City of Ramsey
Agenda
Public Works Committee
Tuesday, November 21, 2017
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

1. Call to Order

2. Citizen Input

3. Approve Agenda

4. Approve Minutes

1. Approve Public Works Committee Meeting Minutes

5. Committee Business

1. Consider Recommending City Council Approval of Pedestrian Trail Easement Vacation on Lot 6, Block 3, Wildlife Sanctuary Third Addition

2. Request for Additional Stop Signs at the Intersection of 163rd Ave / Marble St

3. Public Infrastructure Feasibility Study for The COR

4. Consider Recommending City Council Approval of September 2017 Comprehensive Sanitary Sewer Study Update

5. Consider Recommending City Council Approval of September 2017 Comprehensive Water System Study Update

6. Consider Recommending City Council Approval of Municipal State Aid Maintenance Allocation Reduction

7. Consider the Addition of Street Lights in our Industrial Area

6. Committee/Staff Input

1. Staff Updates on Improvement Projects and Items of Interest

2. Review Future Topics Calendar

7. Adjournment

Public Works Committee **4. 1.**

Meeting Date: 11/21/2017
Submitted For: Grant Riemer, Engineering/Public Works
By: MaryJo Warner, Engineering/Public Works

Title:
Approve Public Works Committee Meeting Minutes

Purpose/Background:
To review and approve the Public Works Committee meeting minutes dated September 19, 2017.

Timeframe:
5 minutes.

Observations/Alternatives:
n/a

Funding Source:
n/a

Recommendation:

Action:
Motion to approve the Public Works Committee meeting minutes dated September 19, 2017.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	11/16/2017 09:54 AM
Kurt Ulrich	Kurt Ulrich	11/16/2017 02:24 PM
Form Started By: MaryJo Warner		Started On: 11/16/2017 09:38 AM
Final Approval Date: 11/16/2017		

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, September 19, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Acting Chairperson Mark Kuzma Councilmember Jill Johns Councilmember Melody Shryock
Absent:	Chairperson Chris Riley
Also Present:	Public Works Superintendent Riemer City Engineer Bruce Westby Parks and Assistant Public Works Superintendent Mark Riverblood Community Development Director Tim Gladhill

1. CALL TO ORDER

Acting Chairperson Kuzma called the regular meeting of the Public Works Committee to order at 5:30 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the agenda, as presented.

Motion carried. Voting Yes: Acting Chairperson Kuzma, Councilmembers Johns and Shryock. Voting No: None.

4. APPROVE MINUTES

4.01: Approve Public Works Committee Meeting Minutes

Motion by Councilmember Johns seconded by Councilmember Shryock to approve the following minutes:

Regular Meeting Minutes dated June 20, 2017
Regular Meeting Minutes dated July 18, 2017

Motion carried. Voting Yes: Acting Chairperson Kuzma, Councilmembers Johns and Shryock. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Recommendation to City Council Regarding Connexus Energy's Special Assessment for Sunwood Drive Reconstruction

City Engineer Westby reviewed the staff report and stated that up to 25% of costs of the Sunwood Drive Reconstruction project is proposed to come from special assessments to benefiting properties. Connexus Energy is one of nine properties that are proposed to be assessed for this project. Connexus uses Sunwood Drive as the primary access for their fleet of service vehicles.

Connexus Energy has not formally objected to their preliminary assessment, and City Staff's meetings with representatives of Connexus have been cordial and productive. When the Special Assessment policy was adopted, the City used the League of Minnesota Cities' model ordinance template that could be amended at any time during the process.

City Engineer Westby stated traffic volumes and/or vehicle types were not considered in calculating assessments for any of the benefiting properties. Based on vehicle impacts of all existing benefiting properties, Connexus Energy's service vehicle fleet likely has the greatest negative long-term impact on the service life of Sunwood Drive.

Each parcel in this corridor is being assessed based on its highest and best use. This is the first business corridor that the City has attempted to calculate assessments, and the City's consultant has advised that each parcel in the corridor should be assessed based on its highest and best use, rather than its current status.

City Engineer Westby stated the Committee is requested to review two alternatives. Alternative #1 is to recommend that the City Council adopt special assessments consistent with the calculations outlined within the Feasibility Report. Alternative #2 is to recommend that the City Council adopt adjusted special assessments based on Committee recommendations. He added staff does not recommend that assessments be adjusted, and if Connexus Energy's assessment is reduced, all other assessment amounts will need to be reviewed and adjusted which could delay the Assessment Hearing and increase the City's overall contribution to the project.

City Engineer Westby introduced Mike Bash, VP and CFO, Connexus Energy.

Mr. Bash gave a presentation regarding Connexus Energy's position on the special assessment issue. Mr. Bash stated he has served in City Government in Long Lake, Minnesota, in the past, and addressed similar issues. He added Connexus and the City of Ramsey are involved in a number of partnerships, including a proposed solar farm, and it is a good working relationship.

Mr. Bash stated, in his City Council experience, he has been on both sides of road assessments. He added the City's current policy is based on the League of Minnesota Cities' model, and it is a good policy.

Mr. Bash stated Sunwood Drive was constructed in 1996, and Connexus worked with the City of Ramsey when the development first opened. He added this is a unique situation in terms of road reconstruction, because typically everything is already developed. He noted, in this case, their parcel is undeveloped.

Mr. Bash stated the City of Ramsey has looked at all the options for assessing roads, including front footage, area or per lot. He added the City's current policy is that up to 25% of the project is paid for by the property owners. He added the remaining 75% should not have to be paid by taxpayers who may or may not use the road. He noted, in any assessment scenario, the City must show that the property increases in value by the amount of the assessment.

Mr. Bash stated assessed values of every property, as well as percent of assessed values, are available on the Anoka County website. He added there are significant differences. He noted Connexus' property is vacant, but it is assessed at 5% of its value, as opposed to the other properties which are assessed at 2%. He stressed the importance of equitable assessments, and consideration of whether the 5% assessment is fair and in keeping with the spirit of the Minnesota Statute.

Mr. Bash stated, from a real estate perspective, if a property were to be marketed with a pending $40,000 assessment, a buyer would not pay the list price because the assessment is a detriment. He added Connexus will not contest the assessment, but he stressed that he would like the City to consider possible changes to its special assessment policy.

Councilmember Kuzma stated the City Council is in a difficult position, attempting to determine a fair policy for both commercial and residential property assessments. He added franchise fees and other scenarios were reviewed, and added that the City hires an appraisal consulting firm to prepare a valuation report for street reconstruction projects to verify benefits to properties.

Councilmember Kuzma stated the preliminary assessment is based on front footage, which the City Council has deemed a fair policy. He added the final assessment can be reviewed after the valuation is received.

Mr. Bash stated he disagrees with the assessment method that the City's consultant is using, which is highest and best use. He added it is unfair as the property should be valued at its current worth, and not what it might be worth someday, which makes a judgment about future potential values.

Councilmember Johns stated the assessment policy can be changed. She added the City's biggest consideration is the successful construction of roads with a 60-year service life, by which time there may be further development on the property, including expansions and improvements. She added that since the City is building roads for the future, the highest and best use decision comes into play.

Mr. Bash stressed the importance of determining whether the assessment policy complies with State statute, which does not care about highest and best use. He added the final test will be to comply with State statute by determining whether the property value increases by the assessed amount.

Councilmember Kuzma stated he agrees but for the sake of due diligence, the consultant will review the assessments and provide an opinion.

Mr. Bash stated the consultant will not provide a full real estate proposal on all the properties, because this is a commercial area.

City Engineer Westby stated it is difficult to be equitable because lots are different sizes and shapes, but there are many ways of applying assessments. He added he referred to truck traffic because it is generally accepted that one commercial truck damages a road as much as 4,000 passenger vehicles do.

Councilmember Shryock asked whether Connexus is being assessed on different tax levels for separate lots, or if it is one assessment.

Mr. Bash stated Connexus is the largest taxpayer in the City of Ramsey. He added property taxes are paid by Connexus on electric poles, wires and transformers, in addition to property.

Councilmember Kuzma stated the Committee is in agreement with Mr. Bash that the assessment policy be fair. He added the consultant will provide a valuation that will be considered by the City Council before adopting assessments.

City Engineer Westby stated the Connexus parcel is unique in that it also has access to Ramsey Boulevard and Bunker Lake Boulevard, for which Connexus will never be assessed for since Anoka County does not assess for road improvements. He added the assessed property could be split into several parcels and that if Connexus' assessment was split among the parcels it would generally be consistent with assessments on similar sized parcels along Sunwood Drive.

Councilmember Johns asked how commercial properties with multiple driveways are assessed. Westby stated several of the properties along this project have multiple driveways and that assessments were levied on all properties fronting Sunwood Drive, regardless of whether they have none or multiple driveways accessing Sunwood Drive. He added that residential properties are only assessed if their primary driveway accesses a street being improved.

Councilmember Johns thanked Mr. Bash for his input.

City Engineer Westby stated assessment rolls must be filed with Anoka County in mid-November to allow collections to start in 2018, otherwise assessments cannot be collected until 2019.

Mr. Bash thanked the Councilmembers for their time.

Councilmember Johns stated she appreciates the feedback on this unique project, and feedback and comments are greatly appreciated.

5.02: Improving Pedestrian Crosswalk Visibility in the COR

Public Works Superintendent Riemer reviewed the staff report, and stated City Staff has received resident comments about safety of drivers coming into the City Hall area on Sunwood Drive. There are twelve crosswalks on Sunwood Drive that were constructed with colored concrete, which was considered desirable at the time as it is less obvious. With 3,600 cars a day, the colored concrete crosswalks do not stand out and should be better defined.

Public Works Superintendent Riemer stated in-street pedestrian crossing signs are 89% effective at 30 miles per hour, and they are portable and removable. However, holes would have to be drilled in the concrete, which is not preferable, so portable weighted bases would be used. Two pedestrian warning signs are proposed west of Center Street and near the Ramsey Office Building. There is a curve in the road, causing low visibility for pedestrians and motorists.

Public Works Superintendent Riemer stated the roadway is not striped yet, and the situation will improve when it is striped. He stressed the importance of creating increased pedestrian safety.

Councilmember Johns stated she does not like signs, but these would be temporary and removable. Public Works Superintendent Riemer confirmed this.

Councilmember Kuzma requested clarification regarding cost. Public Works Superintendent Riemer stated the signs are $300 each, and the City has two and four on order.

Councilmember Johns stated a notice could be placed in the Ramsey newsletter, to increase awareness of pedestrian safety in the COR.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to recommend that the City Council approve the purchase and installation of "in street pedestrian marking signs" as recommended by City Staff.

Motion carried. Voting Yes: Acting Chairperson Kuzma, Councilmembers Johns and Shryock. Voting No: None.

5.03: Consider Recommendation for City Council to Order Feasibility Report for 2018 Overlay Improvements

City Engineer Westby reviewed the staff report and the proposed 2018 Overlay Improvements, along with estimated project costs and estimated assessments for each project area. He added most of the overlay is proposed for areas located in the west part of Ramsey.

City Staff plans to request City Council approval to prepare a Feasibility Report for this project on September 26, 2017.

Councilmember Kuzma asked whether the slides were available for review. City Engineer Westby stated the slides were not attached to the case since very preliminary assessment amounts are shown on the slides so he did not want to push them out to the public yet.

Councilmember Johns asked where access to Woodland Green is located. City Engineer Westby stated Woodland Green access is east of Highway 47 and 156th Avenue.

City Engineer Westby stated City Staff hopes to move forward with the feasibility report and potential adoption by the City Council.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to recommend that the City Council order a Feasibility Report for the 2018 Overlay Improvements, City Improvement Project #18-03.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5.04: Review Feedback and Next Steps for Comprehensive Plan Update Transportation Chapter

Community Development Director Tim Gladhill stated the City of Ramsey's Comprehensive Plan will be reviewed in October and again at the end of December 2017. He added a draft Comprehensive Plan is due for submission by June 2018. He noted City Staff have been collecting raw data through communication with residents, and transportation issues are a big priority.

Community Development Director Tim Gladhill stated the City's traditional transportation map incorporates the Highway 10 access planning study, and City Staff is focused on selecting preferred alternatives. He added there is currently a series of 22 different exhibits that comprise a staged plan for Highway 10. He added this will be laid out in one document, which will be the Ramsey Highway 10 plan.

Community Development Director Tim Gladhill stated the other priority issue for residents is the river crossing, which will not happen in this planning period. He stressed the importance of reserving the corridor and planning for a river crossing.

Community Development Director Tim Gladhill stated another issue of focus is a Rum River crossing, which would alleviate traffic congestion on Highway 47 and Bunker Lake Boulevard.

Councilmember Kuzma asked whether that would be a pedestrian trail crossing. Community Development Director Tim Gladhill stated a roadway crossing may not be well received by the City of Andover. He added a joint meeting should be scheduled with the cities of Andover and Dayton.

Councilmember Kuzma expressed concern that a planning for a pedestrian crossing does not contribute to the transportation plan.

Community Development Director Tim Gladhill stated there will be some overlap between the transportation plan and the trails plan. He added the trails system is part of the base plan for the non-motorized components of the transportation system. He noted other ideas can be explored if the direction is to study a Rum River vehicle crossing.

Community Development Director Tim Gladhill stated the 173rd Avenue and Green Valley Road corridor in the City's north end has three disconnected road segments. He added this is an opportunity to consider intersections and shoulders to create a cohesive corridor. He noted many roads that are rural in nature do not have a shoulder, and meetings with Anoka County Highway staff are aimed at addressing that issue.

Community Development Director Tim Gladhill stated the Bunker Lake Boulevard and Armstrong Boulevard corridors are high priorities that are often raised by residents.

Community Development Director Tim Gladhill stated the trails map identifies perceived gaps in the system and areas where improvements are needed, such as the Highway 10/railroad tracks pedestrian crossing, and in The COR. He added potential funding sources for these plans will be reviewed. He noted the Comprehensive Plan probably will not contain details related to funding sources, but individual plans will have more details.

Community Development Director Tim Gladhill stated the partnership with the University of Minnesota will add value to certain components of the Comprehensive Plan process. He added these components include the transit plan requirement, which is fulfilled by the Northstar Commuter Rail. He noted long-term monitoring is proposed of a pilot study for a shuttle bus service in Fridley, that provides transportation to major employers near the Northstar Rail Station.

Councilmember Kuzma stated Highway 10 is the City's main focus, to increase safety and get it as secure as possible. He added this is an important component of the transportation plan, and trails are secondary.

Councilmember Johns stated there would be a decrease in the number of vehicles on the roads if residents were using trails. She added the City must continue to expand the trails system.

Community Development Director Tim Gladhill agreed, and stressed the importance of addressing pedestrian and bike access within the community. He added, for instance, the Mississippi River Trail, which has become a great asset to the City of Ramsey, was at one time just a concept.

Councilmember Shryock asked whether a history or record of what has been considered will be included in the Comprehensive Plan. She stressed the importance of not losing track over time of desired aspects and concerns that have been expressed, which could be an additional outcome in addition to what we are trying to achieve.

Community Development Director Tim Gladhill stated the table document can be included in the Plan index.

Councilmember Shryock stated there is a large area of farmland with a trail to be developed, and as the area and trail location are identified and developed, the City should have a way of referring back to where the City has plans for trail connections.

Councilmember Johns stated residents on the north side of Ramsey use that road to get to Elk River and Andover and back, and a trail should be identified as there will be more and more construction traffic in that area.

Community Development Director Tim Gladhill stated the City is receiving inquiries regarding the undeveloped area just north of Brookfield, which will probably be developed within the next 5-10 years. He added there is a new elementary school going in nearby, and traffic will change and increase, and quickly become a high priority.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Improvement Projects

- **Riverdale Drive Extension - Traprock St. to Ramsey Blvd. (#16-20)**

City Engineer Westby stated work has begun on Riverdale Drive, beginning with stripping topsoil. The project will progress quickly and should be substantially completed by the end of October. He added the watermain will be extended there will be two services stubbed to serve the park property, for which the City will not be financially responsible.

- **Sunwood Drive Reconstruction (#17-00)**

City Engineer Westby stated Sunwood Drive and Alpine Drive reconstruction projects are both complete. He presented "before" and "after" photos of Sunwood Drive, and noted the condition of the pavement, which has been white-washed with a cement curing compound. He added spot curb replacement was completed, but City Staff was not satisfied with the appearance. He noted that Staff had the contractor apply one coat of white curing compound to all of the curb over the whole corridor.

City Engineer Westby stated curing compound substantially improved the appearance of the whole corridor. He added City Staff would like to do this on all future high visibility corridor projects.

Councilmember Kuzma agreed.

Councilmember Johns stated she had noticed the white compound, and wondered what it was. She added she likes the appearance.

City Engineer Westby stated the City of Shoreview applies two coats of this compound on all their projects, even their residential streets. He added two coats gives a more uniform finish. He requested the Committee's feedback and comments about doing curing compound on all the City's streets projects.

Councilmember Kuzma stated he likes the appearance of the roadway with the curing compound.

Councilmember Johns agreed, adding the compound gives the corridor a finished, updated appearance.

Councilmember Kuzma asked whether the City could purchase an applicator machine.

City Engineer Westby stated he is unsure exactly how much of its own curb the City generally pours, and whether such a purchase would be beneficial.

Public Works Superintendent Grant Riemer stated the City does very little of its own curb work, less than 100 feet per year. He added catch basins are completed by City employees, as well as some damaged curb repairs.

Councilmember Shryock how long the treatment lasts.

City Engineer Westby stated the curing compound should last roughly seven years, and it will fade uniformly. He requested the Committee's feedback and comments on using the curing compound on residential streets.

Councilmember Kuzma stated he supports using the compound even on existing curbs, and the areas where the City is currently completing sealcoat projects. He added an applicator machine might not be that expensive, and doing it internally would be cheaper than contracting the work.

City Engineer Westby agreed to review costs and bring it back to the Committee for further discussion.

Councilmember Johns stated she would like to see the compound done as part of the City's street projects. She added she would prefer to see the white curing compound on all curb rather than only on patchwork repairs.

Councilmember Shryock stated it would be a good thing to consider as the City starts to look at issues related to its image. She added the City is attracting tournaments, sports groups, and events, and this type of improvement would be a good idea.

City Engineer Westby stated City Staff would look into the cost implications and provide further information to the Committee.

- **2017 Crackseal and Sealcoat Improvements (#17-03)**

City Engineer Westby stated the 2017 Crackseal and Sealcoat Improvements project is substantially completed, and striping should be completed this week or next week. He added striping will be completed on Sunwood Drive as well.

- **Bunker Lake Boulevard Utilities Extensions (#17-09)**

City Engineer Westby stated the Bunker Lake Boulevard utilities extension is complete, and Puma Street utilities are out for bid.

Anoka County Improvement Projects

Mr. Westby stated he would not address Anoka County Improvement Projects.

MnDOT Improvement Projects

City Engineer Westby stated City Staff received notification yesterday from the Minnesota Department of Transportation (MnDOT) that the City of Ramsey was not selected for the Municipal Metro Agreement Program funding for the north frontage road. He added the City applied for $710,000 of MnDOT funding for the $13 million project, with no other funding sources identified. He noted MnDOT indicated that the City should re-apply for funding for the north frontage road project when other funding has been secured.

City Engineer Westby added that traffic tubes will be going out on roads for the next eight weeks to get traffic counts at 73 locations for 2 days each. He added this data is required by MnDOT every two years.

6.02: Review Future Topics Calendar

City Engineer Westby stated a calendar of future topics has been provided for review and discussion by the Public Works Committee. The list includes topics drawn from Committee requests received during meetings, and/or topics previously discussed by the Committee that are not yet resolved. All dates shown are estimated based on availability of information, staff workload, and competing objectives, and are therefore subject to change.

City Engineer Westby stated City Staff have been focusing lately on the Resilient Communities Program project, meeting with students at the University of Minnesota over the past few weeks. He added he has been there four times in the past 2 weeks, and plans to attend a meeting this week and another one next week. City Staff has spent a lot of time on this project to get timelines in place.

City Engineer Westby stated two items for future discussion are Sunfish Lake sedimentation basin improvements, and Gibbons Street drainage improvements. He added City Staff will try to bring these forward in October, but they might get pushed out to November.

Councilmember Kuzma stated he would be interested in a review of the City's Municipal State Aid.

City Engineer Westby agreed, stating there have been many roadways changes over the years, including Armstrong Boulevard re-alignment and the Riverdale extension. He added the Municipal State Aid system needs to be reviewed, and the City is looking at re-assigning roadways percentages.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:01 p.m.

Respectfully submitted,

_____

Grant Riemer
Public Works Superintendent

Drafted by Mary Mullen
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 1.**

Meeting Date: 11/21/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Pedestrian Trail Easement Vacation on Lot 6, Block 3, Wildlife Sanctuary Third Addition

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval to vacate the pedestrian trail easement on Lot 6, Block 3, Wildlife Sanctuary Third Addition.

Background:

In June of 2013, the City of Ramsey and the property owners of Lot 6, Block 3, Wildlife Sanctuary Third Addition (15620 Krypton Street NW) jointly executed a Pedestrian Trail Easement Agreement establishing a 7½-foot wide pedestrian trail easement along the east edge of the property. Attached is a figure depicting this easement area. The property owners agreed to this in exchange for the City removing a portion of a pedestrian trail through their rear yard and restoring the area with turf.

Attached is historical information explaining these past actions in detail. This information discusses the intent of the City to maintain this pedestrian trail easement with the hope of extending the trail through the easement to connect to existing and future neighborhoods north and west of the subject property.

Since the pedestrian trail easement agreement was executed, a private party purchased the large property north of the subject property, which was owned by the State of Minnesota and is largely undevelopable due to numerous wetlands and low-lying areas. Staff therefore projects that a trail connection is much less likely than previous conditions might have allowed for. In any instance, a trail connection through this property would require significant sections of boardwalk, which costs at least 4 times more than bituminous trail.

The subject property owners are now requesting that the City vacate this pedestrian trail easement to prevent random pedestrian use of the easement, which now directs pedestrians to private property. Staff supports the request of the subject property owners, and have identified an alternative pedestrian trail connection route should future conditions align to warrant exploring a trail connection from the Wildlife Sanctuary subdivision to the north and/or west. Attached is a map showing this alternative route.

The City Council is authorized to vacate the existing pedestrian trail easement pursuant to Minnesota Statute 412.851 and City Charter Chapter 12, which are attached to this case.

On November 28, Staff plans to ask the City Council to adopt Ordinance #17-15 to vacate this 7.5-foot wide pedestrian trail easement pursuant to City Charter Chapter 3. Attached is a copy of draft Ordinance #17-15, as well as a copy of City Charter Chapter 3.

Timeframe:

Approximately 10 minutes should suffice to present this case and respond to questions.

Observations/Alternatives:

Observations:
The underlying platted drainage and utility (D&U) easement would still exist allowing City Staff to access and maintain all existing and proposed trunk sanitary sewer lines north of the subject property.

Alternatives:
Alternative #1 – Motion recommending City Council approval to vacate the pedestrian trail easement on Lot 6, Block 3, Wildlife Sanctuary Third Addition.

Alternative #2 – Motion of other.

Funding Source:
All costs associated with vacating the easement are the responsibility of the City.

Recommendation:
Staff recommends alternative #1.

Action:
Motion recommending City Council approval to vacate the pedestrian trail easement on Lot 6, Block 3, Wildlife Sanctuary Third Addition.

Attachments

May 2012 PWC case
Alternative Future Trail Route
Existing Pedestrian Trail Easement Location
Draft Ordinance #17-15
MN Statute 412.851
City Charter Chapter 3
City Charter Chapter 12

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	11/16/2017 09:56 AM
Kurt Ulrich	Kurt Ulrich	11/16/2017 02:24 PM
Form Started By: Bruce Westby		Started On: 11/15/2017 04:23 PM
Final Approval Date: 11/16/2017		

Public Works Committee **5. 5.**

Meeting Date: 05/15/2012

Title:

Discuss Trail Easement at 15620 Krypton Street NW

Background:

In January of 2012 staff was contacted by an individual that was considering purchasing the property at 15620 Krypton Street NW. The main topic of conversation was related to the existing bituminous trail that extends down the east property line and into the backyard. He was inquiring whether there was a purpose for this trail, and when it might be utilized in the future. Reviewing property files it was discovered that this trail was intended for a dual purpose; a maintenance access to the City's sanitary sewer system, and a pedestrian connection.

When WILDLIFE SANCTUARY 3RD was subdivided in 2003 the trail construction was an obligation of the development agreement (see attached development agreement excerpt), and was to be located along the common lot line between lots 5 and 6, Block 3. Extension of a gravity sanitary sewer was also a requirement of the project, such that an existing lift station could be eliminated when a future trunk extension was complete through a neighboring development to the north and west. During construction the sanitary sewer had to be realigned slightly due to environmental constraints, and additional sanitary sewer easements were granted for this new alignment at that time.

It appears the trail was constructed over the top of the sanitary sewer trunk line that will be used in the future, and not along the entire extents of the common lot line, as referenced. The separate recordable trail easement referenced in the development agreement does not appear to exist, therefore we currently only have rights to access the easement area for drainage and utility purposes.

This item was discussed by the Public Works Committee on February 21, 2012, with the direction being to leave things as is until such time that a pedestrian trail easement could be secured. There was also discussion that since this individual was not the property owner there was no ability to negotiate acquisition of such an easement. Staff made contact with the property owner to the east of this lot to determine whether that they would be open to the discussion of a pedestrian trail easement along the common lot line, as was originally proposed within the dedicated drainage and utility easement. The property owner expressed the desire to vacate a portion of the drainage and utility easement along the rear lot line, potentially in exchange for a pedestrian trail dedication along the west lot line. After reviewing the existing sanitary sewer in the rear yard it was determined that the City would not be able to accommodate this request, which was relayed to the resident in early April, and discussed terminated at that point.

City staff relayed this information back to the prospective lot purchaser of 15620 Krypton Street, who then asked that the attached letter be forwarded to the Public Works Committee and Mayor for consideration. It was also discussed that they would soon be closing on the property, which will be occurring on May 25th. They are concerned about having a trail through the center of his backyard forever and are requesting that the City relocate the trail into the easement along the common lot line, as it was originally intended. They understand the dual purpose of the trail and are accepting of its intended use, for utility maintenance and pedestrians, but would like to see it placed on the lot line as intended. The letter outlines a couple of proposed scenarios to resolve this matter within their property and are seeking Committee and Council reaction.

Notification:

Staff has sent notice to both property owners regarding this meeting.

Observations:

Form a public works perspective a paved access is preferred for utility maintenance in these situations because we often receive complaints from residents after we access their property with heavy equipment and rut up/damage their lawns and/or irrigation systems. Currently there is no need to access the sanitary sewer in this location, because it will not be utilized until the adjacent area to the north and west develops, or the City decides it wants to construct this gravity system. It will most likely remain in place until such time that development of the adjacent land occurs and the final trunk alignment is reviewed with a land use application. Staff believes it would even be appropriate to require the adjacent future development to be responsible for revisions to the sanitary sewer system that would support their project, and also to construct approximately 100' of trail along the common lot line as a pedestrian connection (if necessary).

A pedestrian trail in this location is currently shown on the City's Master Park and Trail Plan, so this matter will need to be addressed at some point.

Funding Source:

There is no funding request associated with this matter, to date staff time has been used for research and communications.

Staff Recommendation:

Staff would like to know if the Public Works Committee has changed it's stance on resolving this matter in the short term, and whether an agreement can be reached with the property owner on their proposal letter.

Committee Action:

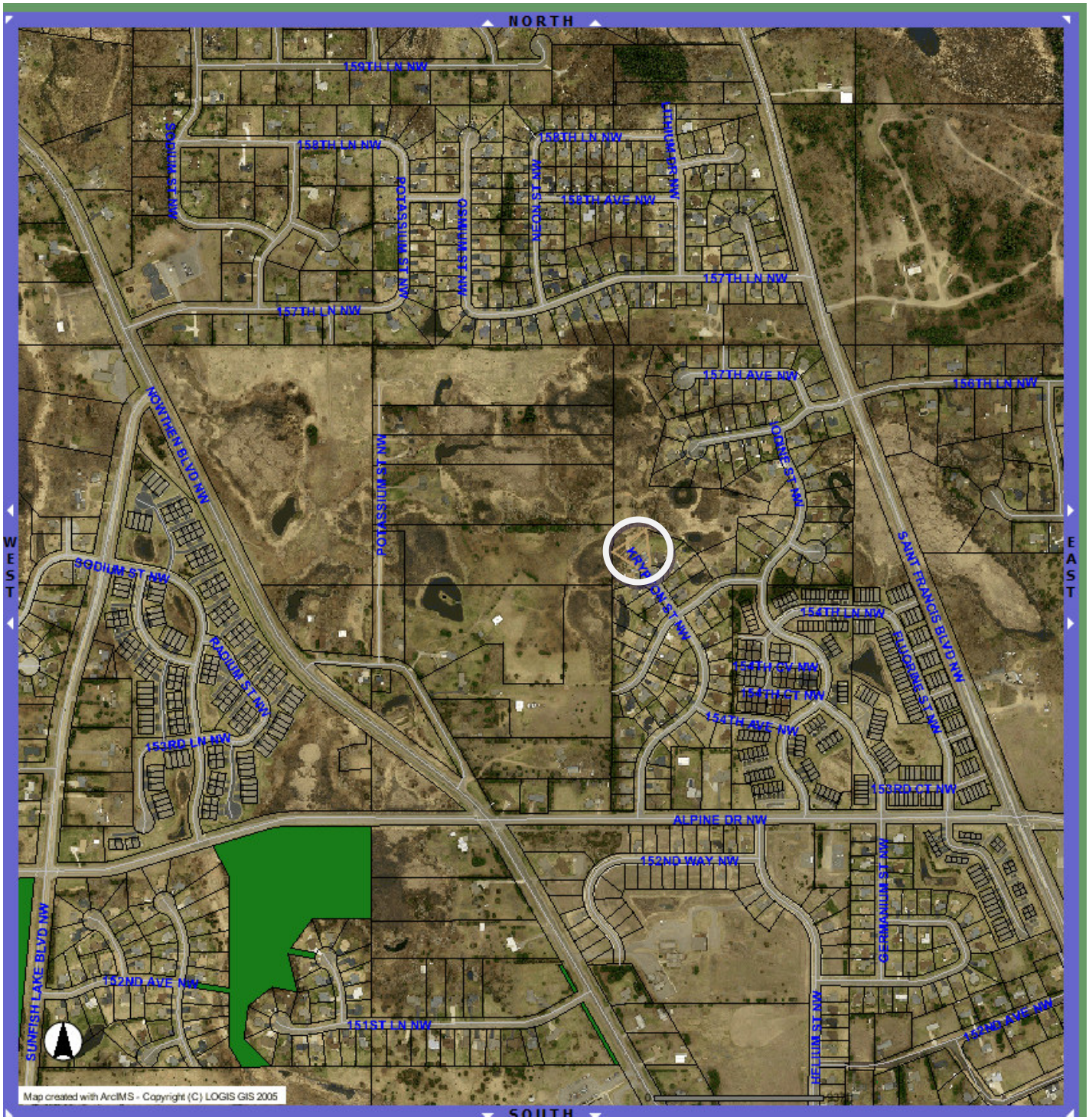
Based upon discussion.

Attachments

Location Map
Property Aerial
Wildlife Sanctuary 3rd Plat
Development Agreement Excerpt
Property Owner Letter to the Committee
Sanitary Sewer Alignment
Master Park and Trail Map

Form Review

Inbox	**Reviewed By**	**Date**
Kurt Ulrich	Kurt Ulrich	05/11/2012 11:52 AM
Form Started By: thimmer		Started On: 05/08/2012
Final Approval Date: 05/11/2012		



15620 Krypton Street NW Location Map

15620 Krypton Street NW

OFFICIAL PLAT

WILDLIFE SANCTUARY THIRD ADDITION

Book 65 PAGE 34

CITY OF RAMSEY
COUNTY OF ANOKA
SEC. 23, T 32, R 25

North E S W

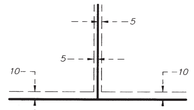
0 100 200
SCALE IN FEET
1 INCH = 100 FEET

FOR THE PURPOSES OF THIS PLAT, THE SOUTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 32, RANGE 25 IS ASSUMED TO HAVE A BEARING OF SOUTH 88 DEGREES 59 MINUTES 07 SECONDS WEST.

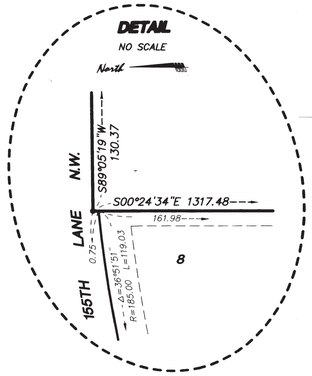
ALL MONUMENTS REQUIRED BY MINNESOTA STATUTE, AND NOT SHOWN ON THIS PLAT, WILL BE SET WITHIN ONE YEAR OF THE RECORDING DATE OF THIS PLAT, AND SHALL BE EVIDENCED BY A 1/2 INCH BY 14 INCH IRON PIPE MARKED BY R.L.S. NO. 25287.

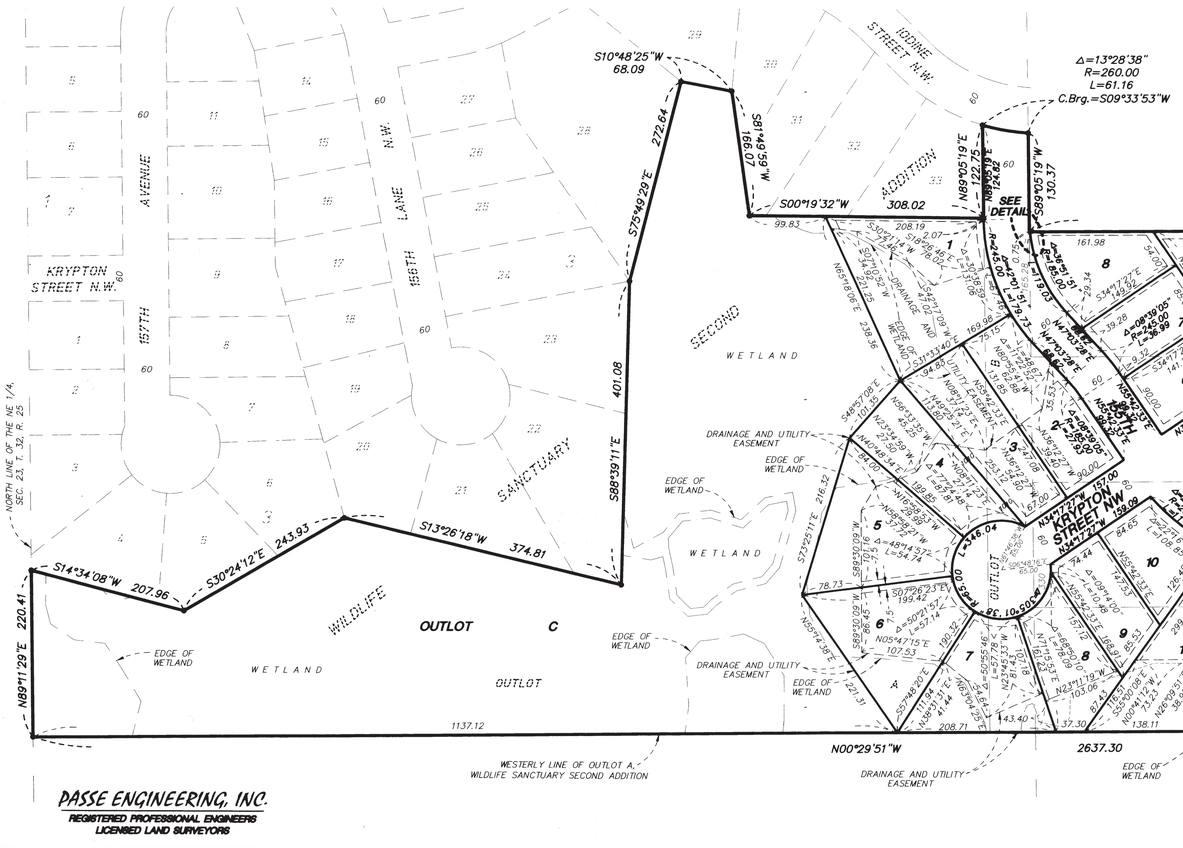
• DENOTES FOUND IRON MONUMENT

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING SIDE LOT LINES, AND 10 FEET IN WIDTH, AND ADJOINING STREET AND REAR LOT LINES, UNLESS OTHERWISE SHOWN ON THE PLAT.





PASSE ENGINEERING, INC.
REGISTERED PROFESSIONAL ENGINEERS
LICENSED LAND SURVEYORS

SHEET 2 OF 2 SHEETS

SECTION V
TRANSPORTATION AND LANDSCAPING

17. **Park Trail Development and Fees.** The City Council has established a trail development fee in the amount of Four Hundred Seventy Five Dollars and no cents ($475.00) per lot. The three (3) existing homesteads are exempt from this fee. The amount of trail fees due on the Plat is Twenty One Thousand Dollars Three Hundred Seventy Five Dollars and no cents ($21,375.00) (45 lots x $475.00 per lot). The **DEVELOPER** herein agrees to construct a sidewalk along one side of the Krypton Street N.W. cul-de-sac to the common property line of Lots 5 and 6 of Block 3. The **DEVELOPER** also agrees to construct an 8 foot wide bituminous trail along the entirety of the common property line between Lots 5 and 6 of Block 3. The **CITY** herein agrees to credit the trail development fees due on the **Plat** in an amount equal to the surface costs associated with the trail and sidewalk segments described in this paragraph. The amount of the credit shall be One Thousand Eight Hundred Sixty Dollars and no cents ($1,860.00). Therefore, a payment in the amount of Nineteen Thousand Five Hundred Fifteen Dollars and no cents ($19,515.00) is due to the **CITY** for this **Plat.**

    The **DEVELOPER** herein agrees to provide the City with a separate document, in recordable form, granting the City a fifteen foot (15') wide easement for trail and access purposes on the common property line between Lots 5 and 6 of Block 3.

18. **Sidewalk Construction.** The **DEVELOPER** herein agrees to construct and pave, in accordance with **CITY** standards, a five (5) foot wide concrete sidewalk with pedestrian ramps in locations prescribed by the **CITY,** not to exceed 5% in grade, along the east side of Krypton Street N.W., and the south side of 155th Lane N.W. and 154th Lane N.W. The costs associated with sidewalk construction are not eligible as a credit towards the Trail Development Fees and/or Park Dedication requirements due on the **Plat.**

19. **Tree and Sod Planting Plan.** Sodded boulevards, in addition to yard trees in accordance with the Final Tree Plan dated March 27, 2003, revised April 17, 2003, are required for each lot in the **Plat** prior to issuance of a Certificate of Occupancy. The **DEVELOPER** is required to submit a Final Tree Plan for **CITY** approval that identifies existing tree growth within the **Plat** that will be protected during construction, and the location and species of the new plantings. The trees to be protected must be identified on the grading plan, and the plan must require the installation of 'tree save fences' prior to land clearing or grading. In addition, the requirement for this Plan shall be fulfilled by the **DEVELOPER** as follows:

    a) Minimizing the impact of construction on trees in accordance with Minnesota Extension Service publication "Protecting Trees From Construction Damage" (Publication #NR-FO-6135-S).

    b) For trees intended to be planted between the sidewalk and the street, the specific locations must be staked in advance of planting and approved by the **CITY.** In the event the weather is not conducive to tree or planting sod in the boulevard at the time of Certificate of Occupancy, the Building Permit holder shall place a cash deposit in

Josh & Shawna Dvorak
17131 Nixon Drive NW
Elk River, MN 55330
February 26, 2012

City of Ramsey
Public Works and City Council Members
7550 Sunwood Dr NW
Ramsey, MN 55303

Dear Mr. Himmer:

We wanted to thank you for all of the support you have provided in our pursuit to resolve the issue with the path in the backyard of our future home. We, as the potential homeowners of 15620 Krypton Street NW have developed three proposed scenarios for the dual-purpose utility maintenance and pedestrian trail located on this property. We believe it is best to form a partnership with the city and provide a solution that is consistent with the original plan, but will also be a beneficial and cost effective solution for all parties involved; the city, us as the future homeowner, and the taxpayers of the City of Ramsey.

This correspondence outlines the three potential scenarios for this dual-purpose trail though the backyard at 15620 Krypton Street NW. It outlines the benefits to the city and the homeowner, the concessions that would be made by both, the responsibilities for each, and the estimated costs.

OBJECTIVE

We are proposing a partnership with the City of Ramsey to move the utility path currently located across the middle of the backyard to a straight line following the lot line as documented in the original plans in a way that would meet the needs of all parties involved.

SCENARIO ANALYSIS

Scenario one (most optimal for all involved):

To assist the city achieve their goal for the development of a interconnected pedestrian trail system throughout the city, we would agree to sign the agreement allowing this trail to reside on our property. We suggest the sale of the land to the city at 50% of the fair market value [1] $1,365.64 (7.5 * 199 *1.83 *.50). In this scenario the city would obtain full use of 7.5 ft. of land along the eastern lot line. The City would be responsible for the removal and disposal of the current pavement crossing the yard, back to the easement along the property line. The homeowner would be responsible for restoration of the lawn following the removal. To provide access to service the current and future utility line, a manhole could be installed on the paved trail. As discussed with the city engineer and public works committee, this is a reasonable request and would satisfy the needs of the city.

Though this partnership, the benefits to the city would be:

- City would obtain the legal rights for a pedestrian trail in addition to the utility access needed along the property lot line

- City would not be responsible for lawn restoration
- Pavement removed can be recycled for the pavement needs of future paths, reducing the cost for disposal and materials
- City pays only 50% of fair market value for the pedestrian trail access rights

Though this partnership, the benefits to the homeowner would be:

- Path would be straight, preserving integrity of the backyard
- Homeowner would have less security risks with the path directed away from the property and further from the home vs. in the middle of the backyard (i.e: vandalism, theft, break-ins, etc.)
- Homeowner would have path moved to a more acceptable location

Scenario Two:

This scenario would entail the city waiting for the need to arise for the pedestrian trail development, leaving the path as is until an unknown future date. At that time, the city would be required to approach the property owner to make an offer for the purchase of property for this new use. Due to the delay in resolution for the homeowner, it is uncertain if the property would be made available for the pedestrian access. If the homeowner were to agree to selling the access to the city for a pedestrian trail, the homeowner would require the original design specifications, locating the path along the property line as stated in scenario one, and would require the city to be responsible for removing and disposing of the current pavement, the lawn restoration, and the payment for 100% of the lands full market value.

Just some of the downfalls of this scenario are:

- A higher cost to the City and taxpayers (the City would be responsible for the removal and disposal of pavement as described in scenario one in addition to the cost of lawn restoration)
- Additional cost for the purchase of the property (the City would also be required to pay 100% of fair market value vs. 50% as offered in scenario one)
- The path would be a nuisance for homeowner for extended period of time

Scenario Three:

This scenario would entail the city forcefully obtaining land though eminent domain. This law is used for government utilities, roadways, etc. which provide for the greater need of the community. (Not specifically designed for trails) This scenario would be a long, drawn out process as the city would first have to receive judgment proving that easement is in greater interest of the community adding court costs and time. Homeowner would then have the right to contest which would bring suit back to court adding to the overall cost and time. Upon settlement, assuming the city obtains the rights to the easement, the city would then make offer to

the homeowner for the purchase of the easement. Not inclined to work with the city homeowner would decline the offer bringing the matter back into the legal system where through constitutional law, the judge would rule for the city to pay fair market value at that point in time. Currently this would be approximately $1.83 per square foot to purchase, or approximately 60-70% of purchase price to obtain easement.

The downfalls of this scenario would be as follows, but not limited to:

- City and homeowner would incur added expense
- This could be a long, drawn out process delaying the plans for the city to move forward with future use of the trail
- City would pay more than 50% which is offered in scenario one
- Depending on easement granted, the city could potential be responsible for removal and disposal of pavement in addition to lawn restoration

CLOSING

I feel I should provide some context around why this is so important for us to find a fair and reasonable resolution to the situation. After being raised in Ramsey, where my parents still reside, I feel that this community with the strong family values is where we want to live and raise our family. We having been looking for a home like this for over a year and we were very excited to find this home. The only thing holding us back is the current location of this trail. As our offer has been accepted by the current homeowner and is now in the hands of the bank, we are ready to move forward provided we can come to an agreement with the future of this trail.

We understand your hesitation to work with us since we do not yet own this home and would like to confirm that any of the solutions above are contingent upon our purchase of this home. Also, please know that we would like to have a resolution and agreement made soon so we can abandon our pursuit for the purchase of this home if necessary.

We appreciate the opportunity and time to work alongside the city to obtain the most beneficial option for all parties involved. If you wish to discuss further please don't hesitate to contact us.

Sincerely,

Josh & Shawna Dvorak

Cc: Mayor Bob Ramsey
Cc: Public Works Committee

(1) Estimate based on- numbers provided of city documentation, could vary slightly

WETL

UPLAND

DNR WETLAND 730W

DNR WETLAND 733W

WL

5+76.39

FUTURE SANITARY

SEWER

MH18

SANITARY

15620

6

5

8'

15'

15+88.67

MH7

R=65'

R=50'

15

POND A
NWL-865.2
HWL-867.9

865.2

LIFT STATION
VALVE MH

855.52-san inv
866.37-top rim

MH14

FM

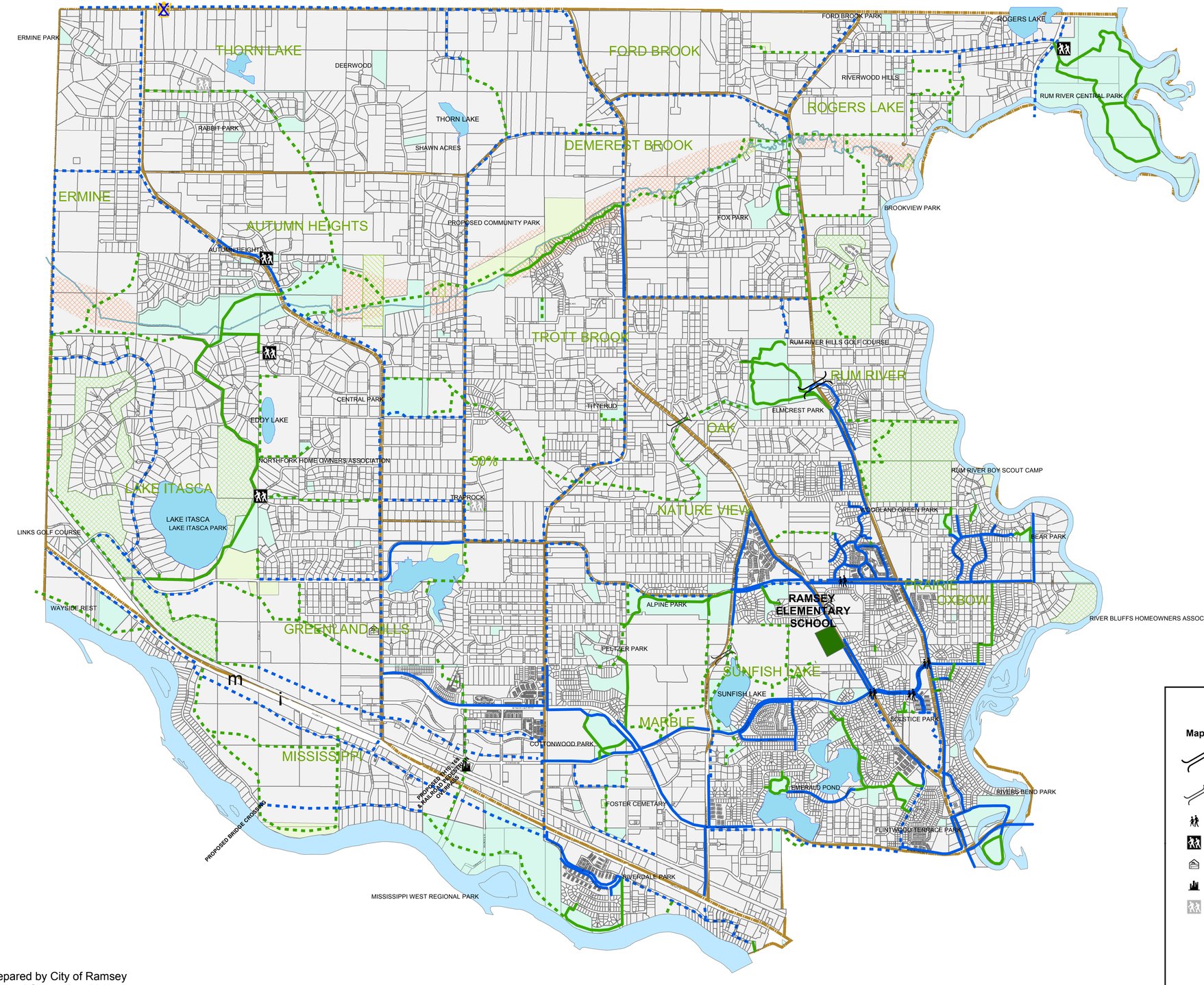
3 PVC

PC = 3+

PT =

855.64-san inv
865.36-top rim

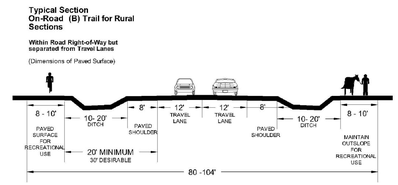
City of Ramsey Master Park and Trail Plan



Typical Section
On-Road (B) Trail for Rural Sections

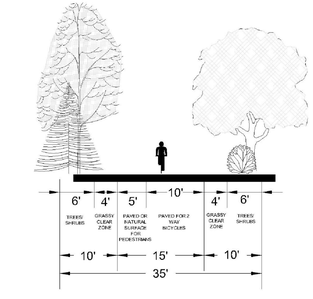
Within Road Right-of-Way but separated from Travel Lanes

(Dimensions of Paved Surface)



Typical Section
Off-Road Trail

Within MUSA Boundaries



Legend

Map Symbols

- Underpass
- Proposed Underpass
- Crosswalk
- Existing Trailhead
- Fire Station
- City Hall
- Proposed Trailhead

Existing Trails

- Off-Road
- On-Road (Separated)

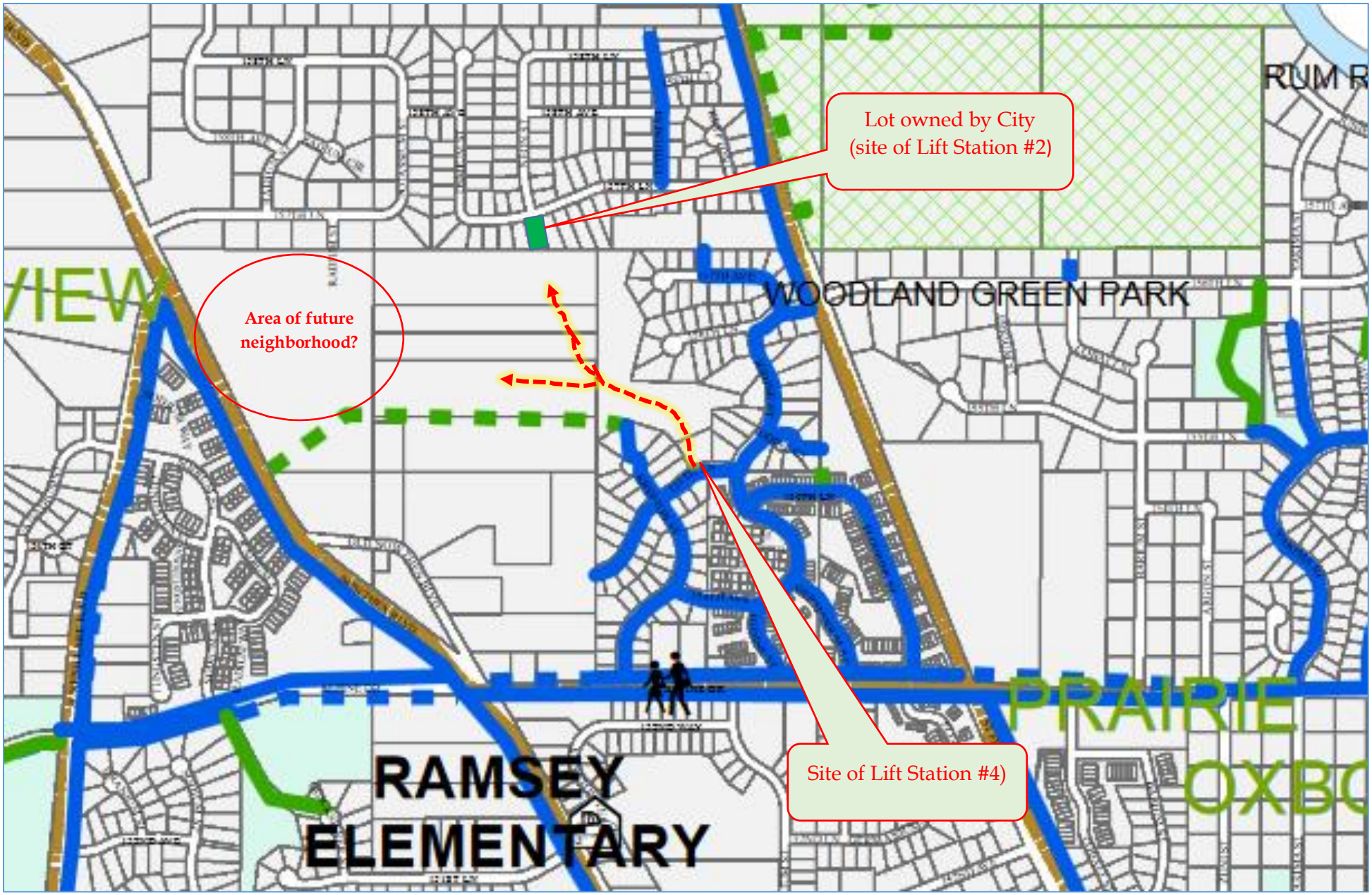
Proposed Trails

- Off-Road
- On-Roadway (separated)
- Conservation Easements

Parks

- Quasi-Public
- Existing Parks
- Proposed Park
- TROTT BROOK SPECIAL PROTECTION CORRIDOR
- Ramsey Recreation Districts

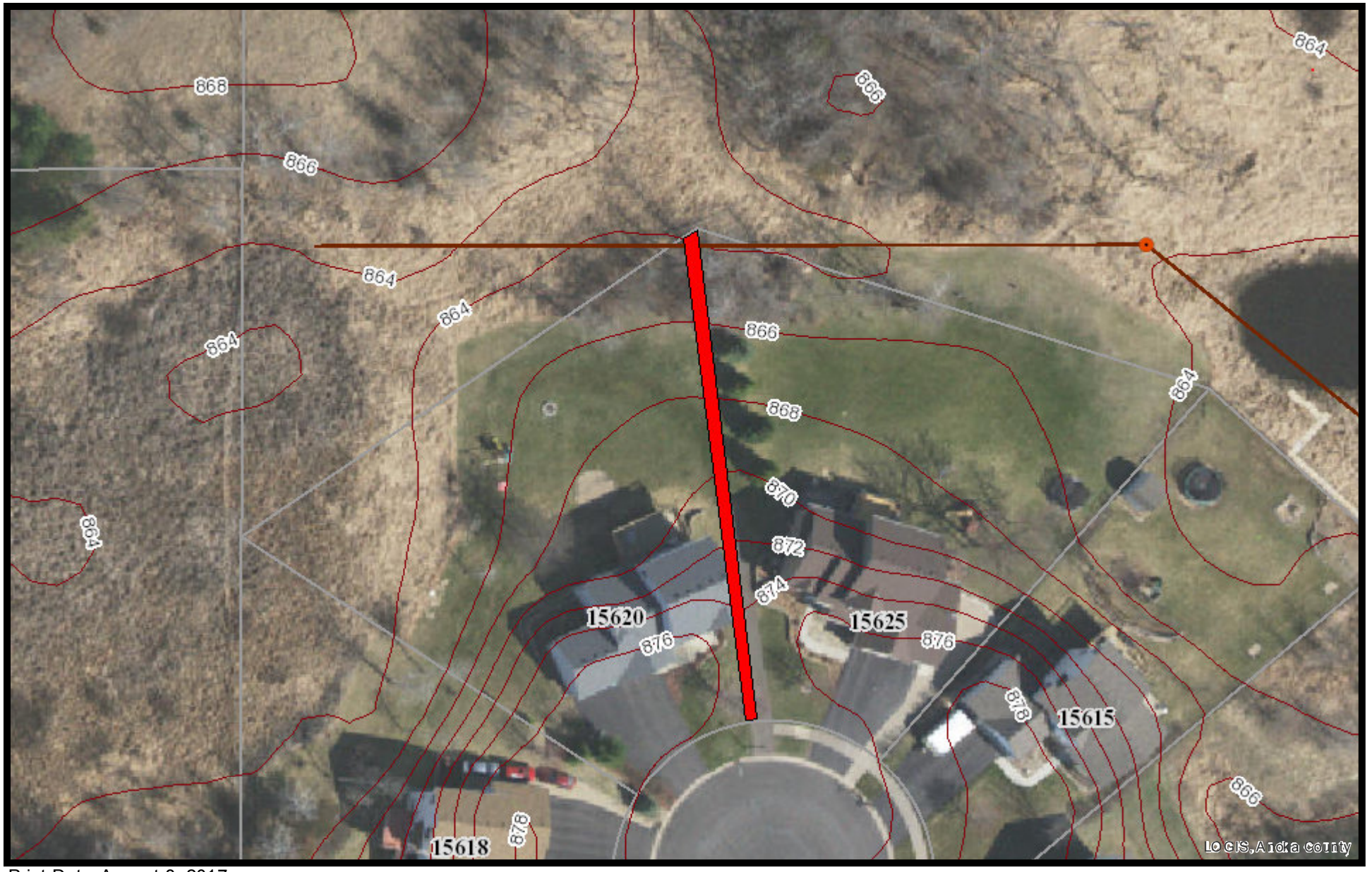
Prepared by City of Ramsey
Revised September 2010



Parks Master Plan: Proposed future trail/sidewalk routes in green dotted line.

Red dotted line represents *possible* future route **if warranted**, and if trail easement could be obtained from a **willing seller**, at the location of the existing lift station #4.

7.5' Pedestrian Trail Easement



Print Date: August 8, 2017

0 15 30 60 90 120
Feet

ORDINANCE #17-15

CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

AN ORDINANCE VACATING THE PEDESTRIAN TRAIL EASEMENT ON LOT 6, BLOCK 3, WILDLIFE SANCTUARY THIRD ADDITION

SECTION 1. AUTHORITY

This ordinance is adopted pursuant to and under the authority of the Home Rule Charter of the City of Ramsey, and Minnesota Statutes 412.851.

SECTION 2. VACATION

The following described dedicated pedestrian trail easement as indicated by Anoka County Document No. 2066476.006 attached hereto is hereby vacated:

> The easterly 7½ feet of Lot 6, Block 3, Wildlife Sanctuary Third Addition, Anoka County, Minnesota.

SECTION 3. EFFECTIVE DATE

This ordinance becomes effective 30 days after its passage and publication, subject to City Charter Section 3.9.

PASSED by the City Council of the City of Ramsey, Minnesota the 14th day of November, 2017.

_____
Mayor

ATTEST:

_____
City Clerk

Introduction date:	October 24, 2017
Posting dates:	October 24 – November 14, 2017
Adoption date:	November 14, 2017
Publication date:	November 17, 2017
Effective date:	December 18, 2017

Record ID 2630237

CERTIFICATION

State of Minnesota)
)
County of Anoka)
)
City of Ramsey)

2066476.006

I hereby certify that the foregoing Pedestrian Trail Easement Agreement between the City of Ramsey, Minnesota, and Joshua L. and Shawna Dvorak is a true and correct copy of an agreement entered into, as disclosed by the records of said City in my possession. Said Agreement was approved by the Ramsey City Council on June 12, 2012.

Dated this the 12th day of June 2013.

Jo Ann M. Thieling, City Clerk

(CITY SEAL)

PEDESTRIAN TRAIL EASEMENT AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, for valuable consideration as defined below, **JOSHUA L. DVORAK and SHAWNA DVORAK, husband and wife, "LANDOWNERS",** hereby grant, sell, and convey to the **CITY OF RAMSEY, a Minnesota municipal corporation, "CITY"**, a perpetual easement and right-of-way for trail purposes, including, without limitation, the construction, maintenance, repair and replacement thereof, and uses incident thereto, in, under and upon the real property, in Anoka County, Minnesota described as follows:

The easterly 7½ feet of Lot 6, Block 3, Wildlife Sanctuary 3rd Addition, Anoka County, Minnesota,

(the "Trail Easement")

EXEMPT FROM STATE DEED TAX

Easement Purpose.

The Trail Easement shall be used exclusively for outdoor recreation and commuter activities including, but not limited to, walking, jogging, skating, biking, and uses mandated by state law including, but not limited to, electric personal assistive devices. Motorized vehicles used by the City for maintenance, law enforcement or other public uses will be permitted. The Trail Easement shall not be used by other motorized vehicles, or by all terrain vehicles, or by snowmobiles, and the Trail Easement shall not be used for horseback riding. No structures, obstructions or fences shall be allowed in the Trail Easement area unless written approval is granted by the **CITY**.

Hazardous Substances.

The **CITY** shall not be responsible for any costs, expenses, damages, demands, obligations, including penalties and reasonable attorney's fees, or losses resulting from any

claims, actions, suits, or proceedings based upon a release or threat of release of any hazardous substances, pollutants, or contaminants which may have existed on, or which relate to, the Trail Easement or adjacent property prior to the date hereof.

Liability and Indemnification.

The City hereby agrees to indemnify and save the Land Owner harmless from and against any and all suits, demands, liabilities, costs and other expenses, including reasonable attorneys' fees, incurred in connection with or arising out of the use of the Easement Area by the City, its contractors an agents or the general public for the purposes granted herein, excluding, however, from such indemnity and loss resulting from acts of Land Owner.

No Waiver of Governmental Immunity.

Nothing contained herein shall be deemed a waiver by the **CITY** of any governmental immunity defenses, statutory or otherwise. Further, any and all claims brought by **LANDOWNER**, its successors or assigns, shall be subject to any governmental immunity defenses of the **CITY** and the maximum liability limits provided in Minnesota Statute Chapter 466.

Disposal of Excavated Material.

Further, the right is hereby granted to the **CITY** to remove or otherwise dispose of all earth or other material excavated from the Trail Easement area as the **CITY** may deem fit and to remove trees, brush, undergrowth and other obstructions interfering with the location, construction and maintenance of the Trail Easement.

Warrant of Title.

LANDOWNERS covenant that they are the owners of Lot 6, Block 3, Wildlife Sanctuary Addition, Anoka County, Minnesota (the "**LANDOWNERS'** Property") and have the right, title, and capacity to grant the Trail Easement over and across **LANDOWNERS'** Property.

Consideration for Grant of Trail Easement.

The **CITY** has previously constructed on the **LANDOWNERS'** Property a blacktop trail originally intended to provide **CITY'S** utility maintenance crews access to a sanitary sewer manhole on **LANDOWNERS'** Property. Said manhole was never constructed so the **CITY** has determined that the portion of the blacktop trail outside the Trail Easement is not necessary and can be removed. If in the future a manhole is required in this area, the CITY agrees to install the manhole within the Trail Easement and to pay for all repairs needed outside the Trail Easement. In consideration for the Trail Easement, the **CITY** agrees to remove the said blacktop trail outside the Trail Easement and restore the disturbed area by establishing turf on said disturbed area. The turf establishment shall consist of removal of the blacktop trail, placement of a minimum of 4" of topsoil, followed by the placement of lawn quality sod. **LANDOWNERS** will be responsible for irrigation and maintenance as necessary to ensure the successful establishment of the turf. The blacktop removal and turf establishment will be completed by the **CITY** within 15 business days of **LANDOWNERS'** signatures on this Agreement.

The **CITY** agrees it will not reestablish the blacktop trail in the future on **LANDOWNERS'** Property outside the Trail Easement without first acquiring a written easement across said property and market value payment to **LANDOWNERS** for said easement.

To have and to hold the same, together with all the hereditaments and appurtenances thereunto belonging or in anyway appertaining, to the said **LANDOWNERS**, forever, for said Trail Easement purposes.

IN WITNESS WHEREOF, the **LANDOWNERS** and the **CITY** have caused this Pedestrian Trail Easement Agreement to be executed on the 7th day of June, 2013.

LANDOWNERS:

Joshua L. Dvorak

Shawna Dvorak

CITY OF RAMSEY, a Minnesota municipal corporation

By: _____
Its Mayor

ATTEST:

By: _____
Its City Administrator

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me on the 7th day of June, 2013, by Joshua L. Dvorak and Shawna Dvorak, husband and wife.

Notary Public

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)

JOANN E SHAW
Notary Public
Minnesota
My Commission Expires January 31, 2015

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me on the 12th day of June, 2013, by Sarah Strommen and Kurtis G. Ulrich, the Mayor and City Administrator of the City of Ramsey, a Minnesota municipal corporation, on behalf of the corporation.

Notary Public

NOTARIAL STAMP OR SEAL (OR OTHER TITLE OR RANK)

JOANN THIELING
Notary Public
Minnesota
My Commission Expires January 31, 2015

THIS INSTRUMENT WAS DRAFTED BY:

RANDALL GOODRICH & HAAG P.L.C.
2140 Fourth Avenue North
Anoka, Minnesota 55303
Telephone: (763) 421-5424

ANOKA COUNTY MINNESOTA

Document No.: 2066476.006 ABSTRACT

I hereby certify that the within instrument was filed in this office for record on: 08/12/2013 1:37:00 PM

Fees/Taxes In the Amount of: $46.00

JONELL M. SAWYER

Anoka County Property Tax Administrator/Recorder/Registrar of Titles

MAH, Deputy

Record ID: 2630237

412.851 VACATION OF STREETS.

The council may by resolution vacate any street, alley, public grounds, public way, or any part thereof, on its own motion or on petition of a majority of the owners of land abutting on the street, alley, public grounds, public way, or part thereof to be vacated. When there has been no petition, the resolution may be adopted only by a vote of four-fifths of all members of the council. No vacation shall be made unless it appears in the interest of the public to do so after a hearing preceded by two weeks' published and posted notice. The council shall cause written notice of the hearing to be mailed to each property owner affected by the proposed vacation at least ten days before the hearing. The notice must contain, at minimum, a copy of the petition or proposed resolution as well as the time, place, and date of the hearing. In addition, if the street, alley, public grounds, public way, or any part thereof terminates at, abuts upon, or is adjacent to any public water, written notice of the petition or proposed resolution must be served by certified mail upon the commissioner of natural resources at least 60 days before the hearing on the matter. The notice to the commissioner of natural resources does not create a right of intervention by the commissioner. At least 15 days prior to convening the hearing required under this section, the council or its designee must consult with the commissioner of natural resources to review the proposed vacation. The commissioner must evaluate:

(1) the proposed vacation and the public benefits to do so;

(2) the present and potential use of the land for access to public waters; and

(3) how the vacation would impact conservation of natural resources.

The commissioner must advise the city council or its designee accordingly upon the evaluation. After a resolution of vacation is adopted, the clerk shall prepare a notice of completion of the proceedings which shall contain the name of the city, an identification of the vacation, a statement of the time of completion thereof, and a description of the real estate and lands affected thereby. The notice shall be presented to the county auditor who shall enter the same in the transfer records and note upon the instrument, over official signature, the words "entered in the transfer record." The notice shall then be recorded with the county recorder. Any failure to file the notice shall not invalidate any vacation proceedings.

History: *1949 c 119 s 102; 1953 c 735 s 12; 1957 c 383 s 1; 1967 c 289 s 15; 1969 c 9 s 85; 1973 c 123 art 2 s 1 subd 2; 1973 c 494 s 11; 1976 c 181 s 2; 1986 c 444; 1989 c 183 s 4; 1990 c 433 s 2; 2005 c 4 s 105; 2005 c 117 s 2*

CHAPTER 3. - COUNCIL PROCEDURES

Sec. 3.1. - Council meetings.

The council shall meet regularly at least once each month at such times and places as the council may designate by ordinance. The mayor or any three members of the council may call special meetings of the council upon at least 24 hours notice to each member, and such reasonable public notices as may be prescribed by council rule in compliance with state statutes. The 24 hours notice shall not be required in an emergency. A state of emergency shall be deemed to exist when the public peace, health, morals, safety or welfare are in immediate jeopardy. To the extent provided by state statutes, all meetings of the council and its committees shall be public, and any citizen shall have access to the minutes and records of the council at all reasonable times. During any of its public meetings, the council shall not prohibit, but may place reasonable restrictions upon citizens' comments and questions and citizen input shall be provided for at the beginning of each council meeting.

(Ord. No. 04-47, § 1(Subd. 1), 11-23-2004)

Sec. 3.2. - [Precincts].

3.2.1 [Repealed].

3.2.2 Precinct boundaries. The precinct boundaries shall correspond to those adopted and revised periodically by council, by resolution.

3.2.3 [Repealed]

(Ord. of 9-8-1993; Ord. of 1-28-2000; Ref. of 11-5-2002; Ord. of 9-8-2003)

Sec. 3.3. - Rules of procedure and quorum.

Except as otherwise provided in this Charter, the council shall determine its own rules and order of business. A majority of all members shall constitute a quorum to do business, but a smaller number may adjourn from time to time. The council may by rule provide means by which a minority may compel the attendance of absent members in accordance with state statutes.

Sec. 3.4. - Ordinances, resolutions and motions.

3.4.1 Except as otherwise provided in this Charter of state statutes, an affirmative vote of four or more members of the council shall be required for the adoption of all ordinances, resolutions and motions. The votes of councilmembers on any action taken shall be recorded in accordance with state statutes.

3.4.2 Except as otherwise provided in this Charter, all legislation shall be by ordinance. The vote on all ordinances shall be by a roll call vote.

3.4.3 The general administrative business of the council shall be conducted by resolution or motion.

(Ord. No. 04-47, § 1(Subd. 2), 11-23-2004)

Sec. 3.5. - Procedures on ordinances.

Every proposed ordinance shall be presented in writing. No ordinance shall contain more than one subject. Such subject shall be clearly expressed in its title. The enacting clause shall be "The City of Ramsey

Ordains." No ordinance, except an emergency ordinance, shall be adopted at the meeting at which it is introduced and at least three days shall elapse between its introduction and final adoption.

(Ord. No. 85-09, 9-28-1985)

Sec. 3.6. - Emergency ordinances.

An emergency ordinance is an ordinance necessary for the immediate preservation of the public peace, health, morals, safety or welfare, and in such ordinance the emergency is defined and declared in a preamble thereto. An emergency ordinance must be approved by a majority of available members of the city council. An emergency ordinance must be in writing but may be enacted without previous filing or voting, and may be adopted finally at the meeting at which it is first introduced and voted upon by the council. An emergency ordinance shall remain in effect for the duration of the emergency. No prosecution shall be based upon the provisions of an emergency ordinance until 24 hours after the ordinance has been adopted, filed with the city clerk, and either has been posted in three conspicuous places in the city or published as provided for in this Charter, or the person charged with violation thereof had actual notice of the ordinance prior to the act or omission resulting in the prosecution.

(Ord. of 1-24-2001)

Sec. 3.7. - Signing and publication of ordinances.

The final version of every ordinance shall be read in full prior to passage by council unless such reading is waived by a majority vote of the council, provided that a copy of the ordinance is posted or otherwise made available to the public at least three working days prior to the meeting at which it is to be adopted. The ordinance shall then be signed by the mayor, attested to by the city clerk, and filed and preserved by the city clerk. Each ordinance, or summary of such ordinance, shall be published at least once in the official newspaper. This summary of each ordinance shall include, in layman's terms, the intent of the ordinance. To the extent and in the manner provided by state statutes, an ordinance may incorporate by reference, a state statute, a state administrative rule or a state regulation, a code, or an ordinance or part thereof, without publishing the material referred to in full.

(Ord. of 1-24-2001)

Sec. 3.8. - Procedure on resolutions.

Every resolution shall be presented in writing and shall be filed and preserved by the city clerk.

(Ord. No. 85-09, 9-28-1985; Ord. of 1-24-2001)

Sec. 3.9. - When ordinances and resolutions passed by city council take effect.

Every resolution and emergency ordinance shall take effect immediately upon its adoption or at such later date as it specifies. Every other ordinance shall take effect 30 days after its publication or at such later date as it specifies.

Sec. 3.10. - Amendment and repeal of ordinances and resolutions.

3.10.1 An ordinance or resolution which repeals all or part of a previous ordinance or resolution, respectively, shall give the number, if any, in the title of the ordinance or resolution to be repealed in whole or in part. No ordinance or resolution shall be amended by reference to the title alone, but an ordinance or resolution which amends such ordinance or resolution, respectively, shall set forth in full each section to be amended and shall indicate by appropriate type or symbols, matter to be omitted

or added. Amendment or repeal of an ordinance or resolution shall require a majority vote of all members of the council, unless otherwise provided in this Charter or by state statutes.

3.10.2 Repeal of initiative ordinances. An ordinance passed under the initiative power shall not be repealed or amended by the council except by submission to the voters of the question by the council at a regular municipal or special election.

Sec. 3.11. - Review and revision of ordinances and indexing of resolutions.

The city shall review, revise and rearrange its ordinance code and its resolution index with such additions and deletions as may be deemed necessary by the council at least once every two years. The ordinance code and the resolution index may be published in a book, pamphlet or loose-leaf form and copies shall be made available by the council at the office of the city clerk for general distribution to the public for a reasonable charge. Incorporation in such a code shall be a sufficient publication of any ordinance provision not previously published, if a notice is placed in the official newspaper for at least two successive weeks that copies of the codification are available at the office of the city clerk.

(Ord. of 1-24-2001)

CHAPTER 12. - MISCELLANEOUS AND TRANSITORY PROVISIONS

Sec. 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.

Sec. 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 affix:) 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".

(Ord. of 1-24-2001)

Sec. 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.

Sec. 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.

(Ord. of 1-24-2001)

Sec. 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.

Sec. 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.

Sec. 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.

Sec. 12.8. - City to succeed to rights and obligations of former city.

The city shall succeed to all property, rights, and privileges, and shall be subject to all legal obligations of the former city.

Sec. 12.9. - Existing ordinances and resolutions continued.

All ordinances, resolutions and regulations of the municipality in force when this Charter takes effect, and not inconsistent with the provisions thereof, are hereby continued in full force and effect until amended or repealed.

Sec. 12.10. - Officers to continue for present terms.

All elective and appointive officers of the city holding office on the effective date of this Charter shall continue in office for the terms to which they were elected or appointed, and until their successors shall have been elected or appointed and have qualified.

Sec. 12.11. - Pending condemnations and assessments.

Any condemnation or assessment proceeding in progress when this Charter takes effect shall be continued and completed under the state statutes under which such proceeding was begun. All assessments made by the municipality prior to the time when this Charter takes effect shall be collected, and the lien thereof enforced in the same manner as if this Charter had not been adopted.

Sec. 12.12. - Ordinances to make Charter effective.

The council shall by ordinance, resolution, or other appropriate action make such regulations as may be necessary to carry out and make effective the provisions of this Charter.

Sec. 12.13. - A newsletter.

A newsletter shall be published by the city at regular intervals at least six times each year. The postal role for the city shall be used for the distribution.

Sec. 12.14. - [Effective date.]

This Charter becomes effective 30 days after adoption.

Public Works Committee **5. 2.**

Meeting Date: 11/21/2017

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Request for Additional Stop Signs at the Intersection of 163rd Ave / Marble St

Purpose/Background:

Staff has received a request for additional stop signs at the intersection of 163rd Ave and Marble street. Currently there are stop signs on the Marble St portions of the intersections. The requested action would change this intersection to an all stop condition. The reasons given for requesting the additional stop signs are excessive speed and poor visibility at the intersection when traveling west bound on 163rd Ave. Both the letter requesting the stop signs and the neighborhood petition are attached to this case. Photos of the intersection will be presented at the meeting.

Timeframe:

10-15 minutes

Observations/Alternatives:

The following information was gathered at the intersection:
Traffic count on north Marble St-57
Traffic count on south Marble St-30
Traffic count on 163rd Ave east of Marble St-203
Traffic count on 163rd Ave west of Marble St-173
Posted speed limit at intersection-30 mph
85th percentile speed-40.8 mph
Accident data from 2012-2017- 2 minor accidents none involving pedestrians

The traffic counts and accident history do not meet warrants to change this to a 4 way stop condition. There is a visibility issue on 163rd Ave caused by the vertical rise to the intersection, but if you are stopped at either leg of Marble St you can see down 163rd Ave in either direction. Staff would recommend cutting back vegetation in the NW corner of the intersection to help improve visibility. Staff requested that the police department set up their radar trailer to collect speed data on 163rd Ave on two separate days 10/3 and 10/4 , so we could get an accurate reading of vehicle speed in the area. The data showed a range of speeds from 8-50 mph with the 85 percentile being 40.84 mph.

Funding Source:

Funding for any additional signage would come from the general fund.

Recommendation:

Staff recommends not installing additional stop signs at this intersection based on the traffic counts and accident history. Staff would also recommend that the Police Department continue to enforce the 30 mph speed limit in the area in an effort to reduce speeds on 163rd Ave.

Action:

Motion to accept staff recommendation to not install additional stop signs at this intersection based on the traffic counts and accident history or reject staff recommendation and approve alternative motion based on committee discussion.

Attachments

Stop Sign Petition Request

Petition

Speed trailer data

Speed trailer data 2

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	10/12/2017 04:21 PM
Form Started By: Grant Riemer		Started On: 10/02/2017 02:15 PM
Final Approval Date: 10/12/2017		

September 29, 2017

Grant Riemer
City of Ramsey
Public Works Superintendent
Phone: 763.433.9863
Griemer@cityoframsey.com

Dear Mr. Riemer,

As promised, you will find attached a petition regarding installing stop signs on 163rd Ave. NW at the intersection of Marble Street. As you will see, 17 concerned citizens from ten separate households in the vicinity have expressed their desire to make this intersection safer for our neighborhood.

The main concern I heard from EVERY household is the danger of the speed at which people are driving through the intersection. There is not one stop sign on all of Jaspar Street or 163rd Ave NW. By the time motorists reach the intersection of 163rd and Marble Street it appears they are going well over the 30 mph speed limit for a residential area.

Furthermore, as the intersection is at the top of a hill, westbound traffic enters the intersection blindly. This poses an incredible safety risk for other vehicles, pedestrians or bikers that may be over the crest of the hill in that blind spot.

As discussed, if it is deemed necessary for our case, we hope to see a radar speed sign placed at exactly that point past the blind spot; we would like it to be placed near the northwest corner of the intersection (basically in the front yard of 7165 163rd Ave NW) to track the speed of the passing vehicles.

There are many people in our neighborhood, including children, who walk or ride bikes in the street as there are no sidewalks. Our concern is for their safety. The speed at which vehicles drive through the neighborhood has gotten out of hand, and we believe that stop signs on 163rd Ave. NW at Marble Street will reduce traffic speeds and improve visibility at this dangerous intersection.

Please let me know the next steps and if there is any way I can be of further assistance. I would very much like to be kept in the loop as to how this matter progresses, including attending any city council meetings that may address our concerns.

Thank you very much for your attention on this serious matter.

Katherine Savior
7165 163rd Ave NW
612.229.7231
ksavior28@gmail.com

Petition summary and background	To ensure the safety of bikers, pedestrians, and children at the intersection of 163rd Ave. NW and Marble St., we need to install stop signs on 163rd Ave. The lack of stop signs on 163rd does nothing to deter motorists from speeding on 163rd Ave. and thus through the intersection. Westbound 163rd Ave. leads up a hill to said intersection and this limits the ability of drivers to see oncoming traffic and pedestrians until they are over the hill. The speed at which motorists drive through the neighborhood has gotten out of hand, and the lack of stop signs through all of Jaspar St. and 163rd Ave. NW is contributing to the problem. There are many people in the neighborhood, including children, who walk or ride bikes in the street as there are no sidewalks, and the speed of motorists is a danger to their safety.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to install stop signs on 163rd Ave. NW at Marble Street for the safety of our community.

Printed Name	Signature	Address	Comment	Date
Katie Savior		7165 163rd Ave NW	yes please!	9-21-17
STEPHEN SAVIOR		7165 163RD AVE NW		9.21.17
JACK MAZUREK		7210 163RD AVE NW	Yes	9-21-17
Kelly Mazurek		7210 163rd Av N.W		9-21-17
Wy Lone Abbott		16250 Marble St. NW.		9-21-17
Richard Abbott		16250 marble ST NW		9-21-17
Mark Wosmek		7120 163rd AVE		9-21-17
Lawn K wolson		16320 marblest	yes	9.21-17
Holly Watson		16320 marble St	Yes Please	9-21-17
Sue Johnson		16337 marble St	Yes	9-21-17
Lori Jensen		7191 163 Ave NW	Yes	9-21-17

7191-163rd ave NW

James Jensen	James Jensen	Dangrous Corner	Dangrous Corner	9-21-2017
Dan Klatt	DENNIS MADISON	16327 MARBLE	" "	9-22-2017
Anne Madison	Anne Madison	16327 Marble	" "	9-22-17
Laura Hedlund	Laura Hedlund	16159 Marble ST NW	Blind spot on top of hill- cars speed!	9/22/17
Carl Hedlund	Carl Hedlund	16159 Marble st NW	"	9-22-17
Janet Cameron	Janet Cameron	9025-163 Ave NW	"	9/22-17

Per Grant Riemer from the City of Ramsey 9/12/2017: *"...we require is a signed petition from at least 5 residents within a 500 ft. radius of the intersection. The signatures must be from numerous households in that 500 foot radius. Once that petition is turned into the Public Works department it will be forwarded to the city council. At that point the council will direct staff to conduct a traffic study of the area and present those findings and the staff recommendation to the Public Works Committee for discussion and possible approval/disapproval of the request. The information gathered will include traffic counts, accident history, sight line distances, and speed limits for the roads involved."*

> Vehicle Count By Speed

Speeds:	8 - 50 MPH	Start:	2017-10-03
Vehicles:	All Types	End:	2017-10-03
Directions:	Approach & Depart	Records:	174

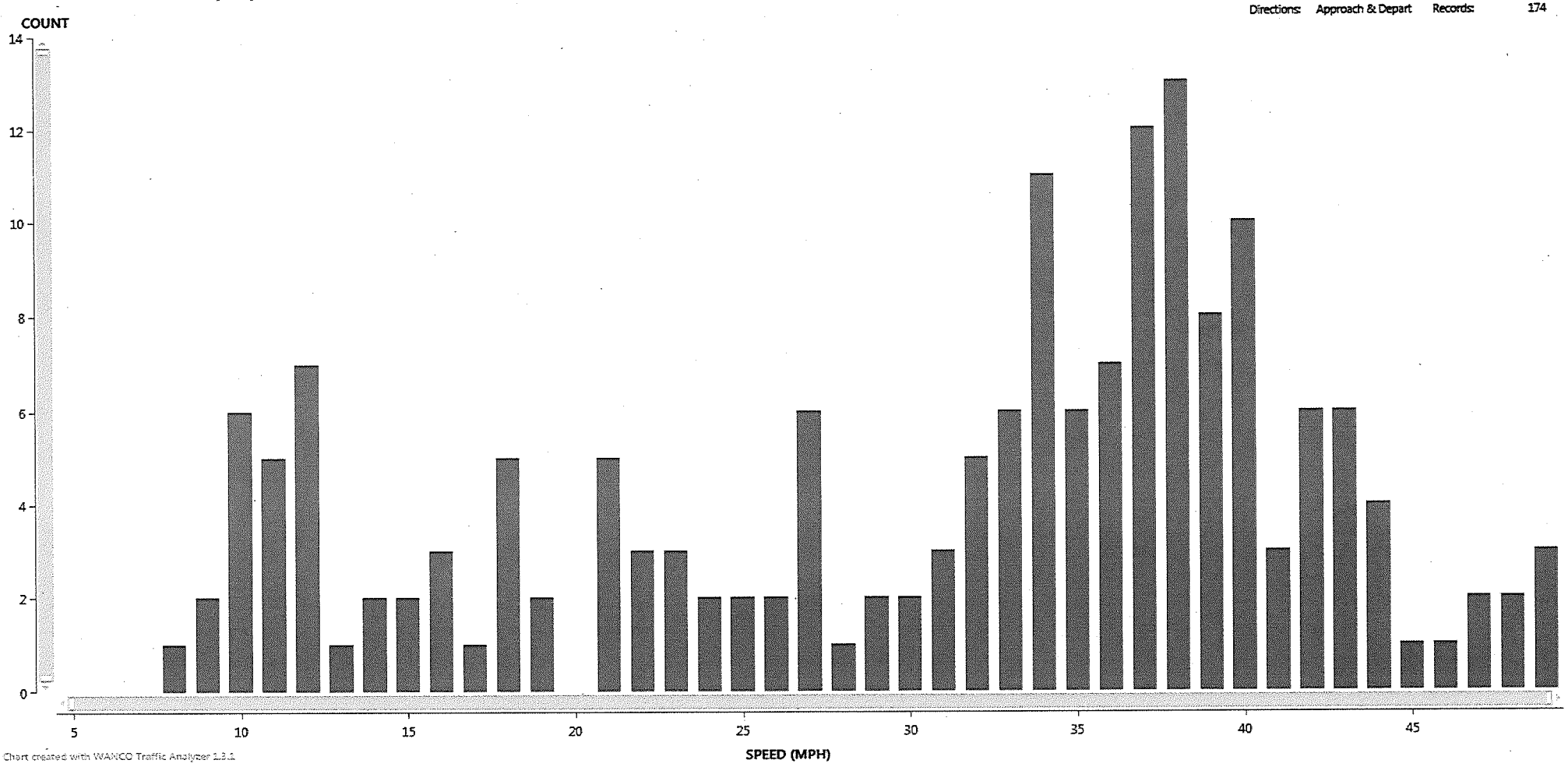
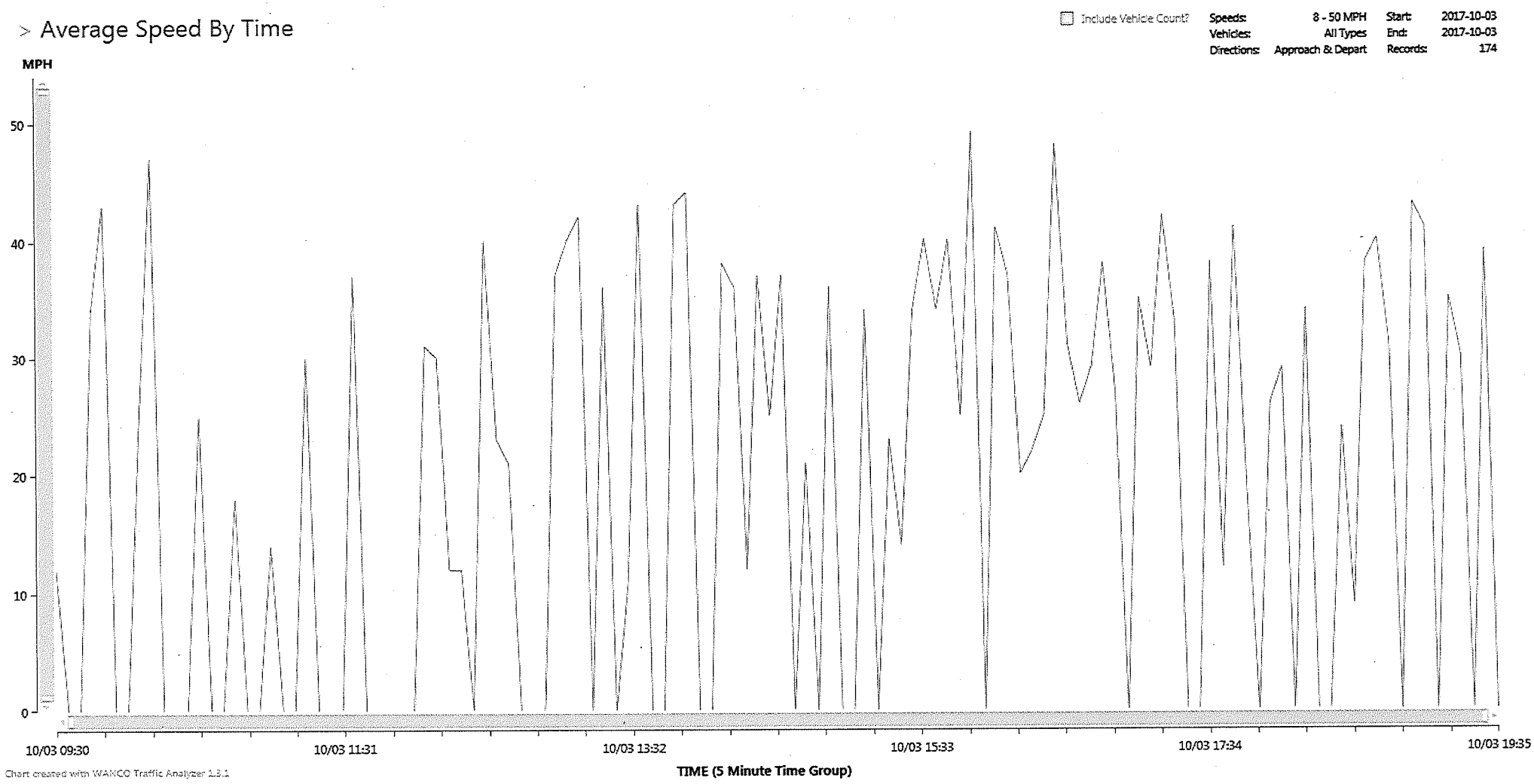
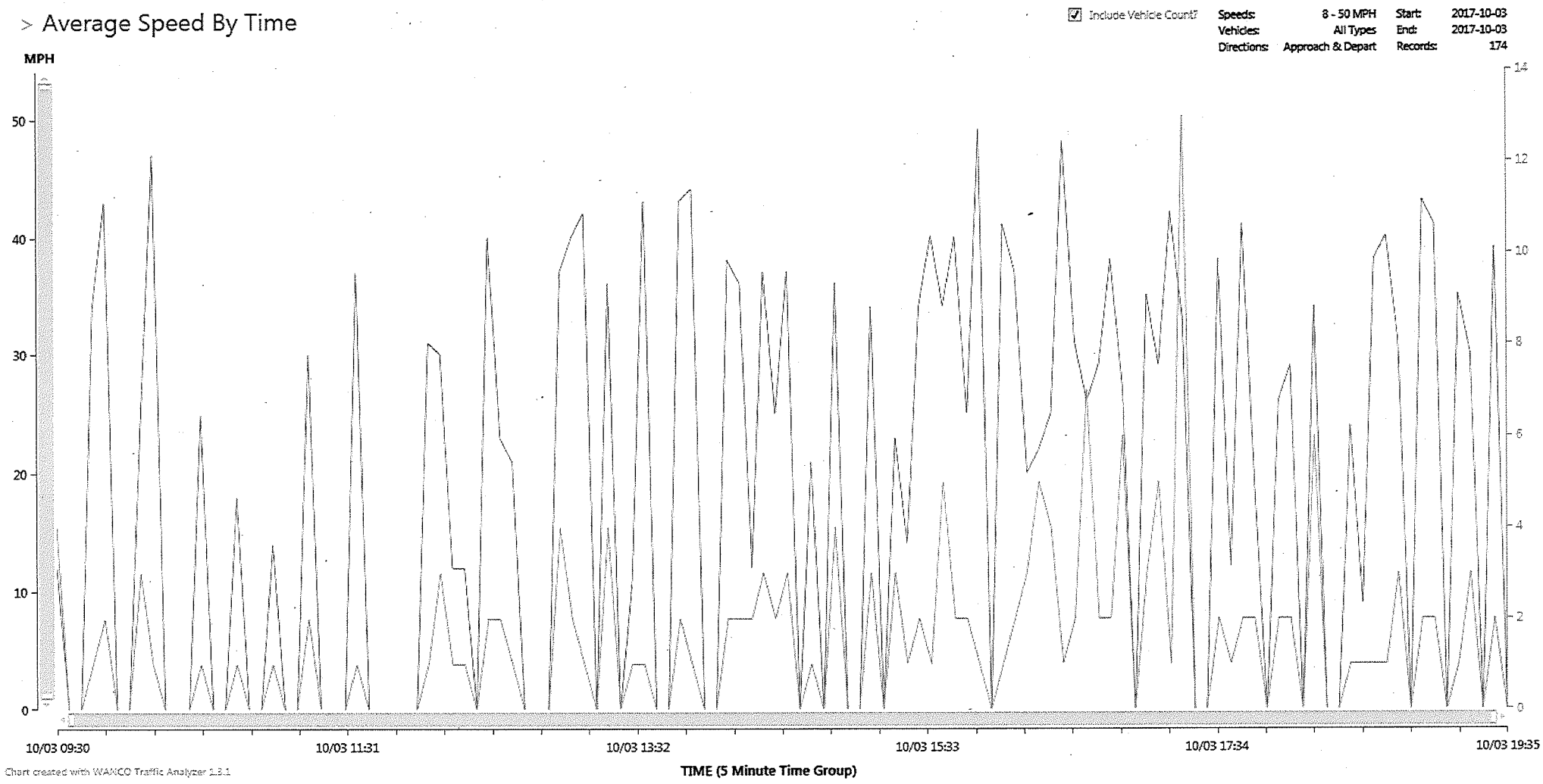


Chart created with WANCO Traffic Analyzer 1.3.1

> Average Speed By Time



> Average Speed By Time



> Vehicle Count By Time

Include Avg. Speed?

Speeds:	8 - 50 MPH	Start:	2017-10-03
Vehicles:	All Types	End:	2017-10-03
Directions:	Approach & Depart	Records:	174

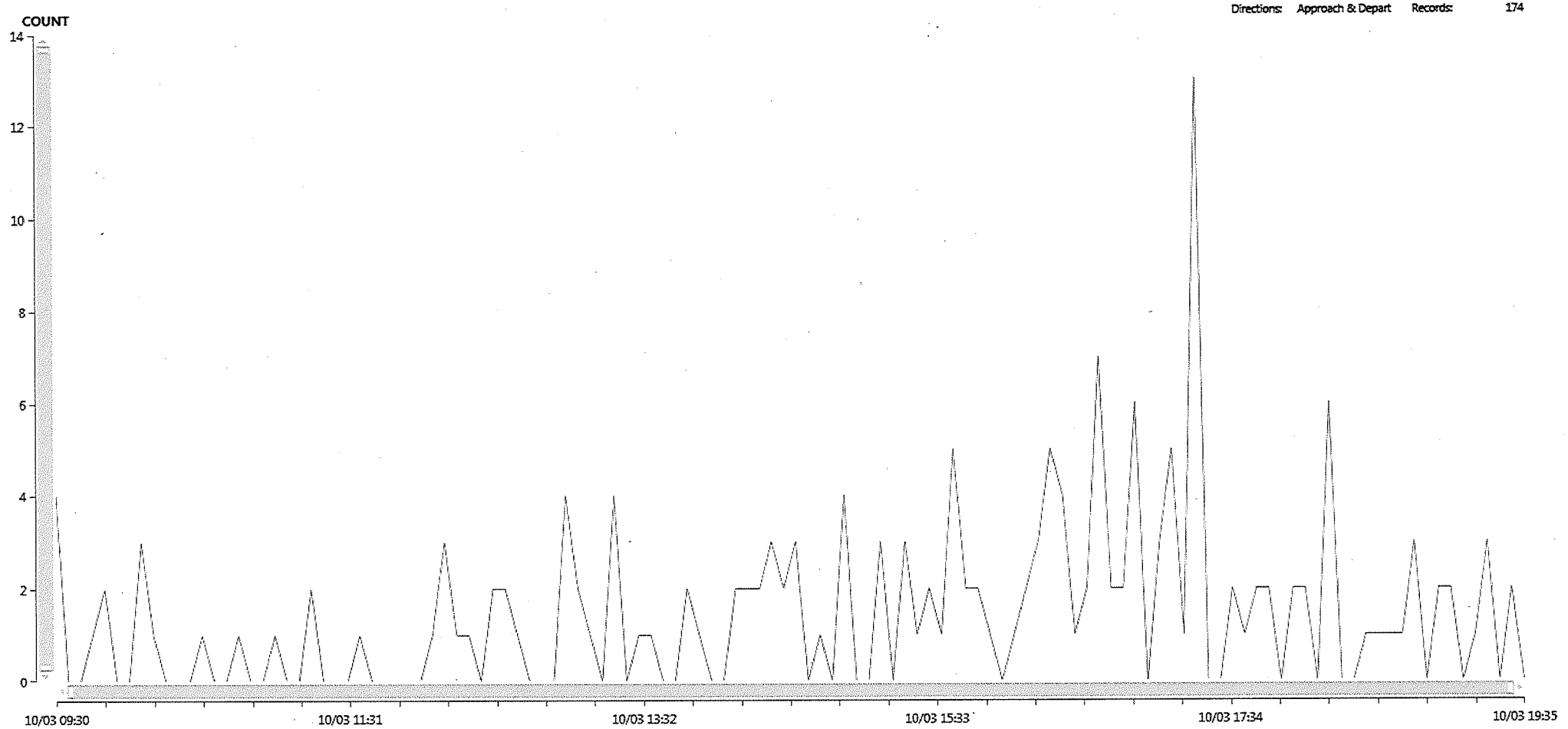


Chart created with WANCO Traffic Analyzer 1.3.1

> Vehicle Count By Time

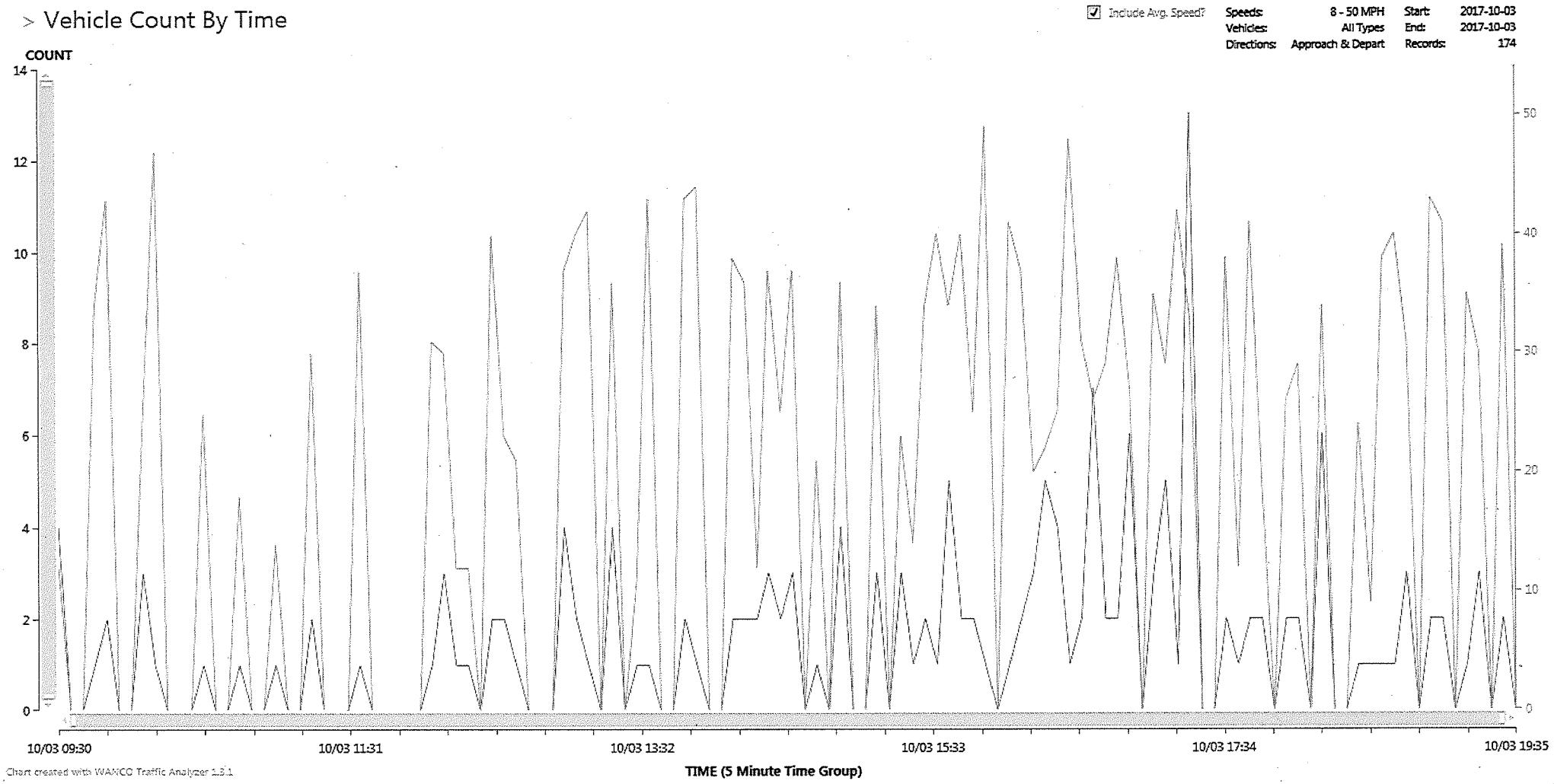


Chart created with WANCO Traffic Analyzer 1.3.1

> Percentile By Speed

Speeds:	8 - 50 MPH	Start:	2017-10-03
Vehicles:	All Types	End:	2017-10-03
Directions:	Approach & Depart	Records:	174

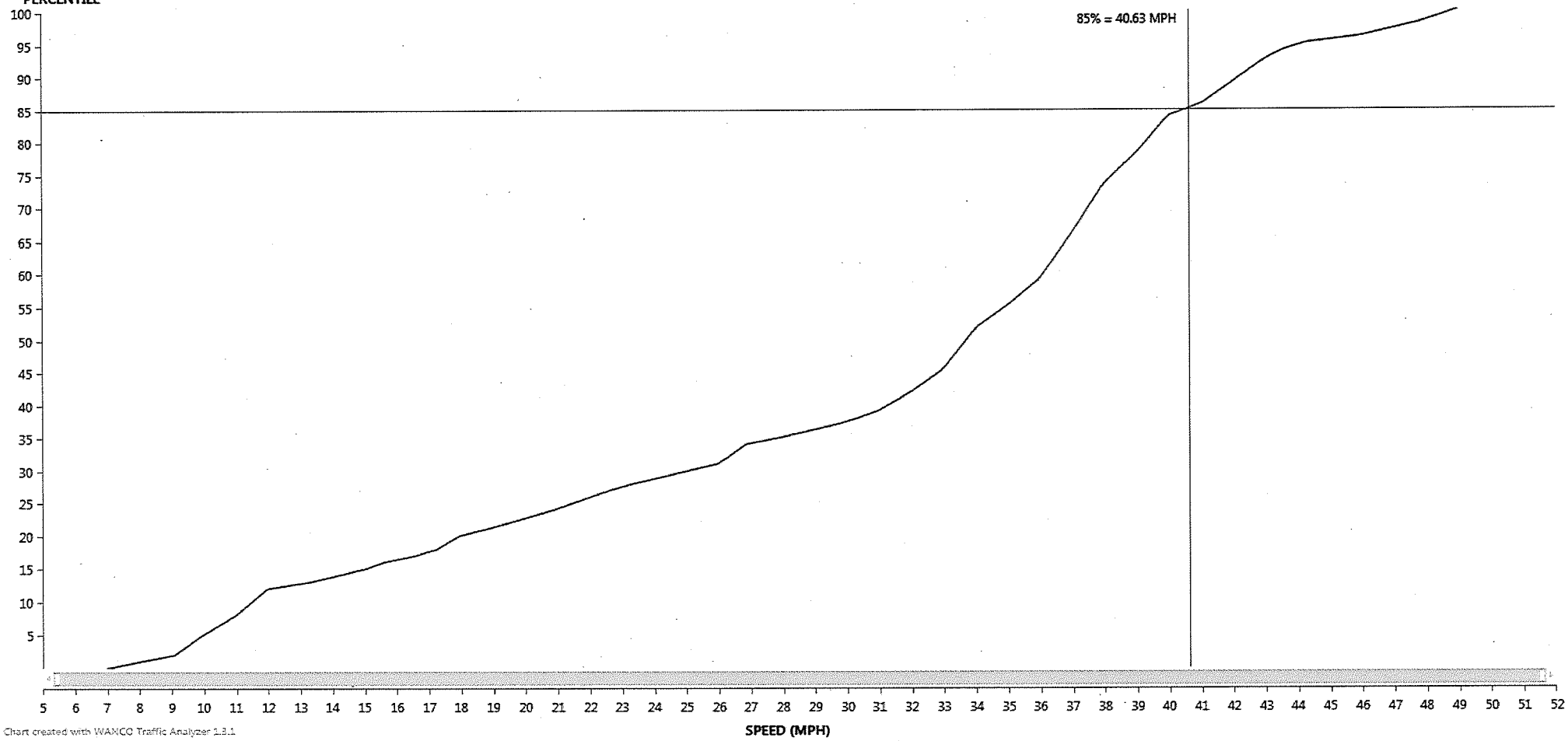


Chart created with WANCO Traffic Analyzer 1.3.1

> Vehicle Count By Speed

Speeds:	8 - 50 MPH	Start:	2017-10-04
Vehicles:	All Types	End:	2017-10-04
Directions:	Approach & Depart	Records:	146

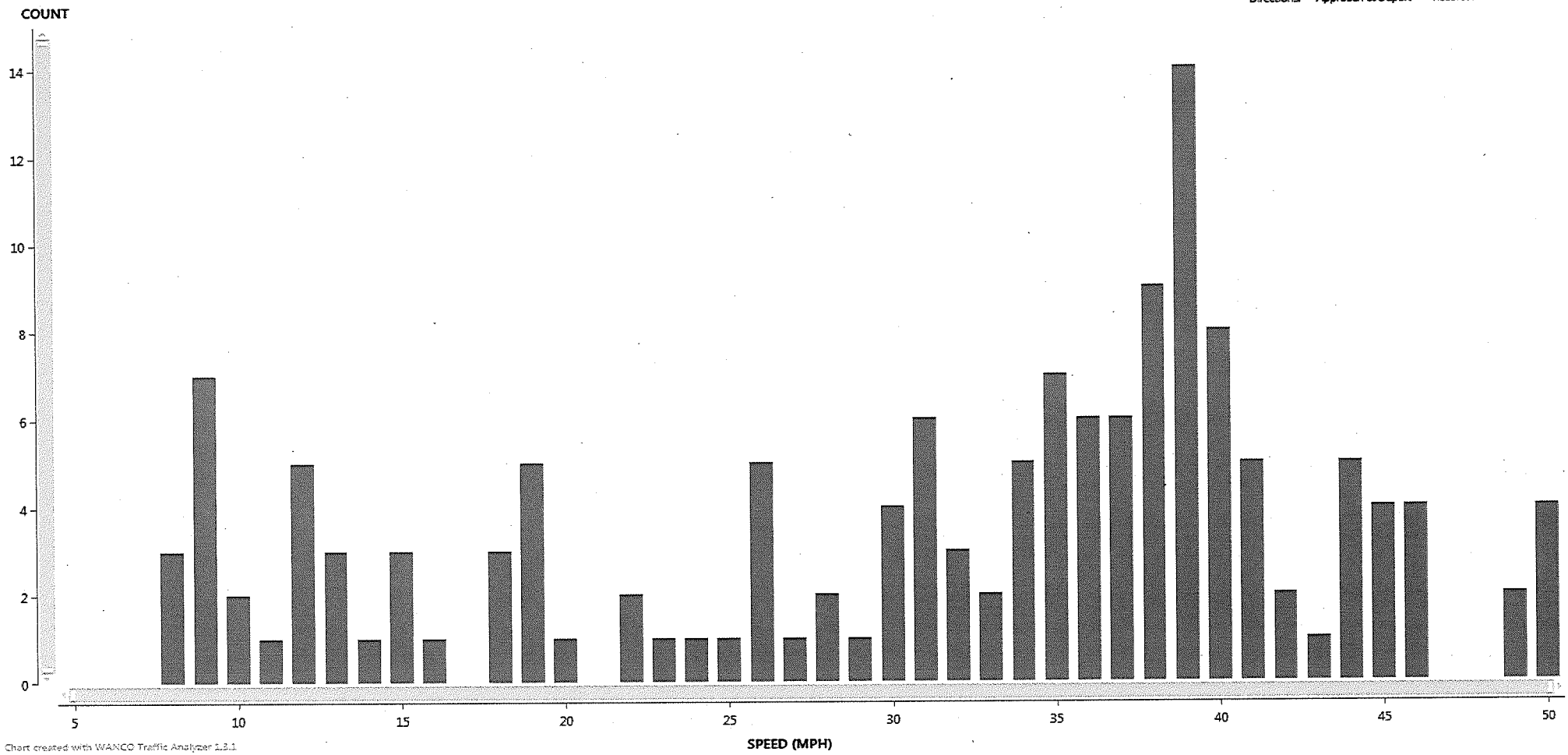


Chart created with WANCO Traffic Analyzer 1.3.1

> Average Speed By Time

Include Vehicle Count?

Speeds:	8 - 50 MPH	Start:	2017-10-04
Vehicles:	All Types	End:	2017-10-04
Directions:	Approach & Depart	Records:	146

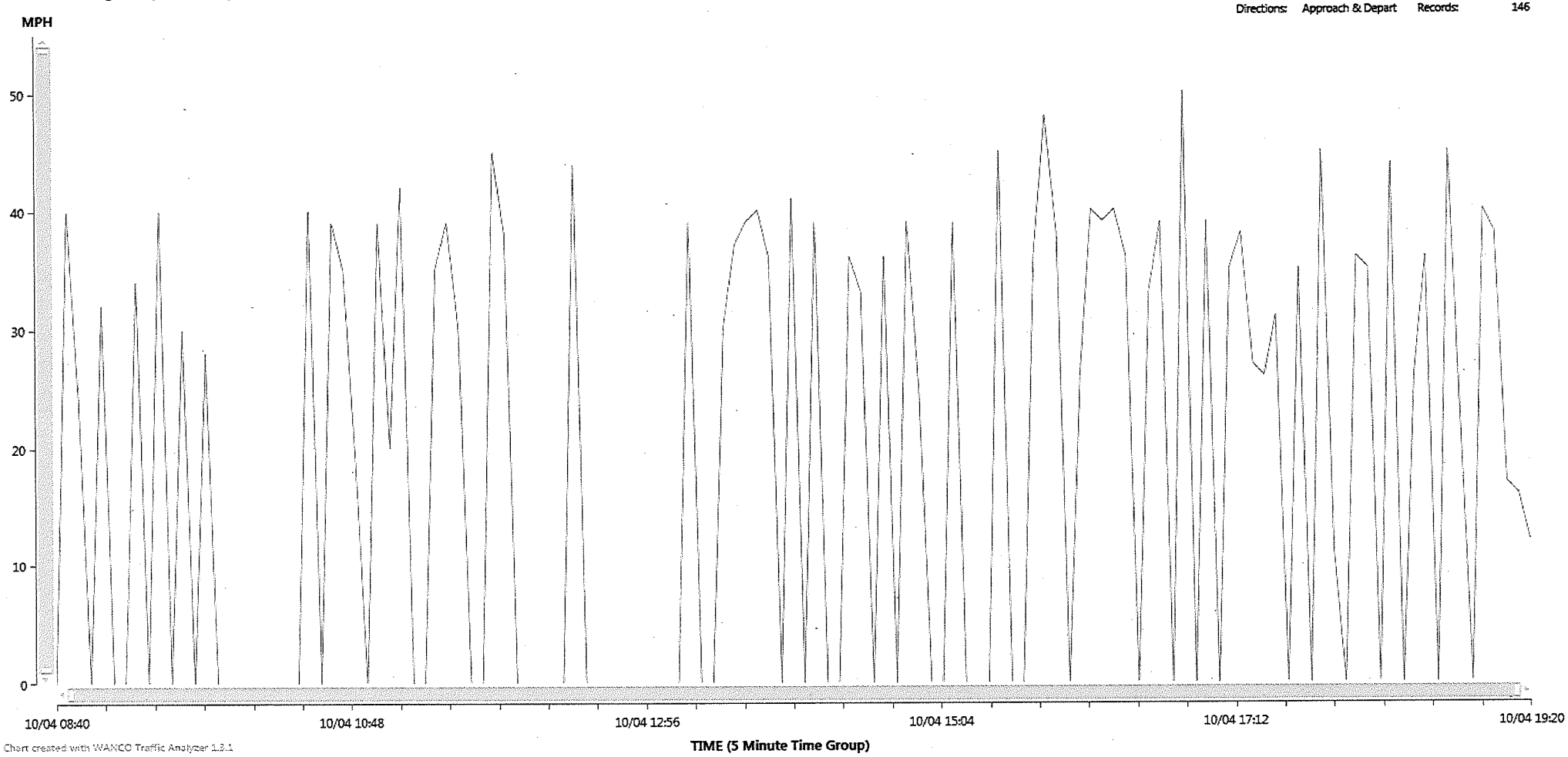
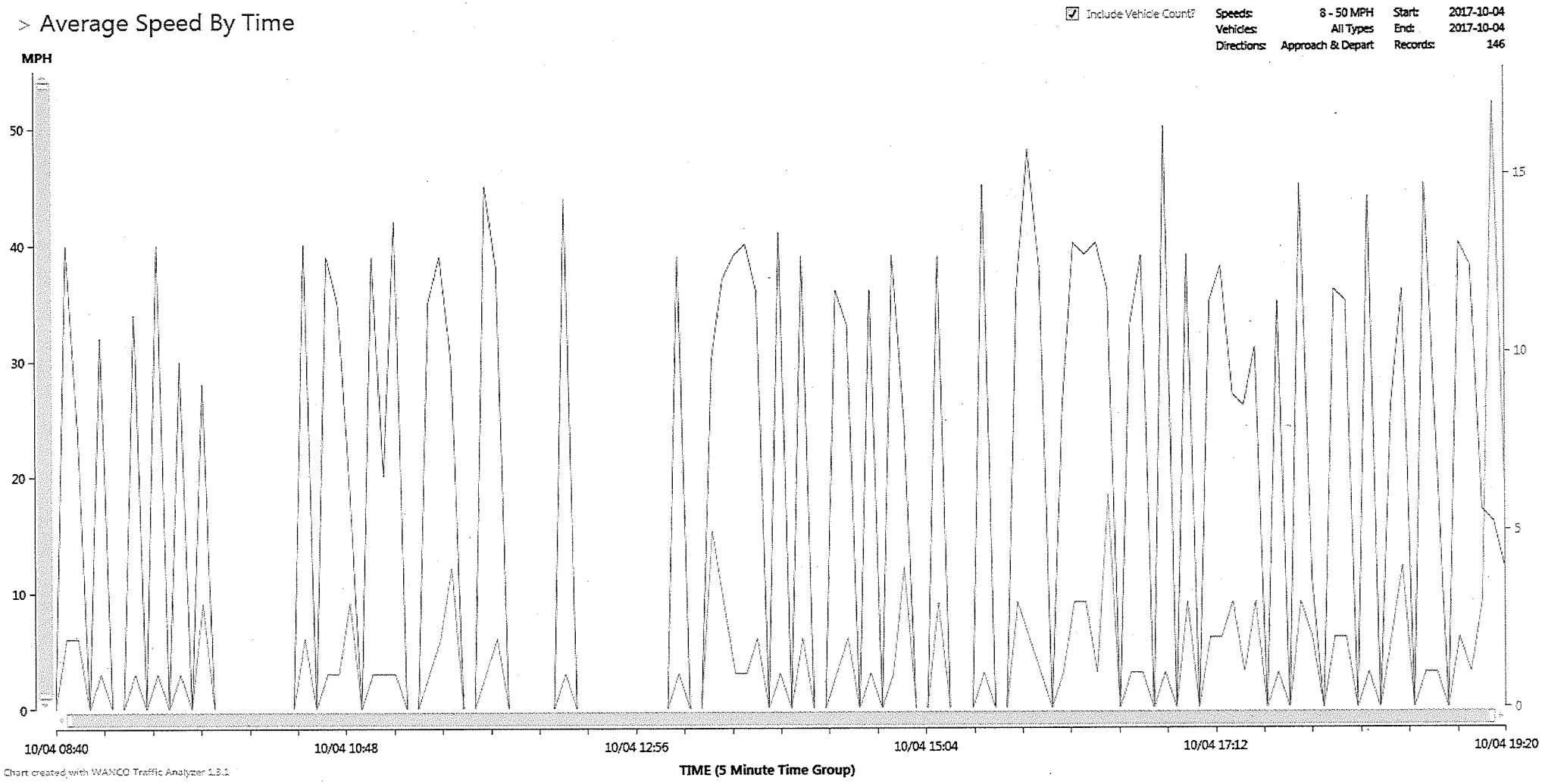


Chart created with WANCO Traffic Analyzer 1.2.1

> Average Speed By Time



> Vehicle Count By Time

Include Avg. Speed?

Speeds:	8 - 50 MPH	Start:	2017-10-04
Vehicles:	All Types	End:	2017-10-04
Directions:	Approach & Depart	Records:	146

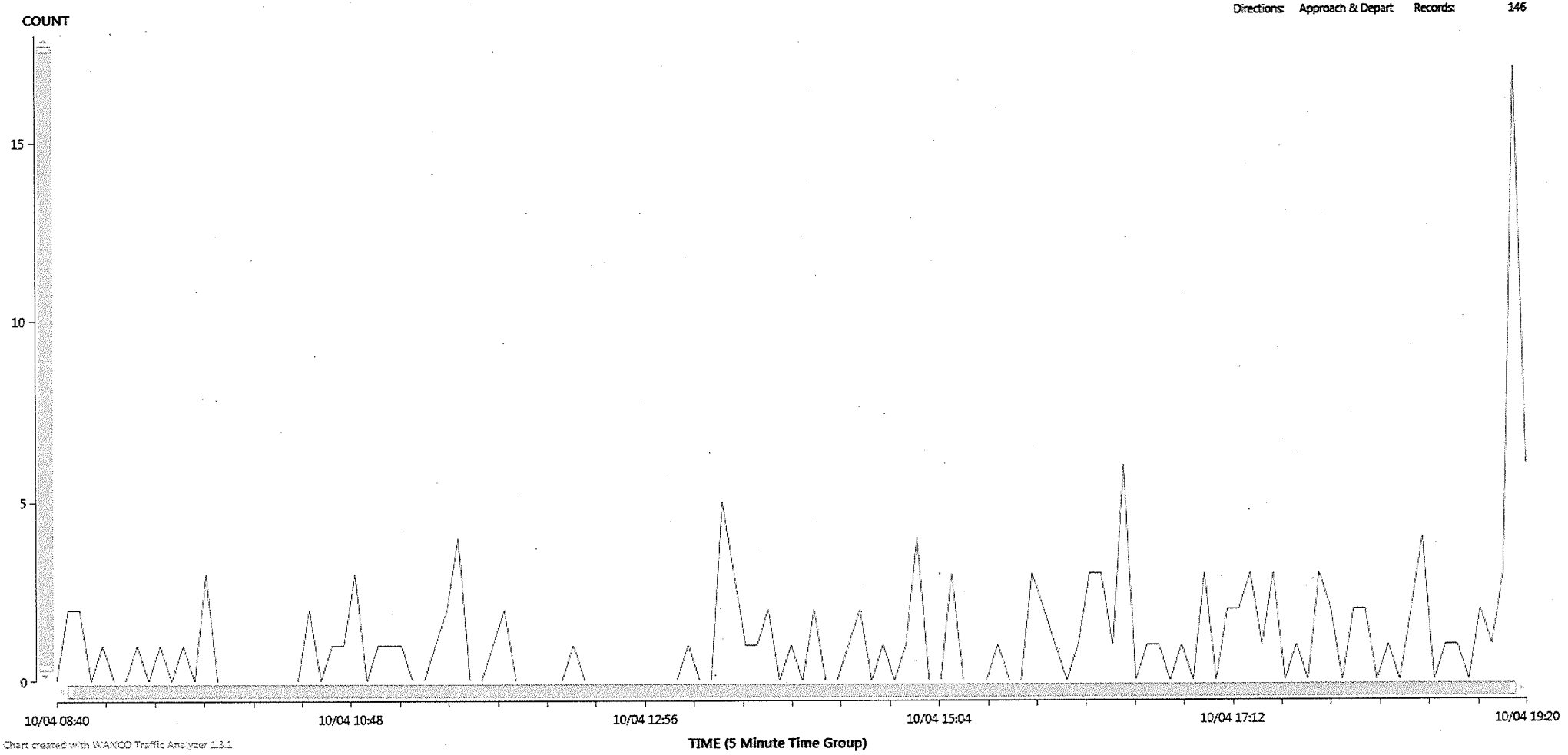
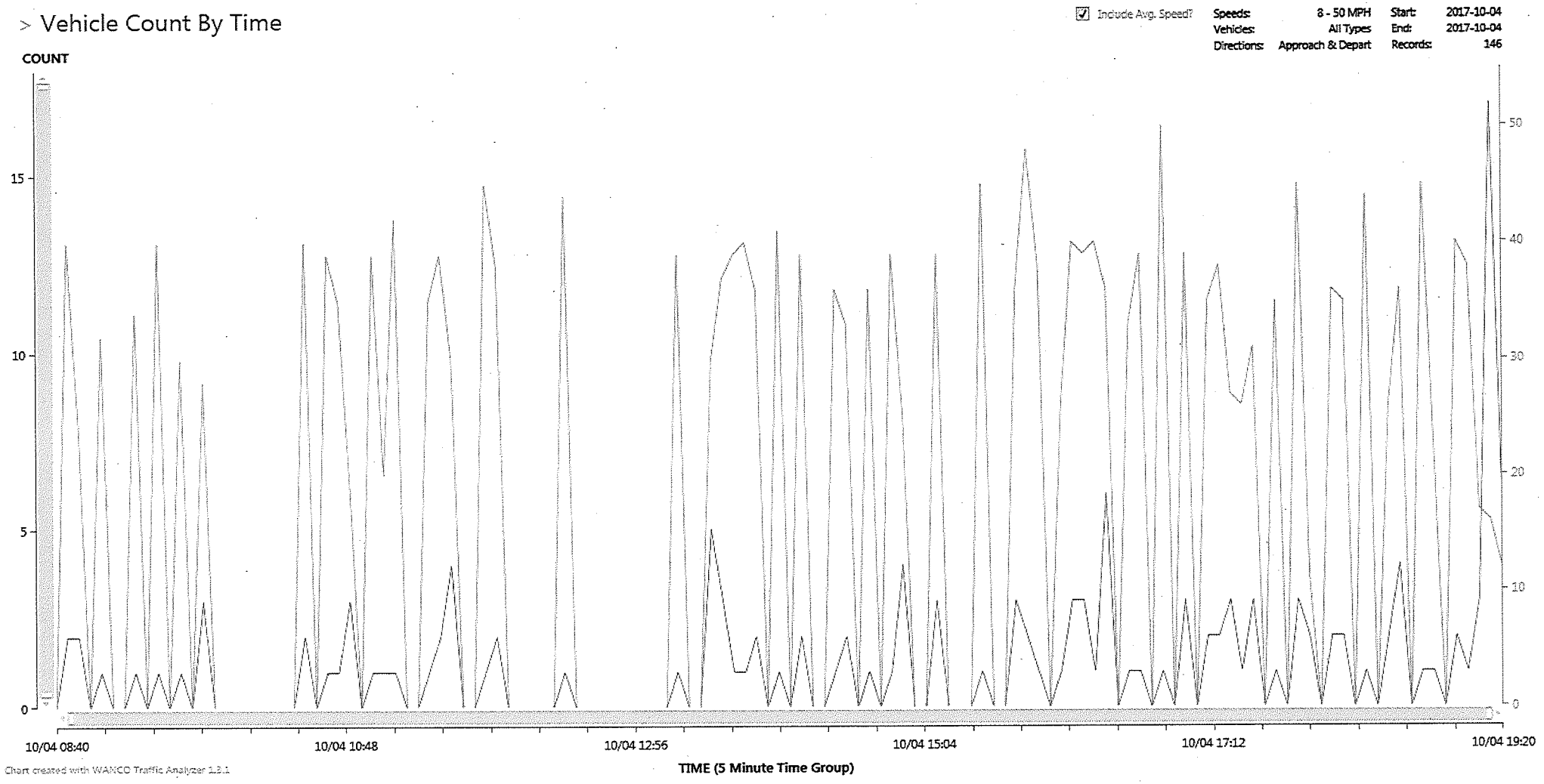


Chart created with WANCO Traffic Analyzer 1.3.1

> Vehicle Count By Time



> Percentile By Speed

Speeds:	8 - 50 MPH	Start:	2017-10-04
Vehicles:	All Types	End:	2017-10-04
Directions:	Approach & Depart	Records:	146

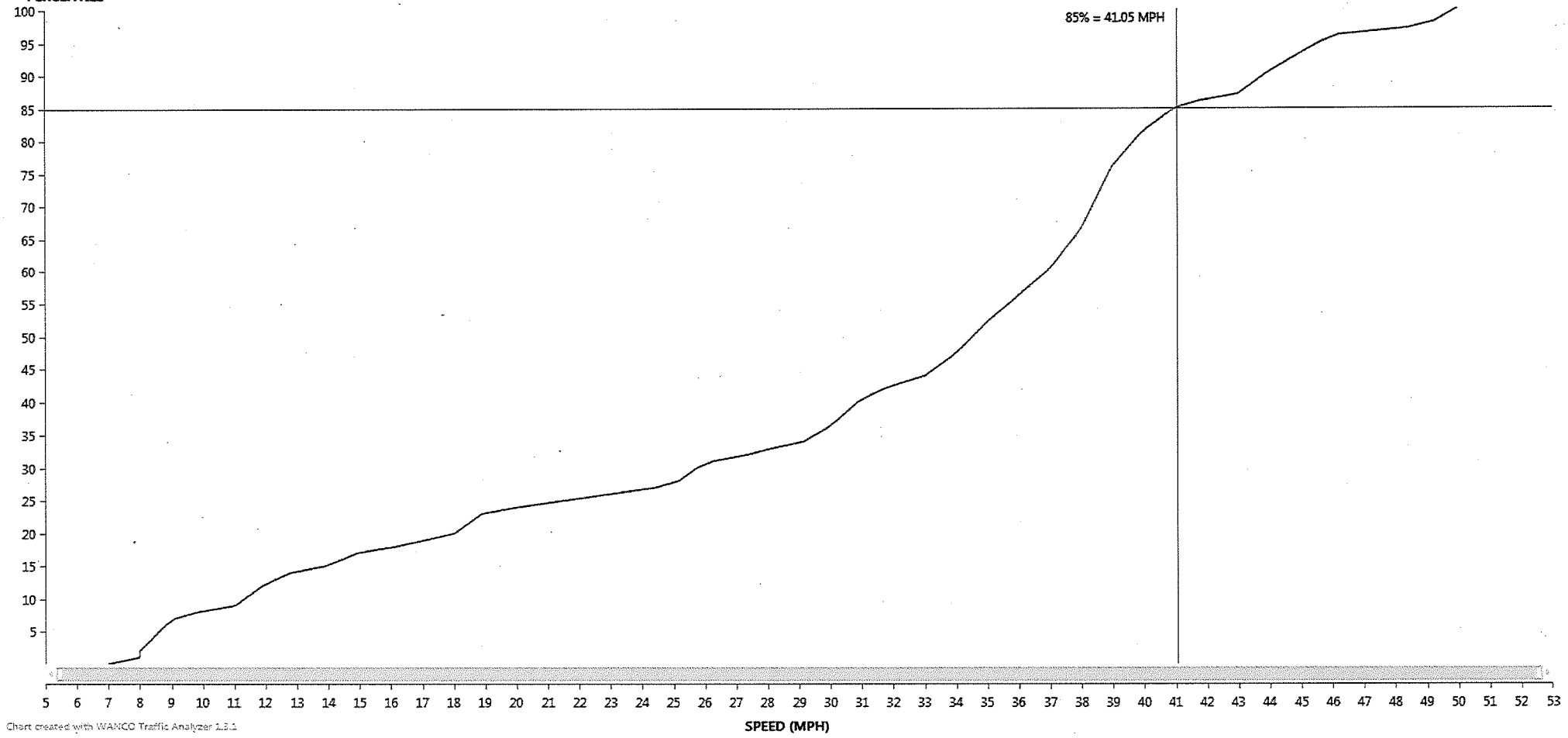


Chart created with WANCO Traffic Analyzer 1.3.1

Public Works Committee **5. 3.**

Meeting Date: 11/21/2017

Submitted For: Patrick Brama, Administrative Services

By: Patrick Brama, Administrative Services

Title:

Public Infrastructure Feasibility Study for The COR

Purpose/Background:

PURPOSE

Consider approving the attached Bolton & Menk Work Order.

BACKGROUND

The attached work order provides concept level plans and a feasibility report for all remaining needed public infrastructure in The COR. The work order is not-to-exceed $25,384. This work order is consistent with:

(A) The attached City of Ramsey EDA workplan, see tactic/ strategy #3.

The purpose of this tactic is to obtain concept/ feasibility information needed for the development of The COR. This information will be valuable for the City (help us better evaluate development proposals, help staff better negotiate development deals, help elected officials have policy discussions/ strategy discussions, help the city put together an accurate proforma for The COR, etc.). This information is needed by developers/ prospects to evaluate projects, and makes Ramsey sites more competitive (compared to sites that don't have this information available). Most prospects/ parties consider Ramsey to be the master developer for The COR, and as a result, expect the City to have this information on-hand.

(B) The work order approved by the EDA/ City Council for the Inland Group/ Affinity apartment project .

Attached is a work order that was approved by the EDA/ City Council in October. The scope of work for the Inland Group/ Affinity work order is nearly identical to the work order attached to this case. The only difference is the geographic areas being studied. The Inland/ Affinity work order was concentrated only on infrastructure located adjacent/ near said project. The attached work order finishes out the entire COR.

(C) EDA Review on 11/09.

The EDA reviewed this case on 11/09. Only three EDA members were in attendance. All three supported approval of this work order.

WORK ORDER REVIEW PROCESS

EDA, 11/09
PWC, 11/21
CCRS, 11/2

Notification:

Observations/Alternatives:

NA

Funding Source:

Staff will utilize one/ more of the following funding sources:
--The COR TIF District
--TIF District 1
--EDA Marketing Line Item
--PIR Fund

Recommendation:

Bolton & Menk has provided the City of Ramsey with similar services in the past, for the new Ramsey Business park. At that time, staff did a competitive RFP process, and selected Bolton & Menk, based on quality of services/ competitive pricing.

Considering Bolton & Menk's track record of helping staff successfully with similar projects (new business park), the fact that Bolton & Menk has completed several recent projects in The COR/ is familiar with The COR (PSD projects, Inland/ Affinity project), and that Bolton & Menk is a Ramsey business, staff is comfortable recommending Bolton & Menk be awarded this work order.

Staff would note, the Parks Commission will be considering a separate work order, from a landscape architect, to complete concept level planning for the lake Ramsey area (located in The COR). Moving the attached Bolton & Menk work order forward now will allow both studies (infrastructure and parks) to be completed at the same time, and will allow them to "talk-to-each-other" and be more cohesive/ effective.

Alternative: If the PW Committee prefers to complete a formal RFP process, staff will bring back a RFP document for approval in December (proposals would be received in January). A contract would be approved in January/ February. This would add about 45-60 days to the process.

Action:

Motion to recommend the City Council:

Authorize the attached Bolton & Menk Work Order, not to exceed $25,384, to complete concept designs and feasibility reports for all remaining public infrastructure needed in The COR.

Attachments

B&M Work Order (new, this case)

B&M Work Order (old, already approved, Inland Group)

REF Map

EDA Work Plan

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	11/16/2017 02:07 PM
Form Started By: Patrick Brama		Started On: 11/10/2017 01:24 PM
Final Approval Date: 11/16/2017		

BOLTON & MENK
Real People. Real Solutions.

7533 Sunwood Drive NW
Suite 206
Ramsey, MN 55303-5119

Ph: (763) 433-2851
Fax: (763) 427-0833
Bolton-Menk.com

October 11, 2017

Mr. Patrick Brama
Economic Development Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, Minnesota 55303

RE: City of Ramsey COR Analysis

Dear Mr. Brama:

In reviewing the COR Development Plan dated 5/15/2012, combined with development that has occurred since 2012, there appear to be several components the City may want to analyze further:

- Existing roundabout at Sunwood Drive and Ramsey Parkway,
- Bunker Lake Boulevard,
- Center Street realignment,
- Center Street intersection at Ramsey Parkway,
- Zeolite Street,
- Yolite Street,
- Peridot Street,
- Veterans Drive,
- Veterans Drive parking options,
- Earth work calculations (area south of Bunker Lake Blvd., north of Sunwood Dr., west of Center Street, and east of Armstrong Blvd.), and
- Public utilities (review existing/planned future sanitary sewer, watermain, and storm water sewer facilities to help ensure cost-effective development).

The COR area generally developed from the edges towards the center. Taking a step back to make sure the final pieces fit together appears to be a responsible next step by the City.

We have prepared the following scope of services based on adding a series of tasks to our current analysis. We essentially will review the entire COR area, with a heavier focus on the undeveloped portions.

SCOPE OF SERVICES

The expanded work scope includes:

- Receive all record drawings, GIS information and other date the City has on file for developed properties, public infrastructure and previous studies in the COR area.
- Create a base drawing based on plats, aerial photography and other information available from the City.

- Create an intelligent contour map based on information supplied by the City and supplanted with LiDAR information as needed.
- Create roadway alignments and grades for the unimproved areas of the COR.
- Review storm water routing, modeling and assumptions with the City. We don't anticipate completing further storm water analyses, only carrying concepts forward for consideration.
- Review sanitary sewer and water main routing and needs based on the comprehensive plans.
- Review property elevations for areas of future development.

Once the base map is created, and preliminary routing of roadways and alignments are completed, we'll perform a review. Based on that review, we'll meet with the City to discuss our findings.

We anticipate questions from the City based on our review and findings and will perform additional analyses as needed.

We'll finalize our analysis and present to the City a written report detailing our assumptions, findings and recommendations. We'll prepare exhibits for use as a guide for future development. In addition to the report, we anticipate delivering the following to the City:

- Drawings depicting roadway alignments and grades for the roadways to be constructed and reconstructed in the corridor. These will be considered concept level drawings, as no field survey will be completed. The drawings will be accurate to within 1 foot horizontally and 6 inches vertically.
- Cost estimates for public improvements. These will be completed using typical cost ranges for standard roadways, utilities and landscaping improvements. More detailed and thorough cost estimates can be prepared on a case by case basis as development plans become available for individual parcels. Costs will be at a preliminary level and will include construction contingencies in the range of 20 to 30 percent and administrative costs in the range of 18 to 22 percent.

We have assumed traffic analysis will include a cursory review of the area. Because these are local streets, no detailed analyses are anticipated. Intersections will most likely be all-way stops or side street stop conditions, neither of which adds significantly to public infrastructure costs.

FEES

We have prepared a fee estimate assuming this portion of the analysis will be performed in conjunction with our study of the Center Street area project.

Based on our previous work performed with the City, we estimate our fees to be as follows:

Task	Amount
Base Map Creation	$ 6,160.00
Preliminary Design of Improvements	$ 7,992.00
Cost Estimating	$ 3,336.00
Graphics (2 Exhibits)	$ 2,700.00
Report	$ 4,456.00
Meetings (2)	$ 740.00
Total Base Cost	**$25,384.00**

Because this is a conceptual analysis, we anticipate that some of the areas will need to be refined and studied further as discussions with potential developers occur. We'll continue to work with the City to update and refine graphics, estimates and attend meetings as requested. Additional work will be invoiced hourly, with any work agreed to with the City prior to proceeding.

If there are any questions or concerns, please call me at (651) 968-7760.

Sincerely,

Bolton & Menk, Inc.

Kevin P. Kielb, P.E.
Senior Project Manager

ACCEPTED BY:

_____

Kurt Ulrich
City Administrator

BOLTON & MENK
Real People. Real Solutions.

7533 Sunwood Drive NW
Suite 206
Ramsey, MN 55303-5119

Ph: (763) 433-2851
Fax: (763) 427-0833
Bolton-Menk.com

August 14, 2017

Mr. Patrick Brama
Economic Development Manager
City of Ramsey
7550 Sunwood Drive NW
Ramsey, Minnesota 55303

RE: City of Ramsey COR Analysis
Center Street Area

Dear Mr. Brama:

We appreciated the opportunity to discuss a new area of the COR that is being primed for development. Our proposal was prepared based on our conversation and our experience in working with you on the Business Park analyses.

SCOPE OF SERVICES

The work associated with this project includes preparation of a letter report, cost estimating of improvements, along with the creation of exhibits for use by the City in discussions with interested parties.

We have assumed traffic analysis will include a cursory review of the area. Because these are local streets, no detailed analyses are anticipated.

We will obtain record drawings and GIS information from the City to use for base map creation.

We will prepare Concept Layouts based upon anticipated roadway configurations as discussed with the City. The Layouts will also include public utilities, park areas and other amenities such as sidewalks and trails. The Layouts will form the basis of cost estimating for the project.

Cost estimates will be completed for the improvements. The estimates will be broken out into a logical phasing plan for use by the City.

A letter report will be prepared that discusses the improvements. The report will include the following:

Written discussion of preliminary design findings.

Preliminary cost estimates based on estimated quantities from the Concept Layouts and unit prices from bids received for similar projects.

Cost allocation scenarios after discussion with the City.

Discussion of potential phasing of improvements.

Compilation of preliminary exhibits. We anticipate exhibits will include a series of drawings depicting stages of construction/implementation, along with potential funding allocations.

FEES

Based on our work associated with the Business Park, we estimate our fees to be as follows:

Task	Amount
Base Map Creation	$ 1,440.00
Preliminary Design of Improvements	$ 1,440.00
Cost Estimating	$ 3,600.00
Graphics (6 Exhibits)	$ 4,800.00
Letter Report	$ 1,920.00
Meetings (2)	$ 740.00
Total Base Cost	**$13,940.00**

As additional options and alternatives present themselves, we'll continue to work with the City to update and refine graphics, estimates and attend meetings as requested. Additional work will be invoiced hourly, with any work agreed to with the City prior to proceeding.

If there are any questions or concerns, please call me at (651) 968-7760.

Sincerely,

Bolton & Menk, Inc.

Kevin P. Kielb, P.E.
Senior Project Manager


Sunwood
149TH AVE NW
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RAMSEY ON THE GO LIBRARY
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Veteran's Parking?
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2018 Economic Development Workplan

Purpose

Provide a functional plan that prioritizes the work of the City's economic development department and Economic Development Authority (EDA).

Objectives

1. Encourage, and plan for, growth of industrial, commercial, retail and housing opportunities
2. Foster the retention and expansion of existing Ramsey businesses
3. Support and maintain a positive local businesses environment
4. Leverage use of outside economic resources, partnerships and funding for economic development initiatives

Outcomes

1. Growth of the City's tax base
2. Growth in the City's job base
3. Improved quality of life

Tactics/ Description	*Timeline*	*Additional Resources & Tools Required*	*Key Outcomes/Metrics*
<u>(1) Business Retention & Expansion</u> The large majority of local economic growth comes from existing Ramsey businesses. The purpose of this goal is to develop and maintain positive relationships with existing Ramsey businesses (establish trust). This goal is implemented through quality customer service, businesses visits, and facilitating business events.	Ongoing	Currently Sufficient: assuming moderate customer service demand levels, sufficient resources exist to complete this tactic as proposed.	Complete 24 business visits annually. Host EDA business expo, business appreciation golf tournament, and fall networking event. Participate in Anoka County Broker Event, Anoka Ramsey Job Fair, and MN Marketing Partnership.
<u>(2) Recruit Restaurants & Retail Users</u> The desire for the City of Ramsey to establish new restaurant and retail users continuous to be a high priority for Ramsey residents and elected officials alike. Feedback from the development market is Ramsey needs more rooftops and higher traffic counts to achieve this goal. Although Ramsey continues to make good progress on rooftops and traffic counts, there is a desire to be more pro-active. The purpose of this tactic is: (A) Consider establishing a policy(ies) to provide financial incentives for said users. For example, the City had a full service restaurant subsidy program/ policy several years back. (B) Consider establishing a targeted professional information/ marketing package for said users. (C) Consider deploying staff (and CBRE) to establish/ grow relationships with developers that work directly with said target market. (D) Reconsider broker selection—is there a better broker for retail? (E) Try to define what success looks like, or what progress targets Ramsey can make? (F) Obtain annual traffic counts for The COR	2018	Currently Sufficient: assuming moderate customer service demand levels, sufficient resources exist to complete this tactic as proposed. This tactic may result in the need to create/ dedicate financial resources for incentives in the future. If dollars are needed for the developer information package, the EDA Budget (Marketing line item) can be utilized. Also, The COR TIF District (#14) is available to support this tactic.	(A) New financial incentive policy in place. (B) New information packet/ marketing packet. (C) New relationships created.

Tactics/ Description	*Timeline*	*Additional Resources & Tools Required*	*Key Outcomes/Metrics*
<u>(3) COR Development Feasibility, Pro-Forma, and Policy</u> The City of Ramsey has taken on the role of master developer for The COR. Currently, the City manages The COR, and our various COR development related discussions on a "case-by-case-basis" and with policy based on "past practice." Staff would like to develop more clarity/ intentional policy/ structure on how the City manages this project. Completion of this tactic will put the City in a stronger position to analyze/ respond to development proposals, strategize marketing efforts, and carry out budget/ policy discussions. (A) Pro-Forma: from a development perspective, the list of City obligations (expenditures) for The COR is relatively long, and at this point not well-defined. Additionally, the list of revenue streams from The COR is relatively straight forward, but have been committed informally in several instances. Staff would like to develop a formal pro-forma that outlines all anticipated expenses and all anticipated revenues for the project. (B) Feasibility Analysis: this discussion will require the City to complete a feasibility analysis for all outstanding development items to provide a clear scope of future development costs (i.e. cut/ fill, roads, storm water, community center, signs, etc.). (C) Policy Positions: this discussion also warrants the City to take policy positions on various outstanding development items (i.e. expenses) and how they will be paid for (all city, all developer, split, etc.), and roughly when various improvements will be made (now, in the future, in phases, etc.).	2018	This work will require assistance from third party professionals. <u>Feasibility Reports/ Concept Studies:</u> • infrastructure-$25,000-$75,000 • regional storm water --$15,000-$35,000 • cut & fill analysis -- $5,000-$25,000 • sign plan--$5,000-$30,000 • parking ramp(s) -- $5,000-$15,000 • community center-- $10,000-$25,000. • parks/ trails--$15,000-$40,000 • pro-forma assistance/ review from Ehlers--$5,000-$20,000. The numbers outlined above are very preliminary. Staff would like to get quotes for EDA review and/or review by other boards. Staff anticipates various funding sources to be utilized. Potentially, the University of Minnesota Resilient Communities Program may play a role in completing, or speeding up, some of this work.	Completed feasibility analysis on various outstanding pre-development items. Policy positions on various development items. Completed development pro-forma.

Tactics/ Description	*Timeline*	*Additional Resources & Tools Required*	*Key Outcomes/Metrics*
<u>(4) RALF</u> Utilize the Metropolitan Council administered, MNDOT funded, RALF (right of way acquisition loan fund) for purchasing properties needed for U.S. Highway 10 improvements in Ramsey. Update: staff received word from MnDOT/ MetCouncil in August 2017 that they will no longer accept applications for RALF from the City of Ramsey. The City must first complete their updated plan for improvements to US Highway 10 and must update their Official Map.	Ongoing	Currently Sufficient: assuming moderate customer service demand levels, sufficient resources exist to complete this tactic as proposed. In some cases, this work does require use of third party professionals	Economic Development staff will continue to work with the Metropolitan Council to purchase at least property per year. Economic Development staff will continue to work with Engineer and Planning staff to complete an updated Official Map and Highway 10 plan for Ramsey.
<u>(5) Sell Surplus City Owned Land</u> The City owns a large inventory of surplus land available for development. In 2017, the City completed a process to obtain shovel ready information for most city-owned property. Through that process staff has identified the following outstanding items: (A) Properties #37 and #45 have various potential environmental findings to further discuss and address. (B) North side of the new business park (i.e. former Legacy site) should become shovel ready. This would be a new shovel ready application.	2018	Currently Sufficient: assuming moderate customer service demand levels, sufficient resources exist to complete this tactic as proposed. This work item does require use of third-party professional services (Shovel Ready Certifications and subsequent due-diligence). TIF #1 has been identified as a funding source for this work. NOTE: the large majority of shovel-ready work was completed in 2017. This goal is nearly completed. The State of Minnesota is currently officially reviewing the City's applications for shovel ready sites. The purpose of this tactic is to keep the EDA updated on some remaining items staff is closing out.	Land sales.

Tactics/ Description	Timeline	Additional Resources Required	Key Outcomes/Metrics
(6) Business Incubator Consider utilizing the roughly 3,500 square foot vacant space on the second floor of the Ramsey Municipal Center for a business incubator program. Staff would like to kick off the process with a scoping meeting (i.e. how should we approach this task).	2018	At this point, no additional resources are being requested. Based on the scope of this project, additional resources will be needed. The City's Public Utilities Fund may be available for this project.	Decide if the City has a genuine interest in starting a business incubator. Have a general scope for what a business incubator means in Ramsey.
(7) ZIP Code In 2015, the City of Ramsey did open its doors to the first ever Ramsey substation USPS Post Office. Although this is a positive step for Ramsey, the need for an independent zip code still exists. The purpose of this tactic is to pursue an independent zip code for our community. Process: 1. Meet USPS minimum standards for obtaining a new zipcode (delivery points, deliver routes, scheme items, sectors). The City needs to submit a request for an audit. 2. USPS audit made—Ramsey either meets minimum thresholds or not. If they do, move on to step 3. 3. USPS conducts a survey of community to gather feedback/ support for a new zip code. 4. USPS grants Ramsey a new zip code.	Ongoing	No additional resources requested. Normal staff duties.	Apply again. Approval or denial of a new Ramsey zip code.

Public Works Committee **5. 4.**

Meeting Date: 11/21/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of September 2017 Comprehensive Sanitary Sewer Study Update

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of the September 2017 Comprehensive Sanitary Sewer Study Update.

Background:

Attached is an update to the City of Ramsey's 2012 Comprehensive Sanitary Sewer Study.

Also attached is the 2012 Comprehensive Sanitary Sewer Study, which was prepared with the goal of meeting the City's infrastructure needs based on development projected within the City's 2030 Comprehensive Plan.

The attached update incorporates current population and land use projections. It also addresses impacts on the City's sanitary sewer infrastructure due to development that has occurred since 2012, and due to currently proposed and projected development out to the year 2040 to be consistent with the 2040 Comprehensive Plan updates that are underway.

Key updates to the 2012 plan include:

- Estimated costs associated with infrastructure needed to serve future development areas,
- Estimations of growth and development anticipated through the year 2040, and
- Connection amounts based on estimated costs and development.

Staff is also requesting a recommendation from the Public Works Committee on whether sanitary sewer infrastructure needed to serve the 167th node, and areas to the north and east, should be incorporated into the update. Incorporating this sanitary sewer infrastructure into the update will ensure that a properly designed and coordinated sanitary sewer system will be available for future development of the 167th node, as well as for areas to the north and east. This would increase connection fees by about 5%. If this infrastructure is not included in the update (as attached), construction of sanitary sewer infrastructure needed to serve the area in and around the 167th node will occur in a less coordinated manner, and will require individual funding agreements between the City and individual developers on a development by development basis.

Staff will provide a formal presentation during the meeting.

Timeframe:

Staff estimates this case will take 20 minutes to present and respond to questions.

Observations/Alternatives:

Observations:

Estimated 2021 – 2040 costs are based on improvements shown on the maps and included in the tables within the report.

Alternatives:

Alternative #1 – Motion recommending City Council approval of the September 2017 Comprehensive Sanitary

Sewer Study Update, including the sanitary sewer infrastructure needed to serve the 167th node area.

Alternative #2 – Motion recommending City Council approval of the September 2017 Comprehensive Sanitary Sewer Study Update as attached, omitting the sanitary sewer infrastructure needed to serve the 167th node area.

Funding Source:

Costs to amend the update to include sanitary sewer infrastructure needed to serve the 167th node would be taken from the sanitary sewer enterprise funds, which was also used to pay for the attached update.

Recommendation:

Staff recommends alternative #1.

Action:

Motion recommending City Council approval of the September 2017 Comprehensive Sanitary Sewer Study Update, including the sanitary sewer infrastructure needed to serve the 167th node area.

Attachments

Sept 2017 Comp San Swr Study Update

167th Node San Swr Impacts Memo

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	11/16/2017 03:32 PM
Kurt Ulrich	Kurt Ulrich	11/16/2017 04:23 PM
Form Started By: Bruce Westby		Started On: 11/15/2017 04:21 PM
Final Approval Date: 11/16/2017		

COMPREHENSIVE SANITARY SEWER STUDY UPDATE

IN COORDINATION WITH 2040 COMPREHENSIVE PLAN UPDATE

CITY OF RAMSEY, MN

SEPTEMBER 2017

Submitted by:
Bolton & Menk, Inc.
7533 Sunwood Drive NW
Suite 206
Ramsey, MN 55303
P: 763-433-2851
F: 763-427-0833

COMPREHENSIVE SANITARY SEWER STUDY UPDATE
IN COORDINATION WITH
2040 COMPREHENSIVE PLAN UPDATE

CITY OF RAMSEY, MINNESOTA

A. PURPOSE

The purpose for this report is to update the City's 2012 Comprehensive Sanitary Sewer Study based on current population and land use projections. The 2012 Comprehensive Sanitary Sewer Study included a plan for meeting the City's infrastructure needs based on development projected within the City's 2030 Comprehensive Plan.

City staff has identified development which has occurred since the 2012 study was completed and has provided projections for development which is likely to occur in the next 23 years (Year 2040). This report evaluates the impact of the recent and projected development on the proposed sanitary sewer infrastructure implementation.

The following paragraphs present a summary of key updates to the 2012 plan. The intent is to complete the following:

- Estimate costs associated with infrastructure needed to serve future development areas,
- Provide estimations of growth and development anticipated through Year 2040, and
- Develop a connection amount based on the estimated costs and development.

B. SUMMARY OF INFRASTRUCTURE REVISIONS TO THE 2012 COMPREHENSIVE PLAN

Section 4 of the 2012 report describes the trunk infrastructure improvements needed to serve each defined subdistrict within the MUSA boundary. For this report, each subdistrict was reviewed and revisions were made to the required infrastructure based on:

- Improvements made over the last 5 years, and
- Considerations of improvements required.

Through discussions with the City, we were able to determine the improvements made within each subdistrict over the last 5 years. We also made revisions based on anticipated development patterns and anticipated future needs. The following paragraphs describe the revisions made within each subdistrict to allow us to quantify the total improvement costs throughout the City. We attached the updated 2017 "Proposed Trunk Sewer Extensions" map showing the subdistricts and the proposed trunk sewer extensions.

1. Subdistrict M3

This subdistrict is located in the Southwest corner of the City, south of Highway 10. The primary sewer crossing of Trunk Highway 10 has been completed and was removed from the figure and cost estimate. The Bower's Drive NW trunk sanitary sewer line has been converted from a trunk facility to a lateral sewer line. This line was removed from the 2017 proposed trunk sewer extensions as it is now anticipated to serve the area as a standard lateral line. All trunk line project costs have been updated to 2017 unit prices.

2. Subdistrict M4

This subdistrict is located north of Highway 10 and west of Armstrong Boulevard. The trunk sanitary sewer facilities have been modified to reflect the findings of the 2015 Future Business Park study that was completed for this area of the City. Lift station MLS-5 was added to the improvements required for this subdistrict. All project costs have been updated to 2017 unit prices.

Because portions of these improvements have been, or are programmed to be constructed in 2017, we included some in the Capital Improvement Plan and others in the future improvements plan.

3. Subdistricts R21 Through R25

These subdistricts are located north of Trott Brook in the north central portion of the City. No layout revisions to these trunk extensions were made. All trunk line project costs have been updated to current 2017 unit prices.

4. System Extension for 167th Avenue Future MUSA Study Area

The Future MUSA Study Area identifies an area to better understand the feasibility of extending a trunk sewer line to the 167th Avenue/Saint Francis Boulevard (TH 47) land use node. Municipal Water service exists to the area, but Sanitary Sewer does not. The City has a land use goal to revitalize this node and surrounding area, and the availability of Sanitary Sewer is a major variable in future land use decisions. The MUSA boundary does not currently include this area. Findings from this study area will be utilized to influence the City's 2040 Comprehensive Plan Update and discussions with private developers currently proposing certain land use scenarios.

C. TRUNK SANITARY SEWER SYSTEM COSTS

Attached are the updated cost estimates related to the above revisions, totaling $7,571,929. These costs include 25% for indirect costs such as administration, engineering, legal and financing. Additionally, we have included a 20% contingency for unforeseen improvements which may be required during the study period, for a total cost of $9,086,315 in 2017 dollars.

The City's current Capital Improvement Plan was used to determine expenditures for the years 2017 to 2020. For the years 2021 to 2040, the above described costs were spread evenly over the 20 year period, while being inflated at a rate of 3% per year.

D. DEVELOPMENTAL IMPACT ON THE COMPREHENSIVE SANITARY SEWER STUDY

Actual and projected development within the City of Ramsey since the 2012 Comprehensive Sanitary Sewer Study are summarized as follows:

- Actual Total Connections from 2012-2015 are as follows:
  - 2012: 295
  - 2013: 164
  - 2014: 66
  - 2015: 258
  - Avg: 196

- Projected development rates used in 2012 study (through 2030) were as follows:
  - 260 Residential Units/Year (25% High Density)
  - 25 Commercial/Industrial Acres/Year
- Projected development rates (through 2040) are anticipated to be as follows:
  - 160 Residential Units/Year (50% High Density)
  - 10 Commercial/Industrial Acres/Year

The projected Residential development rate was lowered by 38.5% to 80 Units/Year, the projected Commercial/Industrial development rate was lowered by 15 Acres/Year (-60%), while the projected number of high density units increased from 65 Units/Year to 80 Units/Year (+23%).

Based on these considerations, the Residential Equivalent Units (connections) is conservatively estimated at 160 per year.

The 2017 sewer connection charge is $1,154 per residential unit and $3,475 per commercial/industrial acre.

E. ANALYSIS

Many factors impact the actual fee required to sustain and expand the trunk sanitary sewer facilities. We have included a more comprehensive spreadsheet analysis of the sanitary sewer expenses and revenues. Assumption made in the spreadsheet are:

- Anticipated revenue from utility billings of $1,528,683 were used for 2017 and then inflated at 1% per year.
- Trunk Connection charges and SAC fees were set at $1,154 and $2,485 for 2017 and then inflated at 2.5% per year.
- Operating expenses were set at $1,014,301 for 2017 and then inflated at 3% per year.
- Capital expenditures for 2016 to 2020 were taken from the City's current Capital Improvement Plan.
- Capital expenditures for 2021 to 2040 was determined as described in Section 3 of this report.

The information provided in this report should be considered when setting sanitary sewer connection charges within the City.

2040 MUSA - Trunk Sanitary Sewer System Improvements (2021 - 2040)

DISTRICT	LOCATION	SIZE (IN.)	LENGTH (FT.)	COST PER FOOT*	LIFT STATION	COST
M3	MLS-2				$393,928	$393,928
	MLS-2 to MH-11A	12" FM	1750	$124		$216,660
	MLS-2 to MH-9A	18"	3600	$259		$931,921
				TOTAL M3 DISTRICT		**$1,542,510**
M4	MLS-5		(Constructed 2017. Included in CIP)			$0
	MH-92 to MLS-5	12"	1000	$146		$146,316
	MLS-5 to MH-9	6" FM	(Constructed 2017. Included in CIP)			$0
	MH-9 to MH-10A	18"	(Constructed 2017. Included in CIP)			$0
				TOTAL M4 DISTRICT		**$146,316**
R1	MH-89 to MH-92	21"	1300	$326		$424,317
				TOTAL R1 DISTRICT		**$424,317**
R23, 24 & 25	RLS-8				$343,280	$343,280
	RLS-8 to MH-82	8" FM	720	$90		$64,829
	RLS-8 to MH-82	8" FM Jacking	80	$281		$22,510
	RLS-8 to MH-84A	10"	4400	$129		$569,507
	RLS-8 to MH-83A	12"	2500	$146		$365,790
	MH-83A to MH-83	10"	2700	$129		$349,470
				TOTAL R23, 24 & 25 DISTRICT		**$1,715,388**
R21 & 22	MH-79 to MH-78	10"	5100	$129		$660,111
	MH-81 to MH-79	12"	900	$146		$131,685
	MH-81 to MH-82	18"	3900	$259		$1,009,581
	RLS-3 to MH-81	18"	850	$259		$220,037
				TOTAL R21 & 22 DISTRICT		**$2,021,414**
RLS-3	RLS-3				$241,984 (upgrade existing LS)	$241,984
				TOTAL RLS-3 DISTRICT		**$241,984**
FUTURE MUSA STUDY AREA						
RLS-9	RLS-9				$500,000	$500,000
	RLS-9 to MH-14	8" FM	10000	$98		$980,000
				TOTAL RLS-9 DISTRICT		**$1,480,000**
					SUB-TOTAL	**$7,571,929**
					20% CONTINGENCY FOR UNFORSEEN IMPROVEMENTS	**$1,514,386**
					TOTAL IMPROVEMENT COSTS	**$9,086,315**
					AVERAGE YEAR FOR 20 YEARS (2017 DOLLARS)	**$454,316**
					INFLATED AT 3% PER YEAR TO YEAR 2021	**$511,336**

* INCLUDES 25% INDIRECT COSTS

Sanitary Sewer System Rate Impact Summary
City of Ramsey, Minnesota
9/15/2017

	Actual 2016	Projected / Actual 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2030	Projected 2035	Projected 2040
Beginning Balance		**10,730,177**	**10,731,811**	**9,894,880**	**10,774,551**	**11,199,678**	**11,565,438**	**11,909,244**	**12,229,589**	**12,524,903**	**13,566,487**	**13,375,837**	**11,944,107**
Sanitary Sewer System Revenue													
Billings and Interest													
From Utility Billings (2016 is based on current activity and inflated 1% per year to 2040)		1,528,683	1,543,970	1,559,410	1,575,004	1,590,754	1,606,661	1,622,728	1,638,955	1,655,345	1,739,784	1,828,530	1,921,804
Internal Loan to offset Muni Center Debt beginning year 2010-2029 @ 2%		47,814	48,770	49,746	50,741	51,755	52,791	53,846	54,923	56,022			
Interal loan to offset RTC land Purchase - 10 Year @ 2% (When land proceeds received)		-	-	-	-	-	-	-	-	-			
Interest Earnings		107,302	160,977	148,423	161,618	167,995	173,482	178,639	183,444	187,874	203,497	200,638	179,162
Total Billings and Interest		**1,683,799**	**1,753,717**	**1,757,578**	**1,787,362**	**1,810,504**	**1,832,933**	**1,855,213**	**1,877,322**	**1,899,240**	**1,943,281**	**2,029,168**	**2,100,965**
SAC and Connection Charges													
New Customers (REUs)		**160**	**160**	**160**	**160**	**160**	**160**	**160**	**160**	**160**	**160**	**160**	**160**
Residential Connection (Trunk) Fees per Connection (Actual 2016 value and then inflated at 2.5% per year to 2040)		**1,154**	1,183	1,212	1,243	1,274	1,306	1,338	1,372	1,406	1,591	1,800	2,036
Residential Sewer Availability Charge (SAC) (Actual 2016 value and then inflated at 2.5% per year to 2040)		**2,485**	2,547	2,611	2,676	2,743	2,812	2,882	2,954	3,028	3,426	3,876	4,385
Trunk Revenue (Based on 2016 activity) (2017 to 2040 based on 160 REUs per year)		184,640	189,256	193,987	198,837	203,808	208,903	214,126	219,479	224,966	254,528	287,975	325,818
SAC Revenue (1% of Total) (Based on 2016 activity) (2017 to 2040 based on 160 REUs per year)		3,976	4,075	4,177	4,282	4,389	4,498	4,611	4,726	4,844	5,481	6,201	7,016
Total SAC and Conenction Fees		**188,616**	**193,331**	**198,165**	**203,119**	**208,197**	**213,402**	**218,737**	**224,205**	**229,810**	**260,009**	**294,177**	**332,834**
Sanitary Sewer System Expenses													
Operating Expenses (Personal Services, Supplies, Other Services & Charges) Based on 2016 Activity and inflated at 3% per year from 2017 to 2040)		**(1,014,301)**	**(1,044,730)**	**(1,076,072)**	**(1,108,354)**	**(1,141,605)**	**(1,175,853)**	**(1,211,128)**	**(1,247,462)**	**(1,284,886)**	**(1,489,535)**	**(1,726,780)**	**(2,001,811)**
CIP Projects-Sewer Utilities													
Bunker Lake Boulevard Trunk Sanitary Sewer		(105,658)											
Utility Truck(s)		(25,000)	(23,500)										
Puma Street Trunk Sanitary Sewer and Lift Station		(725,822)											
Abandon Wildlife Sanctuary Lift Station					(352,000)								
Public Works Campus			(1,715,750)										
Fire Station #1 Sanitary Sewer					(60,000)								
Abandon Liftstation River Pines					(45,000)								
Armstrong Boulevard Extend Sewer to Riverdale													
TOTALS Note: CIP Project 2021 to 2040 ($505,980/Year in 2017 Dollars. Inflated 3%/Year.)	**-**	**(856,480)**	**(1,739,250)**	**-**	**(457,000)**	**(511,336)**	**(526,676)**	**(542,476)**	**(558,751)**	**(575,513)**	**(667,178)**	**(773,442)**	**(896,631)**
Remaining Working Capital Balance	**10,730,177**	**10,731,811**	**9,894,880**	**10,774,551**	**11,199,678**	**11,565,438**	**11,909,244**	**12,229,589**	**12,524,903**	**12,793,554**	**13,613,065**	**13,198,960**	**11,479,464**

*** This fund is created to offset the repairs of lines. The city currently has over $21,000,000 of sewer lines (per 2013 audit) which includes over $5.8M of accumulated depreciation

Indicates adjustable values

CITY OF RAMSEY
MINNESOTA

FIGURE 1

PROPOSED 2040 SERVICE AREAS
COMPREHENSIVE SANITARY SEWER PLAN
PROPOSED TRUNK SEWER EXTENSIONS

SEPTEMBER 2017

R24
R21
R23
R25
R22
RLS-8
RLS-1
RLS3
RLS9
R1
R2
R19
MLS-5
M4
M3
MLS-2
10"
12"
18"
21"
24"
30"
8"

N

0 1000 2000
SCALE FEET

LEGEND

- RUM RIVER SEWER DISTRICT
- MISSISSIPPI RIVER SEWER DISTRICT
- NORTH TROTT BROOK MISSISSIPPI RIVER DISTRICT
- NORTH TROTT BROOK RUM RIVER DISTRICT
- TRUNK SEWER IN PLACE
- 2030 MUSA
- FUTURE MUSA STUDY AREA
- PROPOSED TRUNK SEWER
- PROPOSED FORCEMAIN
- PROPOSED MH
- PROPOSED LIFT STATION
- EXISTING TRUNK SEWER
- EXISTING LATERAL SEWER
- EXISTING FORCEMAIN
- EXISTING LIFT STATION

NOTE:
The information for this map was obtained from various sources of existing maps, construction plans, and City records, some of which were prepared by others. While this information is believed to be reliable Bolton & Menk, Inc. is not responsible for its accuracy nor for errors or omissions which may have been incorporated into this document as a result.

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H:\RAMS\R161100561\CAD\2040_PROPOSED SEWER PLAN - 2016 UPDATED.DWG 10/21/16 2:58 PM

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To: Patrick Brama, City of Ramsey

From: Kevin P. Kielb, P.E

Date: September 19, 2017

RE: Sewer Service to 167th Area

BACKGROUND

We have completed the Sanitary Sewer and Watermain Plan Updates to be used in coordination with the City's 2040 Comprehensive Plan update. A question arose related to the impacts of providing service to the 167th Area, known in previous studies as the NE Expansion Area.

There are a few key considerations related to the updates we completed:

- Revenue generation considered billings to existing users, along with connection fees and Availability Charges for undeveloped parcels.
- Expenses included costs associated with extending trunk facilities to undeveloped areas.
- The sewer system was designed to ensure all parcels within the City could connect to the system, if they desired (both developed and undeveloped).
- While the 167th Area Improvements will be required to serve the undeveloped parcels in that area, it will also be required to serve the developed properties if they ever want to connect.

The spreadsheet contained in the update is very dynamic and considers both short term and long term improvements across the entire City. Balancing and averaging occurs in the spreadsheet to account for peaks and lows in connections and required improvements. This is completed to give the City an indicator of whether or not the fund is sustainable based on the current charges and fee structure.

The projections for future connections to the system include all areas of the City, including the 167th Area. Without this area included in the projections, the total number of future connections may decrease by the total number of connections available in that area, or by a percentage of that number.

To gain a general understanding of how that area might impact the entire analysis, we completed a somewhat empirical analysis to provide an idea of how the 167th Area impacts the charges and fees.

ANALYSIS

We looked at costs of improvements and available Residential Equivalent Connections (REC) with and without the 167th Area. For reference, from past studies, a REC is calculated as follows:

- The base unit is a residential dwelling and is equal to 1 REC.
- A High Density Residential connection is equal to 0.7 RECs per unit.
- Commercial and Industrial areas are equal to 3.01 RECs per acre.

The total of all of the undeveloped areas within the City, INCLUDING the 167th Area, has the potential of an additional 4572 RECs. The estimated present day costs of all improvements needed to serve these

areas is $10,119,600, which includes a 20% contingency for unforeseen improvements that may be needed for the system. Dividing the total costs by the total connections yields a value of $2,213.

The total of all of the undeveloped areas within the City, EXCLUDING the 167th Area, has the potential of an additional 3984 RECs. The estimated present day costs of all improvements needed to serve these areas is $8,343,600, which includes a 20% contingency for unforeseen improvements that may be needed for the system. Dividing the total costs by the total connections yields a value of $2,094.

Based on this analysis, the connection charge increases in the range of 5% with the inclusion of the 167th Area connections and improvements.

Public Works Committee **5. 5.**

Meeting Date: 11/21/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of September 2017 Comprehensive Water System Study Update

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of the September 2017 Comprehensive Water System Study Update.

Background:

Attached is an update to the City of Ramsey's 2012 Comprehensive Water System Study.

Also attached is the 2012 Comprehensive Water System Study, which was prepared with the goal of meeting the City's infrastructure needs based on development, projected within the City's 2030 Comprehensive Plan.

The attached update incorporates current population and land use projections. It also addresses impacts on the City's water system infrastructure due to development that has occurred since 2012, and due to currently proposed and projected development out to the year 2040 to be consistent with the 2040 Comprehensive Plan updates that are underway.

Key updates to the 2012 plan include:

- Estimated costs associated with infrastructure needed to serve future development areas,
- Estimations of growth and development anticipated through the year 2040, and
- Connection amounts based on estimated costs and development.

Staff will provide a formal presentation during the meeting.

Timeframe:

Staff estimates this case will take 15 minutes to present and respond to questions.

Observations/Alternatives:

Observations:

Estimated 2021 – 2040 costs are based on improvements shown on the maps and included in the tables within the report.

Alternatives:

Alternative #1 – Motion recommending City Council approval of the September 2017 Comprehensive Water System Study Update.

Alternative #2 – Motion of other.

Funding Source:

No costs are associated with this request.

Recommendation:

Staff recommends alternative #1.

Action:

Motion recommending City Council approval of the September 2017 Comprehensive Water System Study Update.

Attachments

Sept 2017 COmp Water Sys Study Update

2012 Comp Water System Study

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	11/16/2017 04:16 PM
Kurt Ulrich	Kurt Ulrich	11/16/2017 04:23 PM
Form Started By: Bruce Westby		Started On: 11/15/2017 04:22 PM
Final Approval Date: 11/16/2017		

COMPREHENSIVE WATER SYSTEM STUDY UPDATE

IN COORDINATION WITH 2040 COMPREHENSIVE PLAN UPDATE

CITY OF RAMSEY, MN

SEPTEMBER 2017

Submitted by:
Bolton & Menk, Inc.
7533 Sunwood Drive NW
Suite 206
Ramsey, MN 55303
P: 763-433-2851
F: 763-427-0833

COMPREHENSIVE WATER PLAN UPDATE
IN COORDINATION WITH
2040 COMPREHENSIVE PLAN UPDATE

CITY OF RAMSEY, MINNESOTA

A. PURPOSE

The purpose for this report is to update the City's 2012 Comprehensive Water Plan based on current (2017) population and land use projections. The 2012 Comprehensive Water Plan included a plan for meeting the City's needs based on development projected within the City's 2030 Comprehensive Plan. The 2012 Comprehensive Water Plan outlined infrastructure needs and included an implementation schedule based on the anticipated development.

City staff has identified development which has occurred since the 2012 study was completed and has provided projections for development which is likely to occur in the next 23 years (Year 2040). This report evaluates the impact of the recent and projected development on the proposed schedule for water infrastructure implementation.

Typically water system improvements are funded through a combination of Water Availability Charges, trunk charges, and water usage fees. We have prepared one option for funding the water system which should be reviewed and discussed with the City's financial advisor prior to setting or adjusting any charges or fees.

B. SUMMARY OF INFRASTRUCTURE REVISIONS TO 2012 COMPREHENSIVE PLAN

Infrastructure expenditures were based on the City's Capital Improvement Plan for the years 2017 to 2020. We also identified several capital improvement projects which will need to be implemented between 2021 and 2040.

1. Water Distribution System

The water distribution system is depicted on Figure 1. Water wells, towers and existing and proposed water mains are shown on the graphic. A summary of revisions (when compared to the 2012 map) is as follows:

1. Removed both alternative Water Treatment Facility locations and related surface water pipes.
2. Updated the existing water main locations to match the current City water map.
3. Loop #1
    a. Revised to reflect the Bowers Drive water main as a lateral main rather than a trunk facility.
    b. Added a loop along Puma Street and Alpine Drive.
    c. Added a water main on Riverdale Drive, west of Armstrong Boulevard to complete the loop in that area.
    d. Removed the small loop east of Armstrong Boulevard on 142nd Avenue.
    e. Revised the segment east of Armstrong Boulevard, on Riverdale Drive, from proposed to existing.
4. Loop #4 was revised to connect from one existing 12" main to another. The southern existing 12" pipe appears to have been installed since the 2012 report.

5. Loop #6 was added to the map. This is proposed work to be completed next summer.

We have included a table depicting the costs of the improvements in the areas described at the back of this report.

2. Water Supply Wells and Storage

Development projections from 2012 indicated a new water supply capacity would be required by 2019. With the updated development data, new water supply is now projected to be required by 2022.

Construction of new wells in 2023 and 2028 will provide adequate capacity to the year 2040 based upon projected growth rates.

In order to determine a viable location for a new well, and potential for additional water supply options utilizing groundwater sources, a well location study should be undertaken beginning in 2017.

The following capital costs, presented in 2017 dollars, should be expected for the water system:

- A new water supply well and pumphouse in 2023 at $1,500,000,
- A new water supply well and pumphouse in 2028 at $1,500,000, and
- Water tower rehabilitation in 2030 at $2,000,000.

Additionally, $100,000 per year for the years 2021 through 2028 should be allocated for well service and pump maintenance.

Water tower 3 is anticipated to need rehabilitation in approximately 2030. Approximately $2,000,000 will be required for this work.

3. Water Treatment Facility

In the 2012 report, a water treatment facility was identified as a means of water supply. This was intended to be a surface water treatment facility that drew raw water from the Mississippi River. Based on current discussions with regulatory agencies, there is the potential to provide more water to the system through the addition of wells. In the 2017 report, the treatment facility was removed.

A new treatment facility was added to the 2017 report to provide greater water quality than exists from the untreated well water current used in the City. The construction of the facility will depend on several factors, including: needs of business and industrial users, and acceptability of the water by residents of the community. The water treatment facility is depicted as being constructed in 2027 and 2028 at a cost of $24,000,000. The actual timing of the construction of the facility is undetermined at this time.

C. TRUNK WATER MAIN COSTS

Attached are updated cost estimates related to the water distribution system improvements, totaling $6,574,097. These costs include 25% indirect costs such as administration, engineering, legal and financing. Additionally, we have included a 20% contingency for unforeseen improvements which may be required during the study period, for a total cost of $7,888,916 in 2017 dollars.

The City's current Capital Improvement Plan was used to determine expenditures for the years 2017 to 2020. For the years 2021 to 2040, the above costs were spread evenly over the 20 year period, while being inflated at a rate of 3% per year.

D. DEVELOPMENTAL IMPACT ON COMPREHENSIVE WATER PLAN

Population and Growth

Actual and projected development within the City of Ramsey since the 2012 Comprehensive Water Plan was developed are summarized as follows:

- Connections from 2012-2015 are as follows:
  - 2012: 295
  - 2013: 164
  - 2014: 66
  - 2015: 258
  - Avg: 196
- Projected development is as follows:
  - 160 Residential Units/Year, (50% High Density)
  - 10 Commercial/Industrial Acres/Year
  - 567 Residential Units in NE Expansion Area

The development projections above are projected to occur from 2016 to 2040. The total projected number of new units to be served by the water system, after a high density unit adjustment of 0.7 per high density unit, is 3831 units. This represents an average of 160 units per year will be developed. The attached Table 1 provides a summary of both the 2012 comprehensive Water Plan population and water demand projected, and the updated projections based on new development information.

E. ANALYSIS

Our detailed analysis (depicted on a spreadsheet at the back of this report) provides an evaluation of the impact of development and proposed improvements on the current rate structure. The following assumptions were made for the analysis:

- Capital expenditures for 2017 to 2020 were taken from the City's current Capital Improvement Plan.
- Capital expenditures for the years 2021 to 2040 were based on assumptions described in Sections B and C above.
- Operating expenses of $836,662 were used for 2017 and then inflated at a rate of 4% per year for the duration of the analysis period.
- Treatment facility operating expenses were assumed to begin in 2029 at an annual rate of $1,000,000 per year and then inflated at 3% per year each year after 2029.
- Water usage rates of $2.57/1,000 gallons for 2017 were used and then inflated at a rate of 2% per year after 2017.
- Water Availability Charges of $1,236 were used for 2017 and then inflated at a rate of 2.5% per year after 2017.
- Trunk charges of $1,720 were used for 2017 and then inflated at a rate of 2.5% per year after 2017.

Table 1
Population and Water Demand Projections
Ramsey, Minnesota
9/15/2017

2012 Comprehensive Water Plan

Year	2012	2016	2020	2025	2030	2035	2040
Service Area Population	11,434	14,961	18,669	22,519	26,029		
New Residential Customer Accounts	260	323	323	260	260		
People/Household	2.87	2.87	2.7	2.7	2.7		
Added Population	746	927	872	702	702		
End of Year Service Area Population	12,180	15,888	19,541	23,221	26,731		
Average Daily Water Demand (gpd)	1,827,030	2,383,236	2,931,206	3,483,221	4,009,721		
Maximum Day Water Demand (gpd)	5,481,090	7,149,708	8,793,617	10,449,662	12,029,162		

Update

Year	2012	2016	2020	2025	2030	2035	2040
Service Area Population	11,434	13,681	15,409	17,569	19,729	21,889	24,049
New Residential Customer Accounts	295	160	160	160	160	160	160
People/Household	2.87	2.70	2.70	2.70	2.70	2.70	2.70
Added Population	847	432	432	432	432	432	432
End of Year Service Area Population	12,281	14,113	15,841	18,001	20,161	22,321	24,481
Average Daily Water Demand	1,842,098	2,116,982	2,376,182	2,700,182	3,024,182	3,348,182	3,672,182
Maximum Day Water Demand	5,526,293	6,350,945	7,128,545	8,100,545	9,072,545	10,044,545	11,016,545

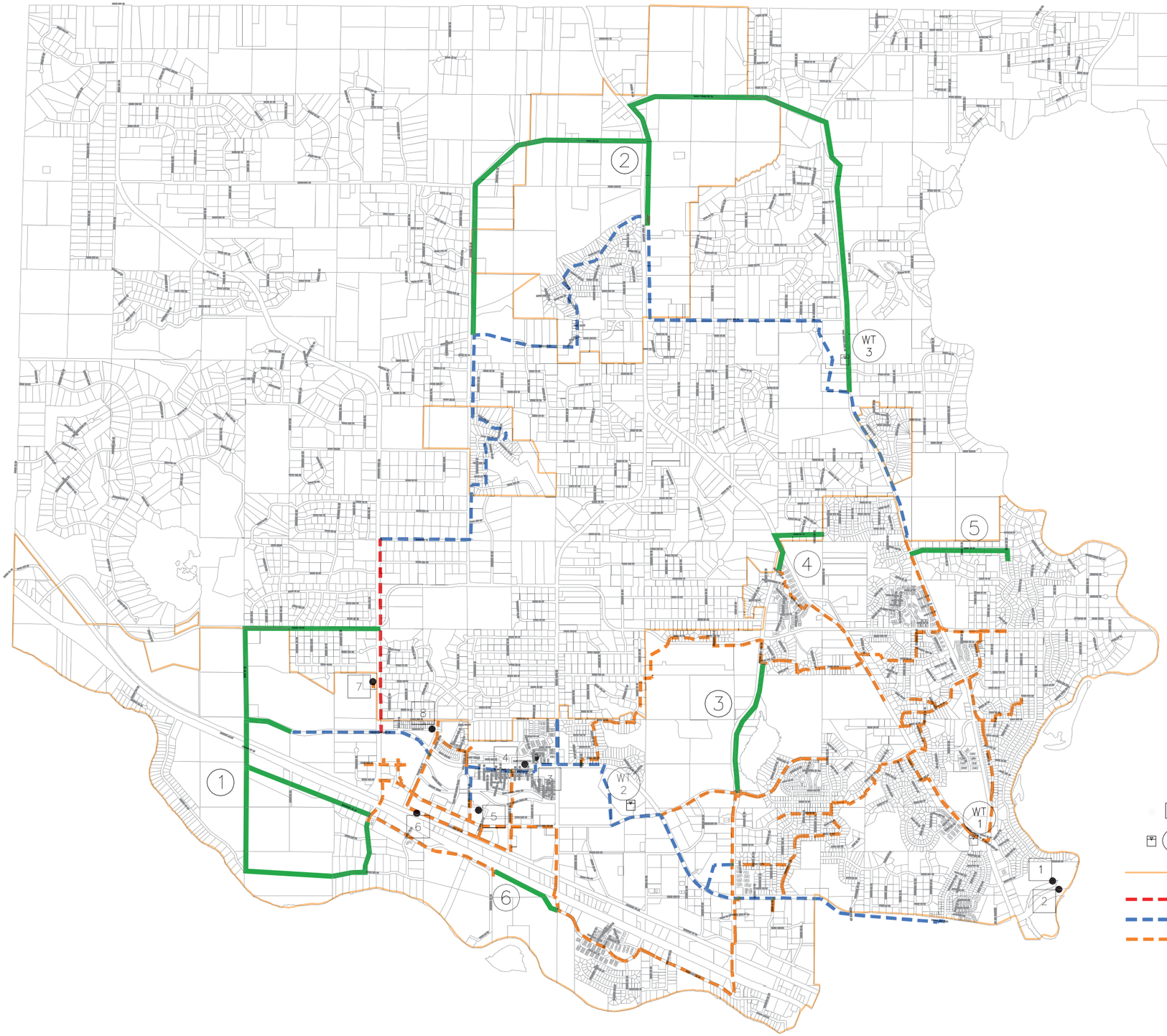
2040 MUSA - Water System Loop Improvements (2021-2040)

Loop	LOCATION	SIZE (IN.)	LENGTH (FT.)	COST PER FOOT*	COST
1	Southwest Loop	12"	19,000	$124	$2,352,313
		3,000 LF Constructed in 2017			
				TOTAL LOOP 1	**$2,352,313**
2	North Central Loop	12"	28,000	$124	$3,466,567
				TOTAL LOOP 2	**$3,466,567**
3	County Road 57	12"	4,100	**INCLUDED IN YEAR 2020 OF CIP**	
4	CSAH 5/157TH AVE NW	12"	2,700	$124	$334,276
				TOTAL LOOP 4	**$334,276**
5	158TH LANE NW	12"	3,400	$124	$420,940
				TOTAL LOOP 5	**$420,940**
6	RIVERDALE BOULEVARD	12"	2,300	**INCLUDED IN YEAR 2017 OF CIP**	
				SUB-TOTAL	**$6,574,097**
				20% CONTINGENCIES FOR UNFORSEEN IMPROVEMENTS	**$1,314,819**
				TOTAL IMPROVEMENT COSTS	**$7,888,916**
				AVERAGE YEAR FOR 20 YEARS (2017 DOLLARS)	**$394,446**
				INFLATED AT 3% PER YEAR TO YEAR 2021	**$443,952**

* INCLUDES 25% INDIRECT COST

Table 2
Water Utility Rate Impact Summary
City of Ramsey, Minnesota
9/15/2017

	Actual 2016	Projected / Actual 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2035	Projected 2040
Beginning Balance		**$ 18,440,114**	**$ 18,249,021**	**$ 17,702,048**	**$ 19,553,332**	**$ 20,635,777**	**$ 22,190,135**	**$ 23,779,713**	**$ 23,704,661**	**$ 25,339,597**	**$ 27,009,720**	**$ 28,876,172**	**$ 18,784,291**	**$ 6,426,591**	**$ 7,126,392**	**$ 7,072,941**	**$ 9,587,285**
Water System Revenue																	
New Customers		160	160	160	160	160	160	160	160	160	160	160	160	160	160	160	160
Annual Water Sales (gallons/year)		994,500,000	1,006,500,000	1,018,500,000	1,030,500,000	1,042,500,000	1,054,500,000	1,066,500,000	1,078,500,000	1,090,500,000	1,102,500,000	1,114,500,000	1,126,500,000	1,138,500,000	1,150,500,000	1,210,500,000	1,270,500,000
Water Rates ($/1000 gallons) (Inflated at 2% per year)		**$ 2.57**	2.62	2.67	2.73	2.78	2.84	2.89	2.95	3.01	3.07	3.13	3.20	3.26	3.32	3.67	4.05
Water Availability Charge (WAC) ($/connection) (Inflated at 2.5% per year)		**$ 1,236**	$ 1,267	$ 1,299	$ 1,331	$ 1,364	$ 1,398	$ 1,433	$ 1,469	$ 1,506	$ 1,544	$ 1,582	$ 1,622	$ 1,662	$ 1,704	$ 1,928	$ 2,181
Connection/Trunk Charge ($/connection) (Inflated at 2.5% per year)		**$ 1,720**	$ 1,763	$ 1,807	$ 1,852	$ 1,899	$ 1,946	$ 1,995	$ 2,045	$ 2,096	$ 2,148	$ 2,202	$ 2,257	$ 2,313	$ 2,371	$ 2,683	$ 3,035
Water Rate Revenue (Inflated at 2.5% per year)		$ 2,087,443	$ 2,139,629	$ 2,193,120	$ 2,247,948	$ 2,304,146	$ 2,361,750	$ 2,420,794	$ 2,481,314	$ 2,543,347	$ 2,606,930	$ 2,672,104	$ 2,738,906	$ 2,807,379	$ 2,877,563	$ 3,255,699	$ 3,683,524
WAC Revenue		$ 197,760	$ 202,704	$ 207,772	$ 212,966	$ 218,290	$ 223,747	$ 229,341	$ 235,074	$ 240,951	$ 246,975	$ 253,150	$ 259,478	$ 265,965	$ 272,614	$ 308,438	$ 348,969
Trunk Revenue		$ 290,575	$ 294,230	$ 297,976	$ 301,816	$ 305,752	$ 309,787	$ 313,922	$ 318,161	$ 322,506	$ 343,687	$ 352,279	$ 361,086	$ 370,113	$ 379,366	$ 429,218	$ 485,621
Interest Earnings		$ 184,401	$ 273,735	$ 265,531	$ 293,300	$ 309,537	$ 332,852	$ 356,696	$ 355,570	$ 380,094	$ 405,146	$ 433,143	$ 281,764	$ 96,399	$ 106,896	$ 106,094	$ 143,809
Total Water System Revenue		$ 2,760,179	$ 2,910,298	$ 2,964,398	$ 3,056,030	$ 3,137,726	$ 3,228,136	$ 3,320,753	$ 3,390,119	$ 3,486,897	$ 3,602,738	$ 3,710,675	$ 3,641,235	$ 3,539,856	$ 3,636,440	$ 4,099,449	$ 4,661,924
Water Utility Expenses - Capital Improvement Projects																	
Miscellaneous Projects																	
Fire Station #1 Extension of Water					$ 55,000												
County Radio Station (3 -Year Funding)		$ 1,700															
Public Works Campus			$ 1,715,750														
3/4 Ton Truck				$ 43,000													
Utility Truck		$ 25,000	$ 23,500														
Water Supply & Treatment Improvements																	
Renovate Pump House #3			$ 60,000														
Construct Well & Pumphouse #9					$ 75,000			$ 1,700,000									
Well #1 Rehabilitation		$ 38,000	$ 41,000	$ 44,000	$ 47,000												
Emergency Supply for Well #3		$ 115,000															
Well Location Study		$ 75,000															
Water Treatment Facility - 10 MGD Groundwater												$ 12,000,000	$ 12,000,000				
Water Storage Improvements																	
Refurbish Water Tower #1		$ 1,300,000															
Refurbish Water Tower #2			$ 700,000														
Maintain Water Tower #3				$ 75,000													
Distribution System Improvements																	
River Pines Lift Station Water Connection					$ 20,000												
Distribution System Maintenance Improvements																	
Watermain Looping Bunker Lake Blvd.					$ 340,000												
Watermain Looping Sunfish Lake Blvd.					$ 450,000												
Watermain Looping Ramsey Blvd to Traprock		$ 129,250															
Watermain Bunker Lake Boulevard - Business Park		$ 162,842															
Watermain Puma Street - Business Park		$ 220,226															
2021 through 2040 Projected Improvements																	
Distribution System						$ 443,952	$ 457,271	$ 470,989	$ 485,118	$ 499,672	$ 514,662	$ 530,102	$ 546,005	$ 562,385	$ 579,257	$ 671,517	$ 778,473
Construct Well & Pumphouse #10													$ 2,138,641				
Storage Tower 3 Rehabilitation															$ 3,025,179		
Well Service and Pump Maintenance (8 wells)						$ 115,927	$ 119,405	$ 122,987	$ 126,677	$ 130,477	$ 134,391	$ 138,423	$ 142,576				
Subtotal- Capital Expenses		**$ 2,067,018**	**$ 2,540,250**	**$ 162,000**	**$ 987,000**	**$ 559,879**	**$ 576,675**	**$ 2,293,976**	**$ 611,795**	**$ 630,149**	**$ 649,053**	**$ 12,668,525**	**$ 14,827,222**	**$ 562,385**	**$ 3,604,436**	**$ 671,517**	**$ 778,473**
Operational Expenses																	
Operating Expense- Distribution and Administration (Inflated at 4% per year)		$ 836,662	$ 870,128	$ 904,934	$ 941,131	$ 978,776	$ 1,017,927	$ 1,058,644	$ 1,100,990	$ 1,145,030	$ 1,190,831	$ 1,238,464	$ 1,288,003	$ 1,339,523	$ 1,393,104	$ 1,694,924	$ 2,062,134
Operating Expense- Treatment (Inflated at 3% per year)														$ 1,000,000	$ 1,030,000	$ 1,194,052	$ 1,384,234
Subtotal- Operating Expense		$ 836,662	$ 870,128	$ 904,934	$ 941,131	$ 978,776	$ 1,017,927	$ 1,058,644	$ 1,100,990	$ 1,145,030	$ 1,190,831	$ 1,238,464	$ 1,288,003	$ 2,339,523	$ 2,423,104	$ 2,888,976	$ 3,446,368
Total Annual Expenses		**$ 2,903,680**	**$ 3,410,378**	**$ 1,066,934**	**$ 1,928,131**	**$ 1,538,655**	**$ 1,594,603**	**$ 3,352,620**	**$ 1,712,785**	**$ 1,775,178**	**$ 1,839,884**	**$ 13,906,989**	**$ 16,115,224**	**$ 2,901,908**	**$ 6,027,539**	**$ 3,560,493**	**$ 4,224,840**
Finance Adjustments																	
Trunk Charges Returend per John Peterson's agreement (thru 2025)		$ (144,375)	$ (144,375)	$ (144,375)	$ (144,375)	$ (144,375)	$ (144,375)	$ (144,375)	$ (144,375)	$ (144,375)							
PW Land/Building - Internal Loan 2009-2028 @2%		$ 34,930	$ 35,629	$ 36,341	$ 37,068	$ 37,810	$ 38,566	$ 39,337	$ 40,124	$ 40,926	$ 41,745	$ 42,580	$ 54,436				
Internal Loan to offset Muni Center Debt beginning year 2011-2030@2%		$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853		
Internal Loan for RTC Land Purchase- 10 yr@2% when land sold																	
Net Finance Adjustments		$ (47,592)	$ (46,893)	$ (46,181)	$ (45,454)	$ (44,712)	$ (43,956)	$ (43,185)	$ (42,398)	$ (41,596)	$ 103,598	$ 104,433	$ 116,289	$ 61,853	$ 61,853		
Water System Working Capital Balance																	
Total Annual Expenses		$ 2,903,680	$ 3,410,378	$ 1,066,934	$ 1,928,131	$ 1,538,655	$ 1,594,603	$ 3,352,620	$ 1,712,785	$ 1,775,178	$ 1,839,884	$ 13,906,989	$ 16,115,224	$ 2,901,908	$ 6,027,539	$ 3,560,493	$ 4,224,840
Total System revenue		$ 2,712,587	$ 2,863,405	$ 2,918,217	$ 3,010,576	$ 3,093,014	$ 3,184,180	$ 3,277,568	$ 3,347,721	$ 3,445,301	$ 3,706,336	$ 3,815,108	$ 3,757,524	$ 3,601,709	$ 3,698,293	$ 4,099,449	$ 4,661,924
Net Income (loss)		$ (191,093)	$ (546,973)	$ 1,851,284	$ 1,082,445	$ 1,554,358	$ 1,589,578	$ (75,052)	$ 1,634,936	$ 1,670,123	$ 1,866,452	$ (10,091,881)	$ (12,357,700)	$ 699,801	$ (2,329,247)	$ 538,956	$ 437,084
Beginning Water Working Capital Balance		$ 18,440,114	$ 18,249,021	$ 17,702,048	$ 19,553,332	$ 20,635,777	$ 22,190,135	$ 23,779,713	$ 23,704,661	$ 25,339,597	$ 27,009,720	$ 28,876,172	$ 18,784,291	$ 6,426,591	$ 7,126,392	$ 7,072,941	$ 9,587,285
Remaining Working Capital Balance	**$ 18,440,114**	**$ 18,249,021**	**$ 17,702,048**	**$ 19,553,332**	**$ 20,635,777**	**$ 22,190,135**	**$ 23,779,713**	**$ 23,704,661**	**$ 25,339,597**	**$ 27,009,720**	**$ 28,876,172**	**$ 18,784,291**	**$ 6,426,591**	**$ 7,126,392**	**$ 4,797,145**	**$ 7,611,896**	**$ 10,024,369**



CITY OF RAMSEY
MINNESOTA

FIGURE 1

PROPOSED WATER SYSTEM IMPROVEMENTS
COMPREHENSIVE WATER PLAN
SEPTEMBER 2017

0 1000 2000
SCALE FEET

LEGEND

- # — EXISTING WELL
- WT 2 — WATER TOWER
- SERVICE AREA BOUNDARIES
- EXISTING 24" TRUNK MAIN
- EXISTING 16" TRUNK MAIN
- EXISTING 12" TRUNK MAIN
- 12" PROPOSED WATERMAIN

LOOP	LOCATION
1	SOUTHWEST LOOP
2	NORTH CENTRAL LOOP
3	COUNTY ROAD 57
4	CSAH 5/157th AVE NW
5	158th LANE NW
6	RIVERDALE BOULEVARD

NOTE:
The information for this map was obtained from various sources of existing maps, construction plans, and City records, some of which were prepared by others. While this information is believed to be reliable Bolton & Menk, Inc. is not respon- sible for its accuracy nor for errors or omissions which may have been incorporated into this document as a result.

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BOLTON & MENK, INC.

Consulting Engineers & Surveyors

Comprehensive Water System Study
City of Ramsey, Minnesota
June 2012
BMI Project No. R13.104504

City of RAMSEY

COMPREHENSIVE WATER SYSTEM STUDY

FOR

CITY OF RAMSEY, MINNESOTA

JUNE 2012

R13.104504

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Jon D. Peterson

Date: 6-22-12

Registration No. 21309

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APPENDIX

EXECUTIVE SUMMARY

A. PURPOSE

The purpose for this study is to update the City's Comprehensive Water Plan based on current population and land use projections. These projections are provided by the City's 2030 Comprehensive Plan. The planning period is 2012 through 2031. Water use estimates were developed utilizing population and development projections provided by the City. Infrastructure improvement plans for water supply, treatment, distribution and storage were developed to meet the projected water use of the City.

B. WATER USE PROJECTIONS

Water use projections form the basis of planning for future water infrastructure needs. Water demand projections are based on forecasts of residential, commercial and industrial water demands. Projections are first developed for population growth in commercial and industrial development. Historical water use data is evaluated for average day and maximum day water use. Future water use projections are then developed based on growth forecasts and water use trends.

Key concepts utilized in developing service area population projections are as follows:

1. The 2011 population being served by the water system is estimated to be 11,434 people.
2. Water service will be provided to an additional 260 customers per year from 2012 through 2031, within the comprehensive planning area.
3. Water service will be provided to an additional 63 customers per year, from 2013-2021 (567 total units) in the development included in the special area plan.
4. From 2012 through 2019, the population per household is projected to be 2.87.
5. From 2020 through 2031, the population per household is projected to be 2.70.
6. High density residential development is equivalent to 0.7 equivalent residential units (ERUs).

Water use projections are typically made on a per capita basis for systems without a significant large water using industry. For the City of Ramsey, future land use

development is projected to be similar to existing land use. Thus, historical water use will be utilized to project future water demands.

Key concepts used developing water use projections are as follows:

1. Residential water use will be projected to be 90 gallons per capita per day (gpcd). This will represent 60% of the total water use in the system. Conservation measures have been implemented with the intent to achieve this level of water demand.

2. Commercial water use will be 35% of the total system use. This is equivalent to 53 gpcd.

3. Other water use will be approximately 4% of the total water use. Conservation measures have been implemented, including the adoption of water conservation rates and the requirement for new development to install 4-inches of MnDOT premium soil to reduce infiltration of irrigation water. This is equivalent to 6 gpcd.

4. Unaccounted water will represent 1% of the total water use. This value is well within the range of acceptable unaccounted water use values according to the American Water Works Association. This is equivalent to 1 gpcd.

5. Total gross water use is projected to be 150 gpcd.

6. Peaking day water usage is calculated using a peaking factor, which is a ratio of the expected peak day flow over average day flow. Recent history indicates that the peak day to average day ratio has been decreasing over the past 9 years. A peaking factor of 3.0 would typically be utilized for long-term projections of a system of the size of Ramsey's. This peaking factor is representative of the ratio over the past 4 years, and will be utilized for future projections.

Figure ES.1 provides a summary of the projected average and maximum day water usage for the planning period.

C. EXISTING FACILITIES

Existing facilities include water supply, treatment, storage and distribution facilities. Infrastructure needs for each of these functional categories is as follows:

1. Water Supply Infrastructure Needs

It is anticipated that the existing Ramsey water supply system will need to be expanded to meet future water demands. If the City continues to plan on utilizing groundwater sources, new wells will be required to meet water demand during the design period. Minnesota Department of Natural Resources staff has indicated that future well construction will need to be coordinated with the overall water use of the area. Surface water sources, such as the Mississippi River, will need to be evaluated.

2. Water Treatment Infrastructure Needs

All current water sources for the City of Ramsey exceed recommended levels for iron and manganese. The average iron concentration from the City's eight wells is four times greater than the recommended concentration of 0.3 mg/L. The average manganese concentration is three times greater than the recommended concentration of 0.05 mg/L. As the city's population continues to grow, it is anticipated that there will be increasing demand for improved water quality regarding iron and manganese levels.

The current treatment utilizing polyphosphates for sequestering of iron and manganese does mitigate some of the impact of these contaminants on customers; however, sequestering does not remove iron and manganese, and over time, a certain amount of iron and manganese deposits in the distribution system, thus adding to maintenance costs of the system. Due to significant increases in the water supply demands, and the unknown quantity of groundwater that can be pumped from the Ironton-Galesville formation, surface water sources will need to be considered to meet the City's water needs. A water treatment facility would be required to treat surface water sources. Due to the number of wells which would be required to meet the future system supply needs, the current system of multiple chemical feed points may result in water quality inconsistency across the system. Also, multiple feed points will represent a substantial security risk to the system.

3. Water Storage Infrastructure Needs

Based on the evaluation of water storage capacity, no additional storage is required to meet system operation needs.

D. Water Supply and Treatment

Two alternatives for water supply were considered: 1) surface water sources utilizing the Mississippi River; and 2) ground water sources as are currently utilized.

Cost estimates for the two (2) alternatives were developed for implementing the Water Supply and Treatment required to meet the City of Ramsey's water supply demands. For each alternative, the following assumptions were utilized:

1. New water supply and treatment facilities will need to be on-line by 2019.

2. Treatment facilities will be constructed in phases to meet the demand requirements. During final design, a Value Engineering phase should be utilized to determine the most cost effective phasing of the treatment facilities.

3. Provisions will be incorporated into final design for routing of groundwater sources directly to the clearwell high service pumping facilities. With this provision, up to 20 percent of the water demand can be met with untreated ground water. The groundwater supply would by-pass the water treatment facility and would be blended with treated water prior to being pumped to the distribution system. The amount of ground water which can be blended with the treated water is determined based on meeting water quality standards for iron, manganese and hardness. The disadvantage to this system is the impact of the blending water on water quality. This may be mitigated by blending water under all water demand conditions. The advantage of this system is the water treatment facilities can be designed with a lower capacity, thus reducing capital investment. Evaluation of the impact of this process will be conducted during final design.

Alternative 1: Surface Water Supply.

With this alternative, the following key improvements are required.

Phase 1.- Construct a 9.6 mgd surface water treatment facility. Facility will need to be on-line by 2019 to meet community water demands.
Estimated cost: $32,000,000.

Phase 2 - Construct 2.4 mgd surface water treatment facility expansion. Expanded capacity required by 2025 to meet community water demand. Facility includes additional membrane filters, chemical feed and clarification facilities.
Estimated Cost: $4,250,000.

Total capital investment for this alternative is estimated to be $36,500,000.

Alternative 2: Ground Water Supply.

With this alternative, additional ground water wells, and a ground water treatment facility would be required. Key improvements are as follows:

Phase 1 - Construct 9.6 mgd ground water treatment facility. Facility to be on-line by 2019. Estimated Cost: $24,000,000.

Phase 2 - Construct Well 9. Well to be on-line by 2019. Estimated Cost: $900,000.

Phase 3 - Construct Well 10. Well to be on-line by 2022. Estimated Cost: $900,000.

Phase 4 - Construct 2.4 mgd ground water treatment facility expansion. Facility to be on-line by 2026. Estimated Cost: $4,100,000.

Phase 5 - Construct Well 11. Well to be on-line by 2026. Estimated Cost: $900,000.

Phase 6 - Construct Well 12. Well to be on-line by 2030. Estimated Cost: $900,000.

Total capital investment for this alternative is estimated to be $31,700,000.

E. WATER STORAGE AND DISTRIBUTION SYSTEM

Water storage and water system distribution improvements were evaluated to ensure adequate pressure and fire flow are available for both current and future conditions.

The water distribution system for the City of Ramsey was modeled using the Watercad Hydraulic Network Model.

In designing and analyzing system simulations, a set of design criteria was established. Recommended Standards for Water Works recommends that a minimum pressure of 20 psi be maintained at all times in the system, with normal working pressure in the 35-70 psi range. Fire flow is determined at a minimum residual pressure of 20 psi in order to correlate with the guidelines of the Insurance Services Office (ISO). Fire flows ranges were established between 1500 and 3500 gpm. The water tower levels were established at one-half total capacity during fire flow simulations.

The City of Ramsey has adequate storage for the design period. Capital improvements over the next 20 years will include maintenance and painting of the existing towers.

Distribution system master planning is "a road-map" to assist the City of Ramsey in determining the optimal size and location for future major water distribution improvements. The purpose is to ensure adequate pressure and flow is maintained throughout the entire distribution system at any given time and at the most economical cost.

The timing of implementation of new water distribution mains will be determined based on development within the City.

Table ES.1 provides a summary of the proposed water distribution system improvements. These improvements generally can be categorized as follows:

Table ES.1
Distribution System Improvements
2012-2031
City of Ramsey, Minnesota

Project	Estimated Capital Cost
Southwest Loop	$2,160,000
North Central Loop	$2,900,000
County Road 57	$380,000
CSAH 5/153rd Street	$650,000
156th Lane NW	$325,000

F. WATER UTILITY FUND EVALUATION

The water utility fund was evaluated using the following parameters:

- 260 new customers will be added to the system every year during the planning period from the Comprehensive Plan development areas
- 567 new customers will be added from the special area between 2013 to 2021.
- Implementation of the Surface Water Treatment Facility phased construction approach as outlined in Chapter 4.
- Capital water supply and treatment projects will be financed at a 4% interest rate over a 20-year term.
- Phase I Water Treatment Facility will be 20% grant funded. Assumption based on regional positive impact for implementing surface water supply and treatment facility.
- Distribution system improvements will be implemented as outlined in Chapter 5.
- Distribution system improvements will be funded through Utility Fund reserves.

Based on the parameters outlined, the impact on water rates and charges of the Water Utility Fund are summarized as follows:

- Water rates projected to increase 2.0% annually
  - 2012 rate is $2.38/1000 gallons for the first 15,000 gal/qtr
  - 2.0% increase in water rates to begin in 2014
- Water Availability Charge (WAC) decreases by 30% in 2013 from $1,640 per connection to $1,148 in 2013
- Trunk charge decreases by 30% in 2013 from $2,226 per connection in 2012 to $1,558 in 2013
- WAC and trunk charge to increase 2.5% annually beginning in 2014
- Beginning fund balance in 2012 = $8,346,319
- Fund balance decreases from $16,277,203 in 2018 to $4,305,861 in 2031 as payments are made towards capital improvements
- Projected revenue from new customers will generate 41.6% of total revenue over the planning period

- Cost of developing infrastructure, including water supply and treatment improvements, will account for 41.2 % of fund expenses over the planning period
- New customers will provide adequate revenue to fund development costs
- Operation and maintenance cost of system will be funded through user rate revenue

The recommended water use rates, WAC and trunk charges over the next five years are summarized in Table ES.2.

Table ES.2

Recommended Water Utility Rates and Charges

	2012	2013	2014	2015	2016	2017
Base Water Use Rate (per 1000 gallons)	$2.38	$2.38	$2.43	$2.47	$2.52	$2.57
WAC (per connection)	$1,640	$1,148	$1,177	$1,206	$1,236	$1,267
Trunk Charge (per connection)	$2,226	$1,558	$1,597	$1,637	$1,678	$1,720

G. RECOMMENDATIONS

The plan outlines the following recommendations:

1. Implement water distribution improvements in the following areas:
   - Southwest Loop
   - North Central Loop
   - County Road 57
   - C.S.A.H. 5/153rd
   - 156th Lane NW
2. Initiate implementation of the surface water supply and treatment facilities.
   - Acquire site for surface water treatment facility - 2013
   - Preliminary Design and Planning - 2013-2014
   - Final Design of Facility – 2015
   - Begin Construction of Facility- 2016
   - Complete Construction of Phase I WTF – 2018
   - Initiate Operation of Phase I WTF - 2019
3. Implement rate structure modification to provide adequate funding for proposed improvements.

SECTION 1 - INTRODUCTION

A. PURPOSE

The purpose of this report is to update the City's Comprehensive Water Plan based on current population and land use projections. The intent of this report is to incorporate key components of past studies into one working document for future water utility planning.

B. PLANNING PERIOD

The City of Ramsey is projected to grow substantially over 20 years. For overall planning purposes, population projections and water use estimates will be developed to the end of year 2031. Infrastructure improvement plans will be developed to meet the water utility needs over this planning period.

C. REPORT ORGANIZATION

This report is organized into seven sections as shown below.

Section 1: Introduction.

Section 2: Reviews projected water use demands based on anticipated population trends and historical water use.

Section 3: Evaluates the existing major water system components.

Section 4: Evaluates water supply and treatment alternatives.

Section 5: Analyzes the distribution system and water storage alternatives.

Section 6: Provides an evaluation of Water Utility Fund.

Section 7: Summarizes recommendations and provides an implementation plan.

SECTION 2 - WATER USE PROJECTIONS

A. PURPOSE

Water use projections form the basis of planning for future water infrastructure needs. Water demand projections are based on forecasts of residential, commercial and industrial water demands. Projections are first developed for growth in commercial and industrial development. Historical water use data is evaluated for average day and maximum day water use. Future water use projections are then developed based on growth forecasts and water use trends.

B. SERVICE AREA

A water service area is established for planning purposes in order to define the infrastructure needed to provide water service for the community.

The 2030 Comprehensive Plan Future Land Use Map (Amendment 11-02) defines the areas where water service will be required during the study period. This land use map is included in Appendix D for reference. In addition, the Comprehensive Plan includes a Special Area Plan for an area along 167th Avenue between TH 47 and CSAH 5 as shown in Appendix D. With the exception of the most westerly 40 acres, this area is not included in the 2030 Metropolitan Urban Service Area (MUSA); however, the City intends to initiate discussions with surrounding property owners to assist in the creation of a master plan for the commercial area and to determine the desires to expand the existing MUSA to include this area.

The Metropolitan Council now considers the City of Ramsey as a "Developing Community" which eliminates the constraints of the MUSA Line.

C. SERVICE AREA POPULATION PROJECTIONS

The population estimates in this report utilize state demographer data, City estimates and Metropolitan Council estimates. Key concepts utilized in developing service area population projections are as follows:

1. The 2011 population being served by the water system is estimated to be 11,434 people.

2. Water service will be provided to an additional 260 customers per year from 2012 through 2031, within the comprehensive planning area.

3. Water service will be provided to an additional 63 customers per year, from 2013-2021 (567 total units) in the development included in the special area plan.

4. From 2012 through 2019, the population per customer is projected to be 2.87.

5. From 2020 through 2031, the population per customer is projected to be 2.70.

6. High density residential development is equivalent to 0.7 equivalent residential units (ERUs).

Appendix A contains a detailed spreadsheet with projected service area population. Figure 2.1 provides a graphical chart showing the projected service area population through 2031.

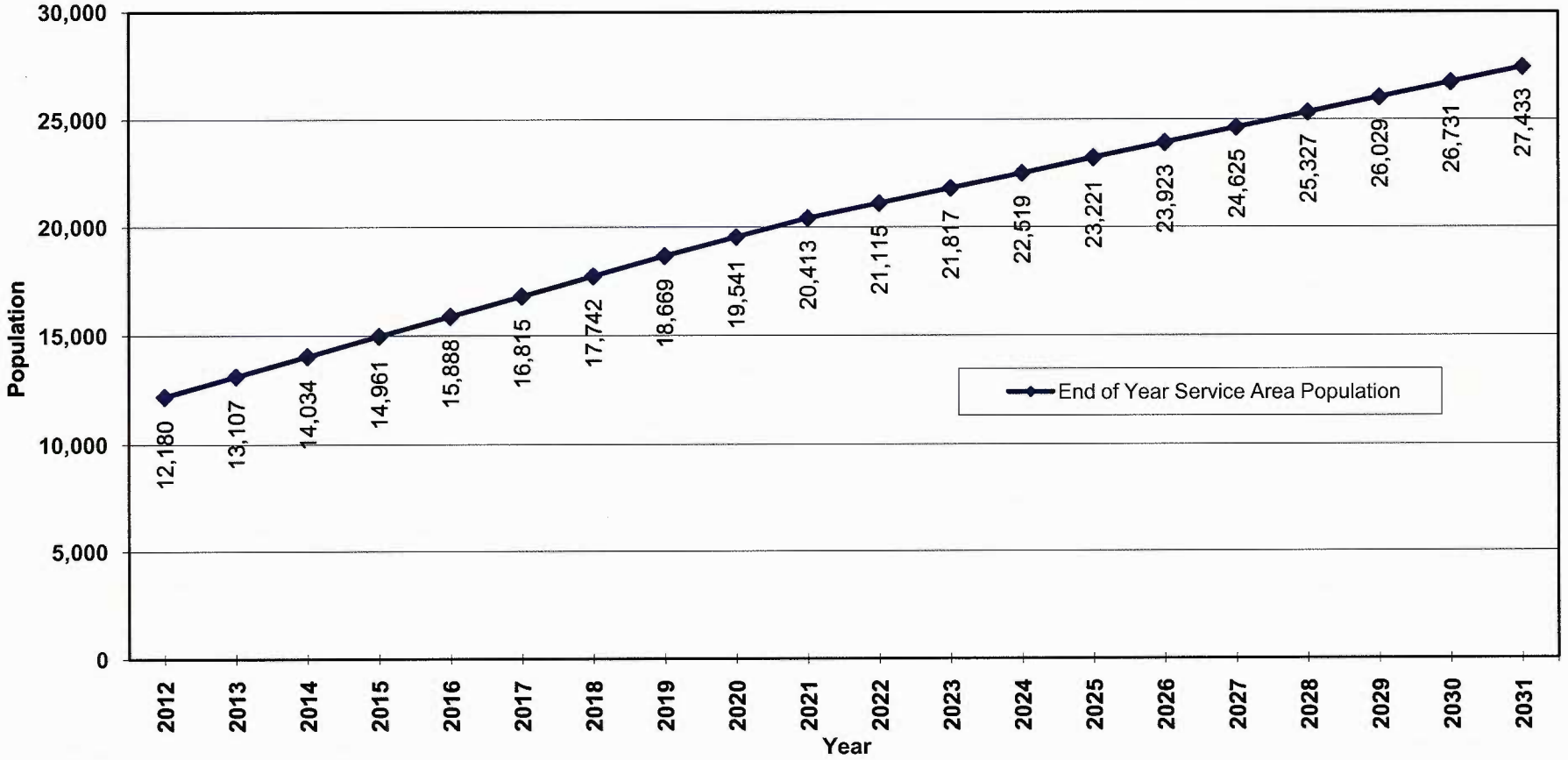
D. WATER USE

Water use projections are developed based on a combination of historical water use trends and future development projections. For the Ramsey water system, Table 2.1 provides a summary of the total water supplied to the system from 2001 – 2011.

Table 2.1
Historical Water Supply Data
City of Ramsey, Minnesota

Year	Estimated Service Population	Total Gallons Pumped/Year	Maximum Day Demand (Gallons)	Average Daily Demand (gallons)	Per Capita Average Daily Demand (gpcd)	Maximum Day/ Average Day Ratio
2001	6,579	401,100,000	4,050,000	1,098,904	167.0	3.7
2002	6,918	411,600,000	5,030,000	1,127,671	163.0	4.5
2003	7,264	506,125,000	6,200,000	1,386,644	190.9	4.5
2004	7,981	535,092,000	5,579,000	1,462,000	183.2	3.8
2005	8,959	575,605,000	5,200,000	1,577,000	176.0	3.3
2006	9,599	663,570,000	5,604,000	1,818,000	189.4	3.1
2007	10,500	704,837,300	5,189,273	1,931,061	183.9	2.7
2008	10,595	626,872,700	5,161,334	1,717,459	162.1	3.0
2009	10,650	640,257,600	4,666,983	1,754,130	164.7	2.7
2010	11,952	627,782,700	4,124,300	1,719,953	143.9	2.4
2011	11,434	589,977,500	4,644,000	1,616,377	141.4	2.9

Figure 2.1
Ramsey, Minnesota
Population Projections



Water use can be categorized based on user. Utilizing data from the water utility annual reports submitted to the Minnesota Department of Natural Resources, water use is categorized into three user classes. Categories are summarized in Table 2.2. The residential class includes all residential users. The commercial class includes all commercial and light industrial users on the system. The "other" users category includes government and institutional users. In addition, a certain amount of water in any system is unaccounted for, either through line losses or inaccurate meter reading.

Table 2.2
Water Use By Classification
City of Ramsey, Minnesota

	Average
Residential	60%
Commercial	35%
Other	4%
Unaccounted	1%
Total	**100%**

E. WATER USE PROJECTIONS

Water use projections are typically made on a per capita basis for systems without a significant large water using industry. For the City of Ramsey, future land use development is projected to be similar to existing land use. Thus, historical water use will be utilized to project future water demands.

Key concepts used developing water use projections are as follows:

1. Residential water use will be projected to be 90 gpcd. This will represent 60% of the total water use in the system. Conservation measures have been implemented with the intent to achieve this level of water demand.

2. Commercial water use will be 35% of the total system use. This is equivalent to 53 gpcd.

3. Other water use will be approximately 4% of the total water use. Conservation measures will be implemented to encourage better use of sprinkler systems. This is equivalent to 6 gpcd.

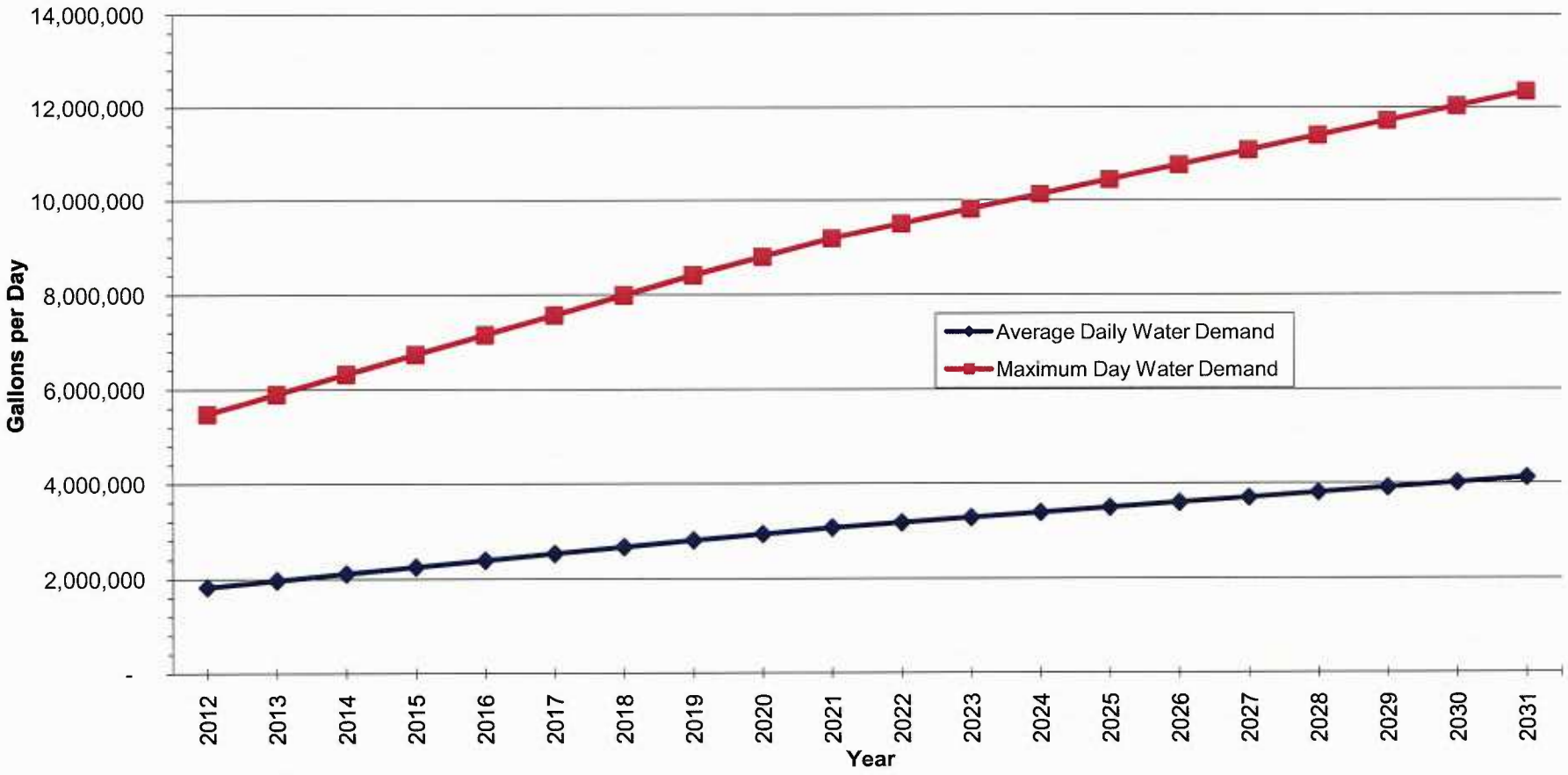
4. Unaccounted water will represent 1% of the total water use. This value is well within the range of acceptable unaccounted water use values according to the American Water Works Association. This is equivalent to 1 gpcd.

5. Total gross water use is projected to be 150 gpcd.

6. Peaking day water usage is calculated using a peaking factor, which is a ratio of the expected peak day flow over average day flow. Recent history indicates that the peak day to average day ratio has been decreasing over the past 9 years. A peaking factor of 3.0 would typically be utilized for long-term projections of a system of the size of Ramsey's. This peaking factor is representative of the ratio over the past 4 years, and will be utilized for future projections.

Figure 2.2 provides a summary of the projected average and maximum day water usage for the planning period. Appendix A has a detailed breakdown of projected population and water demand for the study period.

Figure 2.2
City of Ramsey
Projected Water Demand



A. GENERAL

This Section provides a summary of existing water supply, treatment, storage and distribution facilities for the City of Ramsey. In addition, infrastructure needs will be assessed for each of the facilities.

B. WATER SUPPLY AND WELLHEAD PROTECTION

1. Existing Water Supply Facilities

The City of Ramsey is underlain by two aquifers, the Ironton-Galesville and the Mount Simon-Hinckley formations. The City's wells are currently located in the Ironton-Galesville formation, which is located above the Mount Simon-Hinckley formation. Wells in the Ironton-Galesville formation are currently producing between 210 and 1450 gpm.

The City has an established Wellhead Protection Plan to help protect the wellhead protection areas from contamination from the land surface. Estimated costs for maintaining the City's wellhead protection program are reflected in the proposed water rates discussed in Section 6. Grant money is also available from the State of Minnesota.

A summary of the specific well construction is presented in Table 3.1

Table 3.1
Well Construction Summary
City of Ramsey, Minnesota

City Well No.	1	2	3	4	5	6	7	8
Unique Well No.	161441	416183	580303	580313	593672	706840	743832	743833
Year Installed	1984	1987	1997	1998	2000	2004	2006	2006
Capacity (gpm)	700	220	1450	850	850	900	850	1400
Casing (in.)/	14 in/	14 in/	24 in/	24 in/	24 in/	30 in/24 in	30 in/ 24 in	30 in/24 in
Depth(ft.)	243 ft	240 ft	222 ft	191 ft	210 ft	180 ft	230 ft	120 ft
Total Depth	448 ft	320 ft	345 ft	321 ft	316 ft	370 ft	320 ft	310 ft

2. Water Supply Capacity

The Recommended Standards for Water Works (Ten States Standards) recommends that the average day demand be met by the firm well pumping capacity. In addition, the daily well output is calculated based on operating for 20 hours per day to allow 4 hours per day for aquifer recharges. Peak day demands

can be met using the total well capacity, also calculated using 20 hours of pumping per day. Based on this, the existing capacity is 9.294 mgd and the firm capacity is 7.554 mgd as shown in Table 3.2.

Table 3.2
Well Capacity
City of Ramsey, Minnesota

Well	Pump Capacity (gpm)	Total Daily Capacity (mgd)*
1	970	1.164
2	220	0.264
3	1,450	1.740
4	855	1.026
5	850	1.020
6	1,000	1.200
7	1,000	1.200
8	1,400	1.680
Subtotal	**7,745**	**9.294**
Minus largest well out-of-service	1,450	1.740
Maximum Firm Capacity of Existing Wells	**6,295**	**7.554**

* Calculated based on 20 hrs. of pumping/day, max. pump capacity

3. Existing Water Supply Quality

Key issues pertaining to Water Quality are as follows:

1. The existing water supply quality meets all of the current Safe Drinking Water Act (SDWA) maximum contaminant limits (MCL's). In addition, there are no revisions to the MCL's under consideration at this time which would impact the existing ground water supply. These limits are set to protect the public from any health risks that may be found in water supplies.

2. Iron and manganese exceed the SDWA secondary limits in all of the wells. The SDWA contains secondary limits, which recommend water quality parameters, that although not health risks, reduce the quality of water, typical due to staining or taste and odor issues.

3. The hardness of Ramsey's water is classified as hard, based on American Water Works Association (AWWA) water hardness scale. Since many homeowners prefer to have in-home softeners, providing softening at the municipal scale is usually not considered to be cost effective by the municipalities.

4. Arsenic was detected in Well No. 1and Well No. 2. The arsenic levels of 0.0066 and <0.0047 mg/l are well below the current MCL of 0.010 mg/l.

While the arsenic concentration is below regulated limits, if arsenic concentrations in the wells increase, the City of Ramsey may need to address this issue. Compliance alternatives might include abandoning the affected wells and drilling new wells in an area where arsenic is not present, or constructing a treatment facility capable of removing the arsenic.

Traditional iron and manganese filter facilities are capable of removing arsenic in most waters. Thus, if treatment for arsenic is required, a water filtration facility will remove the arsenic while also removing the nuisance iron and manganese.

4. Water Supply Infrastructure Needs

It is anticipated that the existing Ramsey water supply system will need to be expanded to meet future water demands. If the City continues to plan on utilizing groundwater sources, new wells will be required to meet water demand during the design period. Minnesota Department of Natural Resources staff has indicated that future well construction will need to be coordinated with the overall water use of the area. Consideration of use of surface water sources, such as the Mississippi River, will need to be addressed. This is discussed in further detail in Section 4 - Water Supply and Treatment.

C. WATER TREATMENT

1. Existing Water Treatment Facilities

Water treatment for the City of Ramsey consists of chlorination, fluoridation and polyphosphate addition at each pump house. Chlorine is added as a preventive measure. Chlorine acts as a disinfectant, and works to prevent the growth of harmful bacteria within the distribution system should contamination occur. Fluoride is added for the purpose of reducing tooth decay as prescribed by the State of Minnesota. The addition of polyphosphates accomplishes two things. Primarily, polyphosphates prevent the iron in the water from precipitation causing staining problems. However, they do not remove iron and manganese from the water. Therefore, they are not as effective in preventing iron and manganese

staining. Secondary, polyphosphates reduce the corrosion potential of the water, thus prolonging the life of copper pipes in homes.

2. Water Treatment Infrastructure Needs

All current water sources for the City of Ramsey exceed recommended levels for iron and manganese. As the city's population continues to grow, it is anticipated that there will be increasing demand for improved water quality regarding iron and manganese levels.

The current treatment utilizing polyphosphates for sequestering of iron and manganese does mitigate some of the impact of these contaminants on customers; however, sequestering does not remove iron and manganese, and over time, a certain amount of iron and manganese deposits in the distribution system, thus adding to maintenance costs of the system. Due to significant increases in the water supply demands, and the unknown quantity of groundwater that can be pumped from the Ironton-Galesville formation, surface water sources will need to be considered to meet the City's water needs. A water treatment facility would be required to treat surface water sources. Due to the number of wells which would be required to meet the future system supply needs, the current system of multiple chemical feed points may result in water quality inconsistency across the system. Also, multiple feed points will represent a substantial security risk to the system. Construction of a treatment facility will be considered in Section 4 – Water Supply and Treatment.

D. STORAGE

1. Existing Water Storage Facilities

Existing storage facilities in the City of Ramsey consist of three (3) elevated water towers as shown in Table 3.3.

Table 3.3
Existing Storage Facilities
City of Ramsey, Minnesota

	Tower No.1	Tower No. 2	Tower No. 3
Capacity (gallons)	500,000	1,500,000	2,000,000
Year Constructed	1989	2000	2010
High Water Level	1036	1035	1036

The principal purpose of storage is to provide the ability to equalize pumping rates during periods of variable rate of demand. Adequate storage permits a reduction in the size of the pumps required to supply a community because peak demands are diminished by the reserves provided by the storage. The other reasons for providing storage include:

- Fire protection
- Emergency requirements (pump failures, power failures, etc.)
- To equalize pressure in the distribution system

2. Evaluation of Water Storage Capacity

Storage adequacy can be assessed using the Average Day Criteria or the Maximum Day, Fire Protection and Emergency Storage Criteria. These two sets of criteria are discussed in the following paragraphs.

Average Day Criteria

Generally, the minimum recommended standard, without fire protection, is equal to the average day demand (Recommended Standards for Water Works, 2007 and adopted by the Minnesota Department of Health). By this standard, no storage deficit is projected for the design period.

Maximum Day, Fire Protection and Emergency Storage Criteria

Another approach is to consider the individual storage components needed for equalization, fire demand, and emergency reserve versus the available water supply production facilities. The water production and storage must be considered together, since an increase in production may decrease the amount of water storage required. Utilizing this criteria, no storage deficit is projected for the design period.

3. Water Storage Infrastructure Needs

Based on the evaluation of water storage capacity, no additional storage is required to meet system operation needs. Water treatment options will include clearwell/reservoir capacity to allow for optimization of high service pumping facilities. Maintenance of the existing storage towers will be required over the study period, and cost for these activities will be included in the water utility fund evaluation.

SECTION 4 – WATER SUPPLY AND TREATMENT

A. GENERAL

This section evaluates water supply and treatment alternatives for the City of Ramsey. Two alternatives for water supply were considered: 1) surface water sources utilizing the Mississippi River; and 2) ground water sources as are currently utilized. The following paragraphs will summarize each of these alternatives as well as the treatment required for each alternative.

B. WATER SUPPLY ALTERNATIVES

1. Surface Water Sources

The City of Ramsey is bordered to the south by the Mississippi River. Minneapolis Water Works, St. Paul Regional Water Services, and the City of St. Cloud obtain water for drinking water purposes from the Mississippi River. Typically, smaller communities have not found it cost effective to obtain water from this source due to the treatment requirements of a surface water source compared to the cost of obtaining and treating ground water sources. However, with the increasing demand being placed on local aquifers, the decreasing costs of advanced membrane technologies, and the uncertainty of the DNR's approval to continue using the Ironton-Galesville in the future for groundwater supply, the Mississippi River is a viable option for providing water to the City of Ramsey. Surface water supply and treatment is also more of a regional solution.

A pilot study for treating water from the Mississippi River was conducted in 2007. Results from this study are summarized in the February 25, 2008 Water Supply and Treatment Evaluation Report prepared by Bolton & Menk, Inc. The 2008 evaluation concluded the following:

1. Water from the Mississippi River can be collected through a direct intake collection system. Attempts at collecting water through a riverbank infiltration system did not provide economically viable quantities of water from the River.

2. Pre-treatment of the water from the Mississippi River will be required to remove grit, sand and organics prior to the filtration process.

3. Conventional treatment with ultra-filtration membranes will provide water which meets State and Federal Drinking Water Standards. Based on the results of the pilot testing program, treatment of this source will be evaluated, with a groundwater source backup based on the current well system.

Two potential locations have been identified for a surface water intake on the Mississippi River. Locations for these intakes are shown on Figure 1, located in Appendix C. Figure 1 also shows the proposed routing of the 30" raw water transmission main from the intake structure to the water treatment plant site for each option.

2. Ground Water Sources

As discussed in previous sections, the City currently obtains drinking water from the Ironton-Galesville aquifer system. This system is utilized extensively by surrounding communities. Minnesota Department of Natural Resources (MnDNR) staff is currently exploring ways to manage this resource in the region, and have requested that Ramsey look into alternate water sources, specifically surface water sources. In addition, the City Ramsey agreed to establish an aquifer monitoring program in order to collect data regarding the impact of water withdrawal from the Ironton-Galesville aquifer. The City currently has monitoring wells and is working with the DNR to determine the interaction between the surface water and groundwater.

Based on the DNR's historical data, the potential of the Ironton-Galesville aquifer system to provide water to meet future development needs is questionable. In order to determine whether the aquifer would support future development, the City of Ramsey would need to undertake an exploratory hydrogeologic study of the area. This study would include the following:

1. Determine potential sites for additional wells based on land availability, proximity to the existing and planned water utility infrastructure, and potential for developing an economically viable water supply at the proposed site.

2. Construct test wells at the potential sites, and perform pumping tests to determine the viable production at the site and potential impact on other water resources.

The location of the potential well sites and the test well/pumping program would need to be coordinated with MnDNR staff in order to assure that data collected can be utilized in establishing water appropriation permit modifications.

C. WATER TREATMENT ALTERNATIVES

1. General

For alternative comparison, water treatment facilities were evaluated for both the surface water sources and ground water sources. Surface water sources are required to provide filtration treatment in addition to disinfection and fluoride addition. This requirement is required due to the variation in water quality typically experienced in surface water sources and the need to remove potential contaminants from the water prior to distribution and consumption. A central water treatment facility for treatment of surface water was evaluated.

While groundwater sources currently have water quality which meets safety and regulatory standards, the high levels of iron and manganese will continue to provide a source of consumer concerns. In addition, the construction and maintenance of numerous small chemical treatment facilities at each well site requires a substantial investment in capital, operations, and management resources. Storage of chemicals at numerous sites presents a security and safety challenge regarding public safety. For these reasons, a central water treatment facility was evaluated for groundwater treatment.

2. Surface Water Source Treatment

Treatment for surface water sources can be accomplished utilizing either ultra filtration membrane processes, lime softening systems, or granular media filtration. Based on the findings summarized in the 2008 Water Supply and Evaluation Report, the key components of a surface water treatment facility include the following:

- River intake / pumping station
- Raw water transmission main
- Surface water detention basin
- Clarification
- Membrane filtration
- Clearwell / Reservoir storage
- Disinfection
- High service pumping
- Wash water reclamation system

A direct raw water intake structure would be constructed on the bank of the Mississippi River as shown in Appendix C. Raw water would be pumped to the water treatment facility site. Grit, sand and organics in the raw water would be removed in the surface water detention basin. Further settling of solids will be accomplished utilizing clarifiers prior to the membrane filter.

Membrane filters consist of microfiltration (0.1 microns) and ultrafiltration (< 0.1 microns) filters. These filters can be either pressure driven or vacuum driven. Currently, the typical membrane filter contains hollow fibers and the filtration takes place from the outer surface of the fiber to the hollow inner core. Feed liquid passes through the porous wall of the fibers while the solids in the feed stream are retained on the outside fiber wall. The difference in pressure between the outside and the inside of the fibers is known as the transmembrane pressure (TMP). The TMP is the pressure that drives the liquid through the porous walls of the membrane, filtering the liquid in the process. Feed and filtrate pressures are measured by pressure transmitters and the TMP is calculated. As particles build up on the membrane surface during filtration, an increase in TMP is required to maintain a constant flow rate. To restore performance, these particles must be removed periodically by backwashing. Backwashing typically consists of air scouring, chemical scouring and liquid backwashing. Backwash is sent to a backwash tank and eventually pumped to the head of the facility for treatment. Waste solids from the backwash system are routed for disposal to the sanitary sewer. High service pumping from a cleanwell/reservoir tank sends finished water to the distribution system.

Existing groundwater sources will be routed to the treatment facility. These sources can also be utilized as a backup supply in the case of a disruption in the surface water supply system.

3. Ground Water Source Treatment

Treatment of groundwater for iron, manganese and other contaminants is typically accomplished utilizing granular media filtration. Granular media filtration is effective in removing arsenic, radionuclides, iron and manganese. Arsenic and radionuclides are removed through a process known-as co-precipitation with iron and manganese. Iron and manganese are typically removed from water using an oxidation and filtration process. This process uses oxygen (through aeration of the water), or chemical oxidants such as chlorine or potassium permanganate, to oxidize and precipitate the iron and manganese. Once precipitated, the iron and manganese are easily captured and removed using granular media filters. Granular media filters can be either gravity type or pressure type filters. Pressure filtration is not generally utilized for radionuclide contaminant removal due to build up of radon gas in the system.

Key components of a ground water treatment facility include the following:

- Water transmission mains from well sites
- Aeration
- Detention tank
- Granular media filtration
- Clearwell/reservoir storage
- High service pumping
- Disinfection
- Backwash reclaim system

4. Water Treatment Facility Sites

Two potential sites for a water treatment facility have been identified. Figure 1 in Appendix C shows the location of these sites.

Site A is located on Armstrong Boulevard in the vicinity of Fire Station No. 1. This location was selected due to close proximity to the existing water supply

wells, water distribution system, and direct route to the proposed surface water intake locations on the Mississippi River.

Site B is located at the intersection of Alpine Drive and Puma Drive. This site is currently owned by the City of Ramsey. Additional water distribution mains and raw water transmission mains would be required for this site compared to Site A.

Utilization of Site B will require approximately $1,500,000 in watermain and transmission main improvements. Cost for these improvements would be offset by savings realized by utilizing a site already owned by the City rather than purchasing property as required at Site A. The budgeted cost for purchasing Site A is $1,000,000.

Further evaluation of site locations will be required during pre-design phases of the water treatment facility project implementation.

D. ALTERNATIVE COMPARISONS

Cost estimates for two (2) alternatives were developed for implementing the Water Supply and Treatment required to meet the City of Ramsey's water supply demands. For each alternative, the following assumptions were utilized:

1. The site for the surface water treatment facility should be acquired as soon as possible.
2. New water supply and treatment facilities will need to be on-line by 2019.
3. Treatment facilities will be constructed in phases to meet the demand requirements. During final design, a Value Engineering phase should be utilized to determine the most cost effective phasing of the treatment facilities.
4. Provisions will be incorporated into final design for routing of groundwater sources directly to the clearwell high service pumping facilities. With this provision, up to 20 percent of the water demand will be met with ground water. The groundwater supply would by-pass the water treatment facility and would be blended with treated water prior to being pumped to the distribution system. The amount of ground water which can be blended with the treated water is

determined based on meeting water quality standards for iron, manganese and hardness. The disadvantage to this system is the impact of the blending water on water quality. This may be mitigated by blending water under all water demand conditions. The advantage of this system is the water treatment facilities can be designed with a lower capacity, thus reducing capital investment. Evaluation of the impact of this process will be conducted during final design.

Alternative 1: Surface Water Supply.

With this alternative, the following key improvements are required.

Phase 1.- Construct a 9.6 mgd surface water treatment facility. Facility will need to be on-line by 2019 to meet community water demands.

Estimated cost: $32,000,000.

Phase 2 - Construct 2.4 mgd surface water treatment facility expansion. Expanded capacity required by 2025 to meet community water demand. Facility includes additional membrane filters, chemical feed and clarification facilities. Estimated Cost: $4,250,000.

Figure 4.1 shows the timing required to construct the surface water system improvements to meet projected water demand. Total capital investment for this alternative is estimated to be $36,500,000.

Alternative 2: Ground Water Supply.

With this alternative, additional ground water wells, and a ground water treatment facility would be required. Key improvements are as follows:

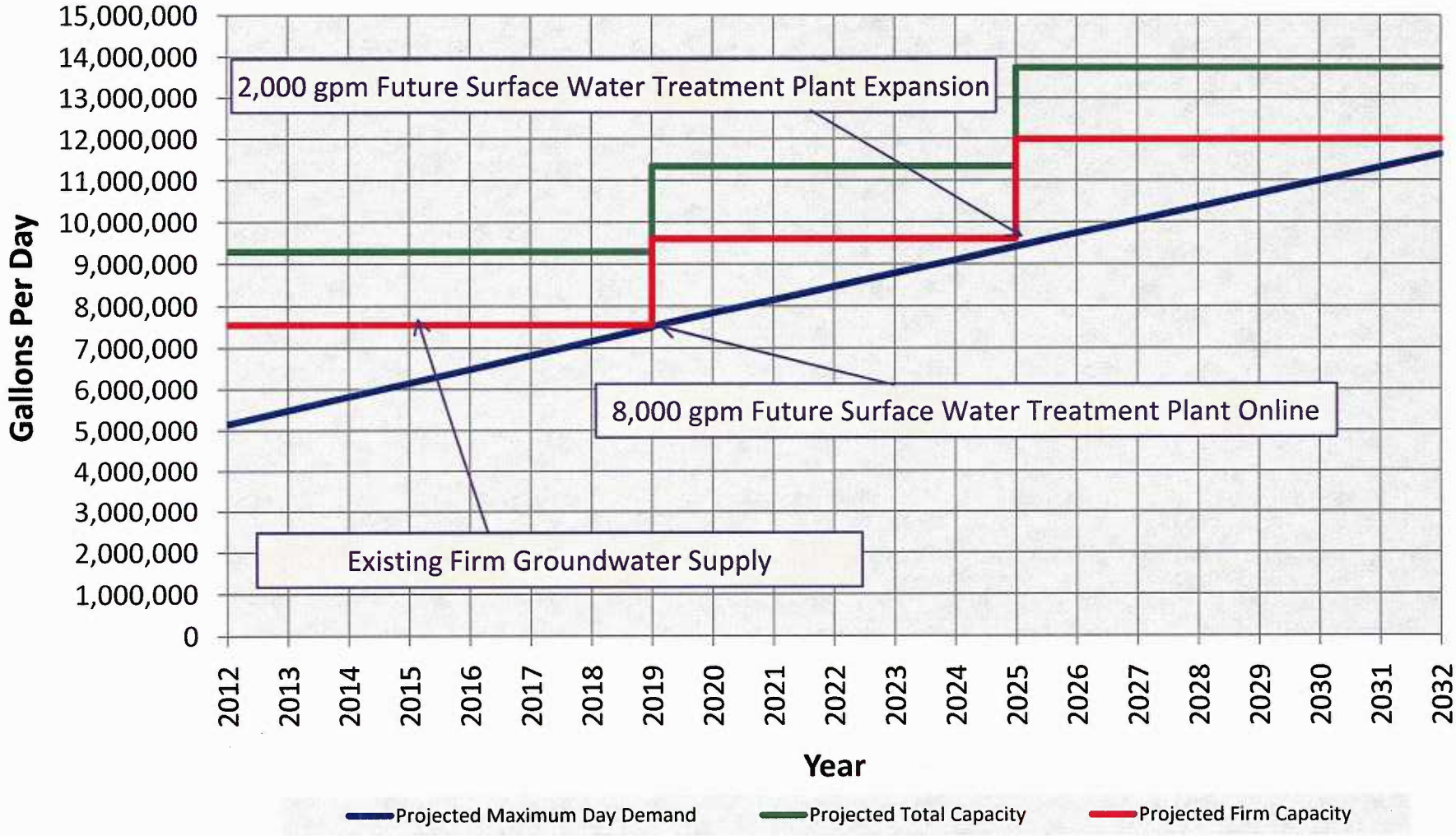
Phase 1 - Construct 9.6 mgd ground water treatment facility. Facility to be on-line by 2019. Estimated Cost: $24,000,000.

Phase 2 - Construct Well 9. Well to be on-line by 2019. Estimated Cost: $900,000.

Phase 3 - Construct Well 10. Well to be on-line by 2022. Estimated Cost: $900,000.

Phase 4 - Construct 2.4 mgd ground water treatment facility expansion. Facility to be on-line by 2026. Estimated Cost: $4,100,000.

Figure 4.1- Future Surface Water Treatment Plant
Supply Capacity versus Projected Maximum Day Water Demands
City of Ramsey, Minnesota

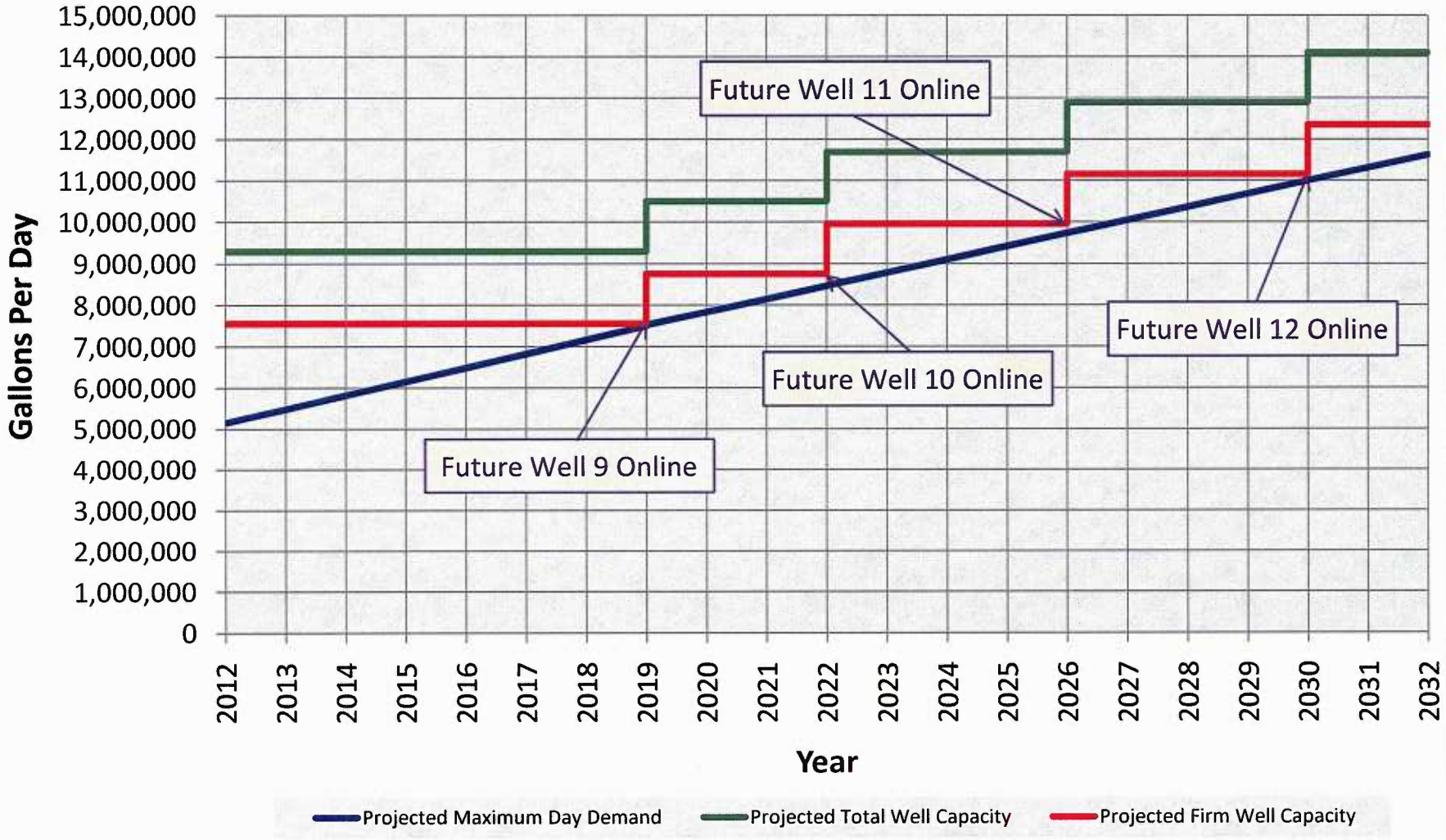


Phase 5 - Construct Well 11. Well to be on-line by 2026. Estimated Cost: $900,000.

Phase 6 - Construct Well 12. Well to be on-line by 2030. Estimated Cost: 900,000.

Figure 4.2 shows the timing required for construction of the wells and treatment facility improvement to meet project water demand. Total capital investment for this alternative is estimated to be $31,700,000.

Figure 4.2- Groundwater Wells Only
Groundwater Supply Capacity versus Projected Maximum Day Water Demands
City of Ramsey, Minnesota



SECTION 5 - WATER STORAGE AND DISTRIBUTION SYSTEM

A. PURPOSE

The purpose of this Section is to evaluate water storage and water system distribution improvements needed to ensure adequate pressure and fire flow are available for both current and future conditions.

B. GENERAL

The water distribution system for the City of Ramsey was modeled using the Watercad Hydraulic Network Model. The computer network model is used to analyze steady state flows for pipe distribution systems. The information required by the model includes data such as diameter, length, and Hazen-Williams C Factor (the pipes roughness factor) for each pipe in the system. Other data required include ground elevation of pipe junctions, elevated storage water level and water demand on the system.

C. WATER SYSTEM SIMULATION CRITERIA

In designing and analyzing system simulations, a set of design criteria was established. Recommended Standards for Water Works recommends that a minimum pressure of 20 psi be maintained at all times in the system, with normal working pressure in the 35-70 psi range. Static pressure higher than 100 psi is not recommended as higher pressures increase the frequency of watermain breaks. Fire flow is determined at a minimum residual pressure of 20 psi in order to correlate with the guidelines of the Insurance Services Office (ISO). Fire flows ranges were established between 1500 and 3500 gpm. The water tower levels were established at one-half total capacity during fire flow simulations.

D. WATER STORAGE FACILITY IMPROVEMENTS

As outlined in Section 3, the City of Ramsey has adequate storage for the design period. Capital improvements over the next 20 years will include maintenance and painting of the existing towers.

E. DISTRUBTION SYSTEM IMPROVEMENTS

Distribution system master planning is "a road-map" to assist the City of Ramsey in determining the optimal size and location for future major water distribution

improvements. The purpose is to ensure adequate pressure and flow is maintained throughout the entire distribution system at any given time and at the most economical cost.

The timing of implementation of new water distribution mains will be determined based on development within the City. Figure 1, located in Appendix C, shows the location of the proposed distribution system improvements.

Table 5.1 provides a summary of the proposed water distribution system improvements . These improvements generally can be categorized as follows:

Table 5.1
Distribution System Improvements
2012-2031
City of Ramsey, Minnesota

Project	Estimated Capital Cost
Southwest Loop	$2,160,000
North Central Loop	$2,900,000
County Road 57	$380,000
CSAH 5/153rd Street	$650,000
156th Lane NW	$325,000

In addition to these improvements, on-going maintenance and replacement projects are required throughout the system.

SECTION 6 - WATER UTLITY FUND EVALUATION

A. GENERAL

This section provides an evaluation of the City's current rate system, and provides analysis of the impact the proposed water supply, treatment, distribution and storage improvements may have on the City's Water Utility Fund.

B. CURRENT RATE STRUCTURE

The City currently collects revenue from three sources:

1. Water Use Rates
2. Water Availability Charge (WAC)
3. Trunk Charges

2012 Water Use Rates are $2.38 per 1,000 gallons for the first 15,000 gallons used per quarter. Water use rates include an increasing block rate, with higher rates charged for higher water usage in order to encourage conservation of water by users.

Water Availability Charge (WAC) is set at $1,640 per connection. This charge is applied to new customers when they connect to the system.

Trunk Charges are set at $2,226 per connection, and are collected when new developments are platted.

The City entered into a watermain and sanitary sewer cost contribution/reimbursement agreement with Oakwood Land Developments, Inc. in 2006. This agreement established the procedures for reimbursing $6,000,000 to Oakwood for its contribution to funding the sanitary sewer and watermain extensions in 2006. This agreement was subsequently assigned to 21st Century Bank. Based on the agreement, Oakwood would be credited with the total water connection charges on the lots that it develops.

C. EVALUATION OF UTILITY FUND

The water utility fund was evaluated using the following parameters:

- 260 new customers will be added to the system every year during the planning period from the Comprehensive Plan development areas

- 567 new customers will be added from the special area between 2013 to 2021.
- Implementation of the Surface Water Treatment Facility phased construction approach as outlined in Chapter 4.
- Capital water supply and treatment projects will be financed at a 4% interest rate over a 20-year term.
- Phase I Water Treatment Facility will be 20% grant funded. Assumption based on regional positive impact for implementing surface water supply and treatment facility.
- Distribution system improvements will be implemented as outlined in Chapter 5.
- Distribution system improvements will be funded through Utility Fund reserves.

Based on the parameters outlined, the impact on water rates and charges of the Water Utility Fund are summarized as follows:

- Water rates projected to increase 2.0% annually
  - 2012 rate is $2.38/1000 gallons for the first 15,000 gal/qtr
  - 2.0% increase in water rates to begin in 2014
- Water Availability Charge (WAC) decreases by 30% in 2013 from $1,640 per connection to $1,148 in 2013
- Trunk charge decreases by 30% in 2013 from $2,226 per connection in 2012 to $1,558 in 2013
- WAC and trunk charge to increase 2.5% annually beginning in 2014
- Beginning fund balance in 2012 = $8,346,319
- Fund balance decreases from $16,277,203 in 2018 to $4,305,861 in 2031 as payments are made towards capital improvements
- Projected revenue from new customers will generate 41.6% of total revenue over the planning period
- Cost of developing infrastructure, including water supply and treatment improvements, will account for 41.2 % of fund expenses over the planning period
- New customers will provide adequate revenue to fund development costs

- Operation and maintenance cost of system will be funded through user rate revenue

The recommended water use rates, WAC and trunk charges over the next five years are summarized in Table 6.1.

Table 6.1

Recommended Water Utility Rates and Charges

	2012	2013	2014	2015	2016	2017
Base Water Use Rate (per 1000 gallons)	$2.38	$2.38	$2.43	$2.47	$2.52	$2.57
WAC (per connection)	$1,640	$1,148	$1,177	$1,206	$1,236	$1,267
Trunk Charge (per connection)	$2,226	$1,558	$1,597	$1,637	$1,678	$1,720

The spreadsheet summary of the rate evaluation is included in Appendix B.

SECTION 7 – RECOMMENDATIONS

A. GENERAL

Water utility infrastructure required to service the existing and future customers for the City of Ramsey include supply, treatment, distribution and storage facilities.

The Water Comprehensive Plan provides a guide plan for the implementation of improvements required to serve the water utility customers.

B. RECOMMENDATIONS

The plan outlines the following recommendations:

1. Implement water distribution improvements in the following areas:
   - Southwest Loop
   - North Central Loop
   - County Road 57
   - C.S.A.H. 5/153rd
   - 156th Lane NW
2. Initiate implementation of the surface water supply and treatment facilities.
   - Acquire site for surface water treatment facility
   - Preliminary Design and Planning - 2013-2014
   - Final Design of Facility – 2015
   - Begin Construction of Facility- 2016
   - Complete Construction of Phase I WTF – 2018
   - Initiate Operation of Phase I WTF - 2019
3. Implement rate structure as outlined in Chapter 6 of this plan to provide adequate funding of the proposed improvements.
4. Appendix C includes Figure 1 which identifies the location of the proposed water system improvements.

APPENDIX A

PROJECTED POPULATION AND WATER DEMANDS

Ramsey, Minnesota							
Population and Water Demand Projections							
2012 Comprehensive Water Plan							
Year	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
Service Area Population	11,434	12,180	13,107	14,034	14,961	15,888	16,815
New Residential Customer Accounts	260	323	323	323	323	323	323
People/Household	2.87	2.87	2.87	2.87	2.87	2.87	2.87
Added Population	746	927	927	927	927	927	927
Ending Service Area population	12,180	13,107	14,034	14,961	15,888	16,815	17,742
Average Daily Water Demand	1,827,030	1,966,082	2,105,133	2,244,185	2,383,236	2,522,288	2,661,339
Maximum Day Water Demand	5,481,090	5,898,245	6,315,399	6,732,554	7,149,708	7,566,863	7,984,017
Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
Service Area Population	17,742	18,669	19,541	20,413	21,115	21,817	22,519
New Residential Customer Accounts	323	323	323	260	260	260	260
People/Household	2.87	2.70	2.70	2.70	2.70	2.70	2.70
Added Population	927	872	872	702	702	702	702
Ending Service Area population	18,669	19,541	20,413	21,115	21,817	22,519	23,221
Average Daily Water Demand	2,800,391	2,931,206	3,062,021	3,167,321	3,272,621	3,377,921	3,483,221
Maximum Day Water Demand	8,401,172	8,793,617	9,186,062	9,501,962	9,817,862	10,133,762	10,449,662
Year	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	
Service Area Population	23,221	23,923	24,625	25,327	26,029	26,731	
New Residential Customer Accounts	260	260	260	260	260	260	
People/Household	2.70	2.70	2.70	2.70	2.70	2.70	
Added Population	702	702	702	702	702	702	
Ending Service Area population	23,923	24,625	25,327	26,029	26,731	27,433	
Average Daily Water Demand	3,588,521	3,693,821	3,799,121	3,904,421	4,009,721	4,115,021	
Maximum Day Water Demand	10,765,562	11,081,462	11,397,362	11,713,262	12,029,162	12,345,062	

APPENDIX B

WATER RATE EVALUATION

City of Ramsey	Unaudited								
Water Utility Finance Summary	2011								
2 Phase Implementation of Water Treatment and Supply Facilities									
17-Apr-12		2012	2013	2014	2015	2016	2017	2018	2019
Water Utility Expenses									
Capital Expenses-Equipment,CIP projects, Maintenenace improvements									
Miscellaneous Capital Expenditures and Equipment									
Utility Truck(2015, 2020, 2025, 2030)					$ (25,000)				
Water Supply & Treatment Improvements									
Renovate Pump House #2 (2016)						$ (49,000)			
Renovate Pump House #3 (2016)						$ (60,000)			
Well house I Improvements (2012)		$ (30,000)							
Well #1 Rehabilitation (2012-2015)		$ (50,000)	$ (58,000)	$ (30,000)	$ (32,000)				
Site Acquisition for Water Treatment Plant			$ (1,000,000)						
Water Meter Replacement	$ (109,665)	$ (249,200)							
Phase 1 - Water Treatment and Supply Facilities									$ (1,883,693)
Phase 2 - Water Treatment and Supply Facility Expansion									
Water Storage Improvements and Maintenance									
Painting of 0.5 MG Water Tower No. 1 (2015)					$ (435,000)				
Painting of 1.5 MG Water Tower No. 2 (2025)									
Distribution System Improvements									
Alpine Drive-CSAH 5 to Germanium St Watermain				$ (100,000)					
Magnesium St Watermain Looping		$ (120,000)							
Fire Station #1 Extension of Water		$ (25,000)							
Southeast Loop								$ (2,160,000)	
North central Loop									
County Rd 57									
CSAH 5/153rd St.									
156th Lane NW									
General Infrastructure Needs		$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)
Distribution System Maintenance Improvements									
Watermain Looping Bunker Lake Blvd (2012)		$ (225,000)							
Watermain Looping Sunfish Lake Blvd (2016)						$ (350,000)			
Watermain Looping Ramsey Blvd Armstrong Blvd (2013)			$ (273,000)						
Subtotal - Capital Expenses	**$ (1,172,660)**	**$ (947,188)**	**$ (1,578,987)**	**$ (397,986)**	**$ (739,985)**	**$ (706,984)**	**$ (247,983)**	**$ (2,407,982)**	**$ (2,131,674)**
Operational Expenses									
Operating Expense-Distribution and Administration	$ (896,061)	$ (922,943)	$ (950,631)	$ (979,150)	$ (1,008,525)	$ (1,038,780)	$ (1,069,944)	$ (1,102,042)	$ (1,135,103)
Operating Expense-Treatment									$ (1,022,000)
Subtotal-Operating Expense	$ (896,061)	$ (922,943)	$ (950,631)	$ (979,150)	$ (1,008,525)	$ (1,038,780)	$ (1,069,944)	$ (1,102,042)	$ (2,157,103)
Total Annual Expenses	$ (2,068,721)	**$ (1,870,131)**	**$ (2,529,618)**	**$ (1,377,136)**	**$ (1,748,510)**	**$ (1,745,764)**	**$ (1,317,927)**	**$ (3,510,024)**	**$ (4,288,777)**
Water Utility Revenue									
Customer Revenue									
New Service Connections	900	260	260	260	260	260	260	260	260
NE Expansion Area - New service connections			63	63	63	63	63	63	63
Water Sales- Estimated 2011 base (gallons/year)	975,000,000	725,000,000	725,000,000	725,000,000	725,000,000	725,000,000	725,000,000	725,000,000	725,000,000
Water Sales- New Customers 2013-2019 (gallons/year)		19,500,000	43,725,000	67,950,000	92,175,000	116,400,000	140,625,000	140,625,000	140,625,000
Water Sales - New Customers 2020-2031 (gallons/year)								24,225,000	48,450,000
Water rates ($/1000 gal)	$ 2.27	$ 2.38	$ 2.38	$ 2.43	$ 2.47	$ 2.52	$ 2.57	$ 2.63	$ 2.68
Water Availability Charge (WAC) ($/connection)	$ 1,701	$ 1,640	$ 1,148	$ 1,177	$ 1,206	$ 1,236	$ 1,267	$ 1,299	$ 1,331
Connection/Trunk Charge ($/connection)	$ 2,308	$ 2,226	$ 1,558	$ 1,597	$ 1,637	$ 1,678	$ 1,720	$ 1,763	$ 1,807
Water rate revenue from 2012 customer base	$ 1,670,430	$ 1,670,430	$ 1,670,430	$ 1,703,839	$ 1,737,915	$ 1,772,674	$ 1,808,127	$ 1,844,290	$ 1,881,175
Water rate revenue from 2013-2019 customers		$ 34,789	$ 104,009	$ 164,866	$ 228,115	$ 293,828	$ 362,079	$ 369,321	$ 376,707
Water rate revenue from 2019-2031 customers			$ -	$ -	$ -	$ -	$ -	$ 63,622	$ 129,788
WAC Revenue(Service Connections x WAC)	$ 83,349	$ 83,349	$ 370,804	$ 380,074	$ 389,576	$ 399,315	$ 409,298	$ 419,531	$ 430,019
Connection/Trunk Charge Revenue (Service Connections when platted x Connection Charge)	$ -	$ -	$ 503,299	$ 515,881	$ 528,778	$ 541,998	$ 555,547	$ 569,436	$ 583,672
Interest Earnings	$ 173,674	$ 120,123	$ 126,992	$ 133,400	$ 158,932	$ 181,073	$ 205,439	$ 239,997	$ 244,158
Total Customer Revenue	$ 1,927,453	$ 1,908,690	$ 2,775,533	$ 2,898,059	$ 3,043,317	$ 3,188,888	$ 3,340,491	$ 3,506,195	$ 3,645,520
Finance Adjustments									
Trunk Charges returned per John Peterson's Agreement		$ (300,000)	$ (200,000)	$ (200,000)	$ (200,000)	$ (200,000)	$ (100,000)	$ (100,000)	$ (100,000)
Internal Loan to offset Muni Center Debt beginning year 2009-2029 2% Paid off in 2011	$ 956,762								
PW Land/Building-Internal Loan 2009-2029 @2%	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527
Internal Loan to offset Muni Center Debt beginning year 2011-2030 @2%	**$ 61,853**	**$ 61,853**	**$ 61,853**	**$ 61,853**	**$ 61,853**	**$ 61,853**	**$ 61,853**	**$ 61,853**	**$ 61,853**
Internal Loan for COR Land Purchase-10 Year @ 2% When Land Sold		$ 259,880	$ 259,880	$ 259,880	$ 259,880	$ 259,880	$ 259,880	$ 259,880	$ 259,880
Total Finance Adjustments		$ 81,260	$ 181,260	$ 181,260	$ 181,260	$ 181,260	$ 281,260	$ 281,260	$ 281,260
Water Utility Working Capital Balance									
Total Annual Expenses	$ (2,068,721)	$ (1,870,131)	$ (2,529,618)	$ (1,377,136)	$ (1,748,510)	$ (1,745,764)	$ (1,317,927)	$ (3,510,024)	$ (4,288,777)
Total Customer Revenue	$ 3,005,595	$ 1,908,690	$ 2,775,533	$ 2,898,059	$ 3,043,317	$ 3,188,888	$ 3,340,491	$ 3,506,195	$ 3,645,520
Finance Adjustments		$ 81,260	$ 181,260	$ 181,260	$ 181,260	$ 181,260	$ 281,260	$ 281,260	$ 281,260
Net Income(Loss)	$ 936,874	$ 119,819	$ 427,175	$ 1,702,183	$ 1,476,067	$ 1,624,384	$ 2,303,824	$ 277,431	$ (361,997)
Beginning Water Utility Working Capital Balance	$ 7,071,302	$ 8,346,319	$ 8,466,138	$ 8,893,314	$ 10,595,496	$ 12,071,563	$ 13,695,947	$ 15,999,772	$ 16,277,203
Ending Water Utility Working Capital Balance	$ 8,008,176	**$ 8,466,138**	**$ 8,893,314**	**$ 10,595,496**	**$ 12,071,563**	**$ 13,695,947**	**$ 15,999,772**	**$ 16,277,203**	**$ 15,915,206**

City of Ramsey

Water Utility Finance Summary

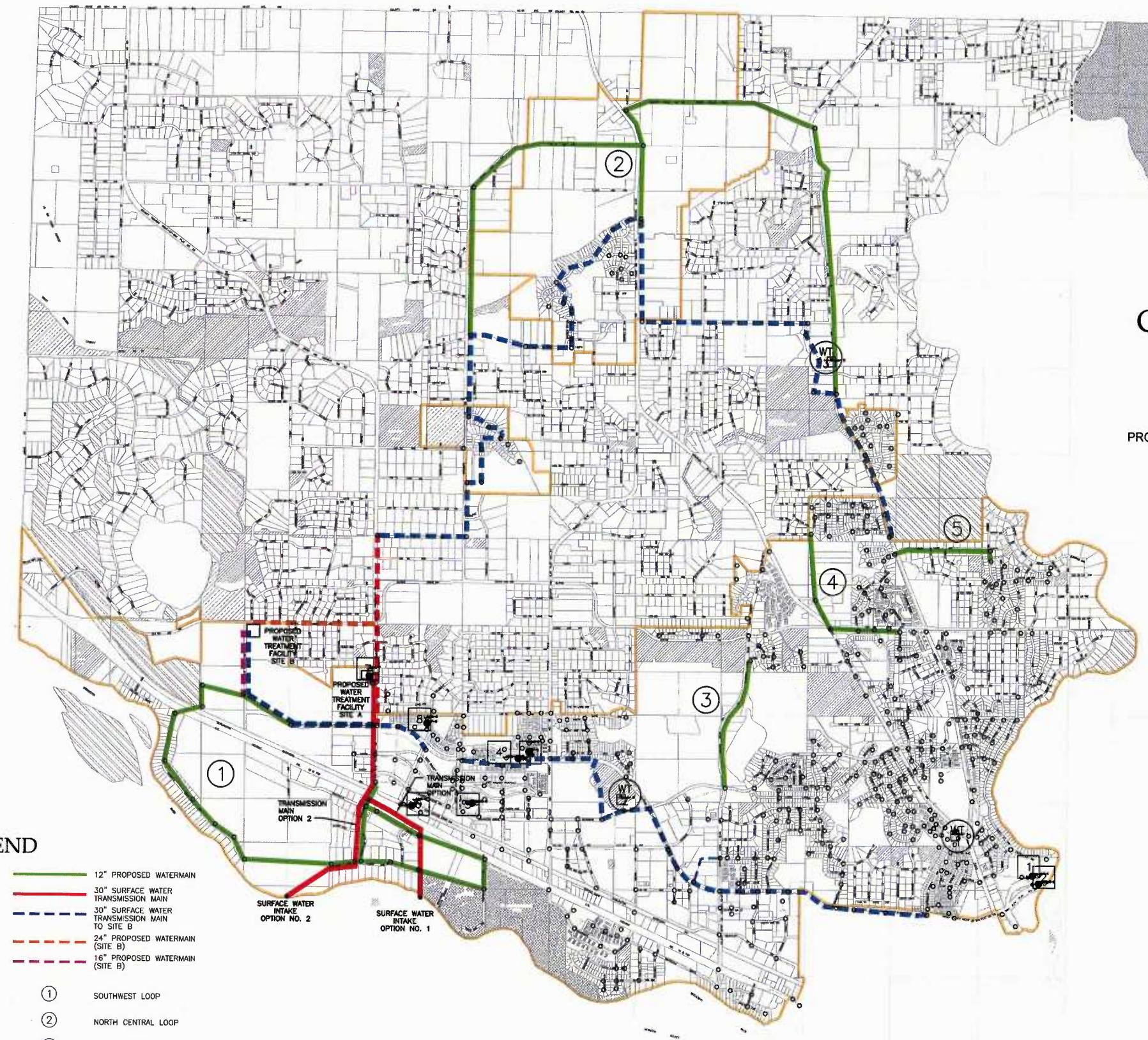
2 Phase Implementation of Water Treatment and Supply Facilities

17-Apr-12	2020	2021	2022	2023	2024	2025	2026	2027	2028
Water Utility Expenses									
Capital Expenses-Equipment,CIP projects, Maintenenace improvements									
Miscellaneous Capital Expenditures and Equipment									
Utility Truck(2015, 2020, 2025, 2030)	$ (25,000)					($25,000.00)			
Water Supply & Treatment Improvements									
Renovate Pump House #2 (2016)									
Renovate Pump House #3 (2016)									
Well house I Improvements (2012)									
Well #1 Rehabilitation (2012-2015)									
Site Acquisition for Water Treatment Plant									
Water Meter Replacement									
Phase 1 - Water Treatment and Supply Facilities	$ (1,883,693)	$ (1,883,693)	$ (1,883,693)	$ (1,883,693)	$ (1,883,693)	$ (1,883,693)	$ (1,883,693)	$ (1,883,693)	$ (1,883,693)
Phase 2 - Water Treatment and Supply Facility Expansion						$ (312,722)	$ (312,722)	$ (312,722)	$ (312,722)
Water Storage Improvements and Maintenance									
Painting of 0.5 MG Water Tower No. 1 (2015)									
Painting of 1.5 MG Water Tower No. 2 (2025)						$ (885,000)			
Distribution System Improvements									
Alpine Drive-CSAH 5 to Germanium St Watermain									
Magnesium St Watermain Looping									
Fire Station #1 Extension of Water									
Southeast Loop									
North central Loop									
County Rd 57			$ (380,000)						
CSAH 5/153rd St.						$ (650,000)			
156th Lane NW	$ (325,000)								
General Infrastructure Needs	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)	$ (250,000)
Distribution System Maintenance Improvements									
Watermain Looping Bunker Lake Blvd (2012)									
Watermain Looping Sunfish Lake Blvd (2016)									
Watermain Looping Ramsey Blvd Armstrong Blvd (2013)									
Subtotal - Capital Expenses	**$ (2,481,673)**	**$ (2,131,672)**	**$ (2,511,671)**	**$ (2,131,670)**	**$ (2,131,669)**	**$ (4,004,390)**	**$ (2,444,389)**	**$ (2,444,388)**	**$ (2,444,387)**
Operational Expenses									
Operating Expense-Distribution and Administration	$ (1,169,157)	$ (1,204,231)	$ (1,240,358)	$ (1,277,569)	$ (1,315,896)	$ (1,355,373)	$ (1,396,034)	$ (1,437,915)	$ (1,481,053)
Operating Expense-Treatment	$ (1,052,660)	$ (1,084,240)	$ (1,116,767)	$ (1,150,270)	$ (1,184,778)	$ (1,220,321)	$ (1,256,931)	$ (1,294,639)	$ (1,333,478)
Subtotal-Operating Expense	$ (2,221,817)	$ (2,288,471)	$ (2,357,125)	$ (2,427,839)	$ (2,500,674)	$ (2,575,694)	$ (2,652,965)	$ (2,732,554)	$ (2,814,531)
Total Annual Expenses	**$ (4,703,489)**	**$ (4,420,143)**	**$ (4,868,796)**	**$ (4,559,509)**	**$ (4,632,343)**	**$ (6,580,085)**	**$ (5,097,354)**	**$ (5,176,942)**	**$ (5,258,918)**
Water Utility Revenue									
Customer Revenue									
New Service Connections	260	260	260	260	260	260	260	260	260
NE Expansion Area - New service connections	63	63							
Water Sales- Estimated 2011 base (gallons/year)	725,000,000	725,000,000	725,000,000	725,000,000	725,000,000	725,000,000	725,000,000	725,000,000	725,000,000
Water Sales- New Customers 2013-2019 (gallons/year)	140,625,000	140,625,000	140,625,000	140,625,000	140,625,000	140,625,000	140,625,000	140,625,000	140,625,000
Water Sales - New Customers 2020-2031 (gallons/year)	72,675,000	96,900,000	116,400,000	135,900,000	155,400,000	174,900,000	194,400,000	213,900,000	233,400,000
Water rates ($/1000 gal)	$ 2.73	$ 2.79	$ 2.84	$ 2.90	$ 2.96	$ 3.02	$ 3.08	$ 3.14	$ 3.20
Water Availability Charge (WAC) ($/connection)	$ 1,365	$ 1,399	$ 1,434	$ 1,470	$ 1,506	$ 1,544	$ 1,583	$ 1,622	$ 1,663
Connection/Trunk Charge ($/connection)	$ 1,852	$ 1,899	$ 1,946	$ 1,995	$ 2,044	$ 2,096	$ 2,148	$ 2,202	$ 2,257
Water rate revenue from 2012 customer base	$ 1,918,799	$ 1,957,175	$ 1,996,318	$ 2,036,245	$ 2,076,970	$ 2,118,509	$ 2,160,879	$ 2,204,097	$ 2,248,179
Water rate revenue from 2013-2019 customers	$ 384,241	$ 391,926	$ 399,765	$ 407,760	$ 415,915	$ 424,233	$ 432,718	$ 441,372	$ 450,200
Water rate revenue from 2019-2031 customers	$ 198,576	$ 270,063	$ 330,898	$ 394,059	$ 459,614	$ 527,633	$ 598,189	$ 671,357	$ 747,212
WAC Revenue(Service Connections x WAC)	$ 440,769	$ 451,789	$ 372,761	$ 382,080	$ 391,632	$ 401,422	$ 411,458	$ 421,744	$ 432,288
Connection/Trunk Charge Revenue (Service Connections when platted x Connection Charge)	$ 598,264	$ 613,220	$ 505,954	$ 518,603	$ 531,568	$ 544,857	$ 558,479	$ 572,441	$ 586,752
Interest Earnings	$ 238,728	$ 229,085	$ 225,701	$ 210,461	$ 201,627	$ 193,622	$ 158,396	$ 148,558	$ 139,618
Total Customer Revenue	$ 3,779,378	$ 3,913,259	$ 3,831,398	$ 3,949,207	$ 4,077,326	$ 4,210,278	$ 4,320,120	$ 4,459,570	$ 4,604,249
Finance Adjustments									
Trunk Charges returned per John Peterson's Agreement	$ (100,000)	$ (100,000)	$ (100,000)	$ (100,000)	$ (100,000)	$ (100,000)			
Internal Loan to offset Muni Center Debt beginning year 2009-2029 2% Paid off in 2011									
PW Land/Building-Internal Loan 2009-2029 @2%	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527	$ 59,527
Internal Loan to offset Muni Center Debt beginning year 2011-2030 @2%	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853	$ 61,853
Internal Loan for COR Land Purchase-10 Year @ 2% When Land Sold	$ 259,880	$ 259,880							
Total Finance Adjustments	$ 281,260	$ 281,260	$ 21,380	$ 21,380	$ 21,380	$ 21,380	$ 121,380	$ 121,380	$ 121,380
Water Utility Working Capital Balance									
Total Annual Expenses	$ (4,703,489)	$ (4,420,143)	$ (4,868,796)	$ (4,559,509)	$ (4,632,343)	$ (6,580,085)	$ (5,097,354)	$ (5,176,942)	$ (5,258,918)
Total Customer Revenue	$ 3,779,378	$ 3,913,259	$ 3,831,398	$ 3,949,207	$ 4,077,326	$ 4,210,278	$ 4,320,120	$ 4,459,570	$ 4,604,249
Finance Adjustments	$ 281,260	$ 281,260	$ 21,380	$ 21,380	$ 21,380	$ 21,380	$ 121,380	$ 121,380	$ 121,380
Net Income(Loss)	$ (642,852)	$ (225,624)	$ (1,016,019)	$ (588,921)	$ (533,637)	$ (2,348,427)	$ (655,855)	$ (595,993)	$ (533,289)
Beginning Water Utility Working Capital Balance	$ 15,915,206	$ 15,272,354	$ 15,046,729	$ 14,030,711	$ 13,441,790	$ 12,908,152	$ 10,559,726	$ 9,903,871	$ 9,307,878
Ending Water Utility Working Capital Balance	**$ 15,272,354**	**$ 15,046,729**	**$ 14,030,711**	**$ 13,441,790**	**$ 12,908,152**	**$ 10,559,726**	**$ 9,903,871**	**$ 9,307,878**	**$ 8,774,589**

City of Ramsey			
Water Utility Finance Summary			
2 Phase Implementation of Water Treatment and Supply Facilities			
17-Apr-12	2029	2030	2031
Water Utility Expenses			
Capital Expenses-Equipment,CIP projects, Maintenenace improvements			
Miscellaneous Capital Expenditures and Equipment			
Utility Truck(2015, 2020, 2025, 2030)		($25,000.00)	
Water Supply & Treatment Improvements			
Renovate Pump House #2 (2016)			
Renovate Pump House #3 (2016)			
Well house I Improvements (2012)			
Well #1 Rehabilitation (2012-2015)			
Site Acquisition for Water Treatment Plant			
Water Meter Replacement			
Phase 1 - Water Treatment and Supply Facilities	$ (1,883,693)	$ (1,883,693)	$ (1,883,693)
Phase 2 - Water Treatment and Supply Facility Expansion	$ (312,722)	$ (312,722)	$ (312,722)
Water Storage Improvements and Maintenance			
Painting of 0.5 MG Water Tower No. 1 (2015)			
Painting of 1.5 MG Water Tower No. 2 (2025)			
Distribution System Improvements			
Alpine Drive-CSAH 5 to Germanium St Watermain			
Magnesium St Watermain Looping			
Fire Station #1 Extension of Water			
Southeast Loop			
North central Loop		$ (2,900,000)	
County Rd 57			
CSAH 5/153rd St.			
156th Lane NW			
General Infrastructure Needs	$ (250,000)	$ (250,000)	$ (250,000)
Distribution System Maintenance Improvements			
Watermain Looping Bunker Lake Blvd (2012)			
Watermain Looping Sunfish Lake Blvd (2016)			
Watermain Looping Ramsey Blvd Armstrong Blvd (2013)			
Subtotal - Capital Expenses	**$ (2,444,386)**	**$ (5,369,385)**	**$ (2,444,384)**
Operational Expenses			
Operating Expense-Distribution and Administration	$ (1,525,484)	$ (1,571,249)	$ (1,618,386)
Operating Expense-Treatment	$ (1,373,483)	$ (1,414,687)	$ (1,457,128)
Subtotal-Operating Expense	$ (2,898,967)	$ (2,985,936)	$ (3,075,514)
Total Annual Expenses	**$ (5,343,353)**	**$ (8,355,321)**	**$ (5,519,898)**
Water Utility Revenue			
Customer Revenue			
New Service Connections	260	260	260
NE Expansion Area - New service connections			
Water Sales- Estimated 2011 base (gallons/year)	725,000,000	725,000,000	725,000,000
Water Sales- New Customers 2013-2019 (gallons/year)	140,625,000	140,625,000	140,625,000
Water Sales - New Customers 2020-2031 (gallons/year)	252,900,000	272,400,000	291,900,000
Water rates ($/1000 gal)	$ 3.27	$ 3.33	$ 3.40
Water Availability Charge (WAC) ($/connection)	$ 1,704	$ 1,747	$ 1,790
Connection/Trunk Charge ($/connection)	$ 2,313	$ 2,371	$ 2,430
Water rate revenue from 2012 customer base	$ 2,293,142	$ 2,339,005	$ 2,385,785
Water rate revenue from 2013-2019 customers	$ 459,204	$ 468,388	$ 477,756
Water rate revenue from 2019-2031 customers	$ 825,832	$ 907,299	$ 991,693
WAC Revenue(Service Connections x WAC)	$ 443,095	$ 454,173	$ 465,527
Connection/Trunk Charge Revenue (Service Connections when platted x Connection Charge)	$ 601,421	$ 616,456	$ 631,868
Interest Earnings	$ 131,619	$ 123,711	$ 72,017
Total Customer Revenue	$ 4,754,313	$ 4,909,032	$ 5,024,646
Finance Adjustments			
Trunk Charges returned per John Peterson's Agreement			
Internal Loan to offset Muni Center Debt beginning year 2009-2029 2% Paid off in 2011			
PW Land/Building-Internal Loan 2009-2029 @2%			
Internal Loan to offset Muni Center Debt beginning year 2011-2030 @2%	**$ 61,853**		
Internal Loan for COR Land Purchase-10 Year @ 2% When Land Sold			
Total Finance Adjustments	$ 61,853	$ -	$ -
Water Utility Working Capital Balance			
Total Annual Expenses	$ (5,343,353)	$ (8,355,321)	$ (5,519,898)
Total Customer Revenue	$ 4,754,313	$ 4,909,032	$ 5,024,646
Finance Adjustments	$ 61,853	$ -	$ -
Net Income(Loss)	$ (527,187)	$ (3,446,289)	$ (495,252)
Beginning Water Utility Working Capital Balance	$ 8,774,589	$ 8,247,402	$ 4,801,113
Ending Water Utility Working Capital Balance	**$ 8,247,402**	**$ 4,801,113**	**$ 4,305,861**

APPENDIX C

PROPOSED WATER SYSTEM IMPROVEMENTS



CITY OF RAMSEY
MINNESOTA

FIGURE 1

PROPOSED WATER SYSTEM IMPROVEMENTS
COMPREHENSIVE WATER PLAN

PREPARED BY
BOLTON & MENK, INC.
Consulting Engineers & Surveyors
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN
BURNSVILLE, MN WILLMAR, MN CHASKA, MN
RAMSEY, MN MAPLEWOOD, MN BRAINERD, MN AMES, IA

MARCH 2012

0 1000 2000
SCALE FEET

LEGEND

- EXISTING WELL
- WT 2 — WATER TOWER
- SERVICE AREA BOUNDARIES
- EXISTING 24" TRUNK MAIN
- EXISTING 16" TRUNK MAIN
- 12" PROPOSED WATERMAIN
- 30" SURFACE WATER TRANSMISSION MAIN
- 30" SURFACE WATER TRANSMISSION MAIN TO SITE B
- 24" PROPOSED WATERMAIN (SITE B)
- 16" PROPOSED WATERMAIN (SITE B)
- (1) SOUTHWEST LOOP
- (2) NORTH CENTRAL LOOP
- (3) COUNTY ROAD 57
- (4) CSAH 5/153rd AVE NW
- (5) 158th LANE NW

NOTE:
The information for this map was obtained from various sources of existing maps, construction plans, and City records, some of which were prepared by others. While this information is believed to be reliable Bolton & Menk, Inc. is not respon- sible for its accuracy nor for errors or omissions which may have been incorporated into this document as a result.

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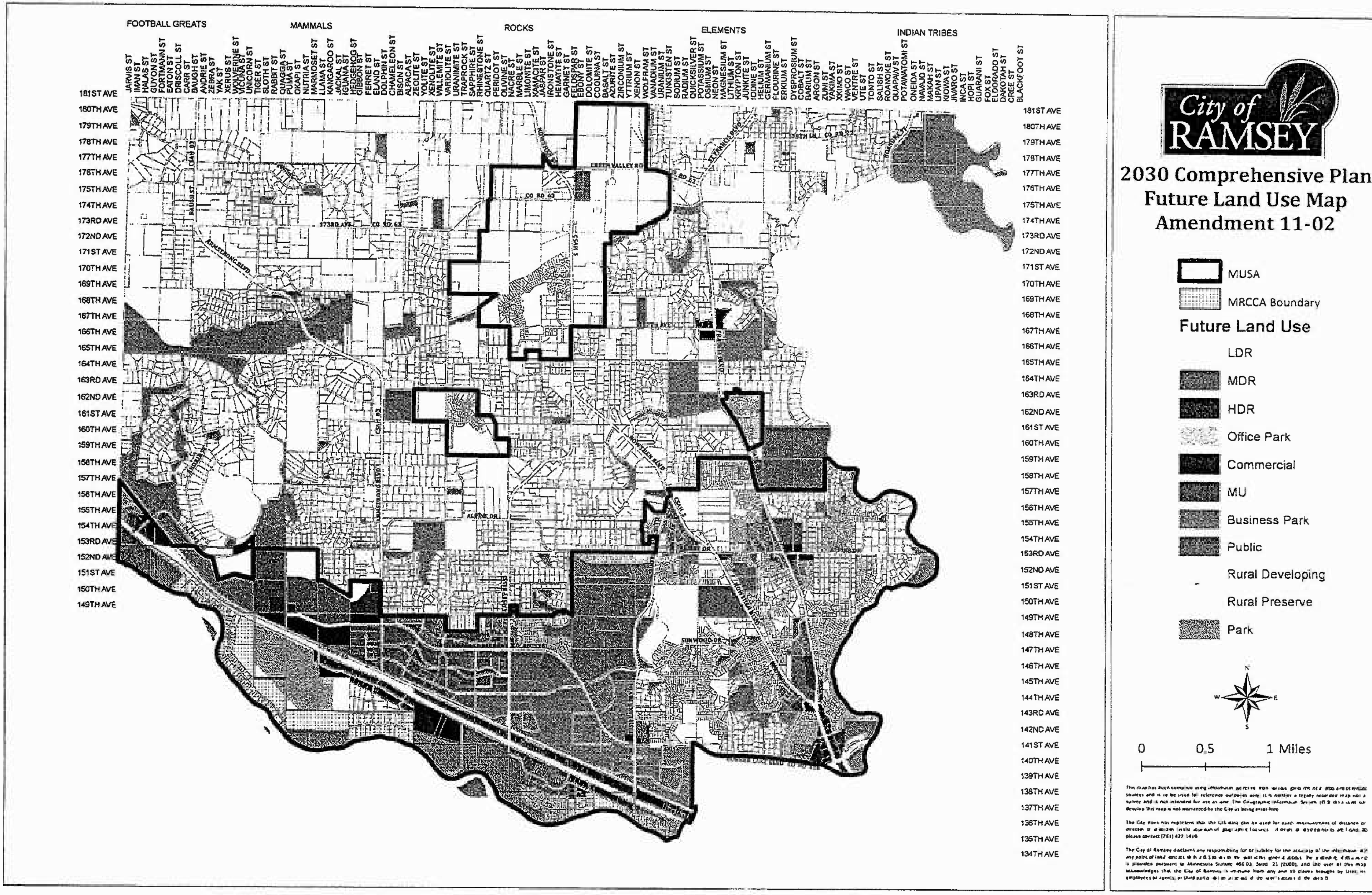
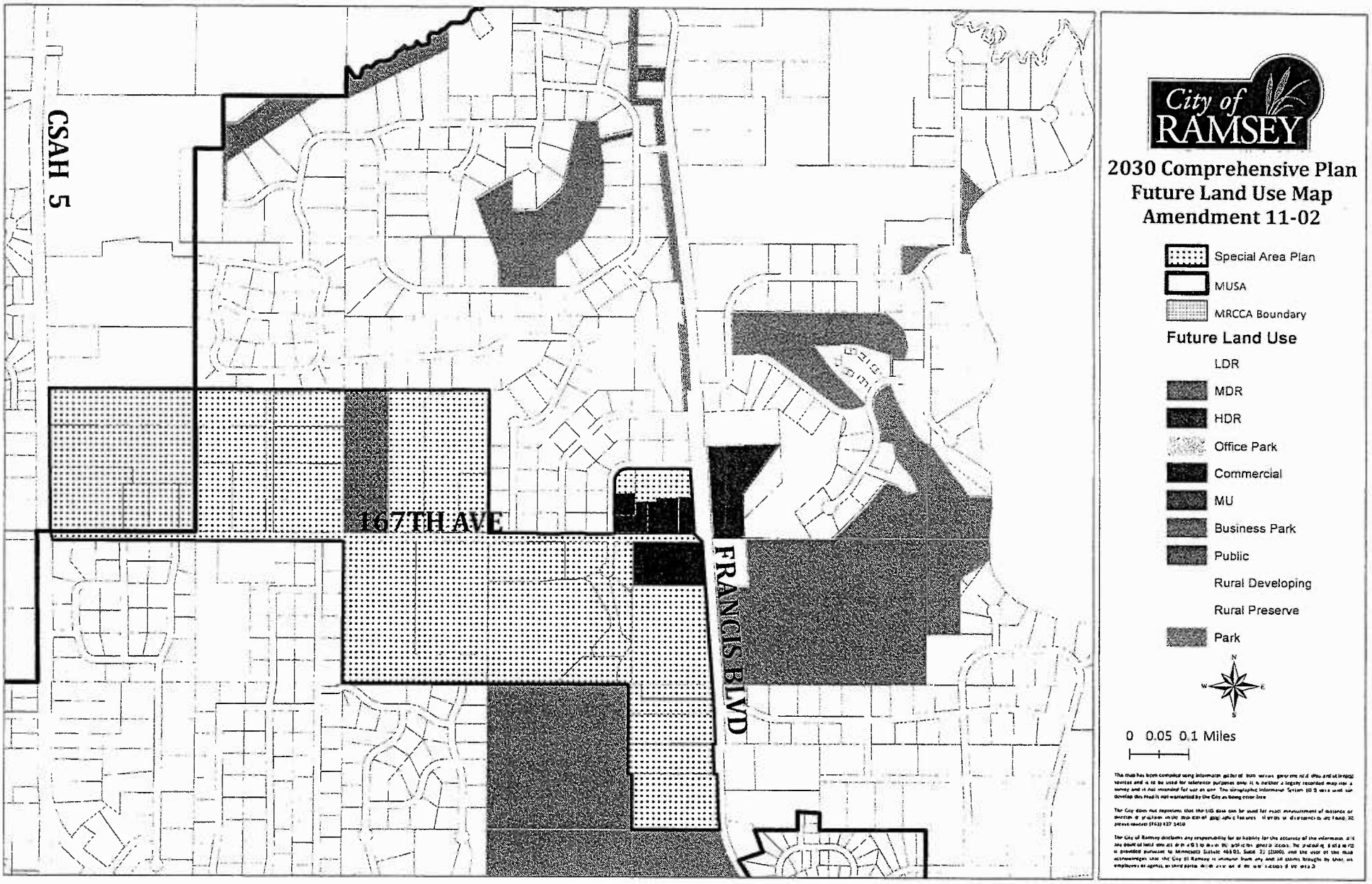
APPENDIX D

COMPREHENSIVE PLAN
LAND USE MAPS


City of RAMSEY
2030 Comprehensive Plan
Future Land Use Map
Amendment 11-02
MUSA
MRCCA Boundary
Future Land Use
LDR
MDR
HDR
Office Park
Commercial
MU
Business Park
Public
Rural Developing
Rural Preserve
Park
0
0.5
1 Miles
FOOTBALL GREATS
MAMMALS
ROCKS
ELEMENTS
INDIAN TRIBES


CSAH 5
167TH AVE
FRANCIS BLVD
City of RAMSEY
2030 Comprehensive Plan
Future Land Use Map
Amendment 11-02
Special Area Plan
MUSA
MRCCA Boundary
Future Land Use
LDR
MDR
HDR
Office Park
Commercial
MU
Business Park
Public
Rural Developing
Rural Preserve
Park
N
W
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0 0.05 0.1 Miles

Public Works Committee **5. 6.**

Meeting Date: 11/21/2017

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Municipal State Aid Maintenance Allocation Reduction

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of reducing the City of Ramsey's Municipal State Aid Maintenance Allocation from 35% to 25%.

Background:

Municipal State Aid Cities, of which Ramsey is one, receive annual State Aid allocations for both construction and maintenance activities. In 2017, the City of Ramsey's total State Aid allocations were $1,199,156, of which $717,811 was allocated for construction and $481,345 was allocated for maintenance activities. Attached for reference is the City of Ramsey's 2017 **Notice of Annual Distribution** for Ramsey.

According to State Aid rules (SA Operational Rule 8820.14 subpart 3) a city can request a maintenance allocation based on one of the following four options:

1. $1,500 per improved mile.
2. 25% of the total allocation.
3. 35% of the total allocation.
4. A lump sum dollar amount, which is greater than $1,500 per Improved Mile, but not more than 35%.

If a city has never submitted a request, its maintenance allocation is set at the minimum of $1,500 per improved mile, plus bond interest.

A Maintenance Expenditure Report must be completed by a MSA City if:

1. The City's maintenance request (not including bond interest) is greater than 25% of its total allocation (construction + maintenance allocation).
2. The City's lump sum request (not including bond interest) is greater than 25% of its total allocation (construction + maintenance allocation).

Therefore, if a City requests more than 25% as a maintenance allocation a Maintenance Expenditure Report must be completed and filed each year. In 2007, the City of Ramsey requested its maintenance allocation be increased to 35%. As a result, Engineering Staff have been filling out Maintenance Expenditure Reports every year since then, which takes numerous hours to complete.

To avoid the need to complete expenditure reports each year, Staff would like to reduce the City's maintenance allocation to 25% again. This would reduce the City's maintenance allocation for 2018 to roughly $300,000, which would not have a negative impact on our street maintenance program. Each year $140,000 is transferred from the State Aid account to the General Fund to cover street maintenance activities, which is well below $300,000.

Requests are due to MnDOT by December 15, 2017.

Timeframe:

Staff estimates this case will take 10 minutes to present and respond to questions.

Observations/Alternatives:

Alternative #1 – Motion recommending City Council approval of reducing the City of Ramsey's Municipal State Aid Maintenance Allocation from 35% to 25%.

Alternative #2 – Motion of other.

Funding Source:

Staff will prepare and submit the request as part of our regular duties.

Recommendation:

Staff recommends Alternative #1.

Action:

Motion recommending City Council approval of reducing the City of Ramsey's Municipal State Aid Maintenance Allocation from 35% to 25%.

Attachments

MSA Maint Allocation Reduction Request
2017 Allocation Request
MnDOT SA Schedule A
2017 Ramsey Allocation Letter

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	11/16/2017 02:37 PM
Kurt Ulrich	Kurt Ulrich	11/16/2017 04:23 PM
Form Started By: Bruce Westby		Started On: 11/15/2017 04:44 PM
Final Approval Date: 11/16/2017		

DEPARTMENT OF TRANSPORTATION

State Aid for Local Transportation
395 John Ireland Blvd., MS 500
St. Paul, MN 55155

October 19, 2017

To: Municipal Engineers

From: Bill Lanoux
Municipal State Aid Needs Manager

Subject: Maintenance Requests, Interest on Bonds

2018 MSAS MAINTENANCE ALLOCATIONS:

If a change is to be made to the amount or percentage that a city receives for its 2018 maintenance allocation, the municipality must submit a written request to Bill Lanoux at william.lanoux@state.mn.us prior to December 16, 2017. (Emailing requests is acceptable.)

Please Note: **a request is only necessary if the city desires to change the request on file.**

A city may submit a request to cover future maintenance allocations by specifying a fixed amount which is greater than $1,500/improved mile and less than 35% of the Total Allotment. A city may also specify that a percentage of either 25% or 35% of the city's Total Allotment be allocated to the city's Maintenance Allotment. (The remainder is then allocated to the city's Construction Allotment.)

The following wording may be used in the request to cover future Maintenance Allotments:

The city of _____ hereby notifies the Commissioner of Transportation that all future maintenance allotments are to be calculated at _____ percent of the total or an amount of _____plus bond interest (if any) until the City notifies the Department otherwise.

State Aid Rules (Chapter 8820.1400 Subp. 3) allows cities to receive up to 25% of the total allotment for maintenance without submitting an *Annual Summary of Street Information*. Requests for 35%, or lump sum amounts greater than 25%, require that an *Annual Summary of Street Information* be completed after the 2018 maintenance year. A city may only exceed the 35% maximum Maintenance Allotment to accommodate bond interest.

The document "*Annual Summary of Street Information*" is available at the following website: (under the header *MSAS Forms*)
http://www.dot.state.mn.us/safinance/formsandresolutions.html

If the documented expenditures do not cover the amount received, maintenance monies will be transferred back into the city's construction account. A detailed expenditure report is not required for a general maintenance allocation of 25% or less.

MUNICIPAL INTEREST PAYMENTS ON BOND ISSUES

Minnesota Statutes 162.18 Bonds, Municipal Subdivision 1, states in part "All interest on the obligations shall be paid out of the municipality's normal maintenance account in the municipal state aid street fund."

To satisfy the requirements of the statutes and rules the following guidelines will be used in determining the amount for maintenance.

CITIES THAT DO NOT SUBMIT A REQUEST

For cities that do not submit a request prior to December 16th, the maintenance request that is on file will be used. Cities that do not have a request on file will be adjusted by allowing $1500 per improved mile as the minimum allocation for general maintenance. We will add bond interest payments due.

CITIES THAT DO SUBMIT A REQUEST

Cities that submit a written request prior to December 16th, can change the request that is on file. Cities can request a lump sum payment of greater than $1,500/mile and up to 25% of the total allotment (plus bond interest) without having to fill out a summary of street information. Requests of 35%, or lump sum requests that end up being greater than 25%, will require that the *Annual Summary of Street Information* be completed at the end of the maintenance year.

CITIES COVERING BOND INTEREST WITH LOCAL FUNDS

SALT requests that a city notify this office in writing prior to December 16, 2017 and submit a Council Resolution by January 1, 2018 if the present and past interest due will be covered by funds other than State Aid funds.

These instructions can also be found on the MSAS website at

http://www.dot.state.mn.us/stateaid/msas.html

MAINTENANCE REQUESTS ON FILE

as of 10/20/17

	$1500 PER IMPROVED MILE	PERCENTAGE	LUMP SUM
Albert Lea		25%	
Albertville	X		
Alexandria		25%	
Andover		25%	
Anoka		25%	
Apple Valley		25%	
Arden Hills		25%	
Austin			$95,000
Baxter		25%	
Belle Plaine	X		
Bemidji		25%	
Big Lake		25%	
Blaine		25%	
Bloomington		**35%**	
Brainerd	X		
Brooklyn Center			$160,000
Brooklyn Park		25%	
Buffalo		25%	
Burnsville		25%	
Byron		25%	
Cambridge			$50,000
Champlin		25%	
Chanhassen		25%	
Chaska		25%	
Chisago City		25%	
Chisholm		25%	
Circle Pines	X		
Cloquet		**35%**	
Columbia Heights		25%	
Coon Rapids			$126,425
Corcoran		**35%**	
Cottage Grove	X		
Crookston		25%	
Crystal		25%	
Dayton		25%	
Delano		25%	

	$1500 PER IMPROVED MILE	PERCENTAGE	LUMP SUM
Detroit Lakes		25%	
Duluth			$1,533,400
Eagan	X		
East Bethel		25%	
East Grand Forks		25%	
Eden Prairie			$500,000
Edina		25%	
Elk River		25%	
Fairmont	x		
Falcon Heights		**35%**	
Faribault		25%	
Farmington		25%	
Fergus Falls		25%	
Forest Lake		25%	
Fridley		**35%**	
Glencoe			$25,000
Golden Valley		25%	
Grand Rapids		25%	
Ham Lake		25%	
Hastings		25%	
Hermantown			$65,000
Hibbing		25%	
Hopkins		25%	
Hugo		25%	
Hutchinson	X		
International Falls	X		
Inver Grove Heights		25%	
Isanti		25%	
Jordan		25%	
Kasson		25%	
LaCrescent	X		
Lake City		25%	
Lake Elmo		25%	
Lakeville			$120,000
Lino Lakes		25%	
Litchfield		25%	
Little Canada		25%	
Little Falls	X		
Mahtomedi		25%	

	$1500 PER IMPROVED MILE	PERCENTAGE	LUMP SUM
Mankato		25%	
Maple Grove		25%	
Maplewood			$275,000
Marshall	X		
Medina		25%	
Mendota Heights		25%	
Minneapolis		**35%**	
Minnetonka	X		
Minnetrista		25%	
Montevideo	X		
Monticello		25%	
Moorhead		25%	
Morris		25%	
Mound		25%	
Mounds View		25%	
New Brighton		25%	
New Hope		25%	
New Prague		25%	
New Ulm	X		
North Branch		25%	
North Mankato		25%	
North St. Paul		25%	
Northfield		25%	
Oak Grove		25%	
Oakdale		25%	
Orono		25%	
Otsego		25%	
Owatonna			$125,500
Plymouth		25%	
Prior Lake		**35%**	
Ramsey		**35%**	
Red Wing		**35%**	
Redwood Falls		25%	
Richfield			$315,000
Robbinsdale	X		
Rochester			$900,000
Rogers		25%	
Rosemount	X		
Roseville		25%	

	$1500 PER IMPROVED MILE	PERCENTAGE	LUMP SUM
St. Anthony		25%	
St. Cloud		25%	
St. Francis		25%	
St. Joseph		25%	
St. Louis Park		**35%**	
St. Michael		25%	
St. Paul			$4,000,000
St. Paul Park		25%	
St. Peter	X		
Sartell	X		
Sauk Rapids	X		
Savage	X		
Shakopee		**35%**	
Shoreview		25%	
Shorewood		25%	
South St. Paul		25%	
Spring Lake Park		25%	
Stewartville		25%	
Stillwater		25%	
Thief River Falls		25%	
Vadnais Heights		**35%**	
Victoria		25%	
Virginia		25%	
Waconia		25%	
Waite Park	X		
Waseca		25%	
West St. Paul		25%	
White Bear Lake		25%	
Willmar		25%	
Winona		25%	
Woodbury		25%	
Worthington			$100,000
Wyoming	X		
Zimmerman	X		

ORDER NO. 95771

It is hereby ordered that the following amounts be apportioned to the 87 counties and 148 urban municipalities in accordance with provisions specified in Minnesota Statutes Chapter 162.

Charles A. Zelle
Commissioner of Transportation

1-25-17
Date

SCHEDULE "A"
MINNESOTA DEPARTMENT OF TRANSPORTATION
Funds Available for Distribution
From Highway User Tax Distribution Fund
FY2017

			Total
Estimated Gross Income from November Statewide Forecast			
(7-1-16 to 10-31-16 actual; 11-1-16 to 6-30-17 estimated)			
Motor Fuel Tax	M.S. 296A.07 296A.083		$ 905,100,000
Motor Vehicle Tax	M.S. 168.013		743,700,000
Fee on Rental Vehicles	M.S. 297A.64, Subd. 2 & 5		2,000,000
Motor Vehicle Fees	M.S. 299D.03, Subd. 5 (b)		935,000
Motor Vehicle Sales Tax 60%	M.S. 297B.09		446,830,000
Interest on Investments	M.S. 161.081, Subd. 2		882,000
Total Highway Users Income			$ 2,099,447,000
Less Appropriations and Estimated Transfers to:			
DEPARTMENT OF PUBLIC SAFETY			
Motor Vehicle Division	L2015 75 01 005 02-03	955,000	
DEPARTMENT OF REVENUE			
Petroleum Division	L2015 77 01 014 002	2,326,000	
Petroleum Division-Hwy Refund Interest	M.S. 296A.16, Subd. 8	20,000	
MINNESOTA MANAGEMENT & BUDGET			
Statewide Indirect Costs (Estimated)	M.S. 16A.127, Subd. 03 (b)	117,000	
DEPARTMENT OF NATURAL RESOURCES			
Non-refunded Marine Gas Tax	M.S. 296A.18, Subd. 2	10,951,000	
Non-refunded Snowmobile Gas Tax	M.S. 296A.18, Subd. 3	7,301,000	
Non-refunded All-Terrain Vehicle Gas Tax	M.S. 296A.18, Subd. 4	1,971,000	
Non-refunded Forest Road	M.S. 296A.18, Subd. 7	1,035,000	
Non-refunded Off-Road Motorcycle Gas Tax	M.S. 296A.18, Subd. 5	336,000	
Non-refunded Off-Road Vehicle Gas Tax	M.S. 296A.18, Subd. 6	1,197,000	
Total Appropriations and Transfers			$ (26,209,000)
Reserve for Fund Balance	MnDOT Internal Budget Practice		$ (12,000,000)
Total Highway Users Fund Available for Distribution			$ 2,061,238,000

DISTRIBUTION OF HIGHWAY USERS FUND		Base	*Excess Sum	Total
95% Distribution - per Minnesota Constitution Article XIV, Section 5				
$2,061,238,000 x 95% = $1,958,176,100 **		$ 1,331,559,748	$ 626,616,352	$ 1,958,176,100
Trunk Highway Fund	x 62%	1,214,069,182		1,214,069,182
County State Aid Highway Fund	x 29%	386,152,327	181,718,742	567,871,069
Municipal State Aid Street Fund	x 9%	176,235,849	-	176,235,849
95% Distribution Sub-total		$ 1,776,457,358	$ 181,718,742	$ 1,958,176,100
5% Distribution - per M.S. 161.081				
$2,061,238,000 x 5% = $103,061,900 ***		$ 69,570,679	$ 33,491,221	$ 103,061,900
Town Road Account	x 30.5%	31,433,879		31,433,879
Town Bridge Account	x 16%	16,489,904		16,489,904
Flexible Highway Account	x 53.5%	37,220,314	17,917,803	55,138,117
5% Distribution Sub-total		85,144,097	17,917,803	103,061,900
Total Highway Users Fund Available for Distribution		$ 1,861,601,455	$ 199,636,545	$ 2,061,238,000

* With the exception of the County State Aid Highway Fund and the Flexible Highway Account the "Excess Sum" amount becomes part of the "Base" amount.

** The 95% Distribution is split 68% Base and 32% Excess Sum.

*** The 5% Distribution is split based on the old detailed calculations.

SCHEDULE "B"
MINNESOTA DEPARTMENT OF TRANSPORTATION
Estimated Funds Available for Distribution
To Counties in 2017

INCOME	Base	Excess Sum	Total
County State Aid Highway Fund (95% Distribution x 29%)	$ 386,152,327	$ 181,718,742	$ 567,871,069
Motor Fuel Taxes -FY 2016 actual vs. estimate	137,360	64,640	202,000
Motor Vehicle Taxes -FY 2016 actual vs. estimate	(4,283,665)	(2,015,842)	(6,299,507)
Motor Vehicle Sales Taxes - FY 2016 actual vs. estimate	(1,298,985)	(611,287)	(1,910,272)
Interest on Investments (estimated)	3,717,560	1,749,440	5,467,000
Investment Interest -FY 2016 actual vs. estimate	(121,615)	(57,231)	(178,846)
Fund Balance Reserve -FY 2016 actual vs. estimate	2,248,080	1,057,920	3,306,000
Unexpended Balance of Administrative Account	2,931,549	1,379,552	4,311,101
Unexpended Balance of Research Account			-
Release of Unencumbered State Park Road Account			-
Federal Reimburse for State Planning and Research Program	138,787	65,311	204,098
Total Funds Available	$ 389,621,398	$ 183,351,245	$ 572,972,643
LESS: DEDUCTIONS			
Administrative Account (2% of the total funds available)	7,792,428	3,667,025	11,459,453
Disaster Account (after deducting for the administrative account, 1% of the remaining funds available, provided that the total amount in the account shall not exceed 2% of the total apportionment sum)			
Legal Limit	7,555,094	3,555,338	11,110,432
Year End Account Balance	8,217,349	3,866,988	12,084,337
1% Distribution or Amount to Reach Legal Limit	(662,255)	(311,650)	(973,905)
Research Account (shall not exceed 1/2 of 1% of the prior year apportionment sum, as recommended by the previous year screening board)			
$553,519,989 x 0.50%	1,881,968	885,632	2,767,600
State Park Road Account (after deducting for the administrative, disaster and research accounts, 3/4 of 1% of the remaining funds available)	2,854,569	1,343,327	4,197,896
Total Deductions	11,866,710	5,584,334	17,451,044
Apportionment Sum Available for Distribution to Counties	$ 377,754,688	$ 177,766,911	$ 555,521,599

SUMMARY OF COUNTY STATE AID HIGHWAY APPORTIONMENTS
(excludes the 5% Distribution)

Apportionment Sum		Base		Excess Sum	Total
Equalization (10%)	= $	37,775,469			$ 37,775,469
Registration (10%)	=	37,775,469	Registration (40%)	$71,106,764	108,882,233
Mileage (30%)	=	113,326,406			113,326,406
Money Needs (50%)	=	188,877,344	Money Needs (60%)	106,660,147	295,537,491
Total		$ 377,754,688		$ 177,766,911	$ 555,521,599

Motor Vehicle Lease Sales Tax Revenue - per M.S. 297A.815, Subd 3

FY 2016 Actual in excess of forecast	3,121,126	
FY 2017 forecast		
Population (100%) =	30,050,000	
Total	33,171,126	
Total Distribution to Counties		$ 588,692,725

COUNTY STATE AID HIGHWAY APPORTIONMENTS
Construction and Maintenance Allotments

In accordance with Minnesota Rules, Chapter 8820.1400, Subd 1 and 2, forty (40) percent of the regular and municipal allotments shall be set aside for the general maintenance of county state-aid highways. However the Commissioner may, upon recommendation of the screening board, or upon receipt of a resolution from a county board, and for good cause shown, increase or decrease the proportion to be used for maintenance. The following listing shows the current construction and maintenance allotments, which have been made in accordance with the formula as prescribed by law.

County		Total Allotment	Regular Maintenance	Regular Construction	Municipal Maintenance	Municipal Construction
Aitkin		$ 4,870,032	$ 1,840,288	$ 2,760,431	$ 107,725	$ 161,588
Anoka	*	19,482,541	7,071,383	10,607,075	721,633	1,082,450
Becker		5,748,254	2,170,771	3,256,156	128,531	192,796
Beltrami		6,986,323	2,697,838	4,046,758	96,691	145,036
Benton		4,131,574	1,528,517	2,292,776	124,112	186,169
Big Stone		3,055,369	1,053,002	1,579,504	169,145	253,718
Blue Earth		8,700,582	3,198,334	4,797,501	281,899	422,848
Brown		4,734,243	1,757,351	2,636,027	136,346	204,519
Carlton		5,410,732	1,921,026	2,881,540	243,266	364,900
Carver	*	7,006,464	2,496,824	3,745,235	305,762	458,643
Cass		6,092,877	2,189,292	3,283,939	247,858	371,788
Chippewa		3,055,369	1,120,343	1,680,514	101,805	152,707
Chisago		6,397,114	1,884,846	2,827,268	674,000	1,011,000
Clay		5,647,755	2,134,174	3,201,260	124,928	187,393
Clearwater		3,669,808	1,355,627	2,033,441	112,296	168,444
Cook		3,174,963	1,149,464	1,724,195	120,522	180,782
Cottonwood		3,435,417	1,188,380	1,782,569	185,787	278,681
Crow Wing		6,812,591	2,147,329	3,220,993	577,708	866,561
Dakota	*	16,940,958	6,563,605	9,845,407	212,778	319,168
Dodge		4,214,152	1,565,979	2,348,968	119,682	179,523
Douglas		5,644,792	2,054,478	3,081,718	203,438	305,158
Faribault		4,949,951	1,649,522	2,474,282	330,459	495,688
Fillmore		6,309,851	2,222,330	3,333,494	301,611	452,416
Freeborn		6,016,251	2,268,608	3,402,912	137,892	206,839
Goodhue		6,432,705	2,345,107	3,517,660	227,975	341,963
Grant		3,055,369	1,071,946	1,607,918	150,202	225,303
Hennepin		43,222,435	16,121,968	24,182,953	1,167,006	1,750,508
Houston		4,612,686	1,740,459	2,610,688	104,616	156,923
Hubbard		4,210,744	1,559,323	2,338,984	124,975	187,462
Isanti		4,062,365	1,601,222	2,401,832	23,724	35,587
Itasca		9,943,290	3,549,357	5,324,035	427,959	641,939
Jackson		4,945,061	1,736,508	2,604,761	241,517	362,275
Kanabec		3,055,369	1,135,620	1,703,429	86,528	129,792
Kandiyohi		6,549,897	2,406,694	3,610,041	213,265	319,897
Kittson		3,589,300	1,299,901	1,949,851	135,819	203,729
Koochiching		4,945,809	1,850,326	2,775,489	127,998	191,996
Lac Qui Parle		3,407,360	1,259,496	1,889,245	103,448	155,171
Lake		4,346,700	1,461,708	2,192,563	276,972	415,457
Lake of the Woods		3,272,400	1,211,966	1,817,949	96,994	145,491
Le Sueur		4,990,531	1,610,944	2,416,415	385,269	577,903
Lincoln		3,055,369	1,098,833	1,648,249	123,315	184,972
Lyon		4,203,492	1,454,408	2,181,613	226,988	340,483
Mc Leod		4,657,351	1,660,811	2,491,217	202,129	303,194
Mahnomen		3,055,369	1,140,264	1,710,395	81,884	122,826
Marshall		5,286,391	1,946,872	2,920,308	167,684	251,527
Martin		5,383,123	2,024,700	3,037,051	128,549	192,823
Meeker		3,959,894	1,497,790	2,246,686	86,167	129,251
Mille Lacs		4,659,008	1,652,643	2,478,965	210,960	316,440
Morrison		6,493,073	2,366,076	3,549,114	231,153	346,730
Mower		5,562,955	2,049,838	3,074,756	175,344	263,017
Murray		3,784,152	1,379,702	2,069,553	133,959	200,938
Nicollet		4,563,542	1,740,718	2,611,076	84,699	127,049
Nobles		4,886,604	1,793,774	2,690,662	160,867	241,301
Norman		4,014,109	1,495,336	2,243,004	110,308	165,461

County		Total Allotment	Regular Maintenance	Regular Construction	Municipal Maintenance	Municipal Construction
Olmsted		$ 8,238,258	$ 3,194,467	$ 4,791,700	$ 100,836	$ 151,255
Otter Tail		12,400,667	4,620,984	6,931,477	339,282	508,924
Pennington		3,163,477	1,242,740	1,864,111	22,650	33,976
Pine		7,904,681	2,655,973	3,983,959	505,900	758,849
Pipestone		3,055,369	931,765	1,397,648	290,382	435,574
Polk		8,239,340	3,044,271	4,566,407	251,465	377,197
Pope		3,549,708	1,311,972	1,967,958	107,911	161,867
Ramsey		19,463,146	7,585,956	11,378,933	199,303	298,954
Red Lake		3,055,369	1,090,400	1,635,600	131,748	197,621
Redwood		4,918,540	1,746,869	2,620,303	220,547	330,821
Renville		5,635,397	2,104,708	3,157,062	149,451	224,176
Rice		5,864,307	2,196,770	3,295,154	148,953	223,430
Rock		3,311,757	1,118,844	1,678,266	205,859	308,788
Roseau		5,306,854	1,939,761	2,909,642	182,980	274,471
St. Louis		29,282,714	10,142,361	15,213,541	1,570,725	2,356,087
Scott	*	9,888,101	3,875,740	5,813,610	79,500	119,251
Sherburne		5,595,504	2,148,897	3,223,346	89,304	133,957
Sibley		3,475,310	1,285,865	1,928,797	104,259	156,389
Stearns		12,784,911	4,440,967	6,661,450	672,998	1,009,496
Steele		5,581,345	2,111,758	3,167,636	120,780	181,171
Stevens		3,055,369	1,147,963	1,721,945	74,184	111,277
Swift		3,446,871	1,269,965	1,904,948	108,783	163,175
Todd		4,210,534	1,559,245	2,338,867	124,969	187,453
Traverse		3,055,369	1,133,786	1,700,680	88,361	132,542
Wabasha		4,688,621	1,665,023	2,497,535	210,425	315,638
Wadena		3,088,024	1,048,322	1,572,484	186,887	280,331
Waseca		3,510,920	1,319,263	1,978,895	85,105	127,657
Washington	*	11,228,886	3,370,013	5,055,020	1,121,541	1,682,312
Watonwan		3,437,247	1,114,493	1,671,739	260,406	390,609
Wilkin		3,710,548	1,340,844	2,011,265	143,376	215,063
Winona		6,034,137	2,223,942	3,335,912	189,713	284,570
Wright		10,855,882	3,985,846	5,978,768	356,507	534,761
Yellow Medicine		3,790,020	1,320,898	1,981,346	195,110	292,666
TOTAL		$ 555,521,599	$ 201,784,292	$ 302,676,429	$ 20,424,347	$ 30,636,531

* Does not include the Motor Vehicle Lease Sales Tax apportionment.

FLEXIBLE APPORTIONMENTS

The following apportionment has been made in accordance with provisions specified in M.S. 161.081, Subd 3.

INCOME	Base	Excess Sum	Total
Flexible Account (5% Distribution x 53.5%)	$ 37,220,314	$ 17,917,803	$ 55,138,117
Income -FY 2016 actual vs. estimate	325,208	(784,463)	(459,255)
Total Flexible amount available for distribution	$ 37,545,522	$ 17,133,340	$ 54,678,862

BASE DISTRIBUTION

Accounts		**Greater MN**	**Metro District**	**Total**
Municipal Turnback	L2015 75 01 003 06			$ -
Trunk Highway Turnback	L2015 75 01 003 06		-	-
County Turnback (Remaining Balance)		18,772,761	18,772,761	37,545,522
		$ 18,772,761	$ 18,772,761	$ 37,545,522

EXCESS DISTRIBUTION

Metro Distribution

County	**Population**		**Population Percentage**	**Excess Apportionment**
Anoka	344,838		15.041685%	$ 1,288,572
Carver	98,798		4.309526%	369,183
Dakota	414,490		18.079875%	1,548,843
Hennepin	809,186	*	35.296345%	3,023,721
Ramsey	233,324	*	10.177492%	871,872
Scott	140,898		6.145910%	526,500
Washington	251,015		10.949166%	937,979
	2,292,549		100.00000%	$ 8,566,670

Greater Minnesota Distribution

Added to County Turnback Account	$ 8,566,670
	$ 17,133,340

* Reduced by cities of the First Class (Minneapolis & St. Paul)
From Minnesota State Demographer - 2015 populations published July 2016

MOTOR VEHICLE LEASE SALES TAX REVENUE

The following apportionment has been made in accordance with provisions specified in M.S. 297A.815, Subd. 3

INCOME

Sales Tax on Leases - FY 2017 forecast	$ 30,050,000
Sales Tax on Leases - FY 2016 actual vs. estimate	3,121,126
Total County Vehicle Lease Sales Tax Avail for Distribution	$ 33,171,126

County	**Population**	**Population Percentage**	**Add to Regular Construction Apportionment**
Anoka	344,838	27.58618%	$ 9,150,647
Carver	98,798	7.90359%	2,621,710
Dakota	414,490	33.15817%	10,998,938
Scott	140,898	11.27149%	3,738,880
Washington	251,015	20.08057%	6,660,951
Total	1,250,039	100.00000%	$ 33,171,126

TOWN BRIDGE APPORTIONMENTS

In accordance with M.S. 161.081, Subd 1 (b) a town bridge account has been established. These funds may be used in conjunction with federal funds for the replacement of in place bridges 20 feet or more in length and/or grants from the MN State Transportation Fund for the replacement of in place bridges 10 feet or more in length. The allowable participation from the town bridge account can be up to 100 percent of the eligible items. The following listing shows the deficient town bridge needs by county, as determined by the bridge inspection and inventory programs, and the current year town bridge allotments which have been made in accordance with the formula as prescribed by law.

INCOME

Town Bridge Account (5% Distribution x 16%)	$ 16,489,904
Income - FY 2016 actual vs. estimate	(137,347)
Sub Total	$ 16,352,557
Less Special Town Bridge (30% of Sub Total - per State Aid)	4,905,767
Total Town Bridge Available for Distribution	$ 11,446,790

County	Number of Deficient Township Bridges	Estimated Needs	Town Bridge Apportionment
Aitkin	2	$ 263,120	$ 32,864
Anoka	0	-	-
Becker	1	174,720	21,823
Beltrami	0	-	-
Benton	3	468,665	58,538
Big Stone	0	-	-
Blue Earth	1	330,158	41,238
Brown	6	852,374	106,464
Carlton	2	850,000	106,167
Carver	6	2,225,228	277,937
Cass	2	306,332	38,262
Chippewa	17	3,926,646	490,450
Chisago	2	554,752	69,290
Clay	7	1,753,158	218,975
Clearwater	0	-	-
Cook	0	-	-
Cottonwood	8	1,572,064	196,355
Crow Wing	2	431,680	53,918
Dakota	1	720,720	90,020
Dodge	7	771,216	96,327
Douglas	1	183,456	22,914
Faribault	20	3,524,794	440,257
Fillmore	30	5,420,552	677,043
Freeborn	0	-	-
Goodhue	21	3,280,638	409,761
Grant	4	763,008	95,302
Hennepin	0	-	-
Houston	16	3,522,000	439,908
Hubbard	1	112,000	13,989
Isanti	0	-	-
Itasca	2	162,000	20,234
Jackson	8	1,545,488	193,036
Kanabec	1	184,704	23,070
Kandiyohi	4	979,280	122,315
Kittson	7	995,080	124,288
Koochiching	1	65,520	8,184
Lac Qui Parle	10	1,789,801	223,551
Lake	0	-	-
Lake of the Woods	2	149,136	18,628
Le Sueur	0	-	-
Lincoln	23	2,496,250	311,789
Lyon	5	1,040,000	129,899
Mc Leod	1	783,783	97,897
Mahnomen	3	507,229	63,354

County	Deficient Township Bridges	Estimated Needs	Town Bridge Apportionment
Marshall	5	$ 1,344,720	$ 167,959
Martin	12	2,260,124	282,296
Meeker	2	-	-
Mille Lacs	0	-	-
Morrison	8	2,037,456	254,484
Mower	38	5,700,660	712,029
Murray	7	1,437,000	179,485
Nicollet	0	-	-
Nobles	2	363,605	45,415
Norman	5	806,031	100,676
Olmsted	1	87,000	10,867
Otter Tail	2	315,838	39,449
Pennington	0	-	-
Pine	1	203,949	25,474
Pipestone	25	2,498,200	312,032
Polk	7	1,209,968	151,129
Pope	1	275,000	34,348
Ramsey	0	-	-
Red Lake	3	356,304	44,503
Redwood	39	6,091,693	760,870
Renville	16	2,830,993	353,599
Rice	2	180,144	22,501
Rock	6	949,370	118,579
Roseau	6	897,280	112,073
St. Louis	15	6,133,138	766,047
Scott	1	124,800	15,588
Sherburne	0	-	-
Sibley	2	725,000	90,555
Stearns	2	230,256	28,760
Steele	8	1,718,064	214,591
Stevens	1	170,976	21,355
Swift	5	708,793	88,530
Todd	3	617,163	77,085
Traverse	2	558,904	69,809
Wabasha	2	253,464	31,658
Wadena	2	901,290	112,574
Waseca	1	202,675	25,315
Washington	0	-	-
Watonwan	5	1,976,135	246,825
Wilkin	10	1,596,015	199,347
Winona	5	608,400	75,991
Wright	3	938,624	117,238
Yellow Medicine	8	1,630,918	203,707
TOTAL	490	$ 91,645,502	$ 11,446,790

TOWN ROAD APPORTIONMENTS

In accordance with M.S. 161.081, Subd 1 (b) and Minnesota Rule 8820.2300, a town road account has been established. These funds may be used for the construction, reconstruction or gravel maintenance of town roads.

The following listing shows the eligible township mileage, as certified by the county engineers, and the current year town road allotments, which have been made in accordance with the formula as prescribed by law.

INCOME

Town Road Account (5% Distribution x 30.5%)	$ 31,433,879
Income - FY 2016 actual vs. estimate	(261,818)
Total Town Road Available for Distribution	$ 31,172,061

County	Eligible Township Mileage	Town Road Apportionment
Aitkin	725.196	$ 407,860
Anoka	56.750	31,917
Becker	1,120.993	630,462
Beltrami	759.920	427,389
Benton	306.660	172,470
Big Stone	355.570	199,977
Blue Earth	631.130	354,956
Brown	638.249	358,960
Carlton	393.170	221,124
Carver	332.080	186,766
Cass	882.340	496,240
Chippewa	686.820	386,277
Chisago	443.540	249,453
Clay	945.500	531,762
Clearwater	396.160	222,806
Cook	5.060	2,846
Cottonwood	696.533	391,740
Crow Wing	730.470	410,826
Dakota	368.661	207,340
Dodge	442.866	249,074
Douglas	718.430	404,055
Faribault	789.309	443,918
Fillmore	846.180	475,903
Freeborn	640.220	360,068
Goodhue	825.330	464,177
Grant	437.210	245,893
Hennepin	0.000	-
Houston	444.864	250,198
Hubbard	603.760	339,563
Isanti	538.270	302,730
Itasca	594.970	334,619
Jackson	712.669	400,815
Kanabec	299.550	168,471
Kandiyohi	719.016	404,384
Kittson	922.350	518,742
Koochiching	122.075	68,657
Lac Qui Parle	920.390	517,640
Lake	134.748	75,784
Lake of the Woods	337.490	189,809
Le Sueur	308.243	173,360
Lincoln	557.940	313,793
Lyon	704.180	396,040
Mc Leod	475.050	267,175
Mahnomen	264.930	149,000
Marshall	1,790.635	1,007,077
Martin	767.760	431,799
Meeker	776.580	436,759
Mille Lacs	438.540	246,641

County	Ellgible Township Mileage	Town Road Apportionment
Morrison	950.540	534,597
Mower	847.320	476,544
Murray	803.000	451,618
Nicollet	349.230	196,412
Nobles	811.500	456,399
Norman	646.530	363,617
Olmsted	596.600	335,536
Otter Tail	2,438.590	1,371,496
Pennington	367.050	206,434
Pine	783.133	440,445
Pipestone	581.440	327,010
Polk	2,078.900	1,169,202
Pope	671.710	377,779
Ramsey	43.280	24,341
Red Lake	276.720	155,631
Redwood	950.750	534,715
Renville	973.490	547,504
Rice	517.820	291,229
Rock	552.640	310,812
Roseau	1,212.860	682,129
St. Louis	830.970	467,349
Scott	383.962	215,945
Sherburne	484.760	272,636
Sibley	574.087	322,874
Stearns	1,435.740	807,480
Steele	390.665	219,715
Stevens	533.125	299,837
Swift	735.990	413,931
Todd	1,034.060	581,569
Traverse	460.121	258,778
Wabasha	365.270	205,433
Wadena	365.500	205,562
Waseca	367.643	206,768
Washington	174.670	98,237
Watonwan	395.630	222,508
Wilkin	693.630	390,107
Winona	470.570	264,654
Wright	871.080	489,906
Yellow Medicine	796.581	448,007
TOTAL	55,425.514	$ 31,172,061

SCHEDULE "C"
MINNESOTA DEPARTMENT OF TRANSPORTATION
Estimated Funds Available for Distribution
To Municipalities in 2017

INCOME			
Municipal State Aid Street Fund (95% Distribution x 9%)		$ 176,235,849	
Motor Fuel Taxes - FY 2016 actual vs. estimate		62,689	
Motor Vehicle Taxes - FY 2016 actual vs. estimate		(1,955,020)	
Motor Vehicle Sales Taxes - FY 2016 actual vs. estimate		(592,843)	
Interest on Investments (estimated)		1,539,000	
Investment Interest - FY 2016 actual vs. estimate		(170,826)	
Fund Balance Reserve -FY 2016 actual vs. estimate		1,026,000	
Unexpended Balance of Administrative Account		1,171,781	
Unexpended Balance of Research Account			
Federal Reimburse for State Planning and Research Program		268,409	
Total Funds Available			$ 177,585,039
LESS: DEDUCTIONS			
Administrative Account (2% of the total funds available)		3,551,701	
Disaster Account (after deducting for the administrative account, 2% of the remaining funds available, provided that the total amount in the account shall not exceed 3% of the total apportionment sum)			
Legal Limit	5,196,551		
Year End Account Balance	5,249,637		
2% Distribution or Amount to Reach Legal Limit		(53,086)	
Research Account (shall not exceed 1/2 of 1% of the prior year apportionment sum, as recommended by the previous year screening board)			
$173,612,036 x 0.50%		868,060	
Total Deductions			4,366,675
Apportionment Sum Available for Distribution to Municipalities			$ 173,218,364

Apportionment Formula

Population (50%)	=	$ 86,609,182
Money Needs (50%)	=	86,609,182
Total		$ 173,218,364

MUNICIPAL STATE AID STREET APPORTIONMENTS
Construction and Maintenance Allotments

In accordance with Minnesota Rules, Chapter 8820.1400, Subd 3, twenty-five (25) percent of the total allocation, if requested by the urban municipality before December 16 preceding the annual allocation, or $1,500 per mile of improved municipal state-aid streets, is the minimum allotment for the general maintenance of the approved state aid system. The Commissioner may modify the minimum allotment to finance the amount needed to pay the interest due on municipal state-aid bonds and to accommodate the screening board resolutions pertaining to trunk highway turnback maintenance allowances. Those municipalities desiring to receive an amount greater than the established minimum, not to exceed thirty-five (35) percent of the total allocation, shall file a request with the Commissioner before December 16 preceding the annual allocation, and shall agree to file a detailed annual maintenance expenditure report at the end of the year. The following shows current year construction and maintenance allotments, made in accordance with formulas prescribed by law.

Municipality		Total Allotment	Improved Mileage	Maintenance	Construction
Albert Lea		943,643	24.31	235,911	707,732
Albertville		319,602	7.51	11,265	308,337
Alexandria		1,001,181	33.29	250,295	750,886
Andover		1,490,056	32.87	372,514	1,117,542
Anoka		751,974	15.42	187,994	563,980
Apple Valley		2,010,372	34.31	502,593	1,507,779
Arden Hills		352,166	6.92	88,042	264,124
Austin		1,305,322	29.88	95,000	1,210,322
Baxter		539,576	16.22	134,894	404,682
Belle Plaine		338,304	8.43	52,445	285,859
Bemidji		730,757	18.72	182,689	548,068
Big Lake		429,916	11.48	136,890	293,026
Blaine		2,369,289	45.34	592,322	1,776,967
Bloomington	*	4,048,476	76.12	1,416,967	2,631,509
Brainerd		771,790	18.33	27,495	744,295
Brooklyn Center		1,041,770	21.34	160,000	881,770
Brooklyn Park		2,830,504	58.94	730,826	2,099,678
Buffalo		770,700	17.19	192,675	578,025
Burnsville		2,564,550	44.77	641,138	1,923,412
Byron		222,417	5.60	55,604	166,813
Cambridge		473,047	16.12	50,000	423,047
Champlin		956,563	19.77	239,141	717,422
Chanhassen		1,044,321	22.35	261,080	783,241
Chaska		1,032,246	19.71	258,062	774,184
Chisago City		254,535	8.10	63,634	190,901
Chisholm		279,453	8.41	69,863	209,590
Circle Pines		176,056	3.24	29,225	146,831
Cloquet	*	690,929	22.23	241,825	449,104
Columbia Heights		723,385	12.50	180,846	542,539
Coon Rapids		2,512,887	43.23	244,274	2,268,613
Corcoran	*	364,340	15.08	127,519	236,821
Cottage Grove		1,546,706	28.83	43,245	1,503,461
Crookston		534,963	11.58	133,741	401,222
Crystal		827,141	17.47	206,785	620,356
Dayton		259,000	9.60	64,750	194,250
Delano		289,480	6.21	78,107	211,373
Detroit Lakes		667,847	24.52	168,962	500,885
Duluth	*	5,258,036	116.71	1,533,400	3,724,636
Eagan		2,862,015	47.98	178,337	2,683,678
East Bethel		756,487	23.67	189,122	567,365
East Grand Forks		637,456	16.99	266,545	370,911
Eden Prairie		2,641,707	48.54	500,000	2,141,707
Edina		2,181,257	40.85	545,314	1,635,943
Elk River		1,400,088	36.94	350,022	1,050,066
Fairmont		672,047	20.01	30,015	642,032
Falcon Heights	*	180,969	3.29	63,339	117,630
Faribault		1,149,529	24.07	287,382	862,147
Farmington		852,202	12.66	213,051	639,151
Fergus Falls		985,649	26.18	246,412	739,237
Forest Lake		1,178,243	32.97	294,561	883,682

Municipality		Total Allotment			
Fridley	*	1,092,547	22.90	382,391	710,156
Glencoe		284,416	8.25	84,783	199,633
Golden Valley		1,033,398	23.74	322,781	710,617
Grand Rapids		930,201	25.04	306,837	623,364
Ham Lake		872,960	25.40	218,240	654,720
Hastings		822,944	22.61	205,736	617,208
Hermantown		618,526	18.57	65,000	553,526
Hibbing		1,294,420	53.50	390,817	903,603
Hopkins		679,417	9.92	169,854	509,563
Hugo		686,835	20.96	171,709	515,126
Hutchinson		733,854	18.49	27,735	706,119
International Falls		275,257	8.08	12,120	263,137
Inver Grove Heights		1,520,140	33.37	380,035	1,140,105
Isanti		234,937	6.83	58,734	176,203
Jordan		275,231	6.07	68,808	206,423
Kasson		256,742	5.88	64,186	192,556
LaCrescent		223,956	5.84	8,760	215,196
Lake City		253,067	8.39	63,267	189,800
Lake Elmo		491,531	16.30	122,883	368,648
Lakeville		2,701,598	62.88	357,083	2,344,515
Lino Lakes		964,551	22.01	241,138	723,413
Litchfield		342,403	8.77	85,601	256,802
Little Canada		442,120	11.35	110,530	331,590
Little Falls		599,976	21.45	32,175	567,801
Mahtomedi		312,061	9.56	78,015	234,046
Mankato		1,981,572	40.00	495,393	1,486,179
Maple Grove		2,826,055	49.69	706,514	2,119,541
Maplewood		1,758,254	36.68	398,750	1,359,504
Marshall		721,907	18.07	27,105	694,802
Medina		286,100	11.59	71,525	214,575
Mendota Heights		546,448	15.17	136,612	409,836
Minneapolis	*	15,952,913	206.03	5,583,520	10,369,393
Minnetonka		2,266,283	51.16	121,203	2,145,080
Minnetrista		388,749	12.98	97,187	291,562
Montevideo		279,064	8.83	13,245	265,819
Monticello		539,820	11.97	134,955	404,865
Moorhead		2,426,368	50.11	606,592	1,819,776
Morris		287,428	9.18	71,857	215,571
Mound		391,837	7.71	97,959	293,878
Mounds View		484,476	10.86	121,119	363,357
New Brighton		795,660	12.83	198,915	596,745
New Hope		764,356	12.86	191,089	573,267
New Prague		292,951	7.62	73,238	219,713
New Ulm		714,786	18.01	27,015	687,771
North Branch		773,368	27.18	202,792	570,576
North Mankato		661,041	15.77	253,010	408,031
North St. Paul		511,688	11.22	127,922	383,766
Northfield		808,650	16.53	202,163	606,487
Oak Grove		629,479	23.32	157,370	472,109
Oakdale		932,389	19.39	233,097	699,292
Orono		352,528	9.45	124,419	228,109
Otsego		785,978	22.62	196,495	589,483
Owatonna		1,349,811	34.64	125,500	1,224,311
Plymouth		3,196,402	64.04	799,101	2,397,301
Prior Lake	*	957,362	20.09	335,077	622,285
Ramsey	*	1,199,156	32.36	481,345	717,811
Red Wing	*	926,741	24.26	324,359	602,382
Redwood Falls		299,955	9.93	74,989	224,966
Richfield		1,526,618	24.67	315,000	1,211,618
Robbinsdale		545,421	10.05	15,075	530,346
Rochester		5,465,966	100.71	900,000	4,565,966
Rogers		715,813	21.07	178,953	536,860

Municipality		Total Allotment	Improved Mileage	Maintenance	Construction
Rosemount		$ 1,101,309	28.33	$ 42,495	$ 1,058,814
Roseville		1,362,945	30.63	340,736	1,022,209
Sartell		803,187	18.52	33,867	769,320
Sauk Rapids		657,872	14.21	21,315	636,557
Savage		1,201,368	24.75	37,125	1,164,243
Shakopee	*	1,649,600	35.86	577,360	1,072,240
Shoreview		963,002	18.58	240,751	722,251
Shorewood		347,470	9.20	86,868	260,602
South St. Paul		797,082	17.46	199,271	597,811
Spring Lake Park		240,130	5.82	60,033	180,097
St. Anthony		354,830	5.95	88,708	266,122
St. Cloud		3,177,474	57.65	794,369	2,383,105
St. Francis		462,777	13.27	115,694	347,083
St. Joseph		199,844	6.16	49,961	149,883
St. Louis Park	*	1,945,243	32.86	680,835	1,264,408
St. Michael		945,401	22.61	236,350	709,051
St. Paul	*	12,322,193	161.39	3,705,125	8,617,068
St. Paul Park		247,438	6.06	61,860	185,578
St. Peter		607,128	15.12	122,742	484,386
Stewartville		216,576	4.49	54,144	162,432
Stillwater		812,935	17.73	203,234	609,701
Thief River Falls		683,106	16.02	181,514	501,592
Vadnais Heights	*	452,806	8.90	158,482	294,324
Victoria		318,021	6.11	79,505	238,516
Virginia		534,230	15.63	133,558	400,672
Waconia		508,584	12.23	18,345	490,239
Waite Park		318,371	6.54	9,810	308,561
Waseca		362,281	7.71	90,570	271,711
West St. Paul		715,840	13.58	178,960	536,880
White Bear Lake		916,363	20.95	229,091	687,272
Willmar		1,126,020	27.87	281,505	844,515
Winona		1,158,916	21.30	289,729	869,187
Woodbury		2,985,259	56.41	746,315	2,238,944
Worthington		533,698	11.79	100,000	433,698
Wyoming		455,901	15.70	23,550	432,351
Zimmerman		225,734	5.60	8,400.00	217,334
TOTAL		$ 173,218,364	3,614.60	$ 41,755,973	$ 131,462,391

*Required to file a detailed annual maintenance expenditure report at the end of the year.

STATE OF MINNESOTA
COUNTY OF RAMSEY

The undersigned, being duly appointed agent of the Commissioner of Transportation for the purpose of certifying copies of orders, records or files issued or maintained by the Commissioner, hereby certifies that this is a true and correct copy of the order, record or file of the State of Minnesota, Department of Transportation.

Dated this 25th day of January, 2017

DEPARTMENT OF TRANSPORTATION

Financial Management, State Aid Finance
395 John Ireland Blvd., Mail Stop 215
St. Paul, MN 55155

January 27, 2017

MUNICIPALITY OF RAMSEY

Bruce Westby

7550 Sunwood Drive
Ramsey, MN 55303

RE: NOTICE OF ANNUAL DISTRIBUTION

Dear Bruce Westby:

The following allotments will be credited to the accounts listed below in compliance with the 2017 Commissioner's Order, and will be released in accordance with the current rules.

ACCOUNT NUMBER	ACCOUNT DESCRIPTION	ALLOCATION AMOUNT
90	MUNI CONST	$717,811.00
94	MUNI MAINT	$481,345.00

If you have any questions please contact Cindy Degener at 651-366-4850 of the State aid Finance Office.

Sincerely,

Charles A. Zelle
Commissioner of Transportation

cc: City Clerk

Public Works Committee **5. 7.**

Meeting Date: 11/21/2017

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Consider the Addition of Street Lights in our Industrial Area

Purpose/Background:

Purpose:

The purpose of this case is to investigate the installation of additional street lights in our industrial areas.

Background:

Staff received a complaint from a local business owner about vandalism on his property and felt part of the cause was lack of adequate street lighting near his business. Staff did an inventory of street lighting in the industrial area and found that lighting could be improved at several key intersections. Street lights are often used to help make motorists more aware of an approaching intersection and provide some basic illumination to the neighborhood. A map will be presented at the meeting to show the locations of the requested lights in the industrial park.

Timeframe:

10 minutes

Observations/Alternatives:

Staff has received cost estimates for light installation from Connexus Energy which is attached to the case. The initial cost for installation varies by location and are listed below. The current energy and maintenance cost is $7.76 per month/light. Intersections chosen for street light installation are as follows:

Ramsey Blvd/ 143rd Ave - $5722.50
Jaspar St/ 143rd Ave - $10473.00
Ebony St/143rd Ave - $3485.50
Ebony St/141st Ave - $3485.50
Azurite St/ 144th Ave - $6269.50

Funding Source:

Street Light Fund 9603-1730

Recommendation:

Staff recommends the installation of priority street lights at the following intersections:

Ramsey Blvd/ 143rd Ave
Jaspar St/ 143rd Ave
Ebony St/143rd Ave
Ebony St/141st Ave
Azurite St/ 144th Ave

Action:

Motion to approve staff recommendation for the installation of priority street lights at the following intersections:
Ramsey Blvd/ 143rd Ave
Jaspar St/ 143rd Ave
Ebony St/143rd Ave
Ebony St/141st Ave
Azurite St/ 144th Ave
Or reject staff recommendation and approve an alternate recommendation based on committee discussion.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Grant Riemer	10/12/2017 12:37 PM
Grant Riemer (Originator)	Grant Riemer	10/12/2017 12:38 PM
Kurt Ulrich	Kurt Ulrich	10/12/2017 04:20 PM
Form Started By: Grant Riemer		Started On: 08/14/2017 11:36 AM
Final Approval Date: 10/12/2017		

Public Works Committee **6. 1.**

Meeting Date: 11/21/2017

By: Bruce Westby, Engineering/Public Works

Title:

Staff Updates on Improvement Projects and Items of Interest

Purpose/Background:

The purpose of this case is to update the Public Works Committee on current and proposed improvement projects within the City, and on other items of interest to the Committee.

City Improvement Projects

- **Riverdale Drive Extension - Traprock St. to Ramsey Blvd. (#16-20)**
  - Construction will be substantially complete by November 22, 2017
  - Final completion will occur in 2018
- **Puma Street Utilities Extensions (#17-10)**
  - Construction in progress
  - Construction complete by end of December, 2017
- **Potassium Street Temporary Cul-De-Sac Improvements (#17-13)**
  - Council accepted quote from Dave Perkins October 24, 2017
  - Settlement Agreement preliminarily approved by Schmitz's
  - Shade Tree reviewing Easement Agreement (meeting November 17 AM)
  - Construction completion proposed by end of December, 2017
  - Final completion will occur in 2018 (after turf is established)
- **The COR Regional Infiltration Basin**
  - Staff will soon request Council authorization to prepare Plans & Specifications
  - Construction must be complete by the end of July, 2018
- **Bunker Lake Boulevard and Puma Street Improvements**
  - Staff will soon request Council authorization to prepare a Feasibility Report/ Plans & Specifications
  - Bids anticipated February/March 2018
  - Construction anticipated to begin April/May 2018
  - Final completion anticipated September 2018

Anoka County Improvement Projects

- **Hanson Boulevard/CSAH 78 Grade Separation @ BNSF Railway Crossing (2017)**
  - Reconstruct County State Aid Highway 78 (CSAH 78) / Hanson Boulevard to a 4-lane divided section
  - Construct a grade-separated overpass for Burlington Northern Sante Fe (BNSF) railway crossing
- **Hanson Boulevard/CSAH 78 Reconstruction (2018)**
  - Expand CSAH 78 / Hanson Blvd between 139th Ave and CSAH 18 / Crosstown Blvd to 4-lane divided section
- **Foley Boulevard/CSAH 11 Grade Separation @ BNSF Railway Crossing**
  - Project is currently unscheduled / unfunded

MnDOT Improvement Projects

- **Trunk Highway 10 Cable Median Barrier Installation (2018)**
  - Install cable median barrier along Highway 10 between Thurston Avenue and Highway 101
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Railway Crossing (2017)**
  - Preliminary design in progress

Items of Interest
?

Timeframe:
Staff estimates that 5 minutes will be needed for updates and discussion.

Observations/Alternatives:
N/A

Funding Source:
N/A

Recommendation:
N/A

Action:
No formal action is required. For Committee review and discussion purposes only.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	11/16/2017 11:08 AM
Kurt Ulrich	Kurt Ulrich	11/16/2017 02:15 PM
Form Started By: Bruce Westby		Started On: 11/15/2017 04:47 PM
Final Approval Date: 11/16/2017		

Public Works Committee **6. 2.**

Meeting Date: 11/21/2017

By: Bruce Westby, Engineering/Public Works

Title:

Review Future Topics Calendar

Purpose/Background:

Attached is a calendar of future topics for review and discussion by the Public Works Committee. The list includes topics drawn from Committee requests received during meetings and/or topics previously discussed by the Committee that are not yet resolved. All dates shown are estimated based on availability of information, staff workload, and competing objectives and are therefore subject to change.

Timeframe:

Staff estimates 5 minutes will be necessary to review the future topics calendar and address Committee questions.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

Action:

No formal action is required. For Committee review and discussion purposes only.

Attachments

Nov 2017 Calendar

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	11/16/2017 11:07 AM
Kurt Ulrich	Kurt Ulrich	11/16/2017 02:24 PM
Form Started By: Bruce Westby		Started On: 11/15/2017 04:48 PM
Final Approval Date: 11/16/2017		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
January 2018	Sunfish Lake Sedimentation Basin Improvements *(Westby)*
January 2018	Gibbon Street & 173rd Avenue Drainage Improvements *(Westby)*
March 2018	Well Siting Study - Well #9 *(Westby)*
March 2018	Sunwood Drive Roundabout Landscaping *(Riemer)*
Future	County Ditch Maintenance / Buffer Law *(Westby)*
Date	**Topics for Discussion – Regulatory**
Future	Sunfish Lake Boulevard Speed Zone Study Results *(Westby)*
Future	Wellhead Protection Plan Update *(Westby)*
Date	**Topics for Discussion – Policy**
Future	Landscaped Median Maintenance Policy *(Riemer)*
February 2018	Draft Trail Maintenance Policy *(Westby)*
February 2018	Draft Stormwater Pond Maintenance Policy *(Westby)*
Date	**Topics for Discussion – Planning and Budget**
January 2018	Municipal State Aid System (MSAS) Revisions *(Westby)*
Future	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies *(Westby)*
Future	Public Works Facility Review/Update *(Riemer/Brama)*
Future	Comprehensive Plan for Long-Term Water Supply *(Westby)*
Date	**Topics for Discussion – Staff Updates**
Future	Water Conservation Opportunities / Incentives *(Westby)*
January 2018	RCP Program Project Updates *(Westby, others?)*

* Dates are estimated and are subject to change based on availability of information, staff workload, and competing objectives.