

City of Ramsey
Agenda
City Council Work Session
Tuesday, February 10, 2015
5:30 pm
Lake Itasca Room 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Topics for Discussion**
 1. Review Charitable Gambling Contributions to Non-Profit Organizations
 2. Discuss City Charter Language related to Land Sale Process
 3. Consider Tinklenberg Group Proposal for Professional Services Contract Extension
- 3. Topics for Future Discussion**
- 4. Mayor/Council/Staff Input**
- 5. Adjournment**

Meeting Date: 02/10/2015

Information

Title:

Review Charitable Gambling Contributions to Non-Profit Organizations

Purpose/Background:

The purpose of this case is to consider whether the Charitable Gambling Fund policy should be revised to broaden its use to other community service organizations.

The city has been funding a couple of organizations - Juvenile Diversion and Youth First for the past several years from its Charitable Gambling Fund. A summary of programs and funding source is attached.

The city has been approached by *Family of Promise* and *Ramsey Heart Safe* about also making a donation to their respective organizations. *Family of Promise* provides emergency housing assistance to local families in need. The *Ramsey Heart Safe* program is a community wellness initiative that has a goal of increasing the survival rate of sudden cardiac arrest victims in Ramsey. With reductions in funding from other sources, some cities have broadened their policies to include this type of community service organization. Based upon a strict interpretation, neither project could be funded under the current policy.

The Charitable Gambling Fund can be used for the following expenditures per the city's current fund policy:

1. Expenditures for recreation, community and athletic facilities, as adopted in the annual Capital Improvement Program, intended primarily for persons under age 21, provided that such facilities and activities do not discriminate on the basis of a gender; and
2. Expenditures for community programs and/or services, intended primarily for persons under age 21, provided that such programs and/or services do not discriminate on the basis of gender; and
3. On an annual basis, at least seventy (70) percent of the funds in the Lawful Gambling Fund shall be allocated for expenditures for recreation, community and athletic facilities; and
4. Requests for fund expenditures, and donations toward fund expenditures, received during the prior calendar year will be considered by the Park and Recreation Commission and authorized by the Council Finance Committee on a case by case basis; and
5. Capital purchases of \$1,000 toward which donations are received and to which no City expenditures are required may occur after review and approval by the Park and Recreation Commission.

Expanding the use of the fund will increase the funding options for some valuable community programs, however, this will result in a reduction in already insufficient park facility funding options.

Timeframe:

20-30 minutes

Funding Source:

The Charitable Gambling Fund is funded with the 5% monthly contribution from lawful gambling proceeds as provided from Anoka Area Ice Arena, Climb Theater and Ramsey Lions. The respective cash flow of the fund is attached.

Responsible Party(ies):

City Administrator and Finance Director.

Outcome:

Review Charitable Gambling Fund Policy and to consider whether the policy should be revised to broaden its use to fund other community service organizations.

Attachments

Community Program Listing

Charitable Gambling Cash Flow

Form Review

Inbox

Kurt Ulrich

Form Started By: Diana Lund

Final Approval Date: 02/05/2015

Reviewed By

Kurt Ulrich

Date

02/05/2015 03:12 PM

Started On: 02/03/2015 11:37 AM

CITY OF RAMSEY

Event/Donation Recipient	Program Type	2013 Expenditures Expensed	2013 Budget	2014 Adopted Budget	2015 Adopted Budget	Budget Fund
Youth First Community of Promise	Donation	82,861.00	\$ 15,000.00	15,000.00	15,000.00	Gambling - \$8,000. General \$7,000
Juvenile Diversion	Donation	5,000.00	5,000.00	5,000.00	5,000.00	Gambling
Alexandra House	Donation	5,000.00	5,000.00	5,000.00	5,000.00	General
Anoka County Mediation Services	Donation	-	-	-	3,000.00	General
Community Education	Donation	-	-	-	-	-
North Metro Mayors Association	Membership	-	10,800.00	10,800.00	10,800.00	General
LRRWMO	Membership	-	39,162.00	32,667.00	37,693.00	Utility
North Metro Chamber	Membership	-	250.00	250.00	250.00	General
Anoka Area Chamber	Membership	-	600.00	600.00	600.00	General
LMC	Membership	-	15,660.00	17,214.00	17,938.00	General
Happy Days	City Sponsored Event	\$ 83,554.27	*	7,000.00	10,000.00	General
Holiday Party/Commissioner Appreciation	Internal Event	6,381.75	2,500.00	2,500.00	4,000.00	General
Employee Appreciation Events (2/yr.)	Internal Event	5,261.93	2,000.00	3,000.00	3,000.00	General
Safety Camp	City Sponsored Event	23,742.12	*	*	*	*
Nite to Unite	City Sponsored Event	7,993.25	*	4,700.00	4,700.00	General
Fire Station Open House	City Sponsored Event	4,055.44	*	*	*	*
Recycling Days (2/yr.)	City Sponsored Event	12,769.98	*	*	*	*
Tree Sale	City Sponsored Event	2,746.84	1,666.67	1,591.67	1,591.67	General
Environmental Expo	City Sponsored Event	3,458.44	3,333.33	3,183.33	3,183.33	General
EDA Business Expo	City Sponsored Event	9,098.14	4,000.00	4,000.00	4,000.00	EDA
EDA Business Appreciation Golf Tournament	City Sponsored Event	18,360.39	4,000.00	4,000.00	4,000.00	EDA
EDA Business Networking Event	City Sponsored Event	2,705.85	2,000.00	2,000.00	2,000.00	EDA
Farmers Market	City Sponsored Event	4,451.67	*	*	*	*
Draw Park Summer Concert Series	City Sponsored Event	9,680.64	*	*	*	*
Game Fair	Private Event	9,767.82	*	*	*	*
Pet Clinic	City Sponsored Event	1,229.66	*	*	*	*
Total		298,119.20	110,972.00	118,506.00	161,756.00	

* Not a budgeted event

LAWFUL GAMBLING FUND #270

	Actual 2009	Actual 2010	Actual 2011	Actual 2012	Actual 2013	Projected 2014	Projected 2015	Projected 2016	Projected 2017	Projected 2018	Projected 2019
FUND BALANCE, Beginning of Year	216,538	114,384	138,492	138,114	162,477	154,026	143,546	71,699	57,699	83,699	24,699
REVENUES:											
Required Contributions:											
Anoka Area Ice Arena Association	4,354	4,055	3,152	3,257	5,058	4,800	4,000	4,000	4,000	4,000	4,000
Climb Theatre	11,357	9,361	9,889	13,243	13,375	14,000	10,000	10,000	10,000	10,000	10,000
Ramsey Lions Club	21,360	16,090	18,456	18,484	25,472	31,000	25,000	25,000	25,000	25,000	25,000
Ramsey Lions Donation-Heart Safe						1,000					
Donations	920	5,585	385	-	-	-	-	-	-	-	-
Interest Earnings	6,097	4,517	3,240	2,378	(2,970)	2,310	2,153	-	-	-	-
Total Revenues	44,087	39,608	35,122	37,363	40,936	53,110	41,153	39,000	39,000	39,000	39,000
EXPENDITURES:											
Park Improvement Program											
Central Park Entrance Sign/locks	3,235							40,000			
Lake Itasca Observation Boardwalk											
Observation Deck-Mississippi											
Boat Launch			20,000				100,000				
Elmcrest Park Playground						46,040					
Lions Pavilion Improvements						1,000					
Draw Park Restroom											
Heartsafe											
Youth First		500	5,500	8,000	3,000	8,000	8,000	8,000	8,000	8,000	8,000
Juvenile Diversion		5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
North Commons Park					41,387	3,550					
Ramsey Foundation-Cor Performance		5,000	5,000								
Safety Camp		5,000	5,000								
Community Programs	11,250										
Dog Park-Alpine Park	6,960										
Skateboard Park in Alpine Park	124,797										
Transfers to Other Funds -											
Total Expenditures	146,242	15,500	35,500	13,000	49,387	63,590	113,000	53,000	13,000	98,000	13,000
Increase (Decrease) in Cash	(102,154)	24,108	(378)	24,363	(8,451)	(10,480)	(71,847)	(14,000)	26,000	(59,000)	25,000
FUND BALANCE, End of Year	114,384	138,492	138,114	162,477	154,026	143,546	71,699	57,699	83,699	24,699	50,699

Meeting Date: 02/10/2015

Information

Title:

Discuss City Charter Language related to Land Sale Process

Purpose/Background:

Purpose:

Discuss City Charter Language related to Land Sale Process (Chapter 12, Section 5, attached).
Get general Council direction (interpretation) related to a potential "blanket ordinance."

Background:

Historically, staff has received inquires related to the City's Charter requirement for an ordinance to be passed when City owned land is sold. Specifically, inquires have been made as to:

Whether or not the City could pass one blanket ordinance to allow multiple City owned properties to be sold at one time; rather than individual ordinances to be passed for individual sales, at individual times.

Staff/Attorney Review & Notes:

First, the City Charter requires an ordinance to "dispose of" property. What does that mean? Putting it up for sale, or actually selling it to a particular person on specific terms? Putting property up for sale does not actually sell anything; it just puts the process in motion. The property might not sell for months or even years. Is that really disposition? Or is that just starting the process of disposition?

Second, the Charter provides the residents with referendum authority. If the public does not feel that a sale of City property is appropriate, when should they get that referendum right? When a blanket ordinance is approved stating that 28 properties are hereby up for sale, or when an ordinance approving the sale of a particular property to a particular person/entity on particular terms is passed. Arguably, the former is of limited usefulness to the public.

Third, staff would caution the possibility of land sales being challenged in the future due to a different interpretation of this Charter provision by the public. Staff is concerned that using a blanket ordinance may not be looked upon favorably by the public.

This discussion comes down to interpretation of the City Charter; which would be a Council decision. A blanket ordinance would create several efficiencies for staff, the Council and prospect buyers (about 60 day process requiring introduction, adoption and 30-day cool down period). Additionally, arguments can be made that passing an ordinance ahead of time gives the public a greater ability to get involved up front (i.e. oppose a sale) rather than waiting for a project to be formally considered by the Council (at which time, it could already be supported by the community).

With Council direction, staff could support use of a blanket ordinance. If a blanket ordinance was allowed, staff would recommend the following items be included/considered:

- Only properties that are listed for sale and available for development be included (i.e. CBRE properties).
- Properties be specifically identified and outlined.
- The ordinance should need to be re-adopted on a regular basis (for example, once per year) to protect the public's ability to counter petition within a reasonable timeframe of a future land sale.

Timeframe:

5-10 minutes

Funding Source:

NA

Responsible Party(ies):

Patrick Brama

Outcome:

Why is this being discussed now?

The City currently has five purchase agreements in place and set to close early this summer. Staff intends to bring forward appropriate ordinances in February. Council direction will help provide staff clarity (i.e. can a blanket ordinance be utilized?).

Attachments

Charter Language

Form Review

Inbox	Reviewed By	Date
Joe Langel	Joe Langel	02/03/2015 05:22 PM
Kurt Ulrich	Kurt Ulrich	02/05/2015 03:24 PM
Form Started By: Patrick Brama		Started On: 02/03/2015 04:15 PM
Final Approval Date: 02/05/2015		

CHAPTER 12
MISCELLANEOUS AND TRANSITORY PROVISIONS

Section 12.1 Official Publication. The council shall annually designate a legal newspaper of general circulation in the city as its official newspaper in which shall be published ordinances and other matters required by state statutes and this charter to be so published, as well as such other matters as the council may deem it in the public interest to have published in this manner.

Section 12.2 Oath of Office. Every officer of the city shall, before entering upon the duties of his/her office, take and subscribe an oath of office in substantially the following form: "I do solemnly swear (or affirm:) to support the constitution of the United States and of this state and to discharge faithfully the duties devolving upon me as (mayor, councilmember, city administrator, etc.) of the City of Ramsey to the best of my judgment and ability".

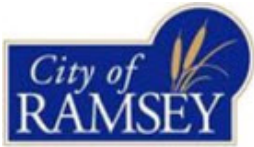
Section 12.3 City Officers Not to be Interested in Contracts. Except as otherwise permitted by state statutes, no officer of the city, who is authorized to take part in any manner in any contract with the city, shall voluntarily have a personal financial interest in such contract or personally benefit financially therefrom.

Section 12.4 Official Bonds. The city administrator and other such officers or employees of the city as may be provided for by ordinance shall each, before entering upon the duties of his/her respective office or employment, give a corporate surety bond to the city in such form and such amount as may be fixed by the council as security for the faithful performance of his/her official duties. This corporate surety bond may be in the form of either individual or blanket bonds at the discretion of the council. They shall be approved by the council, and approved as to form by the city attorney, and filed with the city administrator. The premiums on the bonds shall be paid by the city.

Section 12.5 Sales of Real Property. No real property of the city, with the exception of cemetery plots, shall be disposed of except by ordinance. The proceeds of any sale of such property shall be used as far as possible to retire any outstanding indebtedness incurred by the city in the purchase, construction, or improvement of this or other property used for the same public purpose. If there is no such outstanding indebtedness, the council may by resolution designate some other public use for the proceeds.

Section 12.6 Vacation of Streets. The council may by ordinance vacate any street or alley or other public grounds or part thereof within the city. Such vacation may be made only after published notice in the official newspaper and an opportunity for affected property owner and public to be heard, and upon such further terms and by such procedure as the council by ordinance may prescribe. A notice of completion of such procedure shall be filed in accordance with state statutes.

Section 12.7 Statutes Not Affected by Charter. All general laws and statutes of the state applicable to all cities operating under home rule charters, or applicable to cities of the same class as the City of Ramsey operating under home rule charters, and not inconsistent with the provisions of this charter, or the ordinances of this city, shall apply to the City of Ramsey, and shall be construed as supplementary to the provision of this charter.



Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.

CC Work Session

2.3.

Meeting Date: 02/10/2015

Submitted For: Kurt Ulrich, Administrative Services

By: Jo Thieling, Administrative Services

Information

Title:

Consider Tinklenberg Group Proposal for Professional Services Contract Extension

Purpose/Background:

Purpose:

Consider a proposal from the Tinklenberg Group for an extension to an existing professional services contract. The purpose of this contract is to advance and promote the construction of improvements within the Trunk Highway 10 corridor within the City, more specifically, to seek funding for the upgrading of BNSF impacted interchanges that occur along Highway 10.

Background:

The City has worked with the Tinklenberg Group for most of the past decade, with the most recent contract with the Tinklenberg Group a thirty-day contract being approved in January 2014. The contract was awarded for a short-term in order to allow attempts to form a broader coalition of jurisdictions in the north metro area to pursue legislative efforts. Also, the Council's strategic planning session had not yet been scheduled.

The City's past efforts in working with Mr. Tinklenberg have yielded a successful conclusion to the \$35M Armstrong Project, which has been awarded several grant awards, including a \$10M federal (TIGER) grant, a \$10M state (CIMS) grant, a \$8M bonding allocation from the state, and a \$10.2M award from the Counties Transit Investment Board (CTIB), which fully funded the project. Previously, the North Star Rail Station in Ramsey was also a successful effort.

Notification:

NA

Observations/Alternatives:

Attached is a proposal from The Tinklenberg Group entitled *BNSF Railroad Initiative*, dated January, 2015. The proposal is intended to address the City's desire to be active during this time of re-organization at the federal, state, and local level. New elected officials are now taking office and we want to be certain to keep the Ramsey projects in the forefront. The County has formed a Highway 10 working group and is still organizing the regional approach to the Highway 10 effort, and also the new City Council needs to confirm the strategic direction of the City in the next 30-60 days. The City has a new legislator (Representative Whalen), and legislative leaders and the Governor have both emphasized *transportation* as a key issue. In short, this is a good time to continue to build on the success of the Armstrong Interchange, and to let people know that that was just the start of a much larger project. The Highway 10 Council Subcommittee is meeting with Mr. Tinklenberg prior to the next Council meeting and will discuss alternatives for moving forward.

The Tinklenberg proposal outlines a number of work plan elements to be performed over the next five months of the legislative session. However, due to the need to re-group with the parties mentioned above, staff has requested a monthly retainer proposal to continue the legislative efforts on behalf of Ramsey. It is recommended that the ongoing continuation, or termination of, this contract be based upon the City's strategic planning discussions. Also, the discussion with the coalition of Highway 10 communities working with Anoka County may also lead to a different approach in the future.

Also attached is a Trunk Highway 10/Ramsey Boulevard Interchange Improvement Strategy 2015 as well as the High Priority Crude by Rail Grade Crossing List.

Funding Source:

Funds would come from the City's Public Improvement Revolving Fund.

Recommendation:

Staff recommends consideration of the proposed contract extension with the Tinklenberg Group (Amendment #5), based upon the Highway 10 Council Subcommittee discussion and upon agreement of the Council on the strategy in regard to Highway 10. The Tinklenberg Group has played an instrumental role in this process thus far; and has provided exceptional service and results to-date.

The alternative direction the Council may take is NOT to approve the proposed contract, and to continue to work with the High 10 Working Group utilizing existing resources.

Action:

Discuss the consulting services proposal with the *The Tinklenberg Group*, for an additional five-month work phase through the 2015 legislative session. This item will be added to the Council agenda if there is consensus agreement at work session.

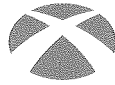
Attachments

Tinlenberg2015

Strategy and High Priority Rail Grade List

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	02/05/2015 05:50 PM
Form Started By: Kathy Schmitz		Started On: 02/04/2015 08:33 AM
Final Approval Date: 02/05/2015		



The Tinklenberg Group

The interchange of strategies and solutions

City of Ramsey BNSF Railroad Interchange Initiative 2015 Consulting Services Proposal January, 2015

Overview

The Tinklenberg Group respectfully submits the following consulting services proposal in response to the City of Ramsey's interest in pursuing funding for the construction of an additional, to be identified, grade separated interchange and railroad overpass along the BNSF rail corridor. Building on the success of the Armstrong Interchange, we believe The Tinklenberg Group is uniquely positioned to assist the City in achieving this goal, and that the current political and funding environment related to transportation in general and to rail crossing improvements in particular, make this an excellent time to initiate such an effort.

The Tinklenberg Group will assist the city by helping to organize and implement a broad and coordinated effort to identify and secure sufficient funding to complete the selected project. Sources of funding to be pursued are similar to those utilized in the Armstrong project and include federal transportation grant programs, federal program dollars allocated to Minnesota, state transportation grant and program dollars, regional transportation dollars, and state bonding funds.

In addition to the technical work associated with identifying and pursuing the funding sources listed above, The Tinklenberg Group will also assist the City in organizing and mobilizing broad-based support for the project among business leaders, educators, labor organizations, elected officials and other key stakeholders. In this effort, critical issues driving the project such as safety, congestion and economic opportunity will be developed and highlighted.

Specific Work Elements

The proposed work elements have been arranged in two interconnected categories. The first is activities associated with pursuing funding sources. And the second is activities intended to organize and mobilized the kind of community-based support necessary to effectively communicate the importance of the project to key decision makers. While these activities are listed separately, it is understood there will be a great deal of overlap in their implementation and conduct. It should be noted in consideration of this effort, that several different funding elements, each with their own schedule and application process, may be included in the total funding package. Building influential community support, developing compelling project information, and effectively presenting that support and information to potential funders early in the process is critically important to ultimate success of the project.

Funding Work Elements

- Prepare background information supporting funding request
- Support and coordinate meetings with key funding decision makers
- Support and coordinate inclusion of the project in appropriate 2015 legislative transportation proposals
- Insure immediate responses are provided to follow-up requests for information
- Schedule and prepare hearing testimony as needed
- Support and coordinate the preparation of funding applications as necessary
- Identify and prioritize funding options at the federal level
- Closely coordinate project efforts with appropriate congressional, legislative, and departmental staff

Community Support Elements

- Agree to project cost estimate and cost sharing arrangement
- Identify and establish project coordination team
- Develop common project promotional information, materials, and talking points
- Schedule and staff regular meetings of the project coordination team
- Prepare and present regular updates and briefing materials for city officials and staff
- Develop and manage positive media/editorial coverage

- Rally active support among business, labor, education and other influential community groups
- Schedule, coordinate and conduct site visits for Met Council, MnDOT, members of congress and staff, and BNSF officials
- Manage and coordinate response to pockets of opposition that may arise

Timing and Cost

The activities identified in this proposal will occur primarily during the 2015 session of the Minnesota legislature, therefore it is proposed that the term of this agreement would end June 30, 2015. Any additional services required by the city beyond that point to pursue non-state funding opportunities could be amended to this agreement at that time by mutual consent of the parties.

Total cost of the proposed work plan executed over the five month term would not exceed \$35,000. However, at this time, it is recommended that the city approve only a one month initial phase of the work plan at a cost of \$5,000.00 to be paid at the start of the term during which the consultant will identify options and opportunities for project funding and work with the city to target its efforts on those which offer the greatest likelihood of success. Any subsequent work that may be approved by the city in regard to the overall work plan will then be organized to build on the outcomes of this initial phase.

Agreed and Approved By:

Sarah Strommen, Mayor
City of Ramsey

Elwyn Tinklenberg, President
The Tinklenberg Group

Date

Date

Trunk Highway 10/Ramsey Boulevard Interchange Improvement Strategy 2015

This proposed strategy is based upon several important transportation funding opportunities currently under consideration at the state, federal, and regional level. Cumulatively these opportunities offer significant promise for advancing the construction of rail crossing and interchange improvements at Ramsey Boulevard (County Road 56) and TH 10.

First, the improvement of Ramsey Boulevard/CR 56 would involve both the construction of a grade separation at the BNSF railroad crossing and the construction of a grade separated interchange at TH 10. These improvements are recognized as vital to the safety and economic growth of the corridor and have been included in Anoka County's 2030 Transportation Plan, MnDOT's TH 10 Access Study Implementation Plan, MnDOT's High Priority Crude by Rail Grade Crossing List and Ramsey's transportation improvement plan. Also, as a high volume feature of the TH 10 corridor and an access point for the Northstar Passenger Rail station, the Ramsey Blvd crossing improvements would be eligible for a variety of federal, state, and regional grant programs.

Second, state transportation funding is a high priority agenda item for this year's legislative session. While agreement on a long term funding program to address state transportation needs may be difficult to achieve given the current make-up of the legislature, a significant one time funding allocation to transportation appears to have increasing support. Whatever the outcome however, whether long term or one time, a consensus seems to exist that rail crossing safety issues created by increasing rail shipments of crude oil must be addressed. One proposal now circulating in the legislature would allocate \$122 million rail grade crossing improvements provided that the railroad companies transporting the crude oil in Minnesota match that amount. At present federal law requires only a 5% match by the railroads. Other proposals under consideration would increase funding for Corridors of Commerce, Transportation and Economic Development, and Local Road Improvement grant programs, all of which could benefit the Ramsey Blvd improvement project.

Third, at the federal level prospects for a longer term transportation funding bill appear to be gaining momentum. The President has proposed a significant increase in transportation funding which, importantly, is not tied to an increase in the federal gas tax. This is a major concession to the leadership of the US House and Senate, and while there will certainly be disagreement about the details of the funding levels and sources, a non-gas tax based proposal opens the door to a possible agreement. Again, at the federal level, rail crossing safety is viewed as a high national priority and represents an opportunity for the City of Ramsey given the presence of a BNSF mainline and the volume of crude oil shipments it does and is projected to carry.

Fourth, Anoka County has indicated that it has secured commitments from the Counties Transit Improvement Board (CTIB) for at least one additional transit access grant along TH 10 in the City of Ramsey. An existing \$10 million transit access grant is part of the funding package for the Armstrong Interchange project to be constructed this year. The County has proposed using the additional transit access dollars to create railroad underpasses under the BNSF mainline in Ramsey at either Sunfish Blvd (CR 57) or the Ramsey Blvd (CR 56). It is possible to create underpasses at these locations because of the distance between the rail corridor and the highway. CTIB funding for an underpass could be available as early as 2016. As the City's preferred priority, the Ramsey Blvd improvement would be significantly easier and less expensive to build and would support additional development in the COR and along the south side of TH 10. Building the underpass however and not simultaneously building the interchange would make both the underpass and the interchange more expensive and would double the inconvenience and disruption to the public.

Finally, the success of the Armstrong interchange improvement effort has created awareness, momentum, and an effective community support network all of which is poised to be focused now on Ramsey Blvd. As a recipient of a federal TIGER grant, TH 10 has established its eligibility for federal funding assistance. The same is true at the state level as a result of Armstrong's success in attracting both a MnDOT Corridor Investment Management Strategy grant and a legislatively guided and funded Local Road Improvement grant. The attendance at the City's Armstrong appreciation event also demonstrated a very high level of awareness of the issues affecting the performance of TH 10 in Ramsey and the existence of a strong, influential base of community support for additional efforts to make improvements in the corridor.

In and of themselves however these opportunities cannot be expected to independently generate similar successes in the future unless they are taken advantage of in a strategic and intentional way. To do so, I would propose the following steps.

- 1) Comprehensive information resources should be developed supporting the need and justification for the improvement of the Ramsey Blvd rail crossing and TH 10 interchange. The resources would underscore the issues of safety, congestion, and economic development as well as the broader benefit to the performance of the overall corridor. Community support groups which were involved in the Armstrong effort would be encouraged to use these resources to build awareness and support for Ramsey Blvd improvements.

- 2) Legislation would be introduced requesting a \$5 million appropriation for the Ramsey Blvd interchange improvement. This legislation would mirror legislation introduced for Armstrong during the 2014 session and would provide a vehicle for communicating legislative support for the project. In the end, as with Armstrong, transportation funding legislation rarely includes specific projects but the process can be very helpful in creating an environment where funding from a variety of possible sources can be discussed and hopefully brought to the table. The development and implementation of this legislative strategy could also provide a context for supporting

other legislative funding initiatives along the corridor as well as a comprehensive approach to corridor improvements.

3) Conversations should be initiated and information shared with the City's congressional delegation supporting efforts to secure federal funding for Ramsey Blvd improvements through rail crossing safety or other high priority grant programs.

4) Efforts should be undertaken with the Dayton Administration and MnDOT to explore possible funding options and schedules and to advocate for the advancement of the Ramsey Blvd improvements and other corridor improvements planned as elements of the TH 10 Access Planning Study.

5) Continuing coordination should occur with Anoka County and other corridor cities in support of corridor improvements.

High Priority Crude by Rail Grade Crossing List

DOT #	Location	City	Operator	Corridor	Score	AADT	HCADT	Accident Prediction	Current Warning Device	Pop. Rank	Recommendation
097913L	5th St SE	Pipestone	BNSF	Moorhead - Hills	14	416	No Data	0.00947	Gates	7	Adequate/Improvable
082932W	Armstrong Blvd NW	Ramsey	BNSF	Moorhead - Prescott	14	6599	No Data	0.04133	Gates	1	Adequate/Improvable
082930H	Ramsey Blvd	Ramsey	BNSF	Moorhead - Prescott	14	6999	No Data	0.04826	Cants & Gates, Medians	4	Long-Term Grade Separation
689133X	Medina St	Loretto	CP/SOO	Tenney - La Crescent	14	6999	No Data	0.02415	Gates, Medians	4	Adequate Safety
062758K	Farwell St	Verndale	BNSF	Moorhead - Prescott	14	1207	No Data	0.0277	Cants & Gates	5	Long-Term Medians
N/A	MINTH 40	Willmar	BNSF	Moorhead - Hills	14	5000	No Data	0.03	N/A	1	Willmar WYE - Grade Separation (A)
067449P	MN 55	Nashua	BNSF	Moorhead - Hills	13	991	No Data	0.1213	Flashing Lights	1	Adequate/Improvable
082928G	Sunfish Lake Blvd NW	Ramsey	BNSF	Moorhead - Prescott	13	9099	No Data	0.05004	Cants & Gates, Medians	2	Long-Term Grade Separation
391066C	Huff St	Winona	CP/SOO	Tenney - La Crescent	13	11499	No Data	0.02902	Cants & Gates, Medians	7	Adequate Safety
103817B	30th Ave S	Moorhead	BNSF	Moorhead - Hills	13	6719	No Data	0.02178	Gates	4	Long-Term Grade Separation
061089Y	30th St NW	Willmar	BNSF	Moorhead - Hills	13	7707	No Data	0.02657	Cants & Gates	2	Adequate Safety (Oil Traffic Diversion via Willmar WYE)
689355G	MINTH 29	Glenwood	CP/SOO	Tenney - La Crescent	11	6699	No Data	0.07314	Cants & Gates, Median	1	Grade Separation