Lots or parcels containing the buildings and the associated and adjacent landscaping, recreation facilities and parking for uses that include the following: horticultural specialties (e.g. greenhouse), general contractors, manufacturing of all kinds, goods movement facilities, communications, utilities and wholesale trade.

Infrastructure – Fixed facilities, such as roadways or railroad tracks; permanent structures.

Instrument landing system (ILS) – A nonvisual, precision approach to a runway utilizing electronic equipment at the airport to provide lateral guidance to the runway centerline and to give positive vertical reference to the glide path to the runway end.

Integrated traffic management system – The development and application of network-wide data collection and sharing of traffic information. The system can integrate data and control systems from freeways, arterials and city streets to provide real-time proactive traffic information and control. Implementation of the system would facilitate congestion detection, transit and emergency vehicle priority, and advanced traveler information.

Intelligent Transportation System (ITS) – The development or application of technology (electronics, communications, or information processing) to improve the efficiency and safety of surface transportation systems. ITS is divided into five categories that reflect the major emphasis of application:

- Advanced Traffic Management Systems
- Advanced Traveler Information Systems
- Advanced Public Transportation Systems
- Automatic Vehicle Control Systems
- Commercial Vehicle Operations

Intermediate airport – An airport whose system role is to provide facilities and services primary to corporate-business users.

Intermodal – A concept generally defined as a “seamless” delivery of freight by more than one mode from point of origin to point of destination. The delivery is accomplished under one bill of lading, and may include truck/rail/truck, truck/air/truck, or truck/rail/vessel. The cargo is switched at terminals by the company issuing the original bill of lading.

Jitney – Auto, small van or bus operating along highly traveled thoroughfares without a fixed schedule of stops. Passengers hail the vehicle at any point along the route.

Level of Service (as related to highways) – The different operating conditions that occur on a lane or roadway when accommodating various traffic volumes. It is a

qualitative measure of the effect of traffic flow factors. It is expressed as levels of service "A" through "F." Level "A" is a condition of free traffic flow where there is little or no restriction in speed or maneuverability caused by presence of other vehicles. Level "F" is forced-flow operation at low speed with many stoppages, the highway acting as a storage area.

Life-cycle maintenance – Concept of keeping a facility useable at least through its design life by conducting scheduled maintenance.

Life-cycle maintenance treatments – Roadway maintenance to help insure roadway use to the end of its full design life.

Light rail transit (LRT) – An electrically propelled vehicle operated singly or in trains on predominantly reserved, but not necessarily grade-separated, rights-of-way.

Line-haul – Regular-route transit operations, generally express, along a corridor or corridors.

Linear right-of-way – A narrow, well-defined corridor of contiguous land used, or pre-preserved, for transportation.

Livable Communities grant program – Program administered by the Metropolitan Council that was created under the Metropolitan Livable Communities Act (Minn. Stat. 473.25). The Council makes grants or loans to metropolitan area communities to provide incentives for development that links affordable housing, employment and transit; creates more mixed-use, compact development; and broadens the income mix of residents within areas.

Local streets – The streets that provide land access. (See functional classification.)

Major airport – An airport whose primary air service access area is international and national in scope. Its role in the airport system is to provide facilities and services primary to air carrier and regional commuter users.

Major construction – Roadway improvements that increase the operational characteristics of a highway facility, including decreasing congestion, increasing operating speed and reducing accidents.

Major investment study (MIS) – A highway or transit improvement study requiring a substantial capital investment that is expected to have a significant effect on capacity, traffic, level of service or mode share at the transportation corridor or subarea level.

Metro Centers – The Central business districts of Minneapolis and St. Paul and the adjacent residential, commercial and institutional developments. The St. Paul metro center includes the Capital area.

Metropolitan Council Transit Operations (MCTO) – The major public transit operator in the Twin Cities.

Metropolitan transit system – The system of all public and private transit services available to the general public.

Minnesota Intermodal Railroad Terminal Study (MIRTS) – A partnership formed by the Metropolitan Council Mn/DOT, and the BNSF, CP Rail Systems and Union Pacific railroads to address rail/truck intermodal terminal capacity.

“A” minor arterials – Roadways within the metropolitan area which are more regionally significant than others. These roadways are classified into the following groups:

Relievers – Minor arterials that provide direct relief for traffic on major metropolitan highways. These roads include the closest routes parallel to the principal arterials within the core, urban reserve and urban staging areas. These roadways are proposed to accommodate medium-length trips (less than eight miles) as well as providing relief to congested principal arterials.

Expanders – Routes which provide a way to make connections between developing areas outside the interstate ring or beltway. These routes are located circumferentially beyond the area reasonably served by the beltway. These roadways are proposed to serve medium to long suburb-to-suburb trips.

Connectors – This subgroup of “A” minor arterials are those roads that would provide good, safe connections among town centers in the urban reserve, urban staging and rural areas within and near the seven counties.

Augmenters – The fourth group of “A” minor arterials are those roads that augment principal arterials within the interstate ring or beltway. The principal arterial network in this area is in place. However, the network of principal arterials serving the area is not in all cases sufficient relative to the density of development that network serves. In these situations, these key minor arterials serve many long-range trips.

Minor airport – An airport whose system role is to provide facilities and services primarily to personal, business and instructional users.

Mixed use – Refers to a variety of land uses and activities with a mixture of different types of development. These land uses can be stacked (e.g. multilevel with residential above and commercial below) or integrated (e.g. planned unit developments intentionally designed to integrate land uses).

Mobility – The ability of a person or people to travel from one place to another.

Multifamily – Lots or parcels containing multiple dwelling units such as duplexes, twin homes, town houses and apartment complexes.

Multimodal link – The connection between two or more passenger transportation methods, such as bicycle, walking, automobile and transit.

New or restructured transit service – Significant change in service. This can include establishing a new mass transportation service, adding a new route or routes, significant increases or decreases in service, and changes in the type or mode of service provided on a regularly scheduled route.

Off-peak period – Time of day outside the peak period.

Open water – Any public waters of the state as defined by Minn. Stat. 103G.005, Subd. 15 (the state's county-by-county inventory of lakes, rivers and other public waterways in the public domain).

Operational improvement – A capital improvement of installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand and system management facilities, strategies and programs.

Paratransit services – Paratransit can serve a particular population, such as disabled people, or can be assigned to serve the general population. A variety of vehicles are used, including large and small buses, vans, cars and taxis. Paratransit is frequently provided in less densely populated areas. Paratransit is also applied at times and in areas where trip demands are not as concentrated, such as during weekends and evenings in urban settings. There are several types of paratransit:

Ridesharing – Car and van pooling intended primarily to serve the work trip.

Demand-Response – This is any type of public transportation involving flexibly scheduled service that is deployed upon a person's request for a trip. There are three types of demand-response:

- *Dial-A-Ride services* – The best known and most deployed type of demand-response involving advance-request pick-up and drop-off at desired or designated destinations.
- *Cycled services* – a zonal demand-response service in which the vehicles are scheduled to arrive and leave a major activity center on a regular basis. In between scheduled stops, passengers are picked up and dropped off at their doors.
- *Flexible fixed-route or deviation services* – either point deviation or route deviation where vehicles stop at specific locations on a regular schedule but do not have to follow a set route between stops. They can deviate from the route to pick up or drop off passengers upon request.

Parks and recreation – The entire boundaries of parks (local, regional and state), playgrounds (not including school yards), zoos, gun clubs, golf courses and similar areas.

Park and ride – An arrangement whereby people can drive an automobile to a transit hub, transfer station or terminal, park in the designated lot, and use a transit vehicle for their ultimate destination.

Parking surcharges – A fee over and above the cost of parking.

Peak hour – The hour during the peak period when travel demand is highest. Generally, from 7 to 8 a.m. and from 4:30 to 5:30 p.m.

Peak period – The time between 6:30 and 9:00 a.m. and between 3:30 and 6:00 p.m. on a weekday, when traffic is usually heavy.

Person trip – A one way journey between two points by one person in a vehicle.

Preferential access – An advantage offered to a group of users allowing rideshare vehicles and buses to access roadways faster than other vehicles by bypassing metered ramps.

Preservation – Preservation activities are directed toward the elimination of deficiencies and major cost replacement of existing facilities. Not meant to include work that increases the level of service by adding traffic lanes.

Principal arterials – The high capacity highways that make up the metropolitan highway system.

Public – Buildings and land adjacent to schools (public and private), hospitals, churches, cemeteries, ice arenas and all facilities of local, state and federal governments, including public convalescent homes, mental institutions and penal facilities maintained by any level of government. Include the entire boundaries of existing schools, parks and hospitals.

Rail and fixed guideway vehicles – Include automated guideway vehicle, commuter railroad car, monorail, heavy rail transit car, and light rail vehicle.

Ramp metering – The electronically regulated flow of vehicles to increase capacity of through lanes and improve safety.

Regional Guaranteed Ride Home Program – “Insurance policy” for those who bus or pool. Two annual free coupons are provided for an emergency ride home.

Regular-route transit service – Service operating on a predetermined, fixed route and schedule. Large or small buses are generally used. Regular-route service is usually classified as one of four types:

- **Local service** – Frequent pickups and dropoffs; stopping at almost every street corner.
- **Urban locals** – Operate primarily in central cities and include: Regular-Route Radial Service (routes start or end in one or both of the two major downtowns); Crosstown (often providing connecting links between radial routes); and Limited Stop (buses make limited stops along a route or “skip-stops,” achieving faster service to selected destinations).
- **Suburban locals** – Operate in suburban environments, many times as suburban circulators, and include regular route cross towns (often as feeder routes to radial services) and paratransit services.
- **Express** – Operates nonstop on highways or dedicated transitways for a least four miles and include peak-only and all-day express. Express routes provide travel times competitive with driving in an automobile. Most express routes operate longer distances (8-25 miles) and during peak times, and are destined to and from one of the two major downtowns.

Rehabilitation – Roadway improvements intended to correct conditions identified as deficient without major changes to the cross section. These projects should consist of removal and replacement of base and pavement; shouldering; widening, and drainage correction as needed.

Reliever airport – An airport whose primary purpose is to serve general aviation and at the same time relieve congestion at a major airport having a high density of scheduled certificated airline traffic. It performs this function by attracting and diverting general aviation activity away from the major airport.

Restricted development – Land on which development is prohibited through ordinances or other legal means for environmental protection, historic preservation, public/semi-public use or other public purposes. Does not include restrictive covenants, deed restrictions, or other private development restrictions.

Reverse-commute transit – Transit from residence to employment in a direction opposite to the heaviest flow of traffic.

Ridesharing – A paratransit service with two or more persons in the vehicle that is usually a prearranged car pool, van pool or subscription bus.

Right-of-Way Acquisition Loan Fund (RALF) – This program grants interest-free loans to communities within officially mapped highway corridors to purchase property threatened by development. The loan is repaid when the property is purchased by the highway construction authority.

Road-based vehicles – Include articulated bus, double decker bus, dual powered bus, transit bus, minibus, trolleybus, and van.

Routine maintenance – Roadway maintenance consisting of snow and ice control, mowing, sweeping, periodic applications of bituminous overlays, seal treatments, milling, crack routing and filling, and base repair. These treatments are intended to help ensure the roadway can be used to the end of its design life. These projects are not eligible for federal funding.

Semipublic – See public.

Signal preemption – A technology that triggers the green go-ahead on meters of stoplights to allow transit vehicles to move more quickly through freeway ramp entrances or intersections.

Single-family – Lots or parcels of five acres or less containing single-family detached housing, including manufactured homes.

Special transportation services – Transit services provided on a regular basis to elderly and disabled persons who are unable to use regular means of transportation. Rides are provided through a variety of public and private entities, including social services and transit agencies, using lift-equipped vans, taxis, buses and volunteer drivers.

State Implementation Plan (SIP) - The SIP is a federally required planning document prepared and maintained by the Minnesota Pollution Control Agency. It identifies state actions and programs to implement designated responsibilities under the Clean Air Act.

Subscription service – A transit service operating on a daily basis, under contract, to serve a specific entity or a special need. Such service may employ a van, fixed-route transit or school-bus type of vehicle.

Telecommuting – The elimination or reduction in commuter trips by routinely working part or full-time at home or at a satellite work station closer to home.

Throughput – The amount of vehicles/persons that can pass a point on a roadway or pass through an intersection over a specified period of time. Can be equated to capacity if considering vehicles alone.

Timed-transfer station – Point where several transit lines converge in a synchronized manner, facilitating passenger transfers.

Tolls – A fee collected for the use of a private road.

Traffic signal control systems – The degree of traffic management of an arterial is grouped and defined as follows:

- **Fixed time** – The traffic signals on an arterial are controlled locally through a time clock system. In general, the progression of a through band (the amount

of green time available along an arterial at a given speed) along the arterial in the peak direction is determined by past experience and is not a function of immediate traffic demand.

- **Semi-actuated** – The traffic signals along the arterial are designed to maximize the green time on the major route in the major direction. Timing and through band are based upon historical records. Use of green time on the minor leg is dependent upon real-time demand and maximized based upon total intersection delay.
- **Interconnection** – A traffic signal system in which data collected at individual signals is shared with a central processor or controller. Adjustments in traffic signal control can be made based upon incoming data as opposed to historical data.
- **Optimization** – The process in which a traffic signal or system is modified to maximize the amount of vehicles passing through the intersection for all approaches or on the major road in the peak direction.
- **Real-time adaptive control** – An advanced traffic control system that incorporates current technologies in communications, data analysis, and traffic monitoring to provide real-time traffic control of arterials, corridors or roadway networks.

Transit dependent – The need to rely on transit to meet travel needs due to age-related or economic limitations and/or physical or mental disability.

Transit hubs – Locations where timed-transfer connections between transit modes is facilitated; usually at shopping centers or other high-pedestrian locations.

Transit Redesign – A 1996 Metropolitan Council comprehensive review of the regional transit system and resultant action plan to build a stronger, more effective transit system. Redesign also may refer to restructuring of transit services in an effort to better meet local needs.

Transit trip – A person trip as a passenger of a transit vehicle.

Transportation Control Measure (TCM) – Any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in Section 108 of the CAAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Examples of TCM include programs for improved transit service, employer-based transportation management plans, trip-reduction ordinances, traffic flow improvement programs, programs and facilities for telecommuting, other programs and ordinances to facilitate non-automobile travel such as the use of bicycles.

Transportation Control Plan – The transportation control plan identified the transportation strategies that will reduce CO emissions in the most effective and efficient manner. Most of the transportation control measures indicated are implemented and the remaining measures and related air quality control strategies require review for CAAA

compliance. Scheduling of the revisions is dependent on the EPA publication of the final CAAA conformity rules.

Transportation demand management (TDM) – Programs and methods to reduce effective demand. In the broadest sense, any activity or facility that reduces vehicle trips would fall within this classification. Techniques that might be utilized are carpooling, vanpooling, transit, alternative work hours, transportation management organizations, and land development or ordinances that discourage vehicle trips and encourage walk, bike, rideshare and transit trips.

Transportation Improvement Program (TIP) – A three-year multimodal program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding in the seven-county Twin Cities metropolitan area.

Transportation system management strategies (TSM) – Programs and methods to improve the efficiency and effective capacity of the transportation system. Techniques that might be utilized are signalization, metering, HOV ramps and lanes, one-way streets and improvements to transit.

Transportation management organization (TMO) – Nonprofit employer associations, sometimes involving public entities usually formed in highly congested areas to deal with common transportation concerns, particularly alleviating congestion.

Travel behavior inventory – A set of surveys identifying travel patterns and characteristics of people and vehicles within the metropolitan area.

Travel-demand management – Strategies to manage demand on roadways designed to redirect trips to higher-occupancy modes or away from peak traffic periods so that the total number of vehicle trips are reduced. Can include both capital and service improvements to highways and transit and may involve community action.

Urban transit – Common carrier passenger transportation service that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes with specific stops. Examples include bus, light rail and rapid transit.

User cost – The total dollar cost of a trip to a user for a particular mode of transportation. Includes out-of-pocket costs such as transit fares, gas, oil, insurance, and auto parking. Also includes a valuation of implicit costs, such as waiting and travel times.

Van pool – A paratransit service by van on a scheduled or unscheduled basis with at least five persons as occupants.

Vehicle trip – A one-way journey made by an auto, truck or bus to convey people or goods.

Volume-to-capacity ratio – The hourly number of vehicles expected to use a roadway in the busiest hour, divided by the number of moving vehicles the roadway can safely accommodate in an hour.

Source: Metropolitan Council's *1996 Transportation Policy Plan*

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

April 24, 2000
Date

Board Action Requested

Ratify quarterly report of payments for January 1, 2000 to March 31, 2000

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed Resolution
 2. Memorandum from J. Van Houdt, dated April 10, 2000
 3. Detail Disbursements for January through March, 2000
 4. Appropriation Budget Status as of March 31, 2000

Budgeting and Accounting

Vern Wehling

4/24/00

County Attorney

Dil Mac Millan

Risk Management

Documentation certified complete for:

June 6, 2000

Board Date

Kristine A. Longhenry
Signature

April 24, 2000
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of January 1, 2000 through March 31, 2000, and a record of these disbursements is attached; Now, Therefore, Be It

RESOLVED, That the report of payment is accepted by the Ramsey County Regional Railroad Authority.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	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



Office of Budgeting and Accounting

James Van Houdt, Director

270 Court House
15 West Kellogg Boulevard
St. Paul, MN 55102

Tel: 651-266-8041
Fax: 651-266-8066

MEMORANDUM

TO: Paul Kirkwold, County Manager

FROM: *JVH* James Van Houdt, Director-Budgeting & Accounting

DATE: April 10, 2000

SUBJECT: Ramsey County Regional Railroad Authority
Report of Payments: January-March, 2000

Ramsey County Regional Railroad Authority Resolution of October 5, 1987, authorized the Budgeting & Accounting Director to approve payment of bills for the Regional Railroad Authority and report these disbursements to the Regional Railroad Authority and the condition of the Regional Railroad Authority's budget on a quarterly basis.

A summary of the payments for the period is as follows:

150101 - Regional Railroad Authority Administration	\$112,401.76
150106 - Northeast Corridor Maint. Kellogg to Beam	2,939.46
150110/150180 - Proj/Grant Riverview Corridor MIS	<u>335,331.86</u>
	<u>\$450,673.08</u>

Attached are the following reports:

A. Detail Disbursements for the period January through March 2000.

B. Appropriation Budget Status as of March 31, 2000.

JVH:VW:vw
Attachments

cc: K. DeSpiegelaere, Director
Ramsey County Regional Railroad Authority Planning

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
1998	12501	150101 Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Journal		Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
			Expense Amount								
441204	AP00156210	1/25/00	798.75		RRA	00000471	0000000029	0000156188	2/11/00	0000028635	Eof Inc
Total Account		441204	798.75	Office Furniture And Equipment							
Total Organization		150101	798.75	Ramsey Co Reg Rail Auth-RCRRA							

3

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
1998	12501	150110 Riverview MIS

Account	Journal ID	Journal Date	Expense Amount	Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421501	AP00162265	3/ 6/00	58,147.27	RRA	00000527	0000000006	0000172822	3/27/00	0000100427	Parsons Brinckerhoff
421501	AP00162265	3/ 6/00	112,619.20	RRA	00000526	0000000006	0000172822	3/27/00	0000100427	Parsons Brinckerhoff
421501	AP00160373	2/28/00	1,820.00	RRA	00000523	0000000017	0000169046	3/17/00	0000031693	Davis Communications
421501	AP00148212	1/24/00	2,060.00	RRA	00000465	0000000017	0000156179	2/11/00	0000031693	Davis Communications
421501	AP00148213	1/25/00	149,144.14	RRA	00000468	0000000006	0000156287	2/11/00	0000100427	Parsons Brinckerhoff
421501		1/ 1/00	1,380.00	RRA	00000552	0000000017		1/ 1/00	0000031693	Davis Communications
Total Account	421501		325,170.61	Consulting Services						
421511	AP00162880	2/24/00	175.76	RRA	00000507		00001914	3/21/00	0000100162	Public Works
421511	AP00162880	2/24/00	339.30	RRA	00000505		00001914	3/21/00	0000100162	Public Works
421511	AP00162880	2/24/00	2,112.42	RRA	00000511		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	386.75	RRA	00000538		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	1,222.60	RRA	00000534		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	875.00	RRA	00000544		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	60.14	RRA	00000539		00001914	3/21/00	0000100162	Public Works
421511	AP00146918	1/25/00	527.28	RRA	00000472		00001724	2/ 8/00	0000100162	Public Works
421511	AP00146918	1/25/00	1,304.73	RRA	00000475		00001724	2/ 8/00	0000100162	Public Works
Total Account	421511		7,003.98	Co Project Management Svcs						
421603	AP00156218	2/22/00	40.00	RRA	00000502		0000164577	3/ 6/00	0000100794	City Of St Paul
421603		1/ 1/00	105.00	RRA	00000525			1/ 1/00	0000100794	City Of St Paul
Total Account	421603		145.00	Printing & Stationery						
421701	AP00148216	2/ 3/00	38.34	RRA	00000488		00001774	2/11/00	0000100163	Comm Human Serv-Presort Mail
421701		1/ 1/00	21.47	RRA	00000555			1/ 1/00	0000100163	Comm Human Serv-Presort Mail
421701		1/ 1/00	25.15	RRA	00000554			1/ 1/00	0000100163	Comm Human Serv-Presort Mail
Total Account	421701		84.96	Postage						

4

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
1998	12501	150110 Riverview MIS

Account	Journal ID	Journal Date	Journal Expense Amount	Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
424306	AP00160373	2/28/00	10.85	RRA	00000519		0000168785	3/17/00	0000030747	Despiegelaere,Kathryn
424306	AP00151860	2/ 1/00	175.00	RRA	00000487		0000159237	2/18/00	0000117964	Lee Line Charter And School Bus Service
Total Account		424306	185.85	RCRRA Meeting Expenses Account						
424507	AP00160373	2/28/00	14.40	RRA	00000518		0000169240	3/17/00	0000007157	Roadrunner Transportation Inc
424507	AP00139288	1/ 4/00	32.85	RRA	00000444		0000144819	1/14/00	0000007157	Roadrunner Transportation Inc
Total Account		424507	47.25	Messenger Service						
Total Organization		150110	332,637.65	Riverview MIS						
Total Fund		12501	333,436.40	Ramsey Co Regional Rail Auth						
Total Budget Year		1998	333,436.40							

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
1999	12501	150101 Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Journal Expense Amount	Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421208	AP00146919	1/27/00	749.33	RRA	00000482		00001720	2/ 8/00	0000100153	County Attorney
Total Account		421208	749.33	County Attorney Services						
421402	AP00146916	1/13/00	105.93	RRA	00000454		00001749	2/ 8/00	0000100168	Information Services
Total Account		421402	105.93	Data Proc Srv-Mtce						
421501	AP00146915	1/10/00	207.25	RRA	00000448	0000000010	0000152626	2/ 2/00	0000031686	Richardson Richter & Assoc Inc.
Total Account		421501	207.25	Consulting Services						
421506	AP00148212	1/24/00	2,083.00	RRA	00000456	0000000015	0000156248	2/11/00	0000020305	Lockridge,Grindal Nauen
Total Account		421506	2,083.00	Legislative Representative						
421511	AP00146917	1/24/00	131.96	RRA	00000467		00001724	2/ 8/00	0000100162	Public Works
421511	AP00146918	1/25/00	248.52	RRA	00000474		00001724	2/ 8/00	0000100162	Public Works
421511	AP00146918	1/25/00	1,488.47	RRA	00000469		00001724	2/ 8/00	0000100162	Public Works
421511	AP00146918	1/25/00	6,306.20	RRA	00000473		00001724	2/ 8/00	0000100162	Public Works
421511	AP00146919	1/27/00	504.77	RRA	00000481		00001724	2/ 8/00	0000100162	Public Works
Total Account		421511	8,679.92	Co Project Management Svcs						
421603	AP00156218	2/22/00	75.00	RRA	00000502		0000164577	3/ 6/00	0000100794	City Of St Paul
421603	AP00146915	1/10/00	129.76	RRA	00000450		0000152651	2/ 2/00	0000074600	Thoele Printing Inc.
Total Account		421603	204.76	Printing & Stationery						
421701	AP00148216	2/ 3/00	38.35	RRA	00000488		00001774	2/11/00	0000100163	Comm Human Serv-Presort Mail
Total Account		421701	38.35	Postage						

6

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
1999	12501	150101 Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Journal Expense Amount	Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421706	AP00146919	1/27/00	5.76	RRA	00000479		00001733	2/ 8/00	0000100171	Telecommunications
421706	AP00139287	1/ 3/00	4.57	RRA	00000443		00001661	1/14/00	0000100171	Telecommunications
Total Account		421706	10.33	Telephone Long Dist Charges						
421707	AP00146917	1/24/00	135.65	RRA	00000462		00001733	2/ 8/00	0000100171	Telecommunications
Total Account		421707	135.65	Telephone-Local Service						
421710	AP00139287	1/ 3/00	63.99	RRA	00000442		0000144664	1/14/00	0000009961	Airtouch Cellular
Total Account		421710	63.99	Telephone-Cellular Service						
422403	AP00138069	1/ 3/00	40.00	PRMG	00000305		0000142883	1/10/00	0000018400	Ramsey County Prop Records & Rev
Total Account		422403	40.00	Parking Space						
422601	AP00139287	1/ 3/00	357.24	RRA	00000438		0000144743	1/14/00	0000102157	Ikon Office Solutions
Total Account		422601	357.24	Equipment & Machinery Repairs						
424501	AP00146915	1/10/00	25.42	RRA	00000452		0000152356	2/ 2/00	0000030748	Bodin,Dennis
424501	AP00139287	1/ 3/00	42.05	RRA	00000439		0000144427	1/14/00	0000030747	Despiegelaere,Kathryn
424501	AP00139287	1/ 3/00	106.41	RRA	00000440		0000144427	1/14/00	0000030747	Despiegelaere,Kathryn
Total Account		424501	173.88	Mileage/Parking						
431101	AP00156218	2/22/00	53.20	RRA	00000502		0000164577	3/ 6/00	0000100794	City Of St Paul
431101	AP00151862	2/ 7/00	213.52	RRA	00000494		0000159330	2/18/00	0000011836	Us Office Products
Total Account		431101	266.72	Office Supplies						

7

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT
For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
1999	12501	150101 Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Journal		Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
			Expense Amount								
441204	AP00156210	1/25/00	581.49		RRA	00000471	0000000029	0000156188	2/11/00	0000028635	Eof Inc
441204	AP00156212	1/27/00	18.50		RRA	00000478	0000000021	0000156173	2/11/00	0000105551	Corporate Presentations Inc
441204	AP00156212	1/27/00	174.78		RRA	00000478	0000000021	0000156173	2/11/00	0000105551	Corporate Presentations Inc
441204	AP00156212	1/27/00	58.57		RRA	00000478	0000000021	0000156173	2/11/00	0000105551	Corporate Presentations Inc
441204	AP00156210	1/25/00	920.16		RRA	00000470	0000000030	0000156188	2/11/00	0000028635	Eof Inc
441204		1/ 1/00	12.00		RRA	00000569	0000000031		1/ 1/00	0000028635	Eof Inc
441204		1/ 1/00	90.00		RRA	00000569	0000000031		1/ 1/00	0000028635	Eof Inc
441204		1/ 1/00	252.95		RRA	00000551			1/ 1/00	0000029662	Rak Construction Inc
441204		1/ 1/00	623.98		RRA	00000569	0000000031		1/ 1/00	0000028635	Eof Inc
Total Account	441204		2,732.43	Office Furniture And Equipment							
441211	AP00156215	2/ 5/00	340.00		RRA	00000492	0000000024	0000159909	2/22/00	0000023246	Dell Marketing L. P.
441211	AP00156215	2/ 5/00	22.10		RRA	00000492	0000000024	0000159909	2/22/00	MN Use Tax	
441211	AP00156215	2/ 5/00	1,364.00		RRA	00000492	0000000024	0000159909	2/22/00	0000023246	Dell Marketing L. P.
441211	AP00156215	2/ 5/00	88.66		RRA	00000492	0000000024	0000159909	2/22/00	MN Use Tax	
441211	AP00148214	1/26/00	14.76		RRA	00000477	0000000022	0000156177	2/11/00	0000013915	Crabtree Companies Inc.
441211	AP00156211	1/26/00	680.00		RRA	00000476	0000000020	0000155998	2/11/00	0000023246	Dell Marketing L. P.
441211	AP00156211	1/26/00	44.20		RRA	00000476	0000000020	0000155998	2/11/00	MN Use Tax	
441211	AP00156211	1/26/00	2,408.50		RRA	00000476	0000000020	0000155998	2/11/00	0000023246	Dell Marketing L. P.
441211	AP00156211	1/26/00	156.55		RRA	00000476	0000000020	0000155998	2/11/00	MN Use Tax	
441211	AP00148214	1/26/00	139.41		RRA	00000477	0000000022	0000156177	2/11/00	0000013915	Crabtree Companies Inc.
441211	AP00148214	1/26/00	15.00		RRA	00000477	0000000022	0000156177	2/11/00	0000013915	Crabtree Companies Inc.
441211	AP00148214	1/26/00	105.43		RRA	00000477	0000000022	0000156177	2/11/00	0000013915	Crabtree Companies Inc.
441211	AP00142787	1/ 7/00	366.00		RRA	00000447	0000000019	0000148007	1/21/00	0000023246	Dell Marketing L. P.
441211	AP00142787	1/ 7/00	23.79		RRA	00000447	0000000019	0000148007	1/21/00	MN Use Tax	
441211	AP00142787	1/ 7/00	3,787.00		RRA	00000447	0000000019	0000148007	1/21/00	0000023246	Dell Marketing L. P.
441211	AP00142787	1/ 7/00	246.16		RRA	00000447	0000000019	0000148007	1/21/00	MN Use Tax	
Total Account	441211		9,801.56	Data Processing Equipment							

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
1999	12501	150101 Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Journal		Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
			Expense Amount								
441215	AP00162264	2/23/00	1,006.07		RRA	00000503	0000000026	0000166536	3/10/00	0000000230	Ge Capital Info Tech Solutions
Total Account		441215	1,006.07		PC Software						
442202	AP00146915	1/10/00	395.74		RRA	00000453		0000152608	2/ 2/00	0000009247	Peoples Electrical Contractors Inc.
442202	AP00139287	1/ 3/00	70.77		RRA	00000441		0000144747	1/14/00	0000016010	Johnson Supply Co
442202	AP00142786	1/ 4/00	1,076.23		RRA	00000446	0000000023	0000144845	1/14/00	0000104404	Systems Furniture Inc
442202		1/ 1/00	1,721.23		RRA	00000551			1/ 1/00	0000029662	Rak Construction Inc
Total Account		442202	3,263.97		Building Renovations						
Total Organization		150101	29,920.38		Ramsey Co Reg Rail Auth-RCRRA						

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
1999	12501	150106 RCRRA Northeast Corridor Maintenance

Account	Journal ID	Journal Date	Journal		Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
			Expense Amount								
421511	AP00146917	1/24/00	810.56		RRA	00000466		00001724	2/ 8/00	0000100162	Public Works
Total Account		421511	810.56		Co Project Management Svcs						
422801	AP00139288	1/ 4/00	325.00		RRA	00000445		0000144660	1/14/00	0000005498	Able Fence Inc
Total Account		422801	325.00		Grounds-Repairs						
Total Organization		150106	1,135.56		RCRRA Northeast Corridor Maint						
Total Fund		12501	31,055.94		Ramsey Co Regional Rail Auth						
Total Budget Year		1999	31,055.94								

For Accounting Date 1/ 1/00 through 3/31/00

Journal										
Account	Journal ID	Journal Date	Expense Amount	Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421208	AP00162881	2/28/00	257.75	RRA	00000516		00001877	3/21/00	0000100153	County Attorney
421208		1/ 1/00	567.05	RRA	00000557			1/ 1/00	0000100153	County Attorney
Total Account		421208	824.80	County Attorney Services						
421402	AP00162879	2/14/00	544.80	RRA	00000499		00001909	3/21/00	0000100168	Information Services
421402		1/ 1/00	123.27	RRA	00000565			1/ 1/00	0000100151	Property Rec And Rev-Property Ownership
Total Account		421402	668.07	Data Proc Srv-Mtce						
421506	AP00160373	2/28/00	2,083.00	RRA	00000517	0000000027	0000169152	3/17/00	0000020305	Lockridge,Grindal Nauen
421506		1/ 1/00	2,083.00	RRA	00000556	0000000027		1/ 1/00	0000020305	Lockridge,Grindal Nauen
Total Account		421506	4,166.00	Legislative Representative						
421511	AP00162880	2/24/00	89.67	RRA	00000509		00001914	3/21/00	0000100162	Public Works
421511	AP00162880	2/24/00	245.06	RRA	00000504		00001914	3/21/00	0000100162	Public Works
421511	AP00162880	2/24/00	2,301.53	RRA	00000510		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	250.00	RRA	00000543		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	796.86	RRA	00000540		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	464.40	RRA	00000535		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	6,625.00	RRA	00000545		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	3,262.60	RRA	00000541		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	2,008.44	RRA	00000537		00001914	3/21/00	0000100162	Public Works
421511	AP00162880	2/24/00	4,628.69	RRA	00000512		00001914	3/21/00	0000100162	Public Works
421511	AP00162880	2/24/00	1,878.44	RRA	00000508		00001914	3/21/00	0000100162	Public Works
421511	AP00162880	2/24/00	310.65	RRA	00000514		00001914	3/21/00	0000100162	Public Works
421511		1/ 1/00	264.00	RRA	00000563			1/ 1/00	0000030760	Jeane Thorne Inc
421511		1/ 1/00	594.00	RRA	00000547			1/ 1/00	0000030760	Jeane Thorne Inc
Total Account		421511	23,719.34	Co Project Management Svcs						

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
2000	12501	150101 Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Journal Expense Amount	Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421527	AP00162878	2/ 8/00	2,102.40	RRA	00000496		00001870	3/21/00	0000100148	County Manager
421527		1/ 1/00	2,246.40	RRA	00000549			1/ 1/00	0000100148	County Manager
Total Account		421527	4,348.80	County Manager Services						
421603		1/ 1/00	1,055.10	RRA	00000525			1/ 1/00	0000100794	City Of St Paul
Total Account		421603	1,055.10	Printing & Stationery						
421701		1/ 1/00	21.47	RRA	00000555			1/ 1/00	0000100163	Comm Human Serv-Presort Mail
421701		1/ 1/00	25.15	RRA	00000554			1/ 1/00	0000100163	Comm Human Serv-Presort Mail
Total Account		421701	46.62	Postage						
421706	AP00162879	2/14/00	9.45	RRA	00000500		00001899	3/21/00	0000100171	Telecommunications
421706		1/ 1/00	17.19	RRA	00000559			1/ 1/00	0000100151	Property Rec And Rev-Property Ownership
Total Account		421706	26.64	Telephone Long Dist Charges						
421710	AP00151860	2/ 1/00	129.23	RRA	00000485		0000159349	2/18/00	0000009961	Airtouch Cellular
Total Account		421710	129.23	Telephone-Cellular Service						
422402	AP00162881	2/28/00	3,165.50	RRA	00000520		00001906	3/21/00	0000100170	Property Management West
Total Account		422402	3,165.50	Buildings & Office Space						
422403	AP00160373	2/28/00	37.26	RRA	00000522		0000169117	3/17/00	0000020084	Imperial Parking Inc
422403	AP00151796	2/ 8/00	45.00	PRMG	00000335		0000159024	2/18/00	0000018400	Ramsey County Prop Records & Rev
422403	AP00151860	2/ 1/00	150.00	RRA	00000483		0000159025	2/18/00	0000100608	Standard Parking Inc
422403	AP00148211	1/20/00	34.21	RRA	00000455		0000156225	2/11/00	0000020084	Imperial Parking Inc
422403	AP00148215	1/27/00	155.00	RRA	00000480		0000156296	2/11/00	0000102737	Radisson

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
2000	12501	150101 Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Expense Amount	Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
422403	AP00148212	1/24/00	78.00	RRA	00000460		0000156296	2/11/00	0000102737	Radisson
422403	AP00138070	1/ 5/00	45.00	PRMG	00000307		0000142883	1/10/00	0000018400	Ramsey County Prop Records & Rev
422403		1/ 1/00	38.21	RRA	00000566			1/ 1/00	0000020084	Imperial Parking Inc
422403		1/ 1/00	125.00	RRA	00000564			1/ 1/00	0000100608	Standard Parking Inc
Total Account	422403		707.68	Parking Space						
424302	AP00160374	3/ 6/00	4,400.00	RRA	00000529		0000169395	3/17/00	0000100399	St. Paul Transportation Mgmt. Org.
424302	AP00156217	2/14/00	160.00	RRA	00000498		0000163237	3/ 1/00	0000029135	American Planning Assoc
Total Account	424302		4,560.00	Membership & Dues						
424303	AP00160375	3/13/00	608.07	RRA	00000548		0000171934	3/24/00	0000030747	Despiegelaere,Kathryn
424303	AP00156219	2/28/00	300.00	RRA	00000521		0000165105	3/ 8/00	0000075700	Travel Assoc Of Carriage Hill
424303	AP00156216	2/ 8/00	678.00	RRA	00000497		0000163247	3/ 1/00	0000030747	Despiegelaere,Kathryn
424303	AP00156218	2/22/00	395.00	RRA	00000501		0000163238	3/ 1/00	0000030749	American Public Transit Assoc
424303	AP00148216	2/ 3/00	403.00	RRA	00000489		0000156336	2/11/00	0000075700	Travel Assoc Of Carriage Hill
424303	AP00146917	1/24/00	1,122.91	RRA	00000464		0000154663	2/ 9/00	0000030747	Despiegelaere,Kathryn
424303		1/ 1/00	425.00	RRA	00000571			1/ 1/00	0000030749	American Public Transit Assoc
424303		1/ 1/00	500.00	RRA	00000568			1/ 1/00	0000118050	Vap,Alicia
Total Account	424303		4,431.98	Conference & Seminar						
424304		1/ 1/00	206.00	RRA	00000572			1/ 1/00	0000030722	Bennett,Tony
424304		1/ 1/00	221.00	RRA	00000561			1/ 1/00	0000075700	Travel Assoc Of Carriage Hill
Total Account	424304		427.00	Other Travel						
424306		1/ 1/00	17.00	RRA	00000570			1/ 1/00	0000031012	St Paul Area Chamber
Total Account	424306		17.00	RCRRA Meeting Expenses Account						

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
2000	12501	150101 Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Journal		Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
			Expense Amount								
424501	AP00162265	3/ 6/00	84.82		RRA	00000530		0000172603	3/27/00	0000118050	Vap,Alicia
424501	AP00162266	3/ 9/00	45.50		RRA	00000533		0000172584	3/27/00	0000030748	Bodin,Dennis
424501	AP00160376	3/14/00	108.48		RRA	00000553		0000171934	3/24/00	0000030747	Despiegelaere,Kathryn
424501	AP00160373	2/28/00	21.78		RRA	00000524		0000168841	3/17/00	0000118050	Vap,Alicia
424501	AP00156216	2/ 8/00	93.56		RRA	00000495		0000164580	3/ 6/00	0000030747	Despiegelaere,Kathryn
424501	AP00151860	2/ 1/00	33.15		RRA	00000484		0000158975	2/18/00	0000030748	Bodin,Dennis
Total Account		424501	387.29		Mileage/Parking						
424507	AP00160373	2/28/00	18.30		RRA	00000515		0000169240	3/17/00	0000007157	Roadrunner Transportation Inc
424507	AP00160373	2/28/00	19.15		RRA	00000518		0000169240	3/17/00	0000007157	Roadrunner Transportation Inc
424507	AP00151862	2/ 7/00	6.95		RRA	00000493		0000159301	2/18/00	0000007157	Roadrunner Transportation Inc
424507	AP00148212	1/24/00	5.55		RRA	00000463		0000156302	2/11/00	0000007157	Roadrunner Transportation Inc
424507		1/ 1/00	8.10		RRA	00000550			1/ 1/00	0000007157	Roadrunner Transportation Inc
Total Account		424507	58.05		Messenger Service						
424620		1/ 1/00	10.00		RRA	00000567			1/ 1/00	0000093395	St Paul Technical
Total Account		424620	10.00		Books Periodicals & Subscriptn						
425102	AP00146915	1/10/00	32,344.00		RRA	00000451		0000152525	2/ 2/00	0000030753	Hennepin Co Regional Railroad
Total Account		425102	32,344.00		Subsidies to Other Entities						
431101	AP00151861	2/ 3/00	61.21		RRA	00000491		0000159330	2/18/00	0000011836	Us Office Products
431101	AP00151862	2/ 7/00	90.09		RRA	00000494		0000159330	2/18/00	0000011836	Us Office Products
Total Account		431101	151.30		Office Supplies						
431102	AP00151861	2/ 3/00	25.33		RRA	00000491		0000159330	2/18/00	0000011836	Us Office Products
431102	AP00148212	1/24/00	61.77		RRA	00000459		0000156350	2/11/00	0000011836	Us Office Products
Total Account		431102	87.10		Computer Operating Supplies						

4

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
2000	12501	150101 Ramsey Co Reg Rail Auth-RCRRA

Account	Journal ID	Journal Date	Journal		Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
			Expense Amount								
441206	AP00156214	2/ 3/00	5.32		RRA	00000490	0000000025	0000159283	2/18/00	0000106069	Progressive Technologies Inc.
441206	AP00156214	2/ 3/00	345.81		RRA	00000490	0000000025	0000159283	2/18/00	0000106069	Progressive Technologies Inc.
Total Account		441206	351.13	Communications Equipment							
Total Organization			150101	81,682.63	Ramsey Co Reg Rail Auth-RCRRA						

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
2000	12501	150106 RCRRA Northeast Corridor Maintenance

Account	Journal ID	Journal Date	Journal		Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
			Expense Amount								
421511	AP00162880	2/24/00	1,131.00		RRA	00000506		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	672.90		RRA	00000536		00001914	3/21/00	0000100162	Public Works
Total Account		421511	1,803.90		Co Project Management Svcs						
Total Organization		150106	1,803.90		RCRRA Northeast Corridor Maint						

DETAILED DISBURSEMENTS BY ORGANIZATIONAL UNIT

For Accounting Date 1/ 1/00 through 3/31/00

Budget Year	Fund	Organization
2000	12501	150180 RCRRA Projects & Grant - Riverview MIS

Account	Journal ID	Journal Date	Expense Amount	Bus. Unit	Voucher ID	P.O. Nbr	Check Nbr	Check Date	Vendor ID	Vendor Name
421511	AP00162880	2/24/00	1,491.12	RRA	00000513		00001914	3/21/00	0000100162	Public Works
421511	AP00162882	3/ 9/00	750.00	RRA	00000542		00001914	3/21/00	0000100162	Public Works
Total Account		421511	2,241.12	Co Project Management Svcs						
421603		1/ 1/00	57.50	RRA	00000525			1/ 1/00	0000100794	City Of St Paul
Total Account		421603	57.50	Printing & Stationery						
421701		1/ 1/00	21.47	RRA	00000555			1/ 1/00	0000100163	Comm Human Serv-Presort Mail
421701		1/ 1/00	25.15	RRA	00000554			1/ 1/00	0000100163	Comm Human Serv-Presort Mail
Total Account		421701	46.62	Postage						
424306	AP00148212	1/24/00	27.35	RRA	00000457		0000156841	2/14/00	0000030747	Despiegelaere,Kathryn
424306	AP00148212	1/24/00	26.00	RRA	00000458		0000156841	2/14/00	0000030747	Despiegelaere,Kathryn
424306	AP00148212	1/24/00	21.45	RRA	00000461		0000156841	2/14/00	0000030747	Despiegelaere,Kathryn
424306	AP00156213	2/ 1/00	23.60	RRA	00000486		0000164644	3/ 6/00	0000030747	Despiegelaere,Kathryn
424306	AP00160375	3/13/00	64.17	RRA	00000546		0000171934	3/24/00	0000030747	Despiegelaere,Kathryn
Total Account		424306	162.57	RCRRA Meeting Expenses Account						
424507		1/ 1/00	19.80	RRA	00000550			1/ 1/00	0000007157	Roadrunner Transportation Inc
424507	AP00148212	1/24/00	123.60	RRA	00000463		0000156302	2/11/00	0000007157	Roadrunner Transportation Inc
424507	AP00146915	1/10/00	43.00	RRA	00000449		0000152629	2/ 2/00	0000007157	Roadrunner Transportation Inc
Total Account		424507	186.40	Messenger Service						
Total Organization		150180	2,694.21	RCRRA Projects & Grant - Riverview MIS						
Total Fund		12501	86,180.74	Ramsey Co Regional Rail Auth						
Total Budget Year		2000	86,180.74							
Grand Total, full report			450,673.08							

17



Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth

Budget Year: 1998

% of Year Elapsed = 26.03

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	58,153.41	0.00	3,114.71	55,038.70	94.64	0.00
150101	All Programs 00000	Supplies 430000	64.80	0.00	0.00	64.80	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	798.75	0.00	0.00	798.75	100.00	0.00
150101	All Programs 00000	Intergovernmental Payments 490000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			59,016.96	0.00	3,114.71	55,902.25	94.72	0.00
150103	All Programs 00000	Other Services & Charges 420000	0.00	0.00	0.00	0.00	0.00	0.00
Total for Organization: 150103 RCRRA Phase II PE Midway Corr			0.00	0.00	0.00	0.00	0.00	0.00
150106	All Programs 00000	Other Services & Charges 420000	2,495.40	0.00	0.00	2,495.40	100.00	0.00
150106	All Programs 00000	Supplies 430000	150.00	0.00	0.00	150.00	100.00	0.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			2,645.40	0.00	0.00	2,645.40	100.00	0.00
150107	All Programs 00000	Other Services & Charges 420000	81.90	0.00	0.00	81.90	100.00	0.00

Ramsay County ASPEN
APPROPRIATION STATUS

Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth

Budget Year: 1998

% of Year Elapsed = 26.03

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
Total for Organization: 150107 RCRRA NE Corr Beam To N Co Ln			81.90	0.00	0.00	81.90	100.00	0.00
150109	All Programs 00000	Other Services & Charges 420000	32,500.00	0.00	0.00	32,500.00	100.00	0.00
Total for Organization: 150109 Phalen Berm Agreement			32,500.00	0.00	0.00	32,500.00	100.00	0.00
150110	All Programs 00000	Other Services & Charges 420000	1,432,317.92	0.00	260,569.46	1,049,383.90	73.26	122,364.56
Total for Organization: 150110 Riverview MIS			1,432,317.92	0.00	260,569.46	1,049,383.90	73.26	122,364.56
150180	All Programs 00000	Other Services & Charges 420000	47,136.33	0.00	0.00	0.00	0.00	47,136.33
150180	All Programs 00000	Supplies 430000	13,253.75	0.00	0.00	0.00	0.00	13,253.75
150180	All Programs 00000	Capital Outlay 440000	2,000,000.00	0.00	0.00	0.00	0.00	2,000,000.00
Total for Organization: 150180 RCRRA-Proj/Grant			2,060,390.08	0.00	0.00	0.00	0.00	2,060,390.08
Total for Fund: 12501			3,586,952.26	0.00	263,684.17	1,140,513.45	31.80	2,182,754.64



Business Unit: RC Fund: 12501 Ramsey Co Regional Rail Auth

Budget Year: 1999

% of Year Elapsed = 26.03

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	343,076.14	0.00	16,559.50	316,516.64	92.26	10,000.00
150101	All Programs 00000	Supplies 430000	1,865.51	0.00	0.00	1,865.51	100.00	0.00
150101	All Programs 00000	Capital Outlay 440000	17,397.20	0.00	146.97	17,219.18	98.98	31.05
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			362,338.85	0.00	16,706.47	335,601.33	92.62	10,031.05
150106	All Programs 00000	Other Services & Charges 420000	13,019.89	0.00	0.00	12,019.89	92.32	1,000.00
Total for Organization: 150106 RCRRA Northeast Corridor Maint			13,019.89	0.00	0.00	12,019.89	92.32	1,000.00
Total for Fund: 12501			375,358.74	0.00	16,706.47	347,621.22	92.61	11,031.05



**Ramsey County ASPEN
APPROPRIATION STATUS**

Business Unit: RC **Fund:** 12501 Ramsey Co Regional Rail Auth

Budget Year: 2000

% of Year Elapsed = 26.03

Organization	Program	Account	Adjusted Budget Amount	Pre-Encumbered Amount	Encumbered Amount	Expended Amount	% Expended	Remaining Spending Authority
150101	All Programs 00000	Other Services & Charges 420000	457,871.00	0.00	20,834.39	81,375.31	17.77	355,661.30
150101	All Programs 00000	Supplies 430000	3,800.00	0.00	0.00	377.09	9.92	3,422.91
150101	All Programs 00000	Capital Outlay 440000	1,800.00	0.00	1,300.37	351.13	19.51	148.50
Total for Organization: 150101 Ramsey Co Reg Rail Auth-RCRRA			463,471.00	0.00	22,134.76	82,103.53	17.71	359,232.71
150106	All Programs 00000	Other Services & Charges 420000	45,000.00	0.00	0.00	1,803.90	4.01	43,196.10
Total for Organization: 150106 RCRRA Northeast Corridor Maint			45,000.00	0.00	0.00	1,803.90	4.01	43,196.10
150111	All Programs 00000	Other Services & Charges 420000	20,000.00	0.00	0.00	0.00	0.00	20,000.00
Total for Organization: 150111 Red Rock Corridor			20,000.00	0.00	0.00	0.00	0.00	20,000.00
150180	All Programs 00000	Other Services & Charges 420000	11,250,000.00	0.00	3,001,402.54	2,733.26	0.02	8,245,864.20
Total for Organization: 150180 RCRRA-Proj/Grant			11,250,000.00	0.00	3,001,402.54	2,733.26	0.02	8,245,864.20
Total for Fund: 12501			11,778,471.00	0.00	3,023,537.30	86,640.69	0.74	8,668,293.01

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

April 24, 2000

Date

Board Action Requested

Corridor update.

DISCUSSION ONLY

Request Justification

An update will be given at the meeting.

Budgeting and Accounting

Wren Walling

4/24/00

County Attorney

W. MacMillan

Risk Management

Documentation certified complete for:

June 6, 2000

Board Date

Kristine A. Longhenry

Signature

April 24, 2000

Date