

City of Ramsey
Agenda
City Council Work Session
Tuesday January 24, 2012
5:30 p.m.
Lake Itasca Room 7550 Sunwood Drive NW

1. **Call to Order**
2. **Topics for Discussion**
 1. Work Session Schedule January/February
 2. Consider Implementation of Long Term Road Maintenance policy
 3. Review MnDOT and Metropolitan Council's position on TH 10 Corridor
3. **Future Topics for Discussion - *See Attached Calendar***
 1. Review Future Topics/Calendar
4. **Mayor/Council/Staff Input**
5. **Adjournment**

CC Work Session

2. 1.

Meeting Date: 01/24/2012

By: Jo Thieling, Administrative Services

Title:

Work Session Schedule January/February

Background:

The regular Council Work Session, scheduled for February 7, 2012, falls on the evening Precinct Caucuses will be held. As per State Statute - No special taxing district, governing body, school board, county board of commissioners, township board, or city council, may conduct a meeting after 6:00 pm. on the day of a major political party precinct caucus. Staff is asking Council to cancel the February 7 work session and to replace it with a meeting on Tuesday, January 31 instead.

Staff has placed an item under Mayor/Council/Staff input on the regular agenda announcing this change. If Council determines an action other than staff's recommendation, that input item announcement will need to be amended to reflect Council's action.

Observations:

Council must cancel the February 7 work session as per State Statute. Council may or may not decide to hold a makeup work session on January 31.

Recommendation:

Reschedule the February 7 Council work session to January 31, 2012.

Funding Source:

N/A

Council Action:

Based upon discussion. Council consensus shall be announced at the end of the regular City Council meeting under Mayor/Council/Staff Input.

Form Review

Inbox

Kurt Ulrich

Reviewed By

Kurt Ulrich

Date

01/19/2012 03:47 PM

Form Started By: Jo Thieling

Started On: 01/17/2012 12:53 PM

Final Approval Date: 01/19/2012

CC Work Session

2. 2.

Meeting Date: 01/24/2012

By: Brian Olson, Engineering/Public Works

Title:

Consider Implementation of Long Term Road Maintenance policy

Background:

The concept of developing an assessment policy for street reconstruction has been talked about numerous times over the past couple of years. The discussions really escalated with the advancement of the Andrie Street/164th Lane improvement project in 2009 and have progressed a long ways but the situation still remains unsettled.

Early on, in 2009, discussions revolved around the existing City street assessment policy which currently pertains specifically to the Street Maintenance Program (SMP); where overlays are assessed at a rate of 50% and sealcoats are being phased out through the year 2014, from a previous rate of 50% to the current rate of 15% in 2012.

Because there is not any money to fund the change in policy, discussions revolved around the revenue source, standards for reconstruction, specifications and generally about what should be included when a roadway is reconstructed.

In November of 2009, staff was directed to review what it would cost to continue with our standard street maintenance activities, and add reconstruction costs into the program in five year increments. Staff completed this analysis and then evaluated how much funding would be needed over the next ten years based upon a concept that when a street turns 40 years old we reconstruct. Since approximately 45% of the roadways in the City were constructed between 1975 and 1985 (a 40 year design life was assumed), it amounted to approximately \$90 million to accomplish this program. Although we know that there is no way that there could be a program such as this afforded, it demonstrated the dire consequences and the drastic need for the improvement. This \$90 million dollar figure was used in all of the publications within the most recent communication plan and FAQ.

On June 15, 2010 this information was provided to the City Council. See attached information on the 5 year breakdown and a history of road construction in the City.

At the September 21, 2010 Council work session discussions focused on a franchise fee and public participation campaign to educate the residents of the imminent need for roadway improvements, and solicit their feedback on the potential scenarios that exist for a long term sustainable funding source. Staff discussed this matter with Himle Horner, a consultant working on marketing for the COR, and requested a proposal to assist the City in completing a public participation program.

On January 18, 2011 the information in the proposal was presented, and following discussion it was the consensus of the Council to accept the proposal and execute a contract with Himle Horner in an amount not to exceed \$43,000 for advancement of this long term road maintenance initiative.

In order to formulate the questions on the 30 question survey, one of the first items included in the accepted proposal was to research other communities and find out what they have done and engage those communities to learn strategies on how to successfully implement programs of this nature. On April 19, 2011, the results of this research was presented to the City Council at a work session and Staff was given consensus to make changes to the 30 question survey to residents.

On May 17, 2011, the City Council gave Staff and Himle Horner approval of the script that was to be the 30 questions survey. and approval to go ahead with the survey.

In June of 2011, the 300 resident survey that was conducted by Himle Rapp, formerly known as Himle Horner.

This survey first gathered information from the resident about the satisfaction that they have had with their overall quality of life within the City of Ramsey. An overwhelming 93% of the residents rated their quality of life in Ramsey as good or excellent. They also felt that the two largest issues facing the City over the upcoming years were the COR and maintaining an aging roadway system.

Additionally, the resident survey asked the residents to choose between 3 financing scenarios:

Option 1: Raise the general fund levy to accommodate the need

Option 2: Assess 100 % of the costs to the benefiting property owners

Option 3: Implement a new revenue source (franchise fee)

In July of 2011, the City Council received the attached presentation by Himle Rapp and were given an opportunity to express their desires and or concerns about preparing a communication plan. Of the three funding scenarios, the one that got the most support was the implementation of the franchise fee for road reconstruction.

During August and September, Staff worked with the consultant to prepare a draft communication plan, FAQ, fact sheet, a draft website, an online survey form, etc.

On October 18, 2011, the City was given the attached Communication plan as well as distribution materials and the website was unveiled in Draft form. The following comments were provided:

- The Garnet Street project was shown as a project that we would provide an alternative funding source for so that we could move forward with surveying, design etc and therefore move forward next summer to show signs of a successful integration of the program. At the Public Works Committee in December, this item was removed due to lack of interest from the abutting residents at a subsequent meeting until a decision is made about the long term road maintenance initiative even though we told the residents that we would write in the feasibility study that we would match whatever funding scenario resulted from the decision.
- Council commented on the online survey. After much deliberation, it was the Council direction to allow for an online survey as long as the name and address fields were required for the comments to be registered.
- All meetings that will be held regarding this program will be done at the Ramsey Municipal Center and not "in the neighborhoods" at a neutral site per City Council direction.
- The meeting format will be similar to the Ramsey 3 process. A brief presentation and break into smaller groups to discuss agenda items that are generated by the group. (Open Space technology)
- The City Council wanted more interaction and graphical representation of the issue in the website. This is a funding issue but do not lose sight of the issue. Use the year of original construction map and generate a FAQ that is dynamic and updated frequently.
- The City Council direction was to provide a video on QCTV with the Mayor, Public Works Chair, Public Works Director and City Administrator. Included in this case is a FAQ that will be the primary dialog in preparation of this video.

On November 15, 2011, Chuck Tombarge from Himle Rapp was present and Staff specifically requested direction on the attached communication plan, attached fact sheet, public engagement survey, power point presentation, an FAQ prepared by Himle Horner relative the long term road maintenance program.

The direction at this meeting was to:

Tighten up the numbers so they are more realistic, make revisions to the communications plan by taking out the language about the costs being equivalent to a cup of coffee a day, and consider a franchise fee of \$14 per month per household to create a source to fully fund the issue without assessments.

Notification:

N/A

Observations:

Following through with the direction provided at the November 15th work session:

In simple terms, we have approximately 178 miles of roadway in the City. Taking out 36 miles of MSA roads that have their own funding source, leaves 142 miles of local roads. The dollar amount that we were using per mile was \$750,000 per mile. This was derived from the above mentioned Andrie Street bids that we received in 2009 without the sidewalk. At the time we were assuming 2 years of construction increases since this was a bid that was opened in 2009. More realistically, the economy has slowed and therefore, we have revised the projected cost per mile by adding a 10% contingency and no construction cost increase. The recommended cost per mile is \$645,430.

Early on in the discussion there was multiple conversations and comments about the use of whatever revenue source that is defined by this program to be used for street maintenance as well. There is approximately \$495,000 that is allocated in the 2012 budget from TIF that is possible to continue until December 31, 2013, and in light of the discussions a few weeks ago about budget concerns in the 2013 gap year for the municipal center debt, Staff is recommending that the TIF financing continue to fund the street maintenance program until 2014. At that time, the franchise fee be used for the street maintenance program. Since Staff felt that the direction was to tighten up the numbers, we looked at the numbers from the overlay projects as well as the sealcoat projects.

We used the sealcoat bids for the last three years and an actual bid per square yard of \$5.85 for overlays. The average cost per mile for sealcoats is \$29,406 per mile and \$96,096 per mile for overlays.

If we were to reconstruct the 142 miles of local roadways every 40 years we would need approximately \$92M, or \$2.3M annually. If you include sealcoating at years 5,12,24,31 at a price of \$29,406/mile (4 times throughout the 40 year lifespan) and an overlay every 19 years (but only occurs once during the design life) at a price of \$96,096/mile we would need another \$417,565 and \$341,141 respectively, for a total of approximately \$3.06 M of required funding each year for both maintenance and reconstruction.

Utilizing \$14 per residential customer (split between 2 franchises, \$7 each), the amount available for use in the reconstruction efforts in 2012 and 2013 would be \$1.53 million annually. The only way to achieve a program that is fully funded is to require a 50% assessment for reconstruction. This does, however, take into account that there is no assessments for maintenance activities like sealcoats or overlays.

The purpose of the case tonight is to receive direction on implementation of the program. We already have direction to produce a cable TV spot and revise the FAQ, but it is difficult to manage the message without knowing how the City Council feels about the annual contribution and if there is any assessment.

Funding Source:

N/A

Council Action:

Based upon discussion

Attachments

[Fact Sheet](#)

[Final Road survey](#)

[Q and A - Brian Draft - 10 Nov 11](#)

[Funding summary](#)

[Road construction history](#)

Form Review

Inbox
Kurt Ulrich

Reviewed By
Kurt Ulrich

Date
01/19/2012 03:40 PM
Started On: 01/13/2012

Form Started By: Brian Olson

Final Approval Date: 01/19/2012



Long-Term Road Maintenance and Reconstruction Program: Investing in Our Neighborhoods, Property Values and Future

Nearly half of Ramsey's 178 roads were constructed in the early 1970s-1980s and are now reaching the end of their useful life. Between now and 2025, about \$90 million in road reconstruction will be necessary to replace city streets. Currently no budget exists to pay for this wave of construction, which will largely be the responsibility of Ramsey taxpayers. Without action, roads will be prone to more potholes, cracks and crumbling pavement — creating serious safety risks for pedestrians and motorists and impacting property values. To prepare, a majority of Ramsey residents agree the city proactively needs to establish a long-term road maintenance and funding program.



The city's goals for the roads program are to:

- Ensure safety for pedestrians and drivers
- Reduce project delays and avoid higher costs to taxpayers
- Spread out the cost of road work and keep assessments low
- Maintain high-quality roads that will continue to attract new residents, businesses and jobs

Which Funding Option Do You Prefer?

OPTION 1	OPTION 2	OPTION 3
<i>Current Assessment Policy</i>	<i>Citywide Property Tax Increase</i>	<i>Citywide Franchise Fee</i>
<ul style="list-style-type: none"> ▪ Assessed only to properties adjacent to the specific project ▪ Based on lineal footage of property <ul style="list-style-type: none"> – 1/4-acre lot: could cost \$9,000 or \$75/month for 10 years – 2-acre lot: could cost \$27,000 or \$225/month for 10 years ▪ Places significant but short-term burden on property owners — a challenging option in the current economy 	<ul style="list-style-type: none"> ▪ Based on property value <ul style="list-style-type: none"> – Average \$150,000 home: could cost additional \$24/month for up to 40 years – Average \$450,000 home: could cost additional \$51/month for up to 40 years ▪ Spreads out costs to all taxpayers and keeps assessments low 	<ul style="list-style-type: none"> ▪ Charges all utility customers, including tax exempt properties, a monthly fee regardless of property size or value <ul style="list-style-type: none"> – Residential customers: could cost \$28/month for 40 years – Commercial customers: could cost \$54/month for 40 years ▪ Spreads out cost to everyone who benefits from better roads ▪ Most preferred option by Ramsey residents (June 2011 public opinion survey)

Provide Your Feedback:

Residents are invited to provide feedback on their preferred funding choice above. The City Council will review public input and establish a new long-term road maintenance and reconstruction policy in early 2012.



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www.facebook.com/CityofRamseyMN



Brian Olson, Ramsey Public Works Director
BOlson@ci.ramsey.mn.us / 763-433-9825

City of Ramsey Long-Term Road Maintenance Program Residential Survey Results – July 2011

- 1. More than 9 out of 10 respondents believe the quality of life in Ramsey is good or excellent, and a majority of participants believe they are receiving good value for their taxes.**
 - 21% rated the quality of life as “excellent” and 72% rated it as “good.”
 - When asked to consider the amount of taxes paid to the city and the quality of services received in return, 59% of respondents believe they receive good or excellent value.

- 2. Majorities of respondents believe the city’s streets and roads currently are in good condition and well maintained, but they still consider road maintenance to be a significant issue for the city.**
 - When asked to rank Ramsey’s local streets and roads according to various characteristics, the following majorities gave rankings of excellent or good:
 - Road width (82%)
 - The city’s responsiveness to road maintenance and repair needs (62%)
 - The quality and condition of Ramsey’s roads compared to neighboring cities (57%)
 - Safety features such as lights, sidewalks and signs (55%)
 - The overall quality of streets and roads (54%)
 - Road maintenance and The COR (Ramsey’s downtown development project) were identified equally as the “most serious issue facing the city.”

- 3. Almost three out of four respondents believe Ramsey needs to develop a long-term street reconstruction and funding policy.**
 - After learning that reconstruction of nearly half of the city’s roads will be necessary between 2016 and 2025 and that the city’s current policy provides for funding reconstruction with assessments, 73% of respondents said the city should develop a new policy; 11% of those felt strongly about this.

- 4. Among three options presented for funding long-term road maintenance and reconstruction, a citywide franchise fee is more acceptable than a property assessment or citywide property tax.**
 - 49% of respondents favored a franchise fee, 47% opposed.
 - 39% favored a citywide property tax, 57% opposed.
 - 77% opposed – 27% strongly – a standard property assessment based on lineal footage.
 - When asked to choose among all three options, 44% favored the franchise fee (18% strongly).

- 5. Ensuring safety and spreading out the cost of long-term road maintenance and reconstruction are the most compelling reasons for supporting a new policy, according to respondents.**
 - 74% believe safety is an important reason to pursue a new policy; 39% of those felt strongly.
 - 69% of respondents believe spreading out the costs and keeping property owner assessments low is a compelling reason; 22% of those felt strongly.
 - Concern about the current economy was the most compelling reason tested in opposition to doing a long-term road maintenance and funding program.

Decision Resources, Ltd. conducted a telephone survey administered to 300 randomly selected adults living in the city of Ramsey. Professional interviewers conducted the survey June 7-21, 2011. The typical respondent took 11 minutes to complete the questionnaire. The results of this study are projectable to the universe of adult Ramsey residents within 6.0% in 95 out of 100 cases.

Ramsey Long-Term Road Maintenance and Reconstruction Program Frequently Asked Questions

Why does Ramsey need a long-term road maintenance and reconstruction program?

Nearly half of Ramsey's 178 miles of roads were constructed during the city's population boom in the 1970s-1980s. Even with routine maintenance by Ramsey Public Works, the maximum life of these roads is 40 years. That means that between now and 2025, about \$90 million or more in road reconstruction will be necessary to repair or replace city streets. Currently, no budget exists for funding this wave of reconstruction, which will largely be the responsibility of local taxpayers. We realize that this is a staggering amount and that it is not realistic to think that all these roads will all be reconstructed within this timeframe, however, it does demonstrate the demand.

What will occur if we do not develop a long-term road maintenance program?

While the city's existing maintenance program is stretching the life of local roads, no roads can be built to last indefinitely. Without action, Ramsey's roads will be prone to more potholes, cracks and crumbling pavement – creating serious safety risks for pedestrians and motorists. Poor roads may affect property values and may hinder Ramsey's ability to attract new residents, businesses and jobs. Ultimately, reconstruction will be necessary and the city will need to utilize its current assessment program, which assesses the total cost of projects to property owners in the affected areas. This would place a significant short-term burden on property owners — a challenging option in the current economy.

What are the city's goals for a long-term maintenance and reconstruction program?

The city's goals are to:

- Ensure safety for pedestrians and drivers
- Reduce project delays and avoid higher costs to taxpayers
- Spread out the cost of road maintenance and reconstruction, and keep assessments low
- Maintain high-quality roads that will continue to attract new residents, businesses and jobs

How will a long-term approach benefit me?

Maintaining/rebuilding city streets is critical for ensuring safety and accessibility for residents, businesses and organizations in Ramsey. Crumbling roads can be dangerous for pedestrians and drivers. Businesses, schools and other organizations need roads that sufficiently handle customer and visitor demands. Well-maintained streets also keep our neighborhoods and business districts attractive, which helps protect property values and attract new residents, businesses and jobs. A long-term program also will help spread out the cost of street maintenance.

Where will the funding for a long-term program come from?

The level of work required to repair and reconstruct city streets is beyond the routine maintenance provided for in the city's budget. As a result, the additional cost of reconstruction will largely be the responsibility of city taxpayers. The city is considering the following three options to cover project costs:

1. **Do Nothing:** Use the city's current assessment policy (100% for reconstructions) of charging affected property owners — based on the lineal footage of their property — for the total project cost.
2. **Citywide Property Tax Increase:** Proportionally charge all city taxpayers based on their property values for the total cost of the long-term street maintenance and reconstruction program.
3. **Citywide Franchise Fee:** All utility customers pay an equal fee that covers the total cost of the program.

How would Option 1 (the current assessment policy) work?

An assessment would be charged to affected property owners based on the lineal footage of their property. For example, a quarter-acre lot may be assessed a total of \$9,000 or about \$75/month for 10 years. The assessment

for a two-acre lot could total \$27,000 or about \$225/month for 10 years. This option places a significant but short-term burden on affected property owners.

How would Option 2 (citywide property tax increase) work?

The increased tax would be based on property values. For example, the owner of an average \$150,000 home could owe an additional \$24/month for up to 40 years. In comparison, the owner of an average \$450,000 home could owe an additional \$51/month for up to 40 years. The increase would be added to property tax bills. This option would spread out the costs to all city taxpayers and helps keep assessments low.

How would Option 3 (city franchise fee) work?

Payable for 40 years, a citywide franchise fee charges all utility customers — including tax exempt properties — a monthly fee regardless of property size or value. In other words, the fee would be the same for a \$150,000 home and a \$450,000 home. The fee could equal as much as \$28/month for residential customers and \$54/month for Commercial customers. Option 3 spreads out the cost to everyone who will benefit from safer and well-maintained streets.

What is the most favored payment option so far?

Option 3 (a citywide franchise fee) is the most preferred option of 49% of city residents, according to a June 2011 public opinion survey conducted on behalf of the city.

Will the money collected as part of this program be dedicated only to road maintenance and reconstruction?

Yes. Regardless of the funding option chosen, funds will be used only for the long-term maintenance and reconstruction of city roads. The city will not divert road funds to fill budget gaps or for spending on other city initiatives.

Are there other sources of funding available for long-term street maintenance? What about money spent on The COR — Ramsey's downtown development?

No. Unfortunately, the cost of road reconstruction is so large that the city would need to dedicate its entire operating budget for nearly nine years to pay for necessary street maintenance and reconstruction. In fact, much of the city's operating budget — including economic development funds and back taxes used for The COR — is earmarked for specific city functions and could not be utilized for long-term road work. While about 20% of long-term street reconstruction costs are expected to qualify for state funding or funding from outside sources, the majority of the cost will be the responsibility of Ramsey city taxpayers.

When will a decision on the long-term road maintenance and reconstruction program be made?

The Ramsey City Council will continue to seek input from residents about the funding options through early 2012. The council is expected to review that input and establish a new policy and funding structure shortly thereafter. Funds will be collected starting in 2012 and are expected to deliver new road reconstruction projects in by next fall (2012).

Why did I get a flyer from Connexus regarding this new fee?

Connexus Energy is doing everything in its power to control costs just like the City of Ramsey. This fee will show up on your Connexus Energy bill as they intend on passing the costs to maintain the Right of Way to its customers. If you haven't received a flyer from Connexus, it will likely be sent in the near future.

How can I learn more, ask questions and provide feedback?

- Visit www.ci.ramsey.mn.us or www.facebook.com/CityofRamseyMN
- Public information and input sessions will be held on [date].
- Complete an online survey by going to [insert direct link].
- Contact your City Council member or Ramsey Public Works Director Brian Olson at BOlson@ci.ramsey.mn.us or 763-433-9825.
- In June, the city also conducted a telephone survey of 300 randomly selected residents in Ramsey. Their responses will be reviewed along with other resident input by city staff and council members.

DRAFT

RECONSTRUCTION					MAINTENANCE					
Period	Year Constructed	Total segments	Total Miles	Estimated Cost	Seal Coat Miles	Sealcoat Estimate	Overlay Miles	Overlay Estimate	Total	Cost/Year
2011-2015	1975 or older	13	3.05	\$ 3,599,000.00	100.40	\$ 2,640,554.00	31.42	\$ 3,348,649.00	\$ 9,588,203.00	\$ 1,917,640.60
2016-2020	1976-1980	278	45.37	\$ 53,536,600.00	52.76	\$ 1,439,627.00	80.38	\$ 7,836,676.00	\$ 62,812,903.00	\$ 12,562,580.60
2021-2025	1981-1985	186	34.44	\$ 40,639,200.00						
2026-2030	1986-1990	114	18.94	\$ 22,349,200.00						
2031-2035	1991-1995	213	23.52	\$ 27,753,600.00						
2036-2040	1996-2000	103	12.29	\$ 14,502,200.00						
2041-2045	2001-2005	163	20.66	\$ 24,378,800.00						
2046-2050	2006-2010	68	11.60	\$ 13,688,000.00						
Dirt Streets		17	3.77	\$ 4,448,600.00						

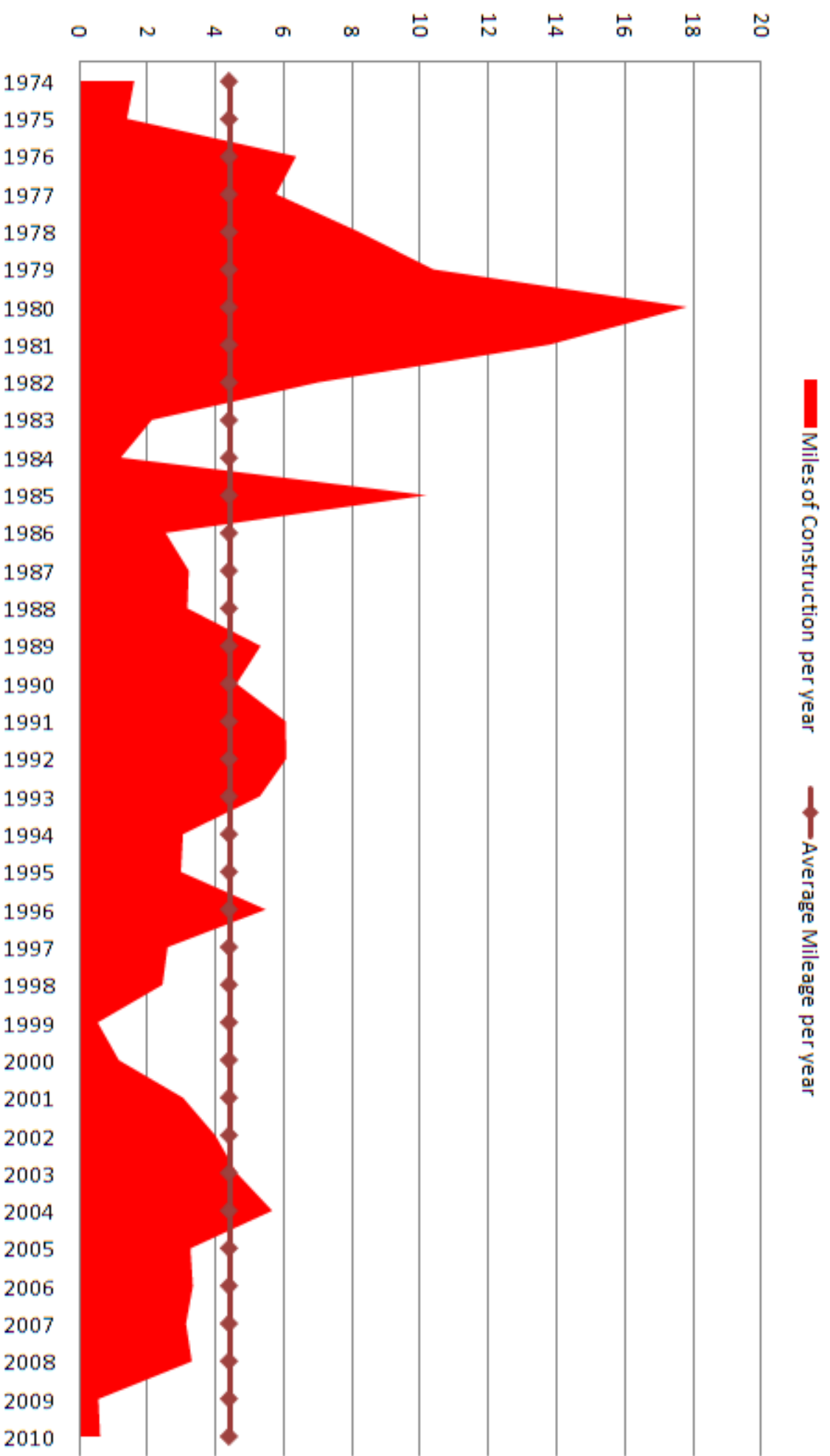
assume \$1,000,000 per mile for reconstruction
assume 40 year design life
assume \$1.56/sq. yd. for sealcoating
assume \$5.85/sq. yd. for overlays
assume 18% overhead

Next 5 Years (2011 - 2015)			
<u>Maintenance Cost</u>	<u>Recon Cost</u>	<u>Total</u>	<u>Avg Cost/Year</u>
\$ 5,989,203.00	\$ 3,599,000.00	\$ 9,588,203.00	\$ 1,917,640.60

Next 10 Years (2011 - 2020)			
<u>Maintenance Cost</u>	<u>Recon Cost</u>	<u>Total</u>	<u>Avg Cost/Year</u>
\$ 15,265,506.00	\$ 57,135,600.00	\$ 72,401,106.00	\$ 7,240,110.60

all based on 2009 dollars

Year of Construction



CC Work Session

2.3.

Meeting Date: 01/24/2012

By: Jo Thieling, Administrative Services

Title:

Review MnDOT and Metropolitan Council's position on TH 10 Corridor

Background:

A meeting was held on November 21, 2011, which included representatives from MnDOT, the Metropolitan Council, Representative Abeler, Senator Jungbauer, Anoka County and City of Ramsey officials and staff. The meeting allowed all parties to explain and discuss their perspectives and understandings regarding the TH 10 corridor and the properties acquired along TH 10 through the Right-of-Way Acquisition Loan Fund (RALF). Staff received a copy of a letter from MnDOT and Met Council, summarizing that discussion/meeting.

Highlights of the letter address the issues discussed at the meeting - Near Term Improvement Strategy - MnDOT's Corridor Investment Management Strategy Approach, long range improvement strategy - next 20+ years, CSAH 83/Armstrong Interchange, RALF reassessment, and TH10 RALF parcels. The letter is attached for Council review and staff is prepared for discussion.

Funding Source:

N/A

Council Action:

Based upon discussion.

Attachments

TH 10 Letter

Form Review

Inbox Kurt Ulrich	Reviewed By Kurt Ulrich	Date 01/19/2012 03:56 PM
Form Started By: Jo Thieling		Started On: 01/18/2012 01:08 PM
Final Approval Date: 01/19/2012		



Minnesota Department of Transportation

Metropolitan District

1500 West County Road B-2

Roseville, MN 55113

TO: Rhonda Sivarajah
Anoka County Commissioner/Board Chair

FROM: Scott McBride, MnDOT Metro District Engineer *Scott McBride*
Pat Born, Met Council Regional Administrator *Pat Born*

DATE: January 17, 2012

SUBJECT: Trunk Highway 10

MnDOT and the Metropolitan Council appreciated the opportunity to meet with Representative Jim Abeler, Senator Mike Jungbauer, and Anoka County and City of Ramsey officials and staff on November 21, 2011. The meeting allowed all parties to explain and discuss their perspectives and understandings regarding the TH10 corridor and the properties acquired along TH10 through the Right-of-Way Acquisition Loan Fund (RALF) program. As a result of that meeting, this memo summarizes MnDOT's and the Met Council's position on TH10 and replaces the September 19, 2011 letter to Doug Fischer, Anoka County Engineer.

As we move forward with TH10, all stakeholders (including Anoka County, City of Ramsey, City of Anoka, MnDOT and Council) need to continue to work together to determine the future improvement strategy, both near-term and long-term, for the corridor.

Near Term Improvement Strategy- MnDOT's Corridor Investment Management Strategy (CIMS) Approach

- Over the past two decades, MnDOT, the MPOs and local partners have developed plans and visions for every major transportation corridor in the state, including TH10. These plans were developed at a time when the economy was booming, the system was in better condition, and revenues were increasing. Even under those more prosperous conditions, anticipated funding levels prevented the metro area corridor plans from being adopted into the region's Transportation Policy Plan. Today we are facing more challenging trends and our stakeholders are asking how to move forward together in light of these challenges. Some rethinking of these plans and strategies has already occurred, particularly in the Twin Cities Metro Area, but MnDOT has not systematically examined these trends and their implications for all our major corridors around the state. At the December 12, 2011 CIMS Workshop, MnDOT introduced a new approach for collaborative investment planning and programming on the major trunk highway corridors in light of these current challenges. We appreciate that Commissioner Andy Westerberg as well as Anoka County staff Jack Corkle and Kate Garwood attended the workshop. The presentation given at the workshop outlining the new approach to corridor planning and collaboration is attached for your reference.
- The CIMS process will focus on developing a near term improvement strategy for the next 10 years. MnDOT will be meeting with corridor stakeholders to share information on system condition and performance trends, anticipated funding, investment priorities and the resulting implications for potential improvements on each corridor over the next 4-10 years. MnDOT will identify the improvements planned and needed on each corridor to keep the roadway in a safe and sound condition. Given the near term funding outlook, these needs will focus primarily on pavement, bridge, and spot safety improvements. Local partners on each corridor will be asked to identify local priorities and other efforts in the corridor to determine if there are partnering or synergistic opportunities to maximizing available investments in the corridor.

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Long Range Improvement Strategy: Next 20+ years

- Improvements to the TH10 corridor may occur in the form of incremental smaller projects and converting intersections to interchanges that result in a controlled access freeway without added capacity to TH 10. (New lanes are considered added capacity while a new interchange would not be considered added capacity.) It is anticipated that any such improvements would be accomplished over a long term. MnDOT and the Council recognize that Anoka County and the cities of Anoka and Ramsey, along with the FHWA, have not only contributed significant funding to past TH10 studies, but also done a very good job to plan for and advocate for their local needs on the corridor.
- Given that corridor improvements now need to be reassessed, MnDOT acknowledges that it should and will fund as well as lead future scoping of the long-term and interim improvements in the TH10 corridor starting in 2012. This reassessment will identify and prioritize the existing intersection modifications that should occur along the TH10 corridor. This scoping of future improvements will be done in a manner that is consistent with regional policies of identifying lower-cost, high benefit projects, utilizing existing right-of-way and capacity to the greatest extent possible and implementing technology solutions where possible. The identification of the future improvements will follow the CIMS process and will look at decisions in the context of overall regional needs and priorities.

CSAH 83/Armstrong Interchange is a TH10 Corridor priority

- MnDOT and the Council agree with Anoka County and the City of Ramsey that the CSAH83/Armstrong interchange is the priority improvement *within* the TH10 corridor for both mobility and safety reasons.
- We applaud the City of Ramsey's and Anoka County's efforts to "right-size" the design of the CSAH 83/Armstrong interchange. This design will make the project more competitive for funding opportunities. Anoka County and/or the City of Ramsey are encouraged to apply to MnDOT's upcoming competitive NexTED funding solicitation as it is consistent with program priorities. This program was briefly addressed at the December 12 workshop. Anoka County did submit the CSAH 83/Armstrong interchange project for TED funding at the behest of MnDOT and the Metropolitan Council in 2010. While it did not make the funding cut, it did score relatively well.
- There are no restrictions, including in MnDOT or Met Council policies, on seeking funding for or constructing the CSAH 83/Armstrong interchange.

RALF Reassessment

In 2010, the Council suspended the RALF program so that a reassessment of the program could be conducted. Reasons for the reassessment include 1) the potential that new requests will exceed available funds, 2) an interest in aligning RALF acquisitions and expenditures more closely to the priorities in the region's Transportation Policy Plan and 3) after more than 25 years, a need to review the program in light of today's variable land prices. In addition, as authorized by the Legislature, \$8.2 million in RALF funds were used to balance the 2012/2013 transit operating budget to partially offset a reduction in state general funds. The RALF program reassessment is underway with Anoka County staff Jack Corkle and City of Ramsey staff Brian Olson both serving on the regional RALF reassessment technical committee.

TH10 RALF Parcels

Until the long-term investment strategy for the TH10 corridor is developed, MnDOT and the Council recommend that all parcels acquired with RALF funding be retained and no new properties be acquired with limited exception for extraordinary circumstances. The long-term strategy will determine which parcels are needed. All stakeholders agree that important safety benefits are being realized today as a result of the RALF acquisitions through closed access onto TH10.

While we all recognize that in the short term there is a significant transportation funding crisis and it may delay improvements, Ramsey should not sell back RALF-acquired parcels which would allow further development to occur on those parcels until the updated TH10 corridor strategy is completed. As was discussed at the November 21, 2011 meeting, decisions on specific RALF parcels can be made after the long term strategy for TH10 has been developed.

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Cc: Representative Jim Abeler
Senator Mike Jungbauer
Tom Sorel, Commissioner of Transportation
Sue Haigh, Met Council Chair
Commissioner Andy Westerberg
Edward Reynoso, Met Council District 9
Lona Schreiber, Met Council District 2
Arlene McCarthy, Director, Met Council Transportation Services
Doug Fischer, Anoka County Engineer
Kurt Ulrich, Ramsey City Administrator
Tim Cruikshank, Anoka City Manager
Pat Bursaw, Planning, Program Mgmt & Transit Office Director
Wayne Norris, North Area Manager

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CC Work Session

3. 1.

Meeting Date: 01/24/2012

By: Jo Thieling, Administrative Services

Title:

Review Future Topics/Calendar

Background:

Attached is the list of future work session topics and calendar.

Funding Source:

N/A

Council Action:

No formal action necessary - for Council review.

Attachments

Future Topics/Calendar

Form Review

Inbox

Kurt Ulrich

Form Started By: Jo Thieling

Reviewed By

Kurt Ulrich

Date

01/19/2012 04:02 PM

Started On: 01/19/2012 08:26 AM

Final Approval Date: 01/19/2012

**Work Session Calendars
2011**

Month	Date	Topics for Discussion
February	14	<ul style="list-style-type: none"> ● Review Fire Station 2 Project - Dean
February	28	<ul style="list-style-type: none"> ● Update on Redistricting (TG/JT)
Others on List – including 2011 Strategic Planning Items		<ul style="list-style-type: none"> ● Federal Government Relations Services – Kurt ● Discuss Leash Law (JW) ● 167th & 47 Water Services Extension/Master Planning ● Review pilot programs (e.g. volunteer programs – low maintenance options) ● Build on outdoors/sportsmen’s market (e.g. stock pond/lake) ● Develop community center/indoor sports complex ● Old Town Hall relocation ● Strategic Action Plan Update ● Seek grant funding for transportation projects and service delivery ● Complete US 10/ County Road 83 interchange design – pursue funding ● Establish position on TH #47 South of Bunker to Highway #10 <p><u>Public Works</u></p> <ul style="list-style-type: none"> ● Review plan for US Highway #10 pedestrian overpass and connection with Municipal Center ramp ● Consider opportunities for four-wheeler & golf cart use ● Review Project Management Issues (e.g. 151st & 167th Projects)
March 5, 2012		<ul style="list-style-type: none"> ● Interviews for Boards and Commissions