

**City of Ramsey**  
**Agenda**  
**City Council Work Session**  
**Tuesday, May 13, 2025**

**5:30 pm**  
**Lake Itasca Room, 7550 Sunwood Drive NW**

Remote Attendance available at [www.cityoframsey.com/meetings](http://www.cityoframsey.com/meetings).  
Those joining remotely and requesting to speak are asked to use a webcam when speaking.

**1. Call to Order**

**2. Topics for Discussion**

1. Northstar Commuter Rail Transition
2. Consider Request to Advance Replacement of 2009 Jetter-Vacuum Truck
3. 2025 Strategic Planning Session

**3. Topics for Future Discussion**

1. Review Future Topics/Calendar

**4. Mayor/Council/Staff Input**

**5. Adjournment\***

**\*Note: the City Council may motion to recess this Work Session meeting and reconvene after the regular City Council meeting if items on the agenda are not completed.**

**CC Work Session****Meeting Date:** 05/13/2025**Primary Strategic Plan Initiative:** Not Applicable**Information****Title:**

Northstar Commuter Rail Transition

**Purpose/Background:**

In recent years, the Minnesota Legislature has authorized funds to study and consider changes to the Northstar Commuter Rail operations. Through the 2025 session, it has become evident that the Northstar Commuter Rail will likely be discontinued as efforts have changed focus on its operations to a transition plan. Staff have been invited to partake in transition discussions with MetroTransit. The questions asked to cities with a Northstar Rail stop in their community have been focused on two parts. One is what does a replacement bus service look like for your community? Two, what does the future of existing infrastructure for the rail stop look like?

At our February 25, 2025 Work Session, staff first shared current legislation to discontinue the commuter rail. The early consensus of the city council was that Ramsey would not take a position on whether the commuter rail stays or not, but instead focus on advocating that an acceptable level of public transportation remains. Other concerns staff have raised when considering this further is that the existing rail stop serves two purposes. The main purpose is to be a rail stop for commuters to use the rail service. The second is a pedestrian overpass. When the rail stop was first constructed, a skyway was added for users to access the rail stop from the city owned parking ramp. This was a forethought to what would eventually become a complete Mississippi Skyway Pedestrian Bridge spanning from our parking ramp across US Hwy 10/169 with a touchdown point on the south side by Riverdale Drive. This skyway would provide a crucial pedestrian only safe connection between the Anoka County Central Regional Trail and the Mississippi River Regional Trail.

The proposed bus replacement route would be a route with stops in Ramsey, Anoka and Coon Rapids. Service would run every 30 minutes during rush hours (6 - 8:30 a.m. and 4 - 6:30 p.m.) with routes every 60 minutes midday. Other rail stop locations would be served by a different bus route. With a change to bus, commuters boarding in Ramsey would see a 15-20 minute increase compared to rail to reach the same destination downtown Minneapolis. However, the cost to ride is projected to be slightly less than the current rail trip rate.

For reference, the parking ramp was constructed with the public transportation park and ride option in mind. The city did receive outside funding to aid in the upfront construction cost of the ramp, however, the cost to the city for improvements directly related to the rail stop was approximately \$4.1 million. The ramp has a total of 793 parking stalls with 350 for transit users, 143 for City Hall, 275 for The Residence Apartment and 25 unallocated. The city does not receive compensation for annual maintenance and operation costs of the ramp from MetroTransit, but we do receive payment from the apartment.

Attached to the case a short presentation provided by MetroTransit. Craig Lamothe, Northstar Transition Director, will join the meeting online for questions and to hear the council's feedback.

Links to past studies:

[2023 Northstar Rail Corridor Post-Pandemic Study](#)

[2024 Northstar Extension Assessment Study](#)

[2025 Twin Cities-St. Cloud-Fargo/Moorhead Corridor Study](#)

**Time Frame/Observations/Alternatives:**

As MetroTransit continues their plan to transition to bus service over commuter rail options, they are asking for feedback from cities as explained above. There are a number of contracts, agreements, easements and infrastructure ownership situations they need to work through. When looking specifically at Ramsey, MetroTransit holds an easement on both city owned property and BNSF Railway right of way that long term consideration needs to be given to. As noted above, two main points of consideration have been identified:

*What does public transportation look like for Ramsey?*

With the proposed bus route and trip options, it is reasonable to say the service is being expanded from a trip count standpoint. Even when the Northstar Rail was operating at peak trips (pre-pandemic), the number of bus routes exceeds what has been available. One drawback to note is the trip time does increase due to stop locations in comparison to the main travel route of US Hwy 10/169. Does the City Council feel what is proposed is sufficient for available public transportation in Ramsey?

*What does existing infrastructure look like for Ramsey?*

As noted, the city envisioned a dedicated pedestrian overpass to the south side of US Hwy 10/169 that utilized existing improvements to the commuter rail stop. Staff have worked to bring this plan to fruition with efforts to complete 90% construction plans in 2018 and to apply for grant funds to construct the remaining portion of the overpass. In 2024, the city was awarded \$3.75 million in state funds for the overpass, and currently has requests in for federal Congressionally Directed Spending opportunities with Congressman Emmer, Senator Klobuchar and Senator Smith. If successful, it is reasonable to believe all funding would be secured to construct the overpass. With the transition to bus service, it has been shared that existing infrastructure would likely need to be removed from BNSF right of way. It is unknown at this time what options may be available, but as MetroTransit negotiates with BNSF, there may be an opportunity for some infrastructure to remain. Long-term ownership and responsibility needs to be determined. Does the City Council want staff to continue to work with MetroTransit to maximize what infrastructure remains in place from the current rail stop to be used for a future overpass to the south side of US Hwy 10/169?

*Is there anything else?*

The two items above are the most obvious considerations. However, as MetroTransit continues to pursue this transition now is the time to share our desires.

**Recommendation:**

N/A

**Outcome/Action:**

Provide additional comments on the desires of Ramsey for the replacement bus service, future of the existing rail stop infrastructure and anything else.

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**Attachments**

Northstar Transition MetroTransit Presentation  
Mississippi Skyway Trail Bridge Graphics  
2024 State Transportation Appropriation

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Brian Hagen

Final Approval Date: 05/08/2025

**Reviewed By**

Brian Hagen

**Date**

05/08/2025 02:49 PM

Started On: 05/05/2025 12:44 PM



# Northstar Commuter Rail to bus transition

Spring 2025 | [metrotransit.org/northstar](https://metrotransit.org/northstar)



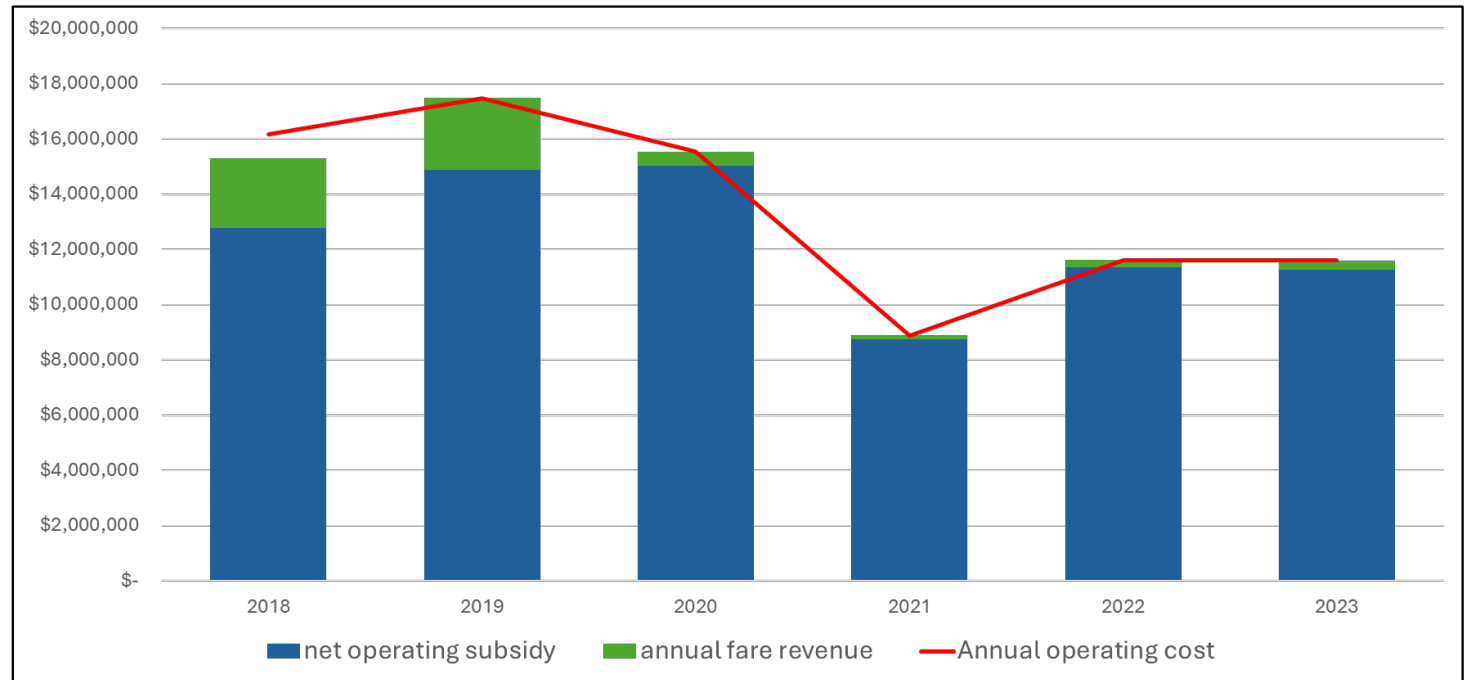
# Agenda

- Commuter Rail to bus transition
  - Why this change is being explored
    - Cost/ridership/flexibility
  - Bus service plan options
  - Process
  - How to comment
- Conversation and Q&A

# Cost

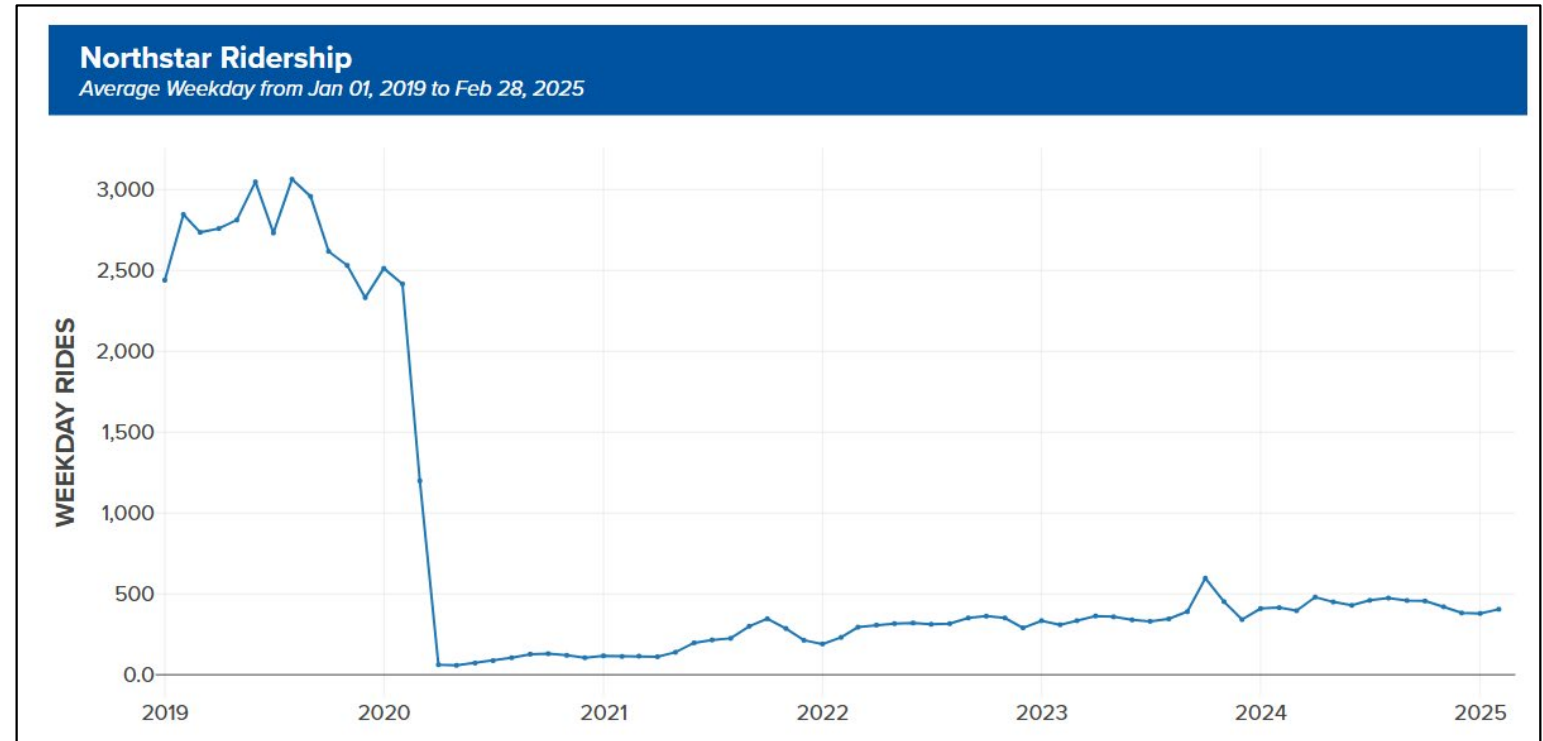
- Studies by the Minnesota Department of Transportation (MnDOT) and the Metropolitan Council have explored the high cost of providing service, compared to low ridership.
- Northstar's service levels and annual operating costs remained relatively stable from its opening in late 2009 until mid-2020.

## OPERATING SUBSIDY VS FARE REVENUE



# Ridership

- The arrival of the COVID-19 pandemic led to a dramatic ridership drop of nearly 98% and while more riders have returned, service has not recovered.
- Marketing campaigns, adjustments in service and pass options were explored to increase ridership.



# Station Usage

## AVERAGE DAILY RIDES MARCH 2025

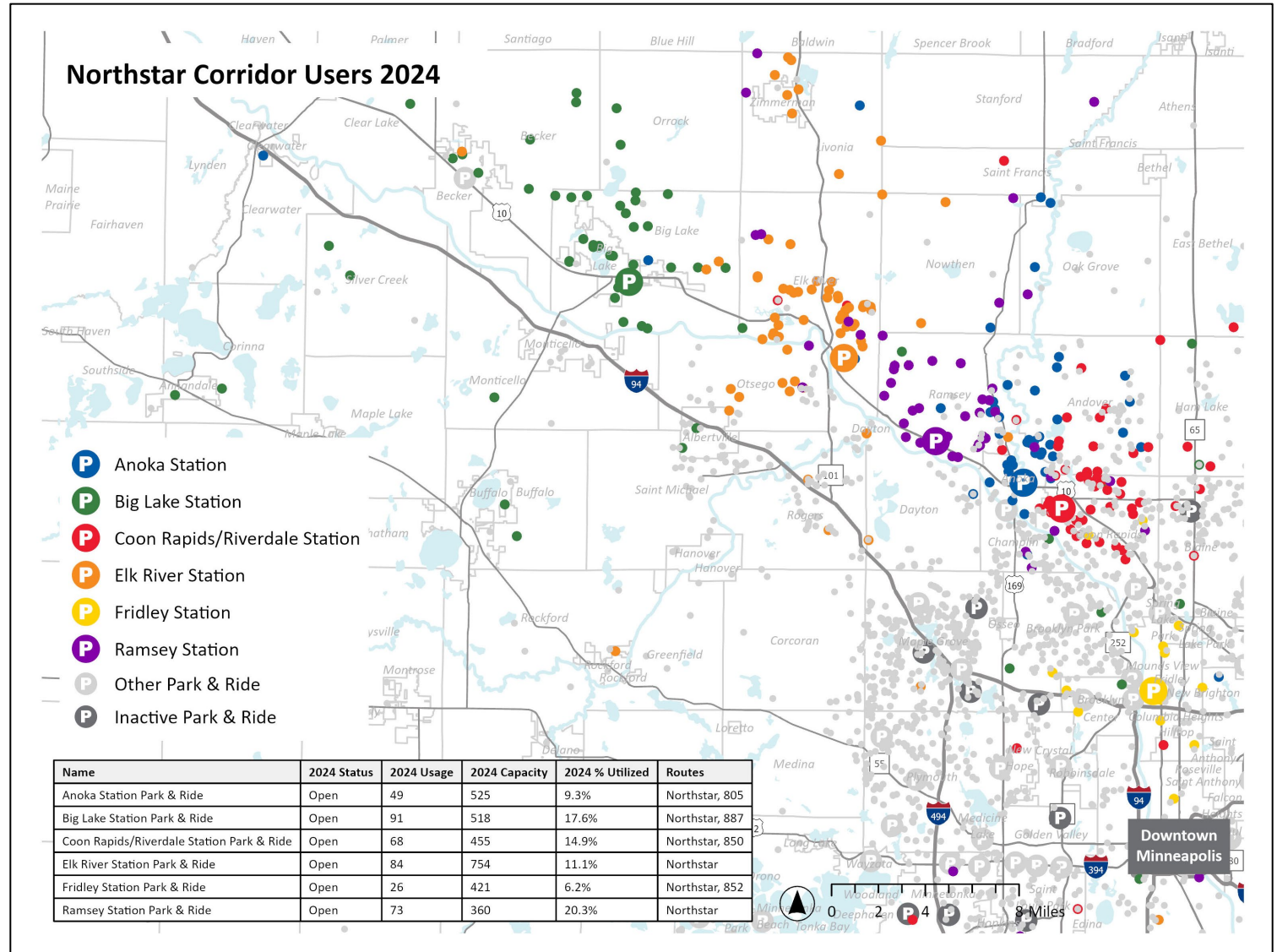
Station	Rides
Big Lake	60
Elk River	52
Ramsey	20
Anoka	35
Coon Rapids	38
Fridley	14

Station	Rides
Mpls to Fridley	13
Mpls to Coon Rapids	39
Mpls to Anoka	43
Mpls to Ramsey	23
Mpls to Elk River	49
Mpls to Big Lake	48

- Big Lake and Elk River remain the most used station
- The Fridley Station has more alternative options for riders

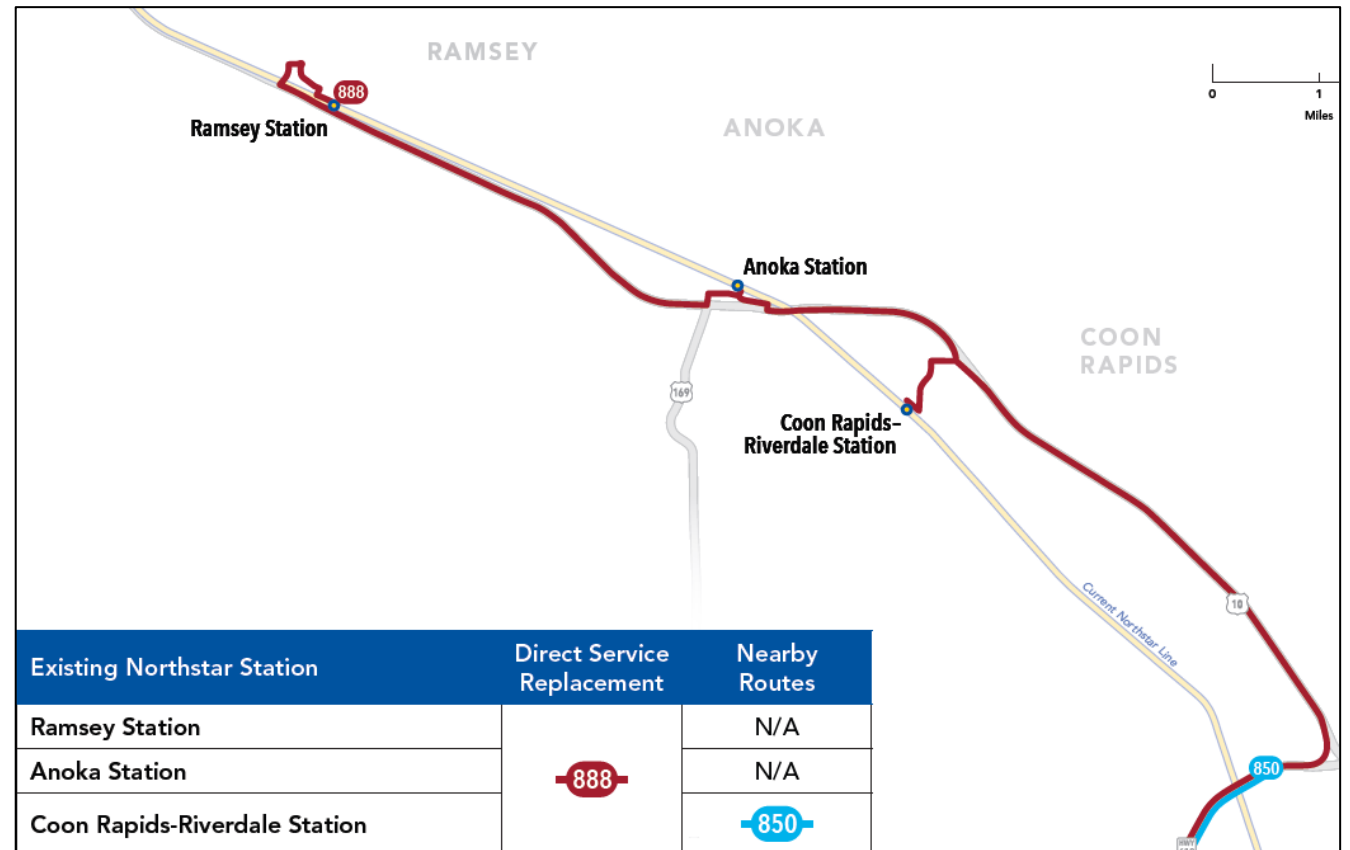
# Station Usage

- Many riders live within five miles of Northstar stations.
- Others are traveling down major highway corridors to reach Park & Rides or connecting to Northstar from other bus service



# Ramsey, Anoka, and Coon Rapids

- Route 888 would be new bus service to Ramsey, Anoka, and Coon Rapids and would provide service all-day in both direction on weekdays.
- Service would run every 30 minutes during rush hours (6 – 8:30 a.m. and 4 – 6:30 p.m.) and every 60 minutes during the midday (8:30 a.m. to 4 p.m.) in both directions
- The Coon Rapids area is also served by the 850 at the Foley Park-and-Ride



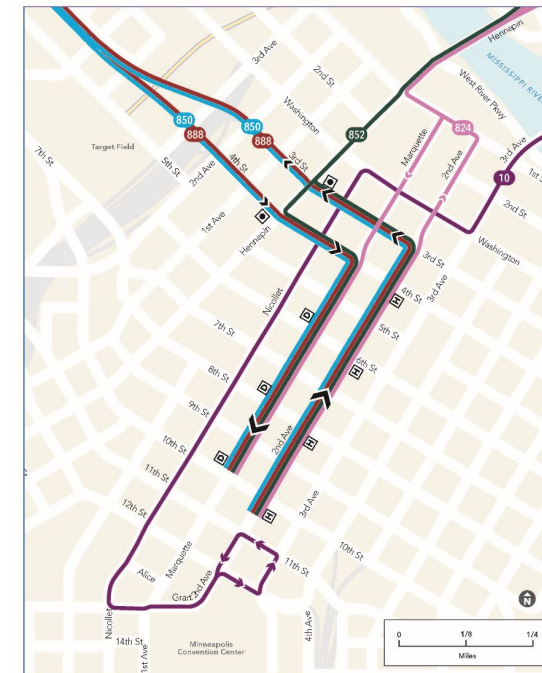
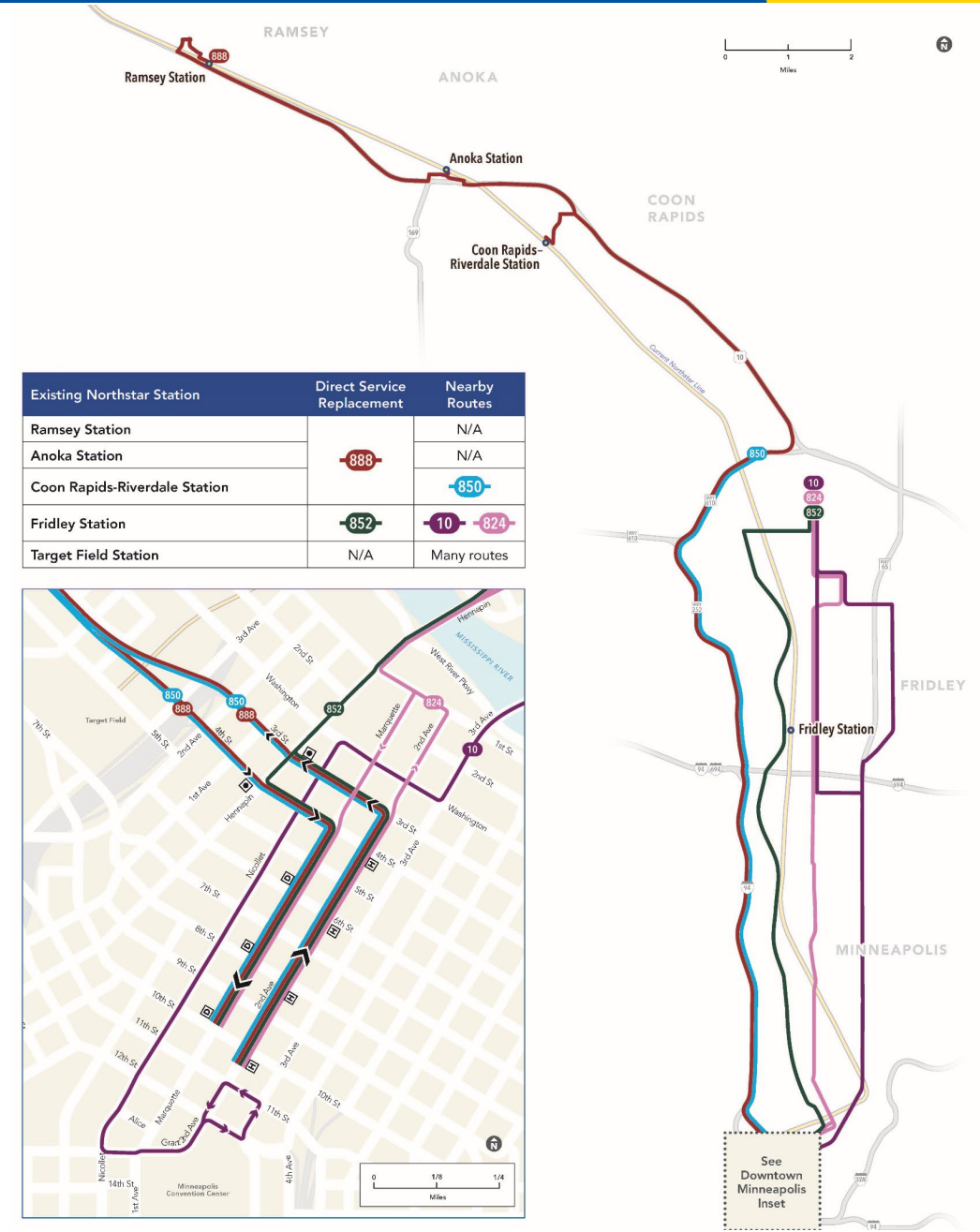
# Potential bus service to Big Lake and Elk River

- Metro Transit currently does not have the authority to operate buses to Big Lake or Elk River stations in Sherburne County.
- State law was created to allow the Metropolitan Council to run Northstar service.
- Bus service to these stations would likely need to be provided by someone else, which has not yet been determined.



# Service alternatives for Ramsey, Anoka, Coon Rapids, Fridley, and Target Field stations

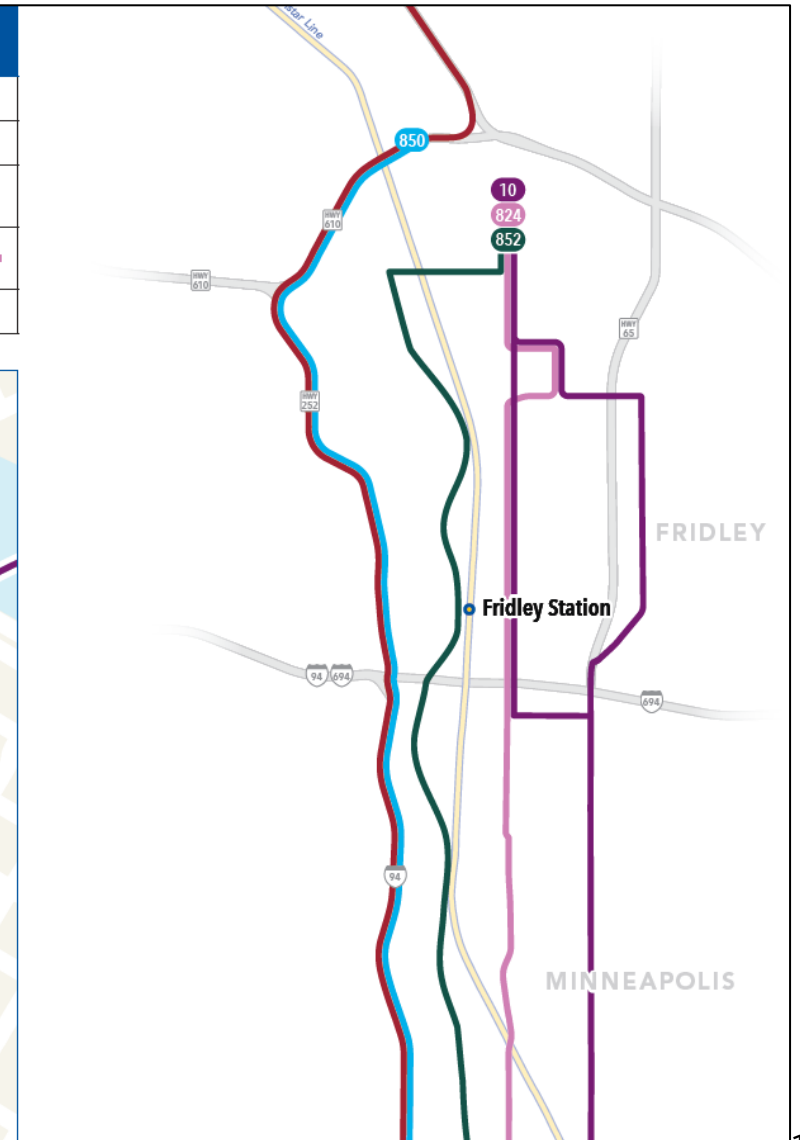
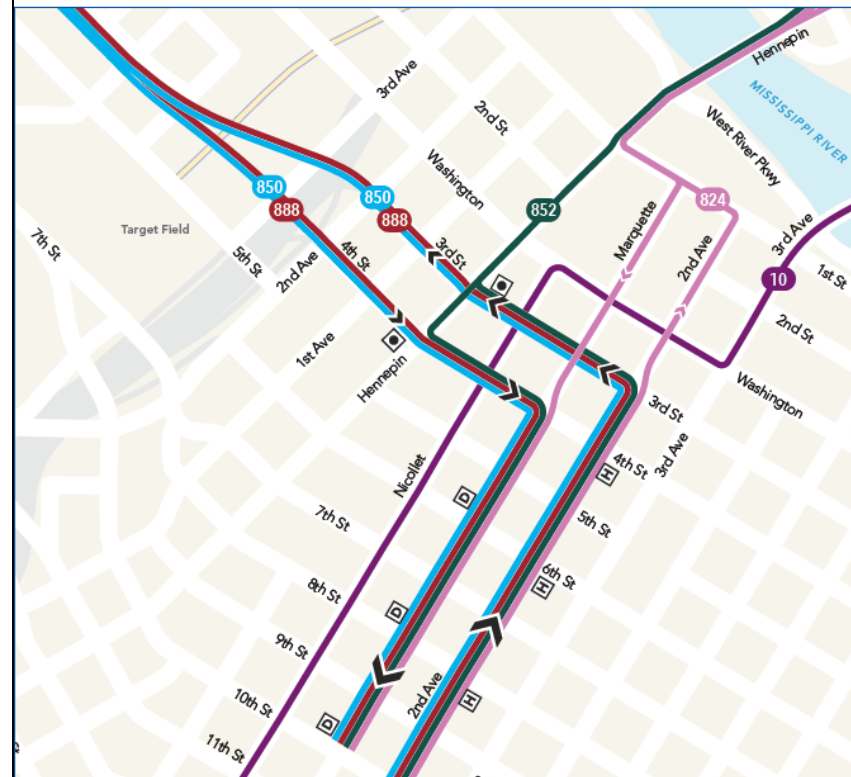
- Bus service would provide a one-seat ride into the core of downtown Minneapolis, without the need to transfer
- The Fridley Station is served by multiple routes, while a new route would be created to serve Ramsey, Anoka and Coon Rapids








# Fridley

- Routes 10, 852, and 824 serve Fridley station, offering both express service in the morning and afternoon, as well as all-day service in both direction on weekdays and weekends.

Existing Northstar Station	Direct Service Replacement	Nearby Routes
Ramsey Station	888	N/A
Anoka Station		N/A
Coon Rapids-Riverdale Station		850
Fridley Station	852	10 824
Target Field Station	N/A	Many routes



# Travel Time Comparison

Origin Station Park & Ride	   Northstar - LRT - Walk to 5th & Nicollet	  Bus - Walk to 5th & Nicollet	Added Time
Ramsey	45 min	63 min	18 min
Anoka	42 min	49 min	7 min
Coon Rapids-Riverdale	39 min	41 min	2 min
Fridley	29 min	36 min (Route 824) 44 min (Route 10)	7-15 min

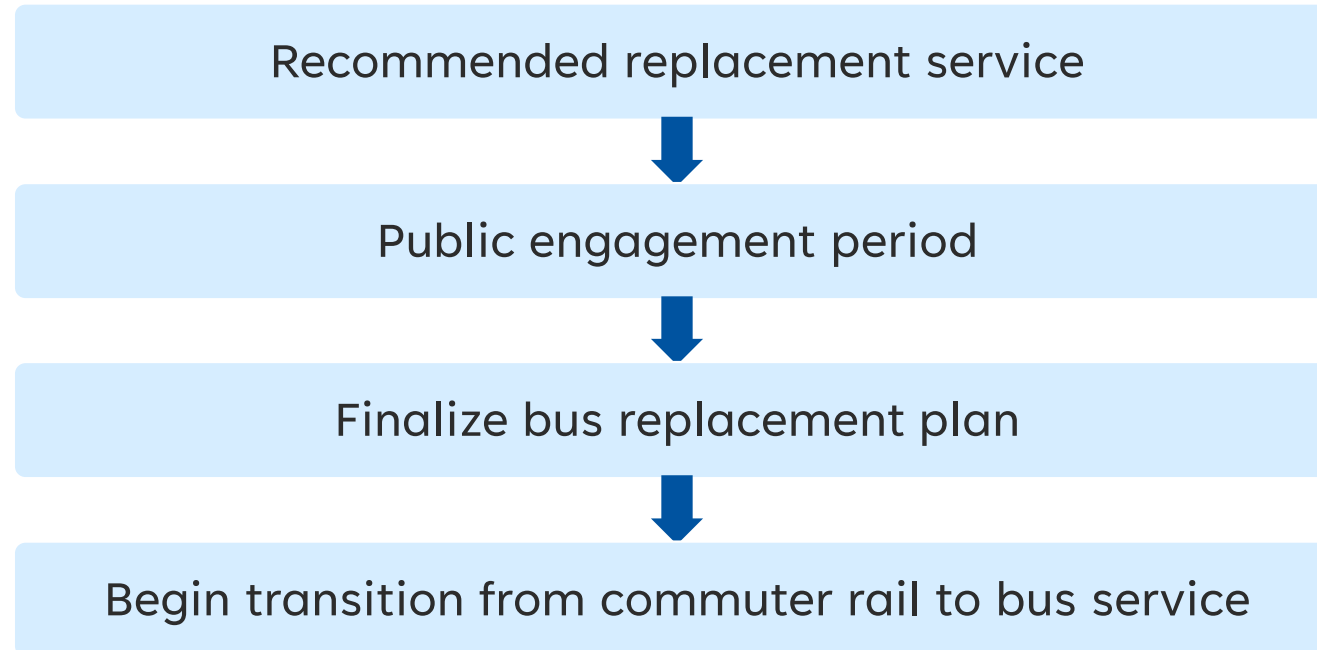
- Most Northstar riders connect to light rail at Target Field Station to finish their commutes to the core of downtown.
- Bus service would provide a one-seat ride into the core of downtown Minneapolis. Without the need to transfer, it would take you about the same amount of time to reach downtown as your Northstar trip today.
- For some locations, like Ramsey Station, it will take around 15-20 minutes longer.

# Fare Comparison

	Northstar	Local Bus / METRO		Express Bus	
Origin	Adults and Reduced fare (Youth, Seniors, Medicare)	Adult fare (ages 13-64) Good for 2 ½ hours	Reduced fare (Youth, Seniors, Medicare)	Adult fare (ages 13-64) Good for 2 ½ hours	Reduced fare (Youth, Seniors, Medicare)
Big Lake to Downtown Minneapolis	<b>\$6.25</b>				
Elk River to Downtown Minneapolis	<b>\$4.75</b>				
Ramsey to Downtown Minneapolis	<b>\$3.75</b>			<b>\$3.25 peak</b>	
Anoka, Coon Rapids, Fridley to Downtown Minneapolis	<b>\$3.25</b>	<b>\$2</b>	<b>\$1</b>	<b>\$2.50 midday</b>	<b>\$1</b>

- Mobility Fare is \$1 (regular and express)
- All-day passes now cost \$2-4
- 7-Day Passes now cost \$20

# Process



- No date has been set for the transition from rail to bus service. Regular weekday and Twins Northstar service will continue as planning efforts proceed.
- The Metropolitan Council will provide updates as transition planning progresses.

## Comment Now

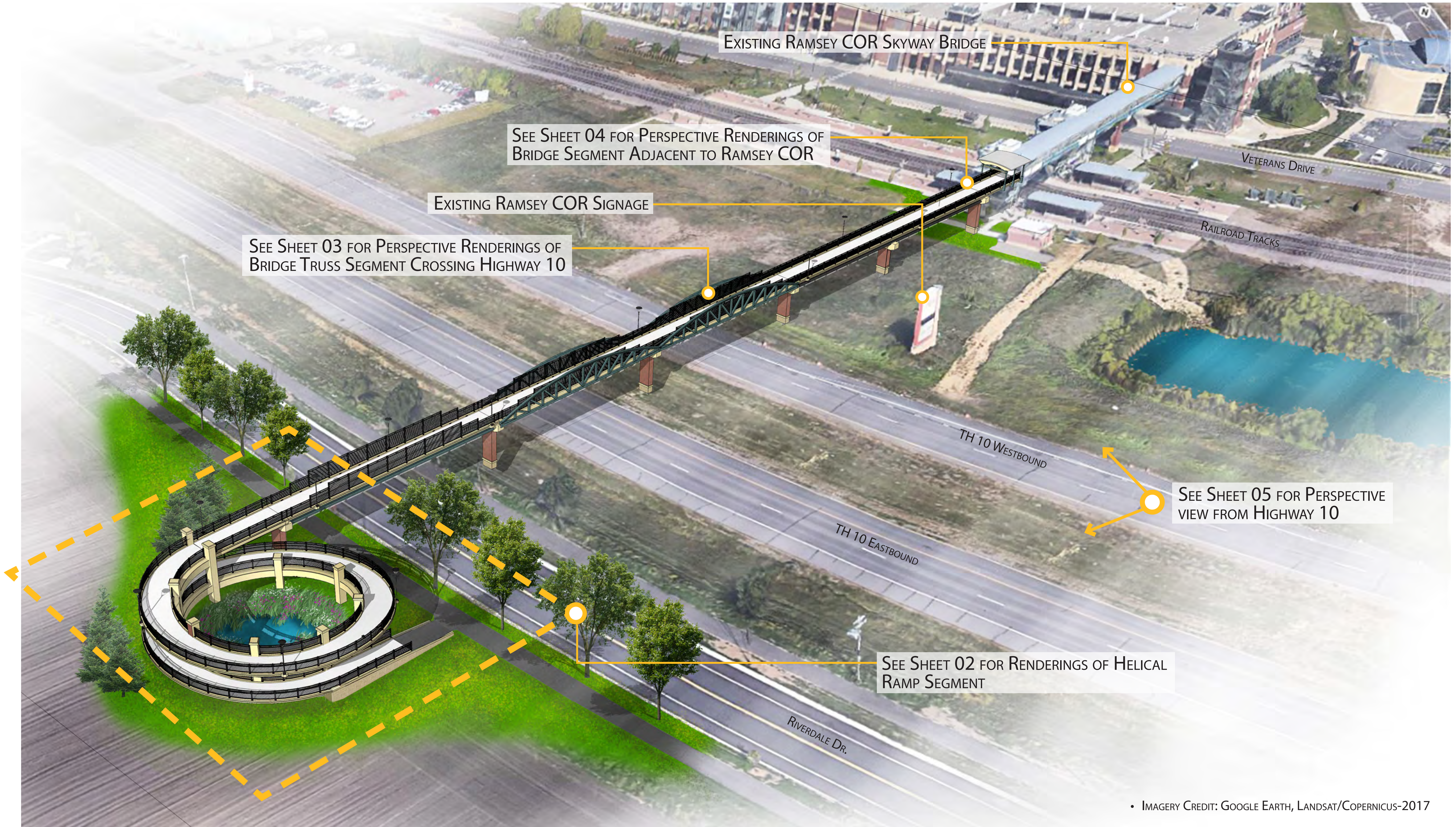
- Scan the code to take the survey by May 11th or visit [metrotransit.org/northstar](https://metrotransit.org/northstar)





**Comments or Questions**

**Thank you**



SEE SHEET 04 FOR PERSPECTIVE RENDERINGS OF BRIDGE SEGMENT ADJACENT TO RAMSEY COR

EXISTING RAMSEY COR SIGNAGE

SEE SHEET 03 FOR PERSPECTIVE RENDERINGS OF BRIDGE TRUSS SEGMENT CROSSING HIGHWAY 10

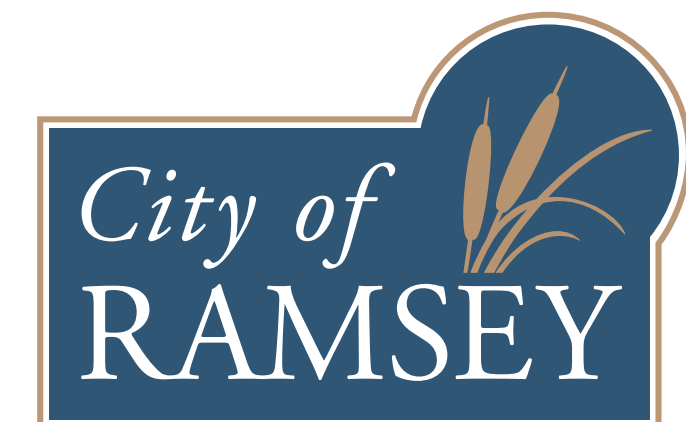
SEE SHEET 05 FOR PERSPECTIVE VIEW FROM HIGHWAY 10

SEE SHEET 02 FOR RENDERINGS OF HELICAL RAMP SEGMENT

• IMAGERY CREDIT: GOOGLE EARTH, LANDSAT/COPERNICUS-2017

# MISSISSIPPI SKYWAY - CITY OF RAMSEY

01 PROPOSED CIRCULAR RAMP @ SOUTH SIDE OF HIGHWAY 10



BRIDGE PIER #1 - SEE AESTHETIC TREATMENT BOARD FOR MATERIAL DETAILS

STORMWATER TREATMENT BIORETENTION AREA

ORNAMENTAL METAL RAILING  
• 4'-6" HEIGHT ABOVE WALKING SURFACE  
• 10'-0" MAXIMUM PANEL LENGTH

HELIX DECKING (SEE SECTION FOR DETAIL)

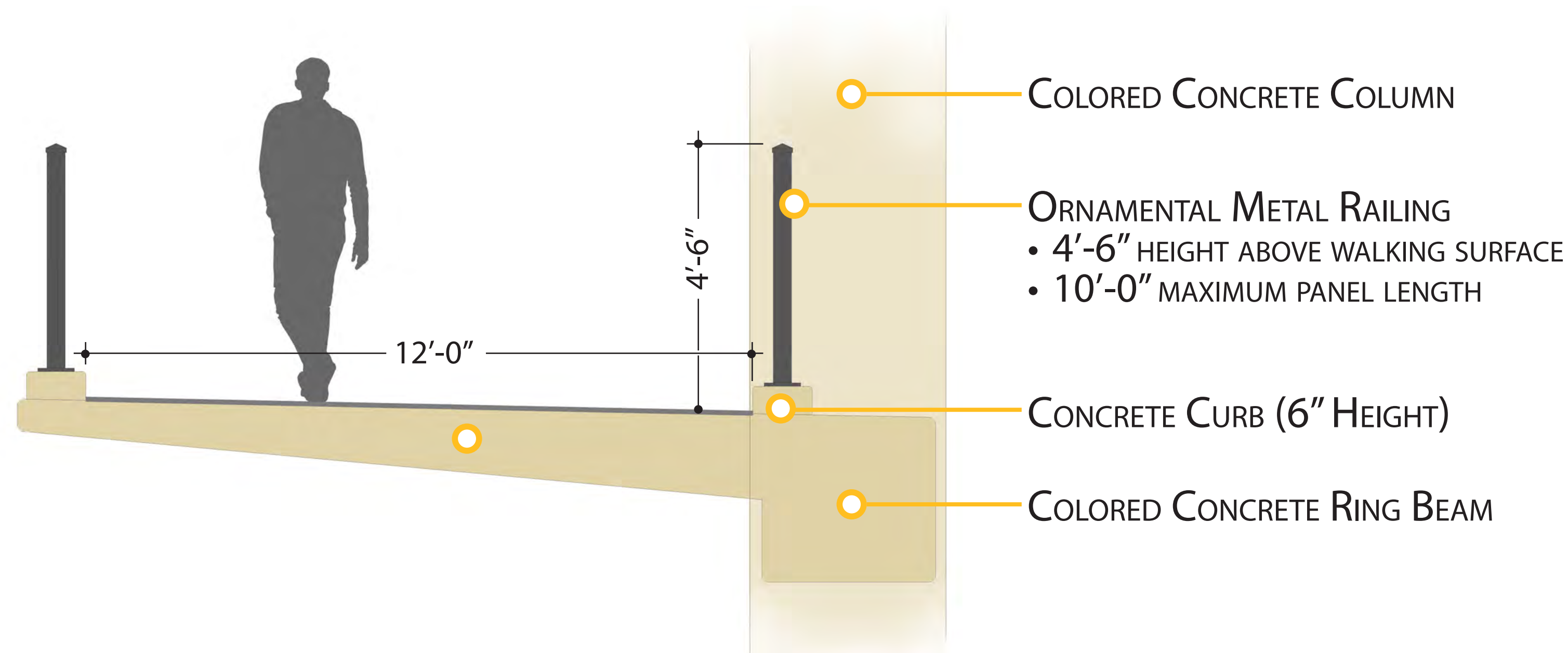
COLORED CONCRETE COLUMN

RETAINING WALL  
• UTILIZES BRICK & FORM LINER PATTERN THAT MATCH RAMSEY COR AND ARMSTRONG BLVD. BRIDGE

WAYFINDING SIGNAGE OR MONUMENT  
SIGNAGE LOCATION



DAYTIME CONCEPT RENDER OF HELIX RAMP (SEE SHEET 01 FOR LOCATION)



COLORED CONCRETE COLUMN

ORNAMENTAL METAL RAILING  
• 4'-6" HEIGHT ABOVE WALKING SURFACE  
• 10'-0" MAXIMUM PANEL LENGTH

CONCRETE CURB (6" HEIGHT)

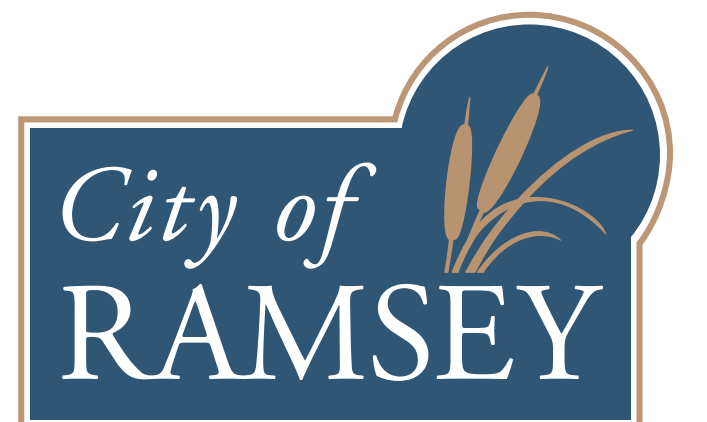
COLORED CONCRETE RING BEAM



NIGHTTIME CONCEPT RENDER OF HELIX RAMP

# MISSISSIPPI SKYWAY - CITY OF RAMSEY

02 PROPOSED HELIX RAMP @ SOUTH SIDE OF HIGHWAY 10

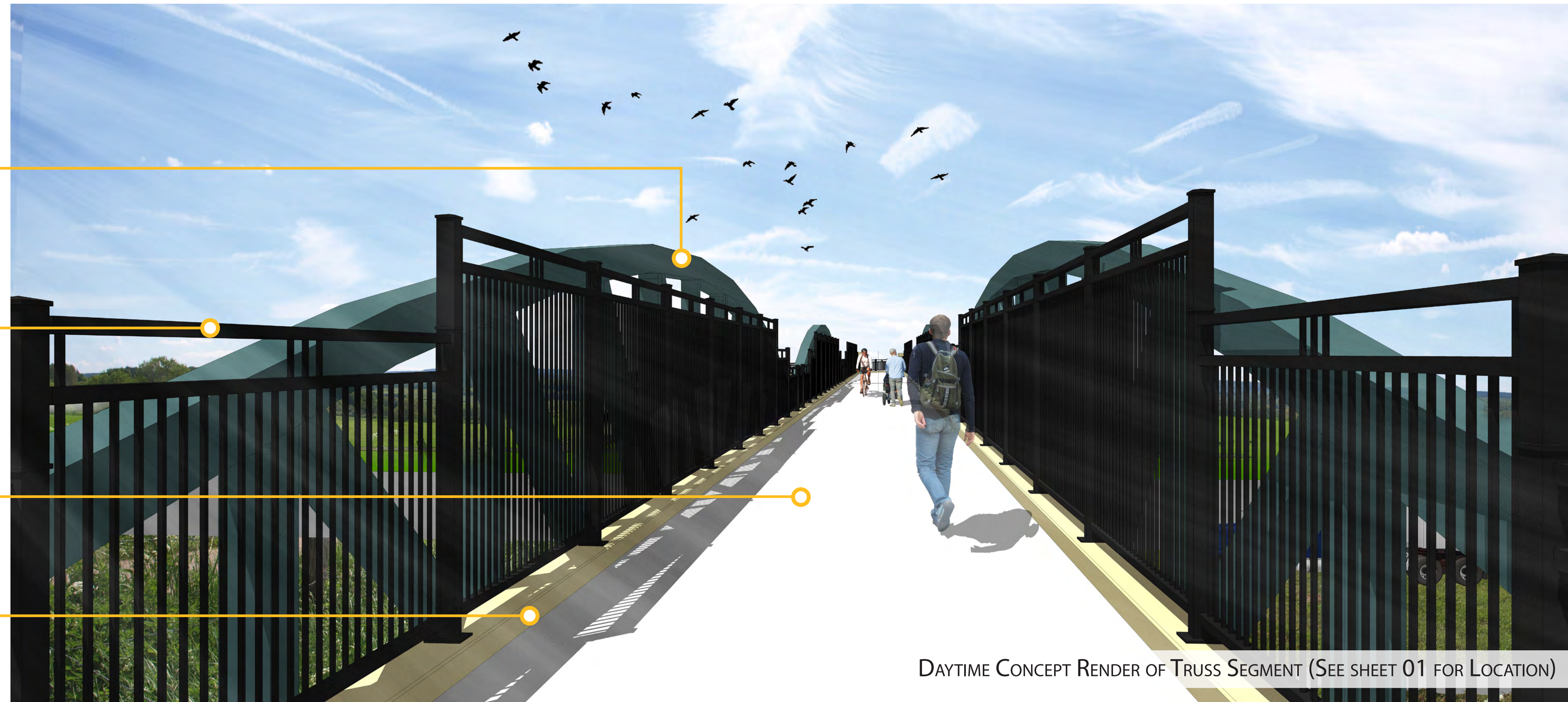


ORNAMENTAL METAL TRUSS ACROSS HIGHWAY 10  
• COLOR TO MATCH RAMSEY COR FACILITY

ORNAMENTAL METAL RAILING (HEIGHT VARIES)  
• TRANSITIONS FROM 4'-6" TO 8'-0" OVER ROADWAY

PLAIN CONCRETE DECKING SURFACE

6" CONCRETE CURB



DAYTIME CONCEPT RENDER OF TRUSS SEGMENT (SEE SHEET 01 FOR LOCATION)



NIGHT CONCEPT RENDER ALTERNATIVE A

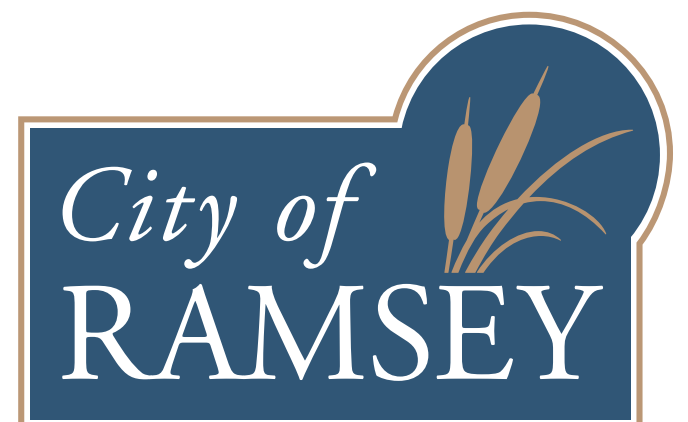


NIGHT CONCEPT RENDER ALTERNATIVE B

# MISSISSIPPI SKYWAY - CITY OF RAMSEY

03

BRIDGE TRUSS SEGMENT OVER HIGHWAY 10



ORNAMENTAL CANOPY @ ENTRY DOOR TO TRANSIT CENTER  
• COLOR TO MATCH RAMSEY COR FACILITY  
• SEE SHEET 07 FOR DESIGN CONCEPT

OVERHEAD LED LIGHTING ALONG BRIDGE  
• STYLE TO MATCH RAMSEY COR STATION

ORNAMENTAL METAL RAILING (HEIGHT VARIES)  
• 4'6" HEIGHT, TRANSITIONING TO 8' HEIGHT @ HWY. 10

PLAIN CONCRETE DECKING SURFACE

6" CONCRETE CURB



DAYTIME CONCEPT RENDER OF TRANSIT STATION CONNECTION (SEE SHEET 01 FOR LOCATION)



OVERHEAD PEDESTRIAN LIGHTING

NIGHT CONCEPT RENDER ALTERNATIVE A

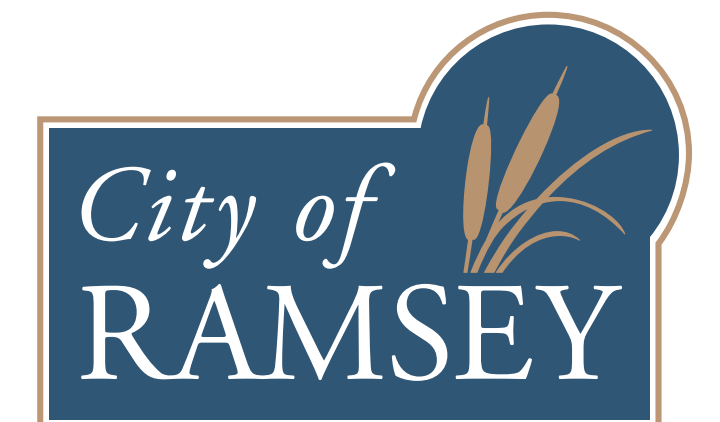


HANDRAIL LIGHTING

NIGHT CONCEPT RENDER ALTERNATIVE B

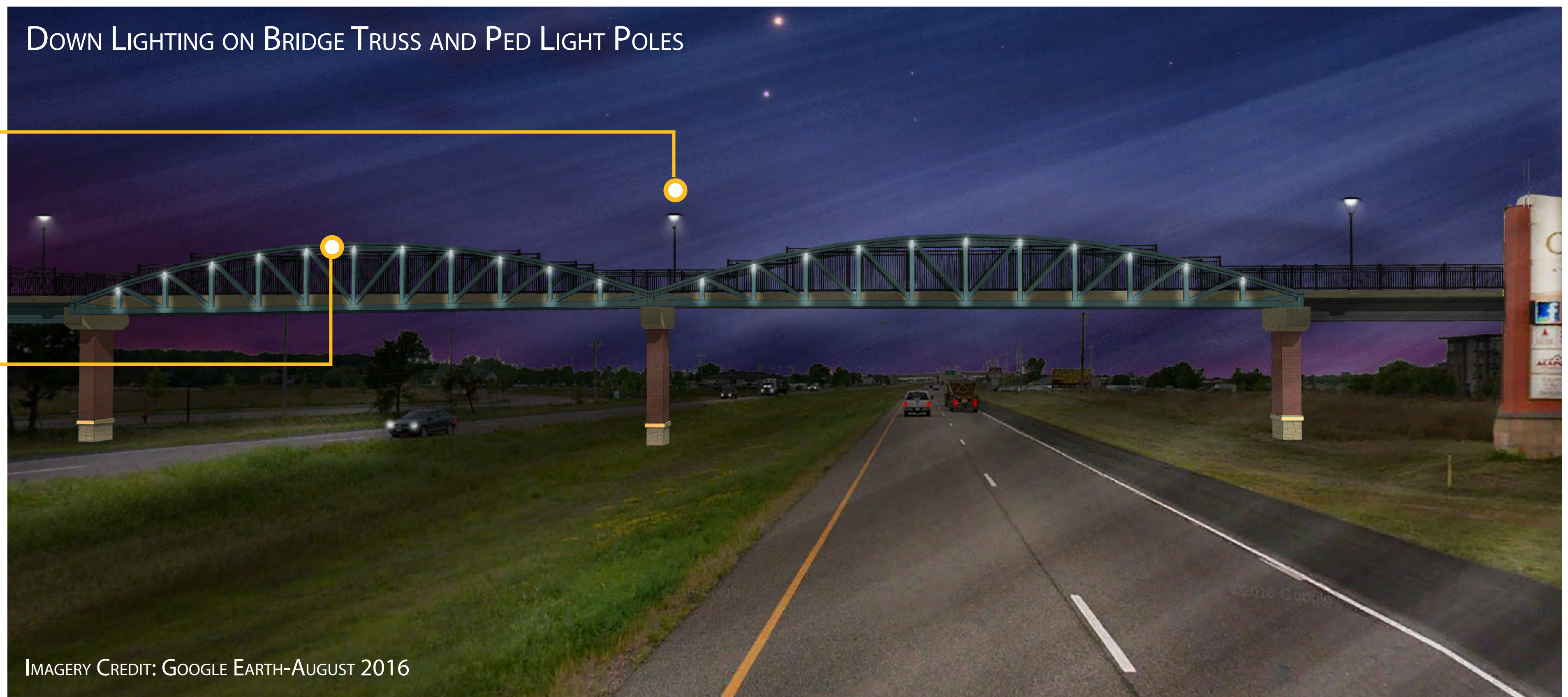
# MISSISSIPPI SKYWAY - CITY OF RAMSEY

04 BRIDGE SEGMENT NEAR RAMSEY COR TRANSIT CENTER



LED POLE LIGHTING (STYLE TO MATCH RAMSEY METRO STATION PLATFORM LIGHTING)

LED DOWN LIGHTS ON EXTERIOR OF TRUSS HIGHLIGHTING VERTICAL ELEMENTS



ROPE LIGHTING ON TRUSS AND HANDRAIL LIGHTING

HANDRAILS RUNNING THE ENTIRE BRIDGE LENGTH WITH BUILT IN DOWN-LIGHTING

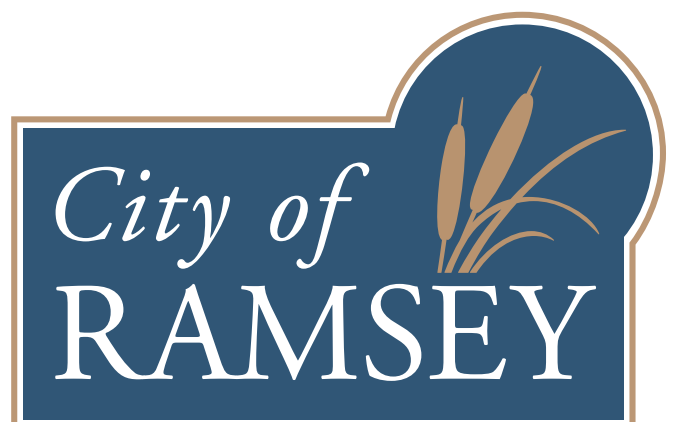
LED ROPE LIGHTING IN METAL CHANNEL LIGHTING EXTERIOR OF METAL TRUSSES

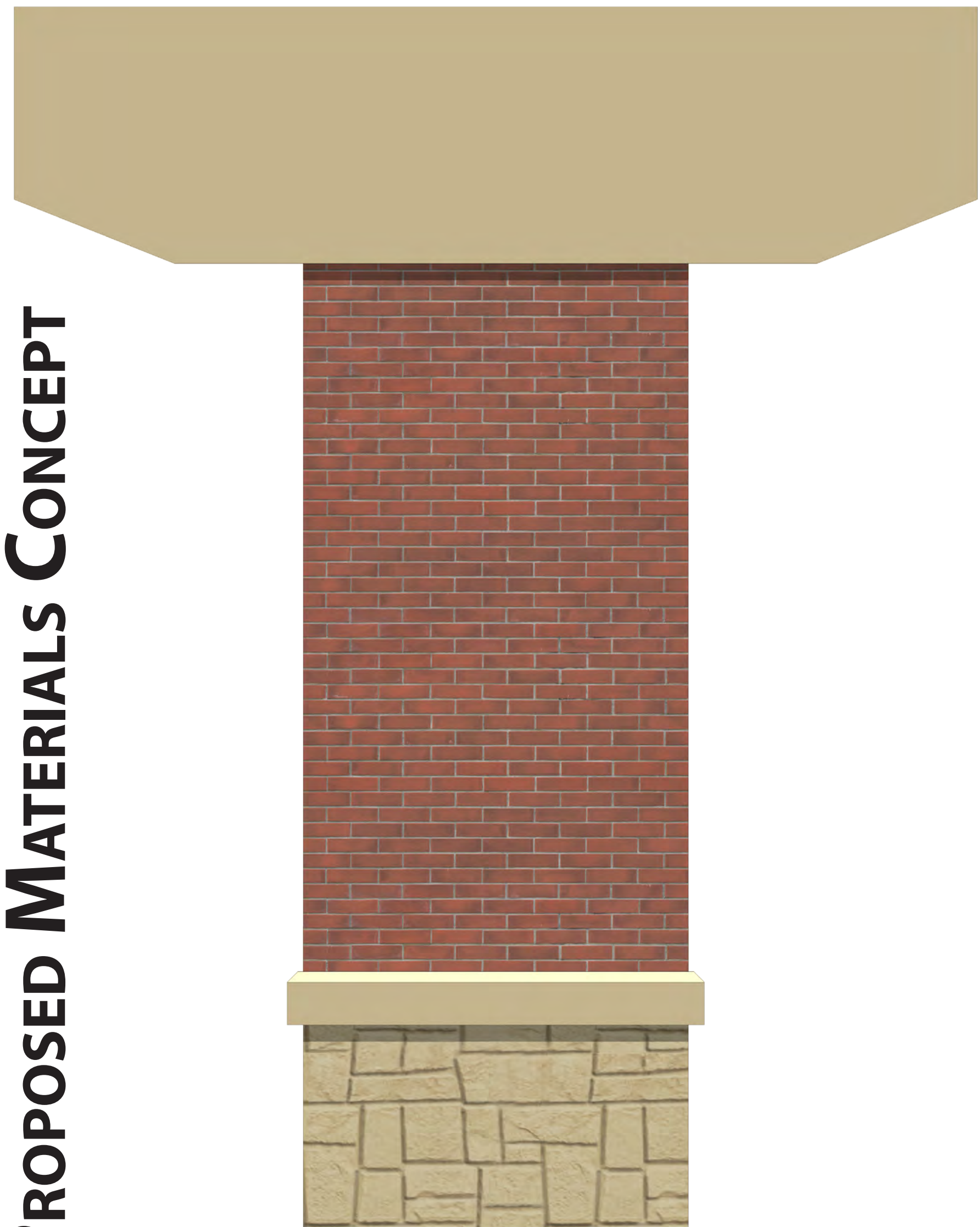
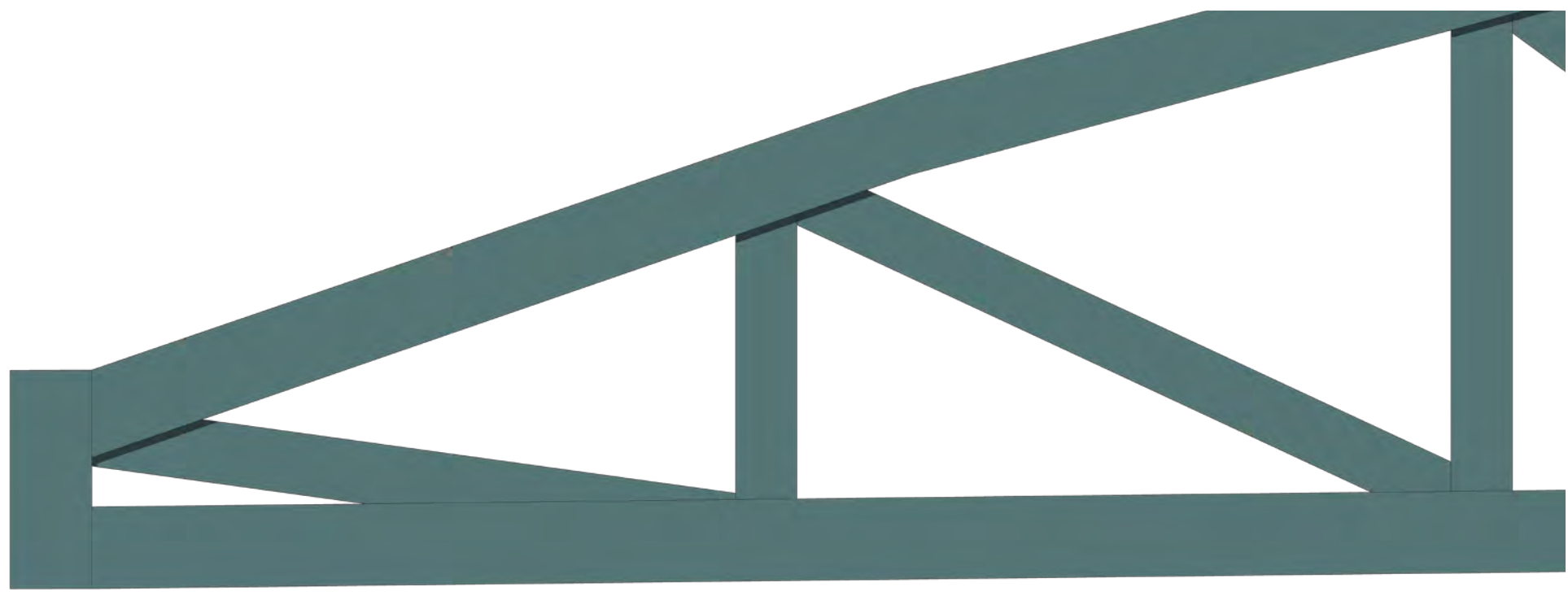


# MISSISSIPPI SKYWAY - CITY OF RAMSEY

05

BRIDGE VIEW FROM HIGHWAY 10 LOOKING WEST





**PROPOSED MATERIALS CONCEPT**

# HIGHWAY 10 BRIDGE MATERIALS

- COLORED CONCRETE - FEDERAL STANDARD COLOR No. 33522
- BRICK COLOR - ENDICOTT TYPE 'MEDIUM IRONSPOT #7
- MORTAR JOINTS - FEDERAL STANDARD COLOR No. 33578

- CONCRETE COLUMN BASES W/ STONE FORM LINER PATTERN
- ORNAMENTAL RAILING - FEDERAL STANDARD COLOR No. 26134 (DARK GRAY, SEMI-GLOSS)



# RAMSEY COR MATERIALS

- COLORED CONCRETE COLOR - TO BE DETERMINED
- BRICK COLOR - TO BE DETERMINED

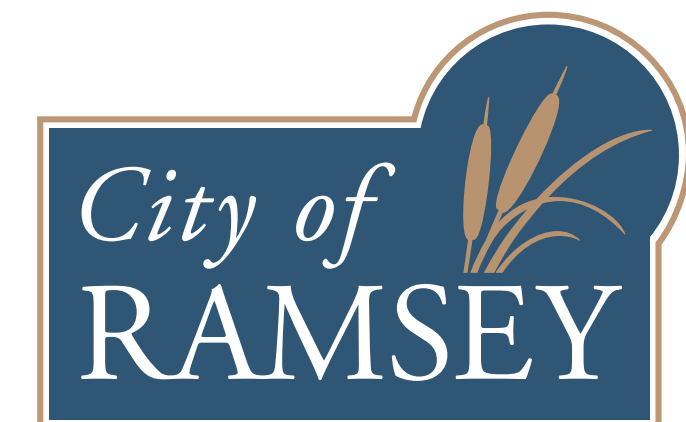
- CONCRETE COLUMN BASES W/ STONE FORM LINER PATTERN
- ORNAMENTAL RAILING/POST COLOR - TO BE DETERMINED

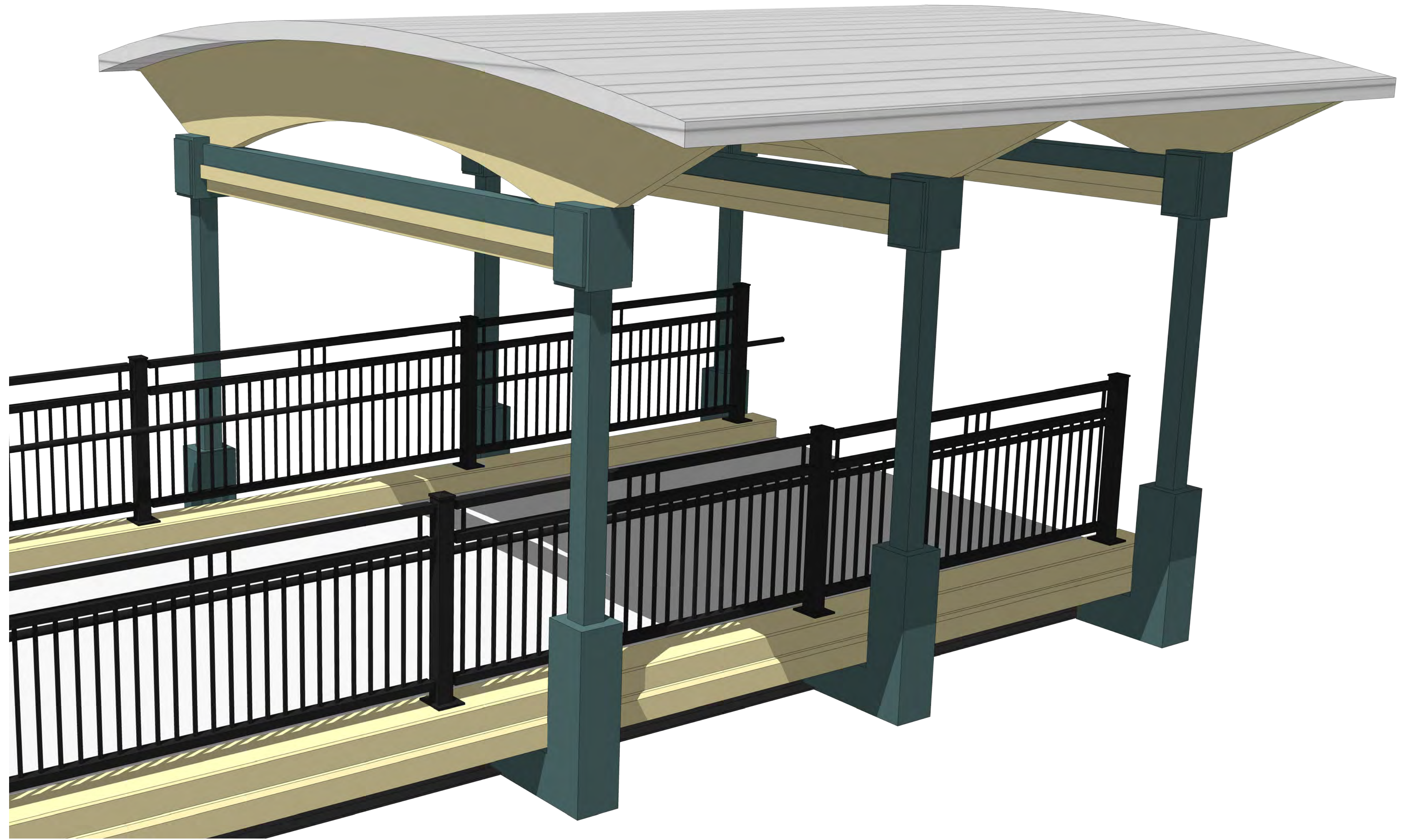


PROPOSED SKYWAY PIER MATERIALS TO MATCH RAMSEY COR PALLETTE, WHILE CLOSELY MIMICKING AESTHETICS OF HIGHWAY 10 BRIDGE @ ARMSTRONG.

# MISSISSIPPI SKYWAY - CITY OF RAMSEY

06 MATERIAL PRECEDENCE EXAMPLES

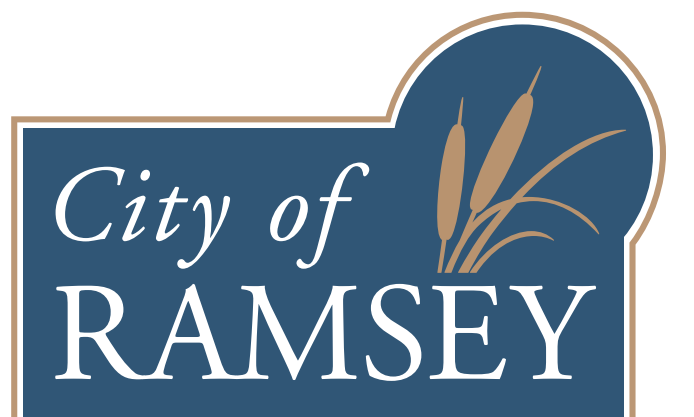




# MISSISSIPPI SKYWAY - CITY OF RAMSEY

07

RAMSEY COR BRIDGE CONNECTION AWNING



This Document can be made available in alternative formats upon request

State of Minnesota

Printed Page No. 407

HOUSE OF REPRESENTATIVES

NINETY-THIRD SESSION

H. F. No. 5247

- 04/02/2024 Authored by Gomez and Kotyza-Witthuhn  
The bill was read for the first time and referred to the Committee on Taxes
- 04/24/2024 Adoption of Report: Amended and re-referred to the Committee on Ways and Means
- 04/30/2024 Adoption of Report: Placed on the General Register as Amended  
Read for the Second Time
- 05/02/2024 Calendar for the Day  
Bill was laid on the Table
- 05/03/2024 Bill was taken from the Table  
Read Third Time as Amended  
Passed by the House as Amended and transmitted to the Senate to include Floor Amendments
- 05/07/2024 Returned to the House as Amended by the Senate  
Refused to concur and a Conference Committee was appointed
- 05/19/2024 Conference Committee Report Adopted  
Read Third Time as Amended by Conference and repassed by the House  
Read Third Time as Amended by Conference and repassed by the Senate
- 05/23/2024 Presented to Governor
- 05/24/2024 Governor Approval

1.1 A bill for an act

1.2 relating to the operation and financing of state government; modifying trunk

1.3 highway bonds, transportation policy, combative sports, construction codes and

1.4 licensing, the Bureau of Mediation Services, the Public Employee Labor Relations

1.5 Act, employee misclassification, earned sick and safe time, University of Minnesota

1.6 collective bargaining, broadband and pipeline safety, housing policy, and

1.7 transportation network companies; expediting rental assistance; establishing

1.8 registration for transfer care specialists; establishing licensure for behavior analysts;

1.9 establishing licensure for veterinary technicians and a veterinary institutional

1.10 license; modifying provisions of veterinary supervision; modifying specialty dentist

1.11 licensure and dental assistant licensure by credentials; removing additional

1.12 collaboration requirements for physician assistants to provide certain psychiatric

1.13 treatment; modifying social worker provisional licensure; establishing guest

1.14 licensure for marriage and family therapists; modifying pharmacy provisions for

1.15 certain reporting requirements and change of ownership or relocation; modifying

1.16 higher education policy provisions; amending the definition of trigger activator;

1.17 increasing penalties for transferring firearms to certain persons who are ineligible

1.18 to possess firearms; amending agriculture policy provisions; establishing and

1.19 modifying agriculture programs; providing broadband appropriation transfer

1.20 authority; requiring an application for federal broadband aid; adding and modifying

1.21 provisions governing energy policy; establishing the Minnesota Energy

1.22 Infrastructure Permitting Act; modifying provisions related to disability services,

1.23 aging services, substance use disorder treatment services, priority admissions to

1.24 state-operated programs and civil commitment, and Direct Care and Treatment;

1.25 modifying provisions related to licensing of assisted living facilities; modifying

1.26 provisions governing the Department of Human Services, human services health

1.27 care policy, health care finance, and licensing policy; modifying provisions

1.28 governing the Department of Health, health policy, health insurance, and health

1.29 care; modifying provisions governing pharmacy practice and behavioral health;

1.30 establishing an Office of Emergency Medical Services and making conforming

1.31 changes; modifying individual income taxes, minerals taxes, tax-forfeited property,

1.32 and miscellaneous tax provisions; modifying state employee compensation;

1.33 modifying paid leave provisions; imposing penalties; authorizing administrative

1.34 rulemaking; making technical changes; requiring reports; appropriating money;

1.35 amending Minnesota Statutes 2022, sections 3.7371, subdivisions 2, 3, by adding

1.36 subdivisions; 13.46, subdivisions 1, as amended, 10, as amended; 13.6905, by

1.37 adding a subdivision; 13.824, subdivision 1, by adding a subdivision; 16A.055,

1.38 subdivision 1a, by adding a subdivision; 17.116, subdivision 2; 17.133, subdivision

6.1 256D.23, subdivisions 1, 2, 3; 256R.02, subdivision 46; 462A.209, subdivision 8;  
 6.2 Minnesota Statutes 2023 Supplement, sections 3.855, subdivision 5; 62J.312,  
 6.3 subdivision 6; 62Q.522, subdivisions 3, 4; 135A.162, subdivision 7; 216E.01,  
 6.4 subdivisions 3a, 6, 9a; 216E.03, subdivisions 1, 3, 5, 6, 7, 10, 11; 216E.04,  
 6.5 subdivision 2; 216E.05, subdivision 2; 216F.04; 245C.08, subdivision 2; 246C.03;  
 6.6 252.27, subdivision 2a; 268B.06, subdivision 7; 268B.08; 268B.10, subdivision  
 6.7 11; 268B.14, subdivision 5; 477A.35, subdivision 1; Laws 2023, chapter 25, section  
 6.8 190, subdivision 10; Laws 2023, chapter 37, article 2, section 13; Laws 2024,  
 6.9 chapter 79, article 4, section 1, subdivision 3; Laws 2024, chapter 80, article 2,  
 6.10 section 6, subdivision 4; Minnesota Rules, parts 1506.0010; 1506.0015; 1506.0020;  
 6.11 1506.0025; 1506.0030; 1506.0035; 1506.0040; 5520.0100; 5520.0110; 5520.0120,  
 6.12 subparts 1, 2, 3, 4, 5, 6, 7; 5520.0200; 5520.0250, subparts 1, 2, 4; 5520.0300;  
 6.13 5520.0500, subparts 1, 2, 3, 4, 5, 6; 5520.0520; 5520.0540; 5520.0560; 5520.0600;  
 6.14 5520.0620; 5520.0700; 5520.0710; 5520.0800; 7850.1000; 7850.1100; 7850.1200;  
 6.15 7850.1300; 7850.1400; 7850.1500; 7850.1600; 7850.1700; 7850.1800; 7850.1900;  
 6.16 7850.2000; 7850.2100; 7850.2200; 7850.2300; 7850.2400; 7850.2500; 7850.2600;  
 6.17 7850.2700; 7850.2800; 7850.2900; 7850.3000; 7850.3100; 7850.3200; 7850.3300;  
 6.18 7850.3400; 7850.3500; 7850.3600; 7850.3700; 7850.3800; 7850.3900; 7850.4100;  
 6.19 7850.4200; 7850.4500; 7850.4600; 7850.4700; 7850.4800; 7850.4900; 7850.5000;  
 6.20 7850.5100; 7850.5200; 7850.5300; 7850.5400; 7850.5500; 7850.5600; 7854.0100;  
 6.21 7854.0200; 7854.0300; 7854.0400; 7854.0500; 7854.0600; 7854.0700; 7854.0800;  
 6.22 7854.0900; 7854.1000; 7854.1100; 7854.1200; 7854.1300; 7854.1400; 7854.1500.

6.23 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

6.24 **ARTICLE 1**

6.25 **TRANSPORTATION APPROPRIATIONS**

6.26 Section 1. **TRANSPORTATION APPROPRIATIONS.**

6.27 The sums shown in the columns marked "Appropriations" are added to the appropriations  
 6.28 in Laws 2023, chapter 68, article 1, to the agencies and for the purposes specified in this  
 6.29 article. The appropriations are from the trunk highway fund, or another named fund, and  
 6.30 are available for the fiscal years indicated for each purpose. Amounts for "Total  
 6.31 Appropriation" and sums shown in the corresponding columns marked "Appropriations by  
 6.32 Fund" are summary only and do not have legal effect. The figures "2024" and "2025" used  
 6.33 in this article mean that the appropriations listed under them are available for the fiscal year  
 6.34 ending June 30, 2024, or June 30, 2025, respectively. "Each year" is each of fiscal years  
 6.35 2024 and 2025.

<b><u>APPROPRIATIONS</u></b>	
<b><u>Available for the Year</u></b>	
<b><u>Ending June 30</u></b>	
<b><u>2024</u></b>	<b><u>2025</u></b>

6.40 **Sec. 2. DEPARTMENT OF**  
 6.41 **TRANSPORTATION**

6.42 <b><u>Subdivision 1. Total Appropriation</u></b>	<b><u>\$</u></b>	<b><u>-0-</u></b>	<b><u>\$</u></b>	<b><u>58,416,000</u></b>
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7.1	<u>Appropriations by Fund</u>	
7.2	<u>2024</u>	<u>2025</u>
7.3	<u>General</u>	<u>3,443,000</u>
7.4	<u>Special Revenue</u>	<u>3,750,000</u>
7.5	<u>Trunk Highway</u>	<u>51,223,000</u>

7.6 The appropriations in this section are to the  
 7.7 commissioner of transportation.

7.8 The amounts that may be spent for each  
 7.9 purpose are specified in the following  
 7.10 subdivisions.

7.11 Subd. 2. **Multimodal Systems**

7.12	<u>(a) Transit</u>	<u>-0-</u>	<u>3,750,000</u>
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7.13 Notwithstanding the requirements under  
 7.14 Minnesota Statutes, section 174.38,  
 7.15 subdivision 3, paragraph (a), this appropriation  
 7.16 is from the active transportation account in  
 7.17 the special revenue fund for a grant to the city  
 7.18 of Ramsey for design, environmental analysis,  
 7.19 site preparation, and construction of the  
 7.20 Mississippi Skyway Trail Bridge over marked  
 7.21 U.S. Highways 10 and 169 in Ramsey to  
 7.22 provide for a grade-separated crossing for  
 7.23 pedestrians and nonmotorized vehicles.

7.24 Notwithstanding Minnesota Statutes, section  
 7.25 16B.98, subdivision 14, the commissioner  
 7.26 must not use any amount of this appropriation  
 7.27 for administrative costs. This is a onetime  
 7.28 appropriation and is available until June 30,  
 7.29 2028.

7.30	<u>(b) Passenger Rail</u>	<u>-0-</u>	<u>1,000,000</u>
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7.31 This appropriation is from the general fund  
 7.32 for a grant to the Ramsey County Regional  
 7.33 Railroad Authority for a portion of the costs  
 7.34 of insurance coverage related to rail-related

**CC Work Session****Meeting Date:** 05/13/2025**Primary Strategic Plan Initiative:** Identify and implement operational efficiencies, cost savings and additional funding sources.**Information****Title:**

Consider Request to Advance Replacement of 2009 Jetter-Vacuum Truck

**Purpose/Background:**

The adopted 2024 - 2033 Capital Improvement Program includes a request to replace the 2009 jetter-vacuum combination truck, PW Unit #673, in year 2026. PW Unit #673 is used to clean various components of the city's sanitary sewer and storm sewer systems, including sewer pipes, sanitary sewer and stormwater lift stations, and stormwater hydrodynamic separator structures. It is also used to hydro-excavate utilities.

PW Unit #673 is generally used daily and is an emergency response vehicle. In the event of a sewer back-up, this is the first unit to be dispatched.

PW Unit #673 is 16 years old. To date, the city has spent \$47,212.84 on repairs to this truck. Of this amount, \$32,945.01 has been spent over the past 3 years. This unit is becoming less and less reliable and on multiple occasions in recent months, staff have had to drive the truck straight to the mechanic's area for repairs immediately after starting it.

Last year, the replacement of PW Unit #673 was moved up in the CIP from 2029 to 2026. At the time, staff anticipated a replacement cost of \$850,000. However, staff since requested replacement quotes from 3 vendors and the lowest quote was \$647,324 based on purchasing the truck in 2025. However, this vendor recently contacted staff and stated if the city waits to purchase a replacement jetter-vacuum combination truck until 2026, the purchase price will increase by \$72,417. According to the vendor, the additional costs are two-fold including \$36,917 in increased tariff costs, as well as a \$35,500 chassis cost increase. Therefore, if the city waits until 2026 to purchase a replacement truck, the cost would increase to \$719,741.

Staff is requesting City Council authorization tonight to advance the purchase of a replacement jetter-vacuum combination truck from 2026 to 2025 to save a total of \$72,417.

**Notification:**

N/A

**Time Frame/Observations/Alternatives:**

Staff estimate up to 15 minutes will be required to present and discuss this case.

**Funding Source:**

Per the attached pages from the adopted 2025 - 2034 CIP, the estimated cost to replace PW Unit #673 was \$850,000 and of this amount \$200,000 was proposed to be funded through stormwater funds and \$650,000 was proposed to be funded through sanitary sewer funds. These funding sources receive revenue through user fees and **not** general property tax levy.

Staff propose using a similar funding split recentrage for the replacement of PW Unit #673, no matter if the purchase is made in 2025 at a cost of \$647,324, or in 2026 at a cost of \$719,741.

Of the 3 vendors that provided quotes for purchasing a replacement for PW Unit #673, only one offered a trade-in in the amount of \$10,000. Staff believe this salvage value is low and are checking with other cities to see if any are interested in purchasing PW Unit #673. If none are interested, staff recommend auctioning PW Unit #673 on the open market.

**Recommendation:**

Staff recommend purchasing a replacement jetter-vacuum combination truck in 2025 to save approximately \$72,000 on the purchase price plus additional maintenance costs over the next year, which would involve signing a letter of intent with the vendor by May 31st.

**Outcome/Action:**

If approval by consensus is received to purchase the replacement jetter-vacuum combination truck in 2025, a companion case is included on tonight's consent agenda for the regular City Council meeting to authorize purchasing the replacement truck in 2025 by signing a letter of intent by May 31st.

If approval by consensus is not received to purchase the replacement jetter-vacuum combination truck in 2025, the companion case included on tonight's consent agenda for the regular City Council meeting will need to be pulled from the consent agenda.

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**Attachments**

Jetter Truck Replacement Rating

Jetter Truck CIP Sheets

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 05/08/2025

**Reviewed By**

Brian Hagen

**Date**

05/08/2025 02:46 PM

Started On: 05/06/2025 09:18 AM

(Handout 1 of 4)

Fleet CEP Points Replacement Guidelines

Factor	Points												
Age 16 yrs. (16)	One point for each year of chronological age, based on in-service date.												
Miles/Hours 22,644 (1) 1,773 hrs. (9)	On Road Vehicles and Equipment one point for each 10,000 miles or one point for each 20,000 miles with 7 liter or larger size diesel engines Off Road Equipment one point for each 1000 hours of use on over 150 horsepower diesel engines or one point for each 200 hours of use on under 150 horsepower diesel engines												
Type of Service Emrg. (5)	1, 3 or 5 points are assigned based on the type of service that vehicle receives. For instance, a police patrol car would be given a 5 because it is in severe duty service. In contrast, an administrative sedan would be given a 1.												
Reliability (5)	Points are assigned as 1, 3, or 5 depending on the frequency that a unit was in for repairs last year. A 5 would be assigned to a unit that is in the shop three or more times per month on average, while a 1 would be assigned to a unit in the shop an average of once every three months or less.												
Maintenance & Repair Costs 17% (4)	1 to 5 points are assigned based on total M&R costs (not including repair of accident damage). A 5 is assigned to a unit with life to date M&R costs equal to or greater than the vehicle's original purchase price, while a 1 is given to a unit with life to date M&R costs equal to 20% or less of its original purchase cost.												
Condition (2)	This category takes into consideration body condition, rust, interior condition, accident history, anticipated repairs, etc. A scale of 0 to 5 points is used with 5 being poor condition.												
Energy Efficiency (4)	0 to a maximum of 6 points are assigned based on energy efficiency categories. Points from each category are added together to get total points. <ul style="list-style-type: none"> <li>• 2 for utilization or sharing across Fleet groups</li> <li>• 2 for right sizing of replacement unit</li> <li>• 1 for flex fuel unleaded compatible or bio diesel fuel compatible engines</li> <li>• 2 for hybrid, electric or alternative fuel engine</li> <li>• 2 for alternative power unit or anti idles technology</li> </ul>												
Point Ranges (46)	<table border="1"> <tr> <td>Under 18 points</td> <td>Condition I</td> <td>Excellent</td> </tr> <tr> <td>18 to 22 points</td> <td>Condition II</td> <td>Good</td> </tr> <tr> <td>23 to 27 points</td> <td>Condition III</td> <td>Qualifies for replacement</td> </tr> <tr> <td>28 points and above</td> <td>Condition IV</td> <td>Needs immediate consideration</td> </tr> </table>	Under 18 points	Condition I	Excellent	18 to 22 points	Condition II	Good	23 to 27 points	Condition III	Qualifies for replacement	28 points and above	Condition IV	Needs immediate consideration
Under 18 points	Condition I	Excellent											
18 to 22 points	Condition II	Good											
23 to 27 points	Condition III	Qualifies for replacement											
28 points and above	Condition IV	Needs immediate consideration											

Based on in-service date

Based on Class of Vehicle or Equipment by four different criteria

Based on Class of Vehicle or Equipment

Based on each individual Equipment # looking at the Closed Repair Order Count for (Last Year)

- 1 for 4 or less
- 2 for 5 to 15
- 3 for 16 to 25
- 4 for 26 to 35
- 5 for 36 or more

Based on each individual Equipment # comparing the Standard Maintenance Costs to the (Purchase Price + Non-Maintenance Costs)

- 1 for 20% or less
- 2 for 21% to 48%
- 3 for 49% to 75%
- 4 for 76% to 99%
- 5 for 100% or higher

This will be filled in by Fleet staff based on condition evaluation

These points are awarded based on the recommended replacement unit and will be filled in by Fleet staff

truck →  
Pup →

As an example of the application of the above points system, a five year old police patrol sedan has 90,000 miles, is in poor condition, has poor reliability, has repair costs equal to 70% of its purchase price and the replacement police sedan will be EB5 compatible. Points would be assigned as follows:

- Age = 5 points
- Mileage = 9 points
- Type of service (severe) = 5 points
- Reliability = 5 points
- M&R costs = 3 points
- Condition = 5 points
- Energy Efficiency = 1 points
- Total = 33 points

Truck # 673 Vac Con Jetter Vac combo truck

<b>Project Name</b>	<b>Department</b>	<b>Project #</b>	<b>Project Cost</b>
Core Switch Replacement	Capital Equipment	*17-IT-009	52,000
Engineering Plotter Replacement	Capital Equipment	*17-IT-011	10,000
Replace Fire Duty Officer Vehicle (569)	Capital Equipment	*FIRE-570A	50,000
Replace 2014-1Ton Truck w/ Plow Equip: Unit #680	Capital Equipment	*PW-680	109,000
Replace Unit 678 2013-1ton Truck w/ Plow Equipment	Capital Equipment	*PW-678A	109,000
Replace Unit #687 2015 Toolcat	Capital Equipment	*PW-687	60,000
Replace Unit #686 - 2015 Kubota Tractor	Capital Equipment	*PW-686	129,000
2025 Acadia Replaces 2016 Acadia #367	Capital Equipment	*POL-396	48,000
Virtual Server Refresh	Capital Equipment	*20-IT-001	33,000
Replace 2016- 1-ton truck Unit #692	Capital Equipment	*PW-692A	109,000
Replace 2009 Jetter/Vac Truck - Unit #673	Capital Equipment	*PW-673	850,000
Replace Fire-Administrative Captain Vehicle (333)	Capital Equipment	*FIRE-579	50,000
Replace Assistant Fire Chief Vehicle #571	Capital Equipment	*FIRE-566A	50,000
Replace Unit 672 - 2009 Sterling Single Axle Plow	Capital Equipment	*PW-737	310,000
Replace Mobile Computers	Capital Equipment	*FIRE-585	40,000
Replace Thermal Image Camera	Capital Equipment	*FIRE-586	45,000
Planning - New Rental Housing Inspection Vehicle	Capital Equipment	*GENGOV-008	40,000
2026 Ford Explorer replace 2021 Ford Explorer #312	Capital Equipment	*POL-391	53,500
2026 Ford Explorer Replace 2021 Dodge Charger #311	Capital Equipment	*POL-390	53,500
Unmanned Aerial Vehicle	Capital Equipment	*POL-425	18,000
PD Garage Floor Polymer System	Municipal Buildings	*25-BLDG-001	38,100
Playground Replacement Program	Park Improvements	*22-PARK-001	100,000
Outdoor Hockey Rinks	Park Improvements	*25-PARK-002	400,000
Annual MSA Pavement Marking Improvements	Street Improvements	*22-STR-001	8,000
Reconstruction Streets: Sports Haven	Street Improvements	*18-STR-003	330,786
Reconstruction Streets: Carol-Rose Acres	Street Improvements	*19-STR-011	513,774
Reconstruction Streets: Countryside Estates	Street Improvements	*19-STR-017	2,231,046
2026 Neighborhood Overlays	Street Improvements	*21-STR-014	681,477
Flintwood Hills 2nd & 3rd Street Reconstruction	Street Improvements	*21-STR-015	1,168,308
Section 01 Unplatted (S/O CR 27) Street Recon	Street Improvements	*23-STR-008	1,013,472
Riverside West Street Reconstruction	Street Improvements	*23-STR-009	229,615
2026 MSA Overlays	Street Improvements	*24-STR-001	1,290,087
MSA- Bunker Lake Boulevard (Jackal St/CR 83) Recon	Street Improvements	*24-STR-011	826,965
Refurbish Water Tower #2	Water Utility	*14-WTR-001	1,000,000
<b>Total for: Priority 1</b>			<b>13,091,630</b>

Source	Project #	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
General Fund-Property Tax Levy	PW-605				52,000							52,000
<b>Replace 2019 Brush Chipper - Unit #605 Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>52,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52,000</b>
<i>Replace Paver, Trailer, Roller</i>												
General Fund-Property Tax Levy	PW-660			140,000								140,000
<b>Replace Paver, Trailer, Roller Total</b>		<b>0</b>	<b>0</b>	<b>140,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140,000</b>
<i>Replace 2007 Chevy Pickup: Unit #665</i>												
General Fund-Property Tax Levy	PW-665		75,000									75,000
<b>Replace 2007 Chevy Pickup: Unit #665 Total</b>		<b>0</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75,000</b>
<i>Replace 2007 International Water Truck: Unit #669</i>												
General Fund-Property Tax Levy	PW-669		84,000									84,000
Sewer Utility Fund	PW-669		84,000									84,000
Storm Water Utility Fund	PW-669		84,000									84,000
Water Utility Fund	PW-669		84,000									84,000
<b>Replace 2007 International Water Truck: Unit #669 Total</b>		<b>0</b>	<b>336,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>336,000</b>
<i>Replace 2009 Jetter/Vac Truck - Unit #673</i>												
Sewer Utility Fund	PW-673		650,000									650,000
Storm Water Utility Fund	PW-673		200,000									200,000
<b>Replace 2009 Jetter/Vac Truck - Unit #673 Total</b>		<b>0</b>	<b>850,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850,000</b>
<i>Replace Unit 678 2013-1ton Truck w/ Plow Equipment</i>												
General Fund-Property Tax Levy	PW-678A		103,000									103,000
Trade In/Resale Value	PW-678A		6,000									6,000
<b>Replace Unit 678 2013-1ton Truck w/ Plow Equipment Total</b>		<b>0</b>	<b>109,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>109,000</b>
<i>Replace Unit 679 Area Mower (2020 Replaced)</i>												
General Fund-Property Tax Levy	PW-679A			111,000								111,000
<b>Replace Unit 679 Area Mower (2020 Replaced) Total</b>		<b>0</b>	<b>0</b>	<b>111,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111,000</b>
<i>Replace 2014-1Ton Truck w/ Plow Equip: Unit #680</i>												
General Fund-Property Tax Levy	PW-680		109,000									109,000
<b>Replace 2014-1Ton Truck w/ Plow Equip: Unit #680 Total</b>		<b>0</b>	<b>109,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>109,000</b>
<i>Replace Unit #686 - 2015 Kubota Tractor</i>												
General Fund-Property Tax Levy	PW-686		129,000									129,000
<b>Replace Unit #686 - 2015 Kubota Tractor Total</b>		<b>0</b>	<b>129,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129,000</b>
<i>Replace Unit #687 2015 Toolcat</i>												
General Fund-Property Tax Levy	PW-687		60,000									60,000

# Capital Improvement Plan

## Ramsey, MN

**Project #** PW-673  
**Project Name** Replace 2009 Jetter/Vac Truck - Unit #673

<b>Total Project Cost</b>	\$850,000	<b>Department</b>	Capital Equipment
<b>Type</b>	Eqpt Replacement	<b>Category</b>	Capital Equipment
<b>Priority</b>	1-Existing Obligation (High)	<b>Status</b>	Active
<b>Useful Life</b>	20 years		

**Description**

Replace the aging 2009 Jetter/Vac truck, unit #673 currently in CIP for 2029 and move to 2026

**Justification**

Truck #673 is 15 years old. This is an integral piece in the Sanitary Sewer maintenance program. During a sewer backup this is the first piece of equipment that is dispatched. We also clean 25% of our sewer system per year as required by the MPCA. The maintenance and repair costs have significantly risen since 2020, \$32,945.01 to be exact. It is quickly becoming a not reliable vehicle to operate and maintain.

<b>Expenditures</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>Total</b>
Furnishings/Equipment	0	850,000	0	0	0	0	0	0	0	0	850,000
<b>Total</b>	<b>0</b>	<b>850,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850,000</b>

<b>Funding Sources</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>Total</b>
Sewer Utility Fund	0	650,000	0	0	0	0	0	0	0	0	650,000
Storm Water Utility Fund	0	200,000	0	0	0	0	0	0	0	0	200,000
<b>Total</b>	<b>0</b>	<b>850,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850,000</b>

**Sewer Utility Fund - Working Capital**

	Actual 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2031	Projected 2032	Projected 2033	Projected 2034
New Construction Units	50	50	100	25	25	25	25	25	25	25	25	25
Connection Charge	1,349	1,349	1,389	1,417	1,445	1,474	1,503	1,534	1,564	1,596	1,627	1,660
Beginning Balance	11,545,660	11,216,353	7,824,276	4,822,412	4,479,531	4,609,654	4,536,059	4,344,956	4,316,977	4,152,783	3,838,880	3,360,737
Utility Revenue												
From Utility Billings(sewer study)	1,986,513	2,285,920	2,335,216	2,381,920	2,429,559	2,478,150	2,527,713	2,578,267	2,629,833	2,682,429	2,736,078	2,790,799
<b>WRITE DOWN INV TO MARKET VALUE</b>												
Interest Earnings	850,112	56,082	39,121	24,112	22,398	23,048	22,680	43,450	43,170	41,528	38,389	33,607
SAC (1% of SAC Fee to Met Council)	7,952	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Connection Charges-Trunk (see Construction units & Connection Charge Above)	92,711	67,450	138,900	35,420	36,128	36,850	37,587	38,339	39,106	39,888	40,686	41,500
Operating Expense (Personal Services, Supplies, Other Services & Charges)	(1,576,798)	(1,876,029)	(1,917,601)	(2,051,833)	(2,195,461)	(2,349,144)	(2,513,584)	(2,689,535)	(2,877,802)	(3,079,248)	(3,294,796)	(3,525,431)
<b>CIP Projects-Sewer Utilities</b>												
Utility Truck(s)		(75,000)	(34,000)			(39,000)						
Water truck (1/4 cost)				(84,000)								
Jetter/Vac Truck				(650,000)								
Televisng Trailer		(50,000)										
Mobile Generator					(164,000)							
Backhoe (portion of cost)							(17,000)					
Pavement Mgmt Road Projects	(20,840)											
Xkimo		(5,000)										
Juniper Woods		(16,000)										
161st Avenue Recon	(138,216)	(10,000)										
Lift Station #1 Rehab & Generator		(100,000)	(65,000)									
Lift Station #4 Backup Generator							(250,000)					
Lift Station #7 Backup Generator						(225,000)						
Replace Pumps at Liftsation #2		(57,000)										
Replace Pumps at Liftsation #4		(59,000)										
Trott Brook Crossing Liftstation #10	(1,530,740)	(35,000)										
Water Treatment Plant		(3,500,000)	(3,500,000)									
Fire Station #1 Sanitary Sewer		(20,000)										
<b>Remaining Working Capital Balance</b>	<b>11,216,353</b>	<b>7,824,276</b>	<b>4,822,412</b>	<b>4,479,531</b>	<b>4,609,654</b>	<b>4,536,059</b>	<b>4,344,956</b>	<b>4,316,977</b>	<b>4,152,783</b>	<b>3,838,880</b>	<b>3,360,737</b>	<b>2,702,712</b>

Storm Water Utility Fund #605												
	Actual 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2031	Projected 2032	Projected 2033	Projected 2034
Working Capital												
Beginning Balance	2,864,406	3,035,191	2,426,536	1,535,262	947,476	398,935	775,560	1,035,314	1,294,941	1,219,743	1,242,551	950,322
Utility Revenue	1,252,659	1,333,400	1,533,410	1,686,751	1,855,426	2,040,969	2,143,017	2,250,168	2,362,676	2,480,810	2,604,851	2,735,093
From Utility Billings												
Interest Earnings	148,835	30,352	24,265	15,353	9,475	3,989	7,756	10,353	12,949	12,197	12,426	9,503
Total revenues	1,401,494	1,363,752	1,557,675	1,702,104	1,864,901	2,044,958	2,150,773	2,260,521	2,375,626	2,493,008	2,617,276	2,744,596
Operating Expense												
(Personal Services, Supplies, Other Services & Charges)	(482,623)	(516,407)	(663,869)	(765,256)	(841,781)	(1,000,960)	(1,176,056)	(1,368,661)	(1,580,527)	(1,813,580)	(2,069,938)	(2,351,932)
<b>CIP Projects-Stormwater Utility</b>												
Street Sweeper			(330,000)		(330,000)							
Water Truck (1/4 of Cost)				(84,000)								
Vactor Trailer		(211,534)										
Jetter/Vac Truck (\$850K total)				(200,000)								
Ford f550 (1/3 cost) \$128,255		(58,650)										
Water Truck (Share of)				(125,000)								
Annual Drainage Enhancement			(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)
Outlet Control Structure Improvement	(81,925)											
Central Park Parking Lot Recon-Run Off	(136,755)											
River Storm Water Discharge Treatment			(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)
Storm Sewer 142nd Avenue										(108,486)		
Storm Sewer 161st Avenue	(230,116)	(10,000)										
Storm Sewer Anderson Estates												(85,050)
Storm Sewer Alpine Drive									(73,828)			
Storm Sewer Barthels Rum River Acres		(151,313)										
Storm Sewer Barthels Rum River Acres 2nd	(231,896)	(10,000)										
Storm Sewer Bunker Lake Blvd( Jackal St/Armstrong)				(49,215)								
Storm Sewer Carol Rose Est				(67,014)								
Storm Sewer Brookview Est												
Storm Sewer Countryside Est (From cc case)				(291,006)						(80,590)		
Storm sewer for concrete repairs							(143,182)					
Storm Sewer Deerwood St					(104,751)							
Storm Sewer Dickensons Mississippi Est			(306,722)									
Storm Sewer Echo Ridge										(22,680)		
Storm Sewer Xkimo St		(106,600)										
Storm Sewer Fox Ridge Et 1st & 2nd			(394,506)									
Storm Sewer Ford Brook Est 3rd		(108,360)										
Storm Sewer Halls Dover		(88,200)										
Storm Sewer Alicia St							(80,719)					
Storm Sewer Alpine Drive								(152,948)				
Storm Sewer Alpine (puma-CSAH 83)		(110,160)										
Storm Sewer Alpine Dr (5/47)			(79,538)									
Storm Sewer Alpine (CR 57/CSAJ 5)			(66,755)									
Storm Sewer Hall-Anderson Acres					(163,152)							
Storm Sewer Sorteberg 6					(114,948)							
Storm Sewer Jasper St										(62,016)		
Storm Sewer Klemish & Klemish									(143,640)			
Storm Sewer Winnemere woods					(98,803)							
Storm Sewer High Point			(214,524)									
Storm Sewer Menkvelds Country Park							(89,775)					
Storm Sewer Nature View								(43,470)				
Storm Sewer North Forty									(105,840)			
Storm Sewer Northfork Lake										(58,590)		
Storm Sewer Northfork Oaks 2nd										(51,030)		
Storm Sewer Northfork Oaks 3rd										(94,500)		
Storm Sewer Oakwood Hills					(46,350)							
Storm Sewer Riverside West				(29,950)								
Storm Sewer River Bluffs								(62,606)				
Storm Sewer Section 01 unplatted				(132,192)								
Storm Sewer Section 22 Unplatted			(44,541)									
Storm Sewer Section 06 Unplatted												(231,525)
Storm Sewer Section 07 Unplatted							(13,076)					
Storm Sewer Section 17 Unplatted							(121,078)					
Storm Sewer Section 24 Unplatted								(34,965)				
Storm Sewer Section 15 Unplatted									(148,365)			
Storm Sewer Sunwood D/Waco Street Recon												
Storm Sewer Ramsey Meadows 1, 3 & 4						(43,290)						
Storm Sewer Sunfish Square 1 & 2							(86,231)					
Storm Sewer Sunwood (5/Erkium)			(45,450)									
Storm Sewer Section 21 unplatted						(287,352)						
Storm Sewer 167th Ave		(78,550)										
Storm Sewer-Flintwood Hills				(152,388)								
Storm Sewer-Juniper between 156 & Roanoke					(58,594)							
Storm Sewer-Juniper Woods 1-3rd		(61,875)										
Storm Sewer 142nd Avenue					(10,139)							
Storm Sewer 2027 MSA Overlay Projects					(37,389)							
Storm Sewer 2023 MSA Overlay Projects	(11,657)											
Storm Sewer 2023 Overlay Projects	(8,356)											
Storm Sewer 2024 MSA overlay projects		(18,345)										
Storm Sewer 2024 overlay projects		(114,195)										
Storm Sewer 2025 overlay projects			(69,190)									
Storm Sewer 2026 overlay projects				(32,451)								
Storm Sewer 2027 overlay projects					(49,133)							
Storm Sewer 2028 overlay projects						(20,592)						
Storm Sewer 2029 MSA overlay projects							(11,970)					
Storm Sewer 2029 Overlay Projects							(18,932)					
Storm Sewer 2030 MSA Overlay Projects								(3,308)				
Storm Sewer 2030 Overlay Projects								(42,872)				
Storm Sewer 2031 MSA Overlay Projects									(43,824)			
Storm Sewer 2031 Overlay Projects									(29,799)			
Storm Sewer 2034 MSA Overlay Projects												(49,022)
Storm Sewer 2034 Overlay Projects												(5,985)
Storm Sewer Rivenwick 1st & 2nd												(125,213)
Storm Sewer Riverwood Hills												(117,180)
Storm Sewer Rodeo Hills/Valley View		(174,168)										
Storm Sewer Section 01 unplateed Recon		(50,400)										
Storm Sewer Sorteberg's street recon			(83,855)									
Storm Sewer Whispering Pine Est Plat 5												(16,632)
Storm Sewer Whispering Pine Est Plat 3	(47,381)	(45,000)										
Storm Sewer Windsorwood					(58,401)							
Storm Sewer Woodlawn Est								(142,065)				
2026 MSA Overlays				(168,272)								
Storm Sewer-MSA Alpind Drive T 10 & PUMA						(166,140)						
Storm Sewer-Gateway Industrial Park										(28,728)		
Storm Sewer-MSA Uranimite											(49,140)	
Storm Sewer-MSA Waco Street											(55,944)	
Storm Sewer-Brookview Est											(77,490)	
Storm Sewer-hunters Ridge											(315,630)	
Storm Sewer-Regency Pond 1-3											(191,363)	
Storm Sewer Sports Have Secc 1 Unpl				(43,146)								
Stormwater Drainage Impr 156 & Juniper Ridge					(350,000)							
Stormwater Drainage Impr 156th & Armstrong									(175,000)			
Total Expenditures	(1,230,709)	(1,972,407)	(2,448,949)	(2,289,890)	(2,413,441)	(1,668,334)	(1,891,018)	(2,000,895)	(2,450,824)	(2,470,200)	(2,909,505)	(3,132,538)
<b>Remaining Working Capital Balance</b>	<b>3,035,191</b>	<b>2,426,536</b>	<b>1,535,262</b>	<b>947,476</b>	<b>398,935</b>	<b>775,560</b>	<b>1,035,314</b>	<b>1,294,941</b>	<b>1,219,743</b>	<b>1,242,551</b>	<b>950,322</b>	<b>562,380</b>
		5% rate inc	15% rate inc	10% rate inc	10% rate inc	10% rate inc	5% rate inc	5% rate inc	5% rate inc	5% rate inc	5% rate inc	5% rate inc

**CC Work Session**

**Meeting Date:** 05/13/2025

**Primary Strategic Plan Initiative:** Enhance City’s communication through transparency and accountability.

**Information**

**Title:**

2025 Strategic Planning Session

**Purpose/Background:**

Attached to the case is the draft 2025 Strategic Plan. This plan was prepared following the first planning session held on April 1, 2025. The plan was developed through ideas shared by council and staff members. The plan is meant to identify attainable and measurable objectives to move Ramsey towards accomplishing or furthering the established goals within the plan. This plan also recognizes previous year's accomplishments and recognizes key items identified during a reflection activity on the city and our operations. This discussion item is meant to finalize the plan for formal adoption at the next meeting. Several items within the plan are being worked on with plans to bring forward work session discussions in the coming meetings.

**Recommendation:**

Provide staff final edits to be incorporated into the plan prior to final adoption on the May 27th consent agenda.

**Outcome/Action:**

Provide staff final edits to be incorporated into the plan prior to final adoption on the May 27th consent agenda.

**Attachments**

2025 Strategic Plan - DRAFT

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Brian Hagen

Final Approval Date: 05/08/2025

**Reviewed By**

Brian Hagen

**Date**

05/08/2025 02:48 PM

Started On: 05/05/2025 12:43 PM

# City of Ramsey

## 2025 Strategic Plan

Adopted \_\_\_\_\_, 2025

MAYOR

Ryan Heineman

COUNCILMEMBERS

Chris Riley, At-Large  
Kirsten Buscher, At-Large  
Michael Olson, Ward 1  
Eric Peters, Ward 2  
Dan Specht, Ward 3  
Shanna Stewart, Ward 4

# City of Ramsey

## 2025 Strategic Plan Executive Summary

(Adoption Date)

The City of Ramsey's Strategic Planning Session allowed for council and staff to review and plan for the future needs of the city. The session reflected on past accomplishments in order to establish framework on how to proceed forward. In looking to the future needs of the city; opportunities and challenges are identified for the purpose of setting goals to strive towards accomplishing. The outcome of the session guides city officials on completing projects to better the community while staying true to the mission, vision and values of the city.

### *Mission*

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

### *Vision*

Ramsey will be a secure, citizen-driven, collaborative community that respects the balance and connectivity between its unique suburban, rural and natural environments.

### *Values*

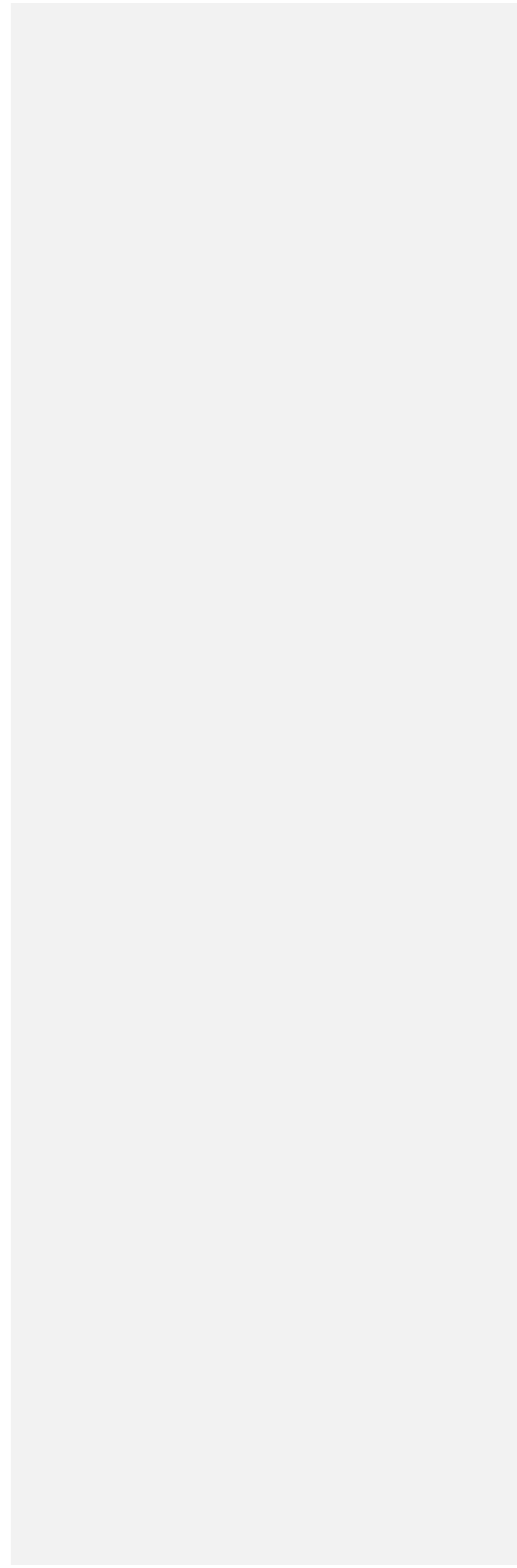
- Ethics and Integrity
- Fiscal Responsibility
- Cooperation and Teamwork
- Open and Honest Communications
- Excellence and Quality in the Delivery of Service
- Serving People with Respect and Fairness
- Adaptability and Continuous Learning

### *Goals*

- Citizen Focused Government
- Financial Stability
- A Balance of Rural Character and Suburban Growth
- An Active, Connected and Engaged Community
- An Effective and Efficient Organization
- High Quality Services

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## **MISSION**

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

## **VISION**

Ramsey will be a secure, citizen-driven, collaborative community that respects the balance and connectivity between its unique suburban, rural and natural environments.

## **VALUES**

- Ethics and Integrity
- Fiscal Responsibility
- Cooperation and Teamwork
- Open and Honest Communications
- Excellence and Quality in the Delivery of Service
- Serving People with Respect and Fairness
- Adaptability and Continuous Learning

## **GOALS**

- Citizen Focused Government
- Financial Stability
- A Balance of Rural Character and Suburban Growth
- An Active, Connected and Engaged Community
- An Effective and Efficient Organization
- High Quality Services

## **STRATEGIES**

- Address infrastructure needs
- Identify and implement operational efficiencies, cost savings or additional funding sources
- Promote economic growth and development
- Create a positive image for residential neighborhoods, business districts and key corridors
- Improve the safety and mobility of transportation corridors
- Connect the community through Parks, Trails and Recreational Programming
- Strengthen and enhance our identity, brand and image
- Enhance City's communication through transparency and accountability
- Strive for high organizational morale and employee retention

## **REFLECTION ACTIVITIES**

Attendees participated in four activities which allowed for time to reflect on how the organization is doing. The activities focused on what was working well, what was not working well, what the city was not doing that it should be doing and what was the city doing that it should not be doing. As identified in 2019:

### ***What's working well?***

- Decreased staff turnover
- Positive staff morale as shown through reduced turnover rates from 2022/2023
- Pavement management plan
- Social media presence
- Community events
- Recreation programming
- Playground replacement program
- Commercial/industrial growth
- Ramsey Gateway Project and business outreach
- Fire service model
- COR shovel ready sites
- Police Department Leadership Team transition
- City Code updates
- Internal relationships across departments
- Water Treatment Plant Project
- Personnel Policy Updates
- City Council/Boards & Commissions preparedness
- Agenda preparation by staff
- City decorations (i.e. lights on trees in the COR)
- Council/staff relations
- Public Safety communication of major events
- Laserfiche Workflow implementation (Ramsey staff lead project)
- Electronic records management
- Work Session efficiency

### ***What's not work well?***

- Large levy increases
- Embracing process change
- Lack of funding for public safety
- Equipment replacement costs
- Future Capital Purchase funding status
- Social media strategy (amount of content for limited pages)
- Public opinion of road conditions
- Gravel roads
- Historic preservation (Old Town Hall)
- Mississippi River Bridge Crossing
- New software implementation

- Expanding software utilization (i.e. internal chat options vs. general email)
- Code Enforcement direction (inconsistency in direction/council roles & responsibility)
- Community volunteers and public recognition

***What are we not doing that we should be doing?***

- Gaining utility connections on commercial properties when private systems fail
- Asset management system (infrastructure, vehicles, equipment)
- GIS tools
- Expanding employee wellness efforts
- Improving facility security monitoring
- Residential facade improvement program
- Using new technology

• ~~Beginning staff recruitments faster~~

***What are we doing that we should not be doing?***

- Amending rules/regulations too quickly before we experience them in practice

Attendees then looked to the future to review opportunities and impacts the city will face in the next one to five years. The purpose of this exercise was to be cognizant on what to expect as we plan for our future in order to be forward thinking.

***Opportunities in the next 1-5 years***

- Mississippi River Bridge planning
- Process improvements with smart technology
- COR Development of public and privately owned parcels
- RALF property (Hwy 10) redevelopment
- City identity/Hwy 10 image
- TIF 14 (COR) deal timeline expires November 2026
- Historic Town Hall
- Youth Athletics
- New Park Improvements

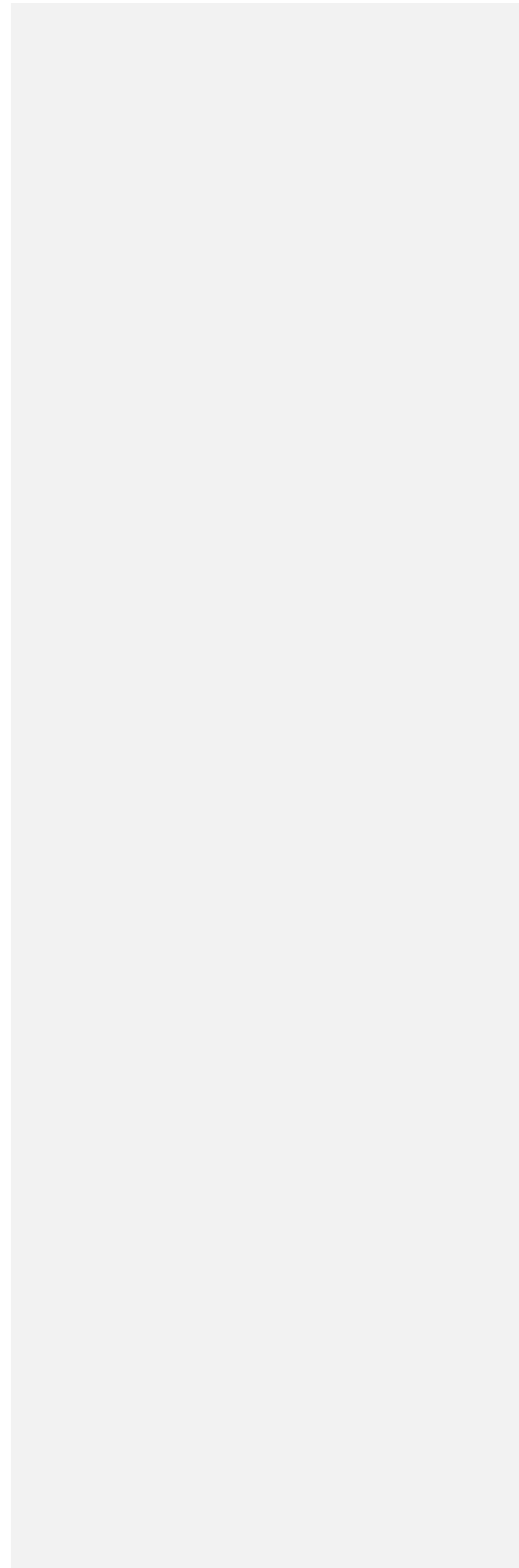
***Impacts in the next 1-5 years***

- Finishing Waterfront Park
- Cannabis laws
- Comprehensive Plan Amendment process (start in 2026)
- Staffing needs
- Reaching 30,000 population
- Public Transportation model
- COR Development and traffic counts
- Tariff uncertainty
- State adopted local zoning control regulations
- Federal and State funding opportunities
- Daycare center tax exemption status

**Commented [BH1]:** Recruitment timelines are based on a number of factors including, but not limited to, the need to adjust job descriptions, review if salary is still competitive, scheduling of those involved in interviews and other position recruitments occurring at the same time. If no changes or scheduling conflicts occur, a vacant position can be posted within 5 business days.

- Petitions on taxable market values
- Elk River Highway 10 project
- Temporary water quality when Water Treatment Plant goes live
- Management staff retirements
- Changing demographics
- Increasing public safety calls
- Aging City facilities

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## 2025 KEY STRATEGIES & ACTION STEPS

### Strategy 1. Address infrastructure needs

- **Objective 1:** Ensure existing infrastructure remains high quality to maximize useful life
  - *Responsible Parties:* Engineering, Public Works (Westby, Riverblood)
  - *Key Areas:* City owned facilities, parks, streets, trails, utilities
    - *Action 1.1:* Inspect all infrastructure routinely
    - *Action 1.2:* Inspect utilities during design of Pavement Management Program (PMP) projects
    - *Action 1.3:* Complete PMP improvement/maintenance projects annually
    - *Action 1.4:* Explore singular Asset Management Program for city-wide use (Q3 2025)
    - *Action 1.5:* Complete well-siting study for Well #9 (Q4 2025)
  - *Performance Indicator:* Maintain or improve infrastructure quality
  - *Completion Timeframe:* Ongoing, unless otherwise noted above
- **Objective 2:** Determine future city facility needs
  - *Responsible Parties:* Administration, Fire, Police, Public Works (Hagen, Kohner, Bluml, Westby)
  - *Key Areas:* City buildings where offices are and equipment is stored
    - *Action 2.1:* Assess maintenance needs of existing facilities
    - *Action 2.2:* Prioritize/budget for maintenance needs of facilities
    - *Action 2.3:* Assess current and future space needs
    - *Action 2.4:* Explore options to repurpose existing facilities to meet the cities needs or construct a new facility(ies) to meet future growth needs
  - *Performance Indicator:* Maintain or improve infrastructure quality
  - *Completion Timeframe:* Q1 2026

### Strategy 2. Identify and implement operational efficiencies, cost savings or additional funding sources

- **Objective 1:** Implement software programs to reduce inefficiencies
  - *Responsible Parties:* All Departments (Department Heads)
  - *Key Areas:* Software programs to aid in operational duties
    - *Action 1.1:* Identify operations where software implementation would provide efficiencies and reduce potential for error by reducing data entry processes (HR, Asset Mgmt, etc.)
    - *Action 1.2:* Identify program options available and check comparable city references on the program
    - *Action 1.3:* Establish implementation plan with Ramsey IT staff
    - *Action 1.4:* Determine available 2025 funding and budget accordingly for 2026 and beyond
  - *Performance Indicator:* Reduced redundancy in staff's tasks by eliminating manual entry/tracking in Excel spreadsheets
  - *Completion Timeframe:* Ongoing

- **Objective 2:** Utilize grant funding opportunities
  - *Responsible Parties:* All Departments
  - *Key Areas:* Projects and equipment purchases
    - *Action 2.1:* Identify projects or equipment purchases where historical grant funding opportunities have been available
    - *Action 2.2:* Recognize potential grant funding availability as potential funding source in CIP
    - *Action 2.3:* Apply for grant funds in conjunction with establishing funding sources
  - *Performance Indicator:* Increased grant funded projects/purchases
  - *Completion Timeframe:* Ongoing

### **Strategy 3. Promote economic growth and development**

- **Objective 1:** Develop and implement commercial property public utility connection program
  - *Responsible Parties:* Economic Development, Engineering (Sullivan, Hanson, Westby)
  - *Key Areas:*
    - *Action 1.1:* Identify commercial properties with available public utilities who are not connected
    - *Action 1.2:* Identify commercial properties with available public utilities close by who are not connected
    - *Action 1.3:* Identify TIF funded utility improvements
    - *Action 1.4:* Create an incentive program/policy with a funding source to encourage connection to public utilities
  - *Performance Indicator:* Reduce private systems on commercial properties where public utilities are available.
  - *Completion Timeframe:* Q3 2025
- **Objective 2:** Conduct business retention and expansion efforts
  - *Responsible Parties:* Economic Development (Sullivan)
  - *Key Areas:* Existing businesses
    - *Action 2.1:* Conduct 30 in-person business visits
    - *Action 2.2:* Host Business Networking Event
    - *Action 2.3:* Host Business Expo Event
    - *Action 2.4:* Host Business Appreciation Golf Event
  - *Performance Indicator:* Sold out or increased attendance
  - *Completion Timeframe:* Annually

### **Strategy 4. Create a positive image for residential neighborhoods, business districts and key corridors**

- **Objective 1:** Improve the image of Ramsey along the Hwy 10 Corridor

- *Responsible Parties:* Community Development (Hanson, Larson)
- *Key Areas:* Existing commercial properties visible from Hwy 10
  - *Action 1.1:* Identify businesses with noncompliant code violations
  - *Action 1.2:* Identify businesses in violation of approved CUP's
  - *Action 1.3:* Work in tandem with ED Manager on business visits to communicate violations, and collaboratively work with them on cleanup efforts
  - *Action 1.4:* Identify potential redevelopment properties
- *Performance Indicator:* Reduce blighted properties along Hwy 10
- *Completion Timeframe:* Q4 2025
- **Objective 2:** Maintain/improve existing Park, Street and Trail conditions city-wide
  - *Responsible Parties:* Engineering, Public Works (Westby)
  - *Key Areas:* Existing commercial properties visible from Hwy 10
    - *Action 2.1:* Provide adequate current and future funding for PMP
    - *Action 2.2:* Expand skim patching program to streets requiring reconstruction beyond four years in the CIP
    - *Action 2.3:* Provide routine maintenance of Parks
    - *Action 2.4:* Provide routine maintenance of Trails per policy
  - *Performance Indicator:* Improve PASER values
  - *Completion Timeframe:* Ongoing
- **Objective 3:** Rehabilitate Historic Townhall
  - *Responsible Parties:* Economic Development (Sullivan, Hanson)
  - *Key Areas:* Historic Townhall
    - *Action 2.1:* Complete preliminary design of rehabilitation improvements
    - *Action 2.2:* Apply for large grant opportunity
    - *Action 2.3:* Apply for small grant opportunities if needed
    - *Action 2.4:* Identify user/renter
  - *Performance Indicator:* Acquire grant funds to fund remaining allowed construction costs
  - *Completion Timeframe:* Q1 2026

#### **Strategy 5. Improve the safety and mobility of transportation corridors**

- **Objective 1:** Improve street lighting and pedestrian facilities
  - *Responsible Parties:* Engineering, Public Works (Westby)
  - *Key Areas:* Existing and future roadways and pedestrian facilities
    - *Action 1.1:* Evaluate and construct street lighting improvements
    - *Action 1.2:* Evaluate and construct pedestrian trail safety improvements
  - *Performance Indicator:* Reduction in reported safety concerns
  - *Completion Timeframe:* Ongoing

#### **Strategy 6. Connect the community through parks, trails and recreational programming**

- **Objective 1:** Develop and commit to a final plan for The Waterfront Park
  - *Responsible Parties:* Parks Division (Riverblood)
  - *Key Areas:* The Waterfront Park in the COR
    - *Action 1.1:* Prepare comparative case study of similar municipal community centers
    - *Action 1.2:* Complete schematic design for community building and integrated waterplay amenity
    - *Action 1.3:* Prepare complete proforma to include upfront construction costs and ongoing operating & maintenance estimates
    - *Action 1.4:* Determine if construction commences in 2026 or if a ballot question should occur November 2026
    - *Action 1.5:* Final plans prepared for bidding in Q1 2026
  - *Performance Indicator:* Completed plans and specifications for 2026 construction
  - *Completion Timeframe:* Q4 2025

#### **Strategy 7. Strengthen and enhance our identity, brand and image**

- **Objective 1:** Secure Ramsey Zip Code
  - *Responsible Parties:* Administration (Hagen)
  - *Key Areas:*
    - *Action 1.1:* Identify key personnel at USPS to discuss obtaining a unique zip code
    - *Action 1.2:* Identify other influential parties to support Ramsey's efforts
    - *Action 1.3:* Host critical meetings to develop the timing and formal application procedure to prevent an immature application from occurring
  - *Performance Indicator:* Known metrics are understood on what USPS uses when considering a new zip code.
  - *Completion Timeframe:* Formal request may be submitted to district manager in 2026
- **Objective 2:** Enhance City brand
  - *Responsible Parties:* Communications (Johnson)
  - *Key Areas:* Branding and communications strategy
    - *Action 2.1:* Create City Moto
    - *Action 2.2:* Create Branding Guide for staff to use with templates and logos
  - *Performance Indicator:*
  - *Completion Timeframe:* Q1 2026

#### **Strategy 8. Enhance City's communication through transparency and accountability**

- **Objective 1:** Identify and advertise a cost savings measure
  - *Responsible Parties:* Administration (Hagen)
  - *Key Areas:* All city operations
    - *Action 1.1:* Advertise through newsletter or social media an area of improvement that decreased cost through direct savings or improved efficiency.
  - *Performance Indicator:* Public engagement reaction to the advertised measure

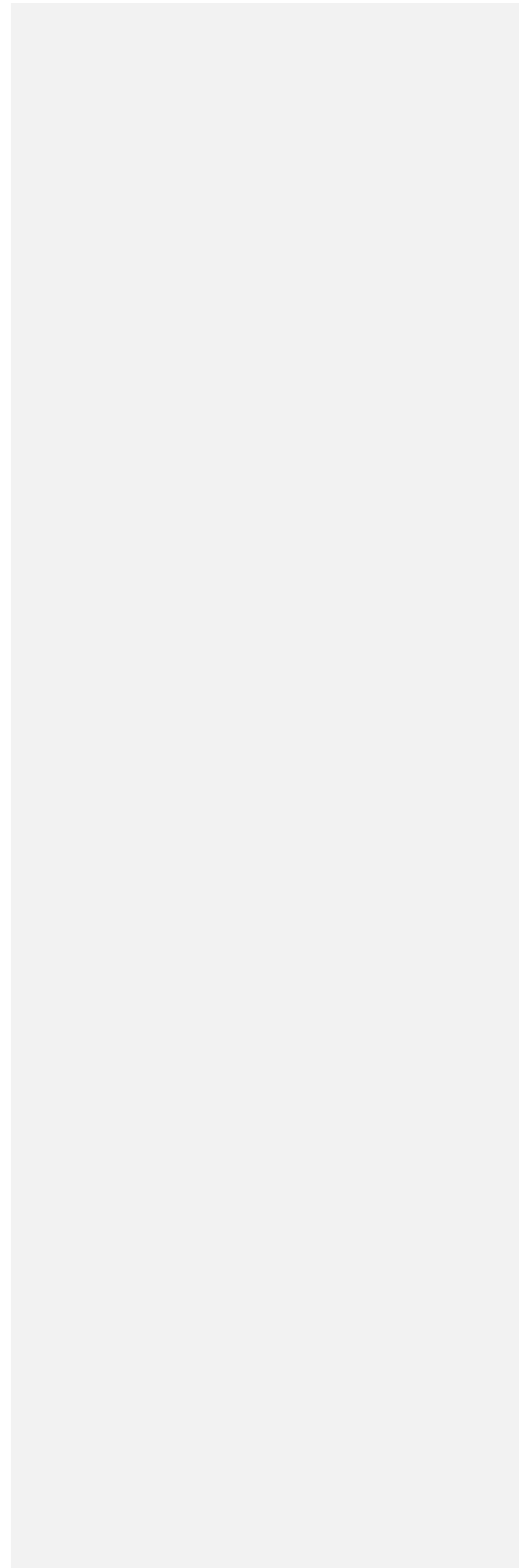
- *Completion Timeframe:* Minimum one item per year
- **Objective 2:** Proactive and time-relevant communication
  - *Responsible Parties:* Communications (Johnson)
  - *Key Areas:* Public facing communication strategy
    - *Action 2.1:* Assess the effectiveness of the city's current social media presence and the need for additional department specific pages
    - *Action 2.2:* Explore new avenues to tell the story of Ramsey and market the community to new residents and businesses
    - *Action 2.2:*
    - *Action 2.3:* Enhance how social media is utilized
    - *Action 2.3:* Consider additional communications personnel with focus on social media marketing
  - *Performance Indicator:* Public engagement through social media
  - *Completion Timeframe:* Ongoing
- **Objective 3:** Develop and publish trail maintenance schedule/map
  - *Responsible Parties:* Parks Division (Riverblood)
  - *Key Areas:* Long term trail maintenance plan
    - *Action 3.1:* Develop a 10-year trail maintenance needs schedule
    - *Action 3.2:* Establish estimated funding needs to complete the plan
    - *Action 3.3:* Implement maintenance schedule into CIP document
    - *Action 3.4:* Create 10-year trail maintenance CIP map and post to city website
  - *Performance Indicator:* Creation of plan/map and incorporation into 10-year CIP
  - *Completion Timeframe:* Final 2026 Budget/Levy Adoption

### **Strategy 9. Strive for high organizational morale and employee retention**

- **Objective 1:** Expand employee wellness efforts
  - *Responsible Parties:* Human Resources (Lasher)
  - *Key Areas:* Employee health
    - *Action 1.1:* Expand upon Gallagher Benefit Services Wellness Programming
    - *Action 1.2:* Increase engagement in Employee Lunch & Learns
    - *Action 1.3:* Identify fitness options for City Hall staff similar to what's available to PD, FD, PW
    - *Action 1.4:* Increase wellness activities
  - *Performance Indicator:* Improved group insurance renewal rating
  - *Completion Timeframe:* Ongoing
- **Objective 2:** Expand employee engagement
  - *Responsible Parties:* Human Resources (Colleen Lasher)
  - *Key Areas:* Employee engagement
    - *Action 2.1:* Implement simplified performance evaluation process to track employee goals, notify of deadlines and integrate into records management system

- *Action 2.2:* Conduct voluntary stay interviews or dedicated roundtable discussion opportunities to receive feedback outside of routine all staff surveys
- *Performance Indicator:*
- *Completion Timeframe:* Ongoing
- **Objective 3:** Expand employee appreciation efforts
  - *Responsible Parties:* Human Resources (Colleen Lasher)
  - *Key Areas:* Employee appreciation and recognition
    - *Action 3.1:* Provide branded items to staff commonly used during and for work (name badge lanyards, water bottles, pens, etc)
    - *Action 3.2:* Implement additional themed days/activities throughout the year
    - *Action 3.3:* Continue existing employee engagement events (2 all staff meetings, popcorn Wednesdays, birthday treats, pot-lucks, ice cream social)
  - *Performance Indicator:* Employee attendance at events, staff survey feedback
  - *Completion Timeframe:* Ongoing

DRAFT



## 2024 KEY STRATEGIES & ACTION STEPS ACCOMPLISHED

### **Strategy: Address infrastructure needs**

- **Objective 1:** Identify infrastructure maintenance needs
  - *Responsible Parties:* Streets, Parks, Engineering (Bruce Westby, Mark Riverblood)
  - *Key Areas:* pavement maintenance, water/sewer/storm sewer infrastructure, parks and trails
    - **Action 1.1:** Determine short term annual pavement maintenance needs
      - The city increased their annual funding in 2023 to complete various projects for temporary pavement repairs. The focus was to complete repairs on certain roadways that would see a larger maintenance project in the coming years. Various projects were completed from intersection mill & overlays, skim patching larger stretches of roadways and patching potholes throughout the city. Staff has continued to monitor these efforts to determine the success and life of these repairs. Subsequent annual budgets have received proper general funding expenditures to continue these efforts.
    - **Action 1.2:** Inspect and determine need of maintenance of underground infrastructure prior to major projects
      - As part of major street maintenance projects, inspection of unground infrastructure has occurred and been implemented into plans to prevent future scenarios requiring roads to be tore apart before their useful life has reached the end.
    - **Action 1.3:**
      - Follow playground replacement policy: A Playground Replacement Policy was adopted September 2021. The policy identifies a proposed timeline to replace one playground per year. The city has maintained or even accelerated this plan based on funding and savings opportunities.
      - Maintain and replace trail system: A Trail & Sidewalk Maintenance Policy was adopted December 2024. This policy provides the framework for completing inspections and incorporating maintenance schedule needs into the general fund budget and in conjunction with street projects.
    - **Action 1.4:** Identify needs in the Capital Improvement Plan
      - The annual CIP continues to include necessary projects to maintain and improve our infrastructure. Beginning in 2023, the city started an aggressive 10-year plan to provide major maintenance to approximately 45% of the roads. This plan was front heavy with more roads receiving work with funding coming from a 2022 Street Maintenance Bond.

### **Strategy: Promote economic growth and development**

- **Objective 1:** Continue Business Retention and Expansion efforts for retail and industrial
  - *Responsible Parties:* Economic Development (Sean Sullivan, EDA)
  - *Key Areas:* promoting private businesses

- *Action 1.1:* Conduct business retention visits
    - 30 in person visits are targeted each year with many informal communication occurring as well.
  - *Action 1.2:* Improve the quality and attendance at EDA events
    - The business appreciation golf event historically sees full registration of 144 golfers plus additional meal only tickets purchased. The Business Expo continues to see an increase of Ramsey businesses attending. The Business Networking breakfast consistently experiences 120 plus attendees.
  - *Action 1.3:* Business expansions saw 30K sq. ft. of retail and 487K sq. ft. of industrial in 2024.
- **Objective 2:** Consider strategic infrastructure investments to prepare more shovel ready parcels
  - *Responsible Parties:* Engineering, Community Development, Finance
  - *Key Areas:* The COR
    - *Action 1.1:* Construct roadways designed in 2023
      - A regional stormwater pond was created in 2023 to allow parcels to maximize developable area. The material excavated from the pond was utilized to bring the western half of the COR (city owned parcels only) up to grade with the roadways. In 2024, new roadways were constructed to establish final right of way layout.
- **Objective 3:** Complete a Comprehensive City Code Audit and Update
  - *Responsible Parties:* Community Development (Todd Larson)
  - *Key Areas:* City Code
    - *Action 1.1:* Reduce redundant regulations and regulations that conflict with the city's vision.
      - A complete zoning code rewrite occurred reducing the length of the zoning code by approximately half. This reorganized the zoning code by removing sections that did not belong in zoning, combining non-zoning codes with areas of the zoning code that were similar. It further amended allowed uses in various zoning districts.
      - Other code sections amended were the nuisance code and began amending the sign code.

**Strategy: Create a positive image for residential neighborhoods, business districts and key corridors**

- **Objective 1:** Rental License Program
  - *Responsible Parties:* Community Development
  - *Key Areas:* residential rental properties
    - *Action 1.1:* Adopt rental license regulations.

- Rental license regulations were adopted effective January 1 2024. In 2024, a Rental Inspection Policy was adopted to outline the inspection process from notification to what areas of rental units are inspected.

**Strategy: Improve the safety and mobility of transportation corridors**

- **Objective 1:** Advance the Ramsey Gateway Plan
  - *Responsible Parties:* Engineering
  - *Key Areas:* Hwy 10 corridor from Sunfish Lake Boulevard to Ramsey Boulevard
    - *Action 1.1:* Construct grade separated interchanges
      - Planning efforts concluded in 2023 on the Ramsey Gateway Project for construction to occur in 2024 & 2025. The interchanges would eliminate at grade crossings of the BNSF Railroad and Hwy 10. Additionally the project eliminates direct driveway access to Hwy 10 by constructing frontage roads.
- **Objective 2:** Update Priority Street Light Program
  - *Responsible Parties:* Engineering
  - *Key Areas:* Critical Intersections and pedestrian crossings.
    - *Action 1.1:* Improve intersection safety by addressing street lighting needs.
      - As road projects are designed, staff considers additional necessary improvements to the area like streetlights to ensure added safety at intersections and pedestrian crossings.

**CC Work Session**

**Meeting Date:** 05/13/2025

**Primary Strategic Plan Initiative:** Enhance City’s communication through transparency and accountability.

**Information**

**Title:**

Review Future Topics/Calendar

**Purpose/Background:**

The first attachment is the current list of future topics for work session discussions. Items are drawn from Council requests at meetings, or are related to topics that have been identified in the City's strategic plan. Tentative dates have been assigned. The second attachment includes Councilmember initiatives for future work session topics. Those items are up for discussion and, with consensus, will be added to the future topics list.

**Recommendation:**

For Council review - no formal action necessary.

**Outcome/Action:**

For Council review.

**Attachments**

Future Topics List

Councilmember Topic Requests

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Katie Schmidt

Final Approval Date: 05/08/2025

**Reviewed By**

Brian Hagen

**Date**

05/08/2025 02:54 PM

Started On: 05/08/2025 01:14 PM

	<u><i>Tentative City Council Future Work Session Topics</i></u>	
Proposed Date	Topic	Minutes (Estimate)
<b>2025</b>		
May 27	City Engineer/Public Works Director Role Separation	
May 27	Sale of Highway 10 RALF Properties	30
June 10	City Administrator Performance Evaluation	30
June 10	Audit	
June/July	Consider Accepting Community Art Plan Donation	
6/24	Paving Gravel Roads	
7/08	Budget	
7/22	Budget	
8/12	Budget	
8/26	Budget	
9/09	Budget	
TBD	Animal Ordinance	
TBD	Pollpad Update	
TBD	Fire Department Staffing	
TBD	Trades Expo – CM: KB, CR	
TBD	Subdivision Code	
TBD	Hwy 10 Pedestrian Overpass	
TBD	City Facility Safety Improvements	
TBD	Prevailing Wage Policy – CM: KB, EP	
TBD	Veterans Park Discussion – CM: KB, EP	
TBD	Quarterly Police & Fire Updates – CM: KB, CR	
TBD	Public Safety Deep Dive – CM: KB, CR	
TBD	Quarterly Updates on Outside Committees – CM: KB, CR	

	<u><i>Councilmember Initiatives for Future Work Session Topics</i></u>
Proposed by CM	Topic
Buscher	Wage Theft Enforcement
Heineman	Ramsey Christmas Market