City of Ramsey
Agenda
Revised
City Council Work Session
Tuesday, October 13, 2026
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

Remote Attendance available at 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. Elevate Hope House Christmas Market Fee Waiver Discussion

   2. 5540 144th Ave NW Past Due Utility Bill Assessment

   3. 2050 Comprehensive Plan Update - System Statement Discussion

   4. Responsible Contractor Acknowledgment Proposed Language and Resolution Review

   5. Review 2027 non-union employee health and dental insurance contributions and wage adjustments.

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.**

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

CC Work Session

Meeting Date: 10/13/2026

Primary Strategic Plan Initiative: Not Applicable

Information

Title:
Elevate Hope House Christmas Market Fee Waiver Discussion

Purpose/Background:
Elevate Hope House (EHH) is a non-profit organization supporting mothers experiencing homelessness. EHH is proposing to host a fundraising Christmas Market at Ramsey City Hall on Saturday, December 5th and is asking City Council to consider a reduced rate for the rental of city hall.

Proposed hours for municipal center room rental are as follows:

Friday, December 4, from 3 pm - 6:45 pm: This time will be used for set-up for the vendors during hours in which city hall is normally staffed.
Saturday, December 5, from 7:00 am - 5:00 pm. This time will be used for set-up, open market (9 am - 3 pm), and tearing down once it is closed. At least one (1) city staff person will be working overtime on Saturday to open up city hall, provide services during the course of the day and lock-up city hall afterward.

The 2026 approved fee for municipal center room rental for after-hours/weekend hourly rate for all groups (residents and non-profits) is $100 per hour. The proposed cost for WHH would be $1100. EHH is asking the City Council to consider reducing the rental fee to $600 for the fundraising event. The $600 fee will cover overtime costs associated with staffing the city hall for the event.

Notification:
Not applicable

Time Frame/Observations/Alternatives:
EHH is looking for a decision regarding the proposed fee reduction. If approved by City Council, EHH will begin soliciting vendors for the Christmas Market.

Funding Source:
Not applicable

Recommendation:
Discuss proposed municipal room rental fee reduction of $600.

Outcome/Action:
Discuss and provide direction regarding a reduced rental fee of $600 for the proposed EHH fundraising Christmas Market event.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/08/2026 03:36 PM
Form Started By: Stephanie Hanson		Started On: 10/08/2026 08:23 AM
Final Approval Date: 10/08/2026		

CC Work Session

Meeting Date: 10/13/2026

Primary Strategic Plan Initiative: Not Applicable

Information

Title:
5540 144th Ave NW Past Due Utility Bill Assessment

Purpose/Background:
On September 22, 2026 City Council held a public hearing to certify delinquent accounts. Delinquent accounts have through November 15, 2026 to pay off the amount. 5540 144th Ave NW was included in the assessment roll for a delinquent amount of $1,024.88, $40 administrative fee and $84.87 in interest penalty. The City Council motioned to remove 5540 144th Ave NW from the assessment roll for further discussion.

Background:
During the week January 26, 2026, staff began communicating with the property owner related to a utility bill in the amount of $1,344.26. Quarterly utility bills include charges for water, sanitary sewer, recycling, storm water, MN test fees and street light charges. The property owner questioned why the bill would be so high. Of the total bill amount, $1,202.27 represents only the water portion.

Based on staff's experience, the water usage was higher than what is typically seen and likely caused by a leak. The property owner was not aware of a leak. Staff offered to pull the daily usage data log, but the meter at the property was an old-style requiring access to the home. The City has been actively upgrading meters to a new style that allows data to be accessed without needing to enter the property. Staff replaced the existing meter on January 29, 2026. At that time, staff also was able to access the data log to analysis the daily usage. The data log is attached to the case for reference.

Staff found that between the dates of November 29, 2025 and January 2, 2026, the property experienced high water usage not typical of the home. Other higher usage days occurred leading up to the November 29th date, but not to the same consist levels that occurred in the above referenced date range. Following January 2nd, the daily usage dropped to a consistent level the property more normally experience. Based on this data, staff continues to believe a leak was occurring in the home otherwise high usage readings would have likely continued through the January 29th date the meter was replaced.

The owner continued to question the function of the meter, noting they believed a leak had not occurred in the home. In situations like these, staff offers to send meters to a third-party evaluator for further testing. If the meter is found to be properly functioning, a $90 fee is charged back to the owner. The property owner declined the offer. Staff has since disposed of the old meter due to the time that has passed and the fact that the city is replacing these old-style meters.

At the September 22, 2026 City Council meeting, a question was asked on what the next highest bill was for this property. Looking back one year, the next highest water usage charge was $236.02.

Notification:
The property owner was notified that City Council would be discussing this item at tonight's meeting.

Funding Source:
Utility rates are established and charged to users of the specific utility. Revenue from bills account for the costs associated to operate and maintain our infrastructure.

Recommendation:
Determine an amount due in order to allow the property owner time to pay the balance. Any amount past due, will need to be approved to be certified to the property taxes for payment in 2027. The owner would still be able to pay off the amount prior to November 15, 2026.

Outcome/Action:

Provide consensus direction on the amount owed and to bring a resolution for to certify the unpaid balance to 2027 Property Taxes.

Attachments

Data Log

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/08/2026 03:35 PM

Form Started By: Brian Hagen

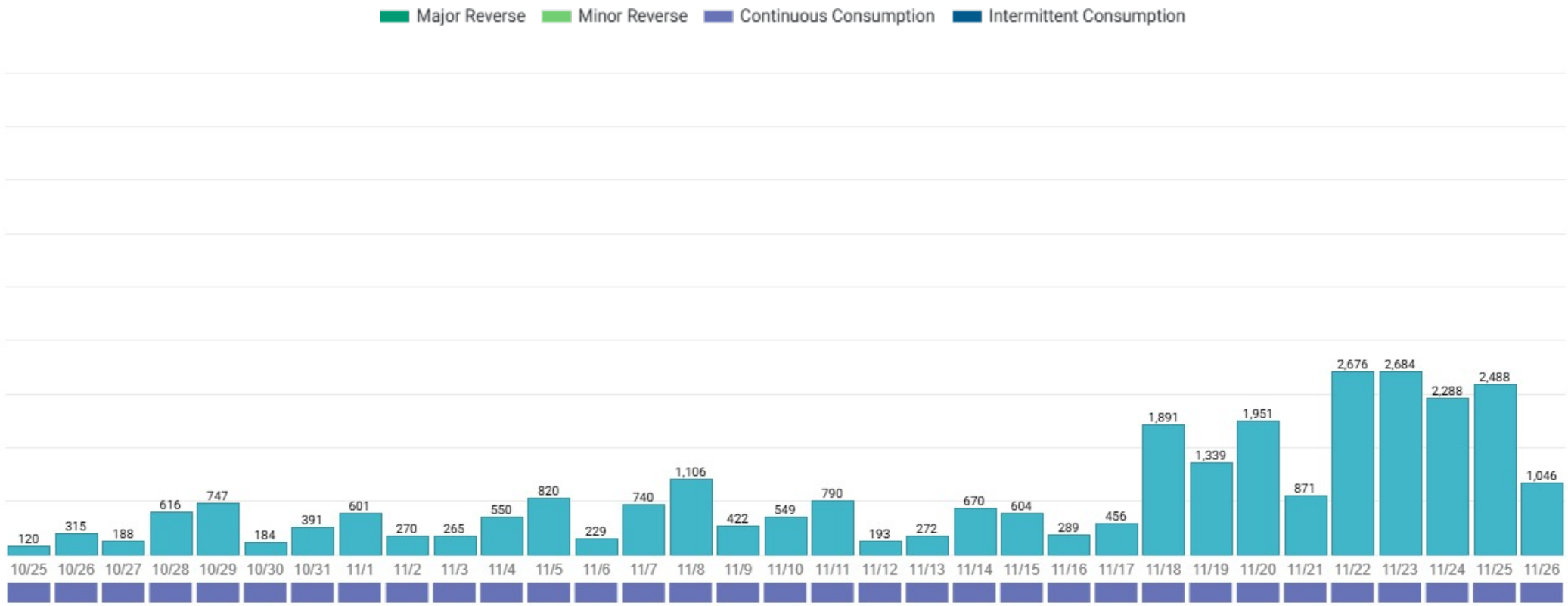
Started On: 10/06/2026 09:00 AM

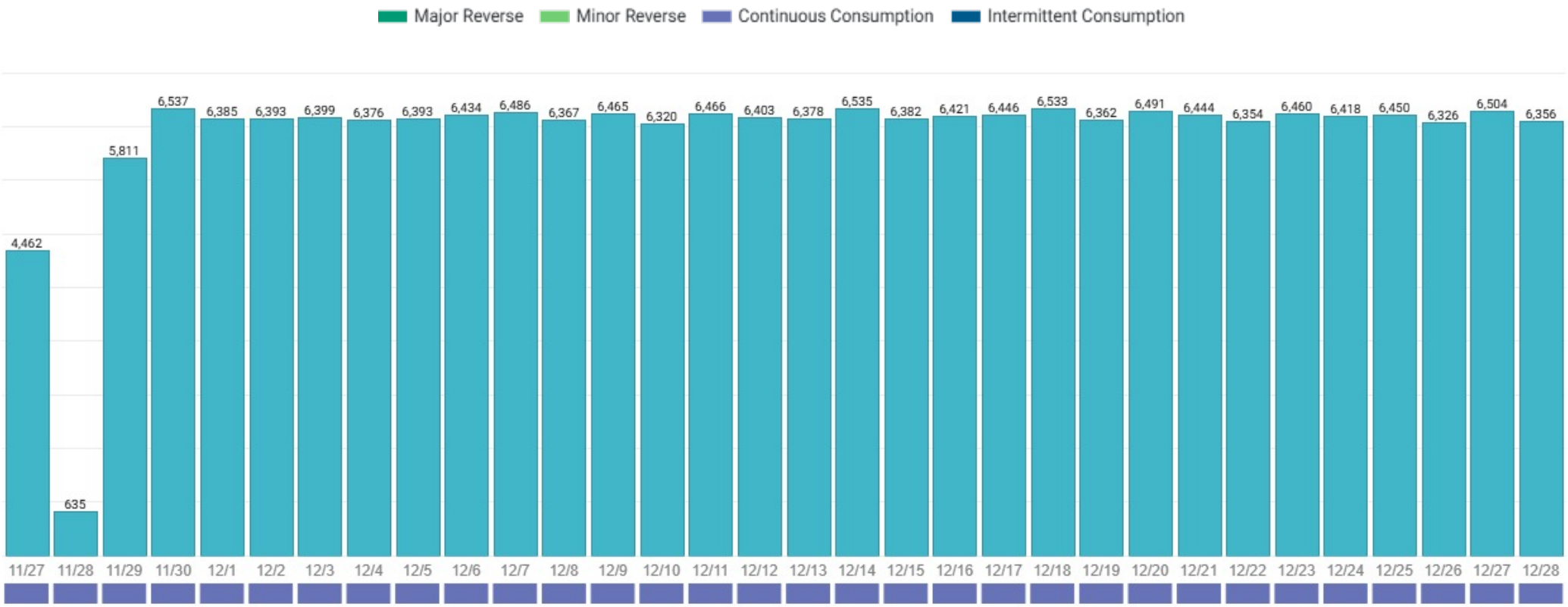
Final Approval Date: 10/08/2026

DATA LOGGING REPORT

October 25, 2025 - January 29, 2026

HODGEMAN, CRREANE
Account Number: [redacted]
Address: 5540 144TH AVE NW
MIU#: [redacted]
Size: 5/8" - 1" T-10
UOM: GALLONS

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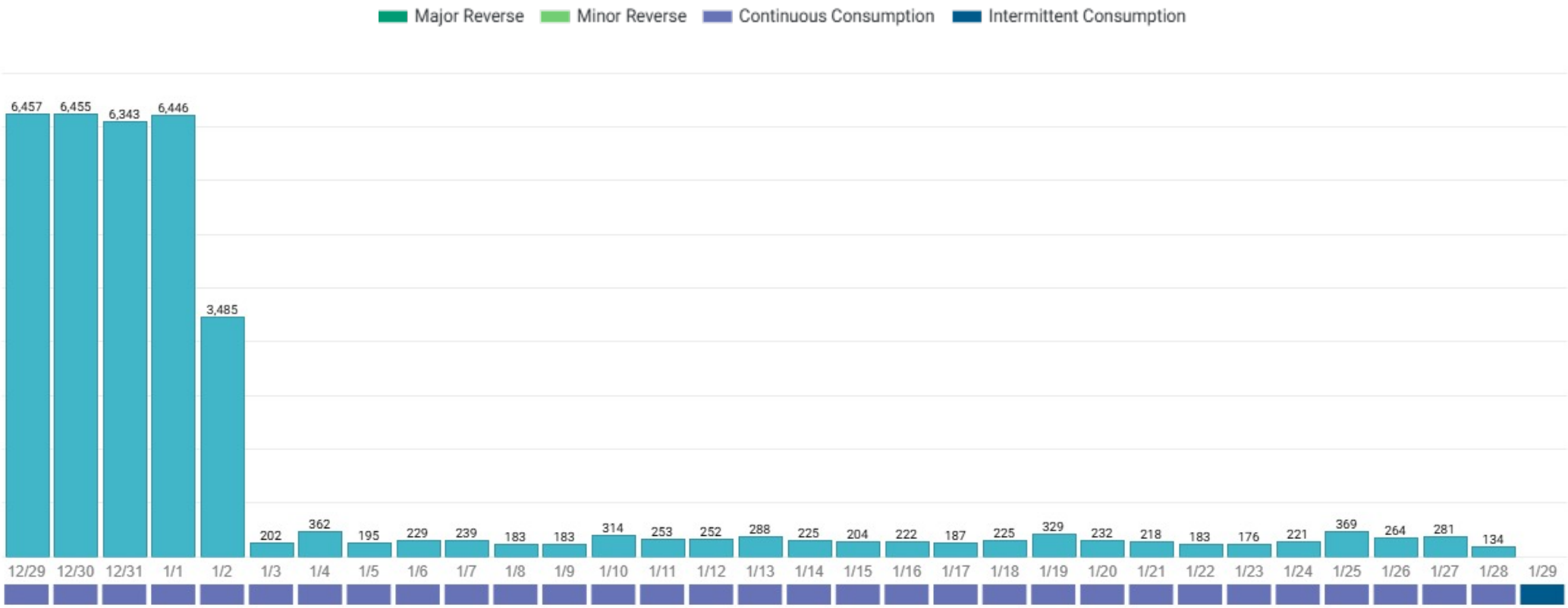
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CC Work Session
Meeting Date: 10/13/2026

Primary Strategic Plan Initiative: Promote economic growth and development.

Information

Title:
2050 Comprehensive Plan Update - System Statement Discussion

Purpose/Background:
Every ten years, city, county, and township jurisdictions in the seven-county metropolitan area are required to update their Comprehensive Plans. These updates are all done at the same time to ensure consistency and continuity across jurisdictional borders and levels. It is now time to start the process to prepare the 2050 Comprehensive Plan. These Plans are due in years ending in 8 (January 1, 2028) and are reviewed by the surrounding jurisdictions and Metropolitan Council with the intent that they are placed in effect beginning in years ending in 0 (2030). The Plans are 20-year documents, with a midpoint check in (2040), and are the guiding land use and development policy for each jurisdiction.

The Metropolitan Council is the regional organization that is charged with coordinating the plans. They start the process by looking at big-picture regional growth trends. For example, when a large manufacturer opens in Coon Rapids or Rogers, there will be housing demand from it in Ramsey and other area communities. They prepare "system statements" for each community, which are documents that allocate each community's share of the regional growth based on those regional growth trends. Ramsey's system statement is attached to this case and staff will discuss it more in-depth this evening. Staff has reviewed the document and does not have concerns with the requirements set forth by the Met Council.

The currently-adopted 2040 plan, in Staff's opinion, is a very good start. Staff is proposing to take the 2040 Plan and update it with current data and make updates, as needed. There are portions of the 2040 Plan, however, that will need in-depth discussion; mainly the Land Use and Housing sections. The traffic, sanitary sewer, and surface water management sections are also planned to be done in-house, though these portions are dependent upon decisions made in the Land Use chapter. Staff is applying for a grant to help cover our expenses.

This planning cycle, the Metropolitan Council provided a detailed tailored checklist of all the items that we need to address in our Plan (https://handbook.metrocouncil.org/required-plan-elements/)

The 2040 Plan, appendices, and amendments can be found here: https://www.cityoframseymn.gov/business-development/planning-and-development/future-plans-studies/2040-comprehensive-plan-update/

Property Owner Focused Conversations
Staff has been meeting with the larger landowners in Ramsey to hear what they would like for their properties along with the anticipated timeline to make it happen. Staff still has more meetings to schedule. Some of the conversation so far yielded minor changes to either the map or the staging plan (anticipated development date).

Land Use Categories
The current Comprehensive Plan has various broad categories of land. We will keep most of those categories, modify some, and add at least one new category. The following are some of the anticipated changes:

Riverfront Low Density Residential — This would be a new land use category that would allow for a residential density *lower* than the 2.25-4.00 units per acre range currently required in Low Density Residential (LDR) for properties directly adjacent to the Mississippi and Rum Rivers. Currently, the challenge with those properties is that they have different mandated protection overlays that require more open space and natural resource protection than what can be achieved in the LDR range.

Mixed Use — Right now, Mixed Use (MU) is designated as three levels (Low, Medium, and High) in the text, but not mapped accordingly. Because of that, all MU areas are assumed at the lowest level (5 units/acre). Most of the MU land is in the COR and has developed at higher densities. Staff is proposing to map what was built as one of the other non-MU designations (Commercial, MDR, etc.) and leave the properly described MU for the sites that have residential and commercial uses integrated (right now, only The Residences, Skyline on Sunwood, and Roers) as well as for the undeveloped sites that likely will have a residential component. This will help our density numbers.

Medium and High Density Residential — These categories currently have ranges of 4.00-8.00 (MDR) and 8.00-15.00 (HDR) units per acre. Staff is proposing to adjust the breakpoint to 12 units per acre while extending the upper end to match projects that have been constructed. This way, the number of units yielded in HDR could be counted for Ramsey's affordable housing allocation, even though the City is not obligated to construct it. At 12 units per acre, that allows for market conduciveness to construct it. Going with a lower number will require the City to commit to polices that put money towards enough projects to meet our allocation. At 12 units per acre, to meet our allocation of 561 units, we will need to identify 46.75 acres, though having a better described and mapped MU-Medium and MU-High designation, as noted above, can reduce the need for that much HDR.

Time Frame/Observations/Alternatives:
Staff would like to wrap up the Land Use section this winter so that the traffic and sanitary sewer analysis can begin.

Funding Source:
As much as possible will be done in-house as a part of staff's normal duties. Some portions of the work *might* be done by consultants as City staff has limited capabilities, data, or software to conduct certain analysis (traffic, sewer modeling, etc.).

Recommendation:
N/A

Outcome/Action:
Please ask questions, though we will have more in-depth discussions on various topics in the future. Staff would like to start working with the Planning Commission and Council on getting the Land Use Map updated this fall/early winter so that the traffic and sewer studies can begin in early 2027.

Attachments

Ramsey's System Statement

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/08/2026 03:25 PM
Form Started By: Todd Larson		Started On: 09/25/2026 08:30 AM
Final Approval Date: 10/08/2026		

CITY OF
RAMSEY

2025 SYSTEM STATEMENT

IMAGINE 2050

METROPOLITAN COUNCIL

2025 SYSTEMS STATEMENT
CITY OF RAMSEY

Regional Development Plan Adoption

On February 12, 2025, the Met Council adopted Imagine 2050 as a comprehensive development guide for the Twin Cities metro region. Imagine 2050 includes regional systems plans, including the 2050 Transportation Policy Plan, the 2050 Water Policy Plan, the 2050 Regional Parks and Trails Policy Plan, and the 2050 Housing Policy Plan. The development guide also outlines land use policies and community designations important for local comprehensive planning updates.

The Metropolitan Council is now issuing systems statements pursuant to State statute.

Systems Statements

Metropolitan systems plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for those systems. Systems statements explain the implications of metropolitan system plans for each community in the region. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

> *Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under section 473.864, subdivision 2, each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.*

The system statement includes information specific to a community, including:

- community designation or designation(s)
- forecasted population, households, and employment through the year 2050
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible
- affordable housing need allocation.

In the following sections, this systems statement contains an overview of key changes and updates to the policies and plans from the previous 2040 regional development guide and specific system changes that affect your community:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning

- Regional parks and trails

Regional Development Guide

The development guide adopted in February 2025 reflects the vision and plans adopted by communities for a prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.

Regional values are shared core beliefs or principles that guide the work of developing and implementing Imagine 2050. The values build on those identified in Thrive MSP 2040 and incorporate what we've learned over the last ten years as well as the common values expressed by local governments and partners across the region. These values guide the Met Council in building partnerships and developing policies and programs to support Imagine 2050.

The Met Council has endorsed the following goals for our region to achieve through our policies, practices, programs, and partnerships:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

Dispute Process

If your community disagrees with elements of this systems statement or has any questions about the process, please contact your Sector Representative, Patrick Boylan, at 651-602-1438, to review and discuss potential issues or concerns. The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Met Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Met Council's Land Use Advisory Committee or by the State Office of Administrative Hearings to consider amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local governmental unit or school district within 60 days after receiving the system statement. If the Met Council does not receive a hearing request within 60 days, the statement becomes final.

Next Steps in the Regional Planning Cycle

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and amend its comprehensive plan by December 2028. Local comprehensive plans and amendments will be reviewed by the Met Council for conformance to

metropolitan system plans, consistency with Met Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Met Council for review by Dec. 31, 2028.

Forecasts

The Met Council uses the forecasts developed as part of Imagine 2050 to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Met Council will maintain on-going dialogue with communities to consider any changes in growth that may have an impact on regional systems.

Imagine Forecasts for the City of Ramsey

	2020 (actual)	2030	2040	2050
Population	27,646	30,000	33,500	37,200
Households	9,591	10,800	12,200	13,600
Employment	6,345	8,300	9,300	10,600

Housing Policy

The purpose of the Housing Policy Plan, adopted by the Metropolitan Council in February 2025, is to provide leadership and guidance on regional housing needs and challenges and to support Imagine 2050. The Housing Policy Plan provides an integrated policy framework that unifies our existing roles in housing and identifies opportunities to expand our role in supporting safe, affordable and dignified housing in the region.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), cities and townships must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Met Council has determined the regional need for low-income housing for the decade of 2031-2040 (see Appendix B in the Housing Policy Plan).

Based on regional forecasts, the regional need for future affordable housing units is 39,700. Ramsey's share of the region's future need for low-income housing is 561 new units of affordable housing. Of these new units, the need is for 211 affordable to households earning at or below 30% of AMI, 211 affordable to households earning 31% to 50% of AMI, and 41 affordable to households earning 51% to 60% of AMI.

Affordable Housing Need Allocation for the City of Ramsey

	Units
At or below 30% AMI	309
31 to 50% AMI	211
51 to 60% AMI	41
Total Units	561

Future Affordable Housing Need allocations may be updated throughout the decade if local projected sewered growth changes.

Ramsey should consult the complete Housing Policy Plan when preparing its local comprehensive plan. In addition, Ramsey should consult Imagine 2050 and the Local Planning Handbook for specific requirements necessary for the housing element and housing implementation programs of local comprehensive plans.

Climate Policy

In 2023, the State legislature amended the Metropolitan Land Planning Act (Minn Stat. § 473.859, subd. 2 and 7) to include new requirements that comprehensive plans address climate mitigation and adaptation. In climate policy, mitigation strategies focus on minimizing contributions to climate change through efficiency measures and reducing greenhouse gas emissions. Adaptation strategies focus on how to change policies and practices to adjust to ongoing and future impacts of climate change.

The Met Council will assist communities in addressing climate mitigation and adaptation elements by providing communities with greenhouse gas inventories and technical assistance for identifying appropriate strategies.

Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the Imagine 2050 Community Designations Map and the Community Designation map contained within this systems statement, communities should follow the specific guidance contained in this document. Imagine identifies the City of Ramsey with the community designation of Suburban Edge on the Community Designation map.

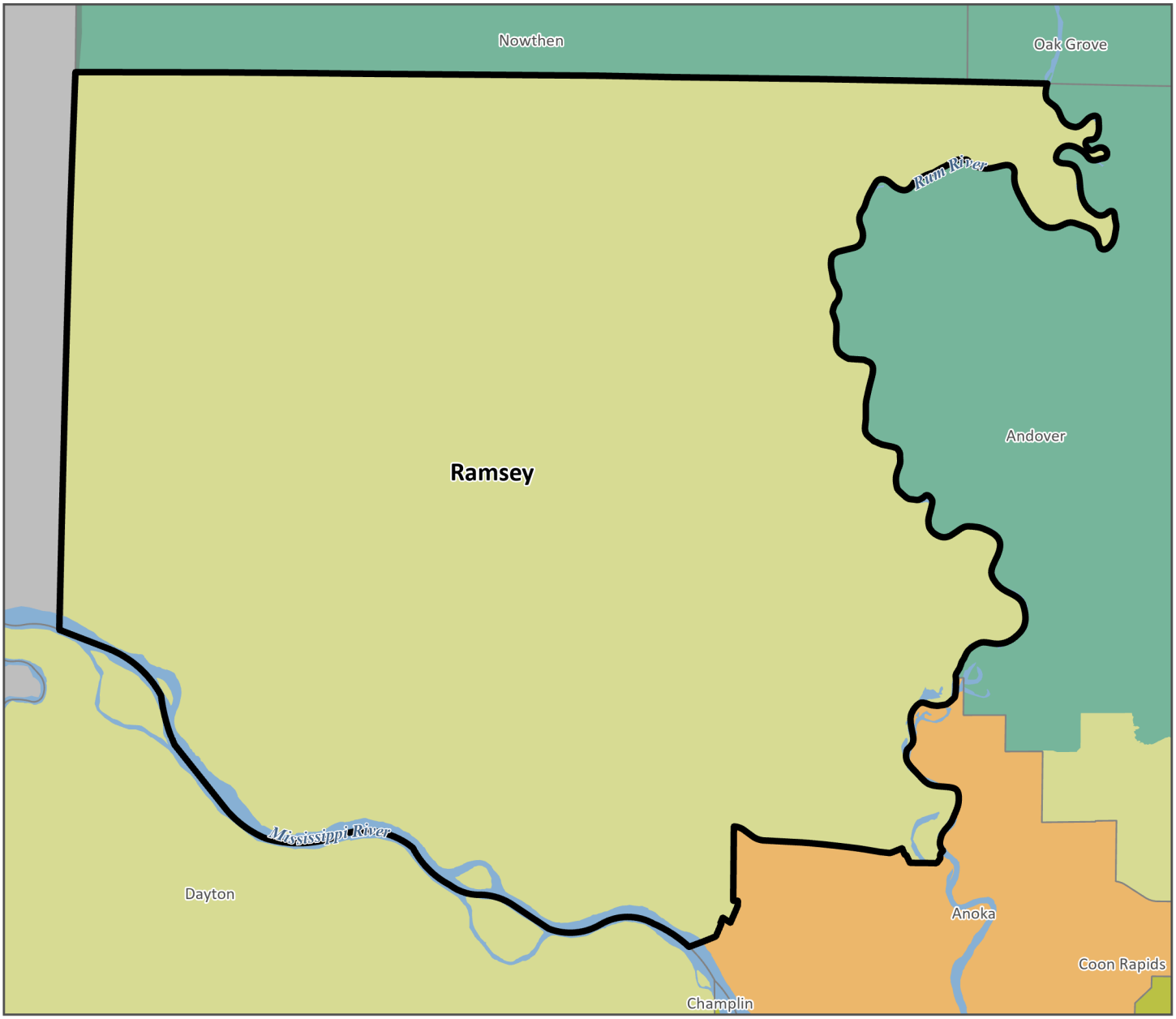
Suburban areas are primarily residential, featuring auto-oriented, medium-density housing developments. Many Suburban jurisdictions have a downtown or core area with a more urban development pattern, reflecting their initial phase of development; however, all of these municipalities experienced most of their growth in the 1980s and early 1990s. This has resulted in an overall development pattern of expansive subdivisions that prioritize vehicle access and exhibit limited intersection density, which affects the efficiency of public transit. Many Suburban areas also feature park-and-ride facilities to enhance connectivity to larger transit networks, supporting commuter needs. Unlike Urban and Urban Edge cities, these jurisdictions often include small amounts of undeveloped land, providing opportunities for future development or green space conservation. Additionally, as the last of their greenfield areas are developed and their earlier developments age, these municipalities are experiencing opportunities for infill and redevelopment, often at higher densities than the prevailing development pattern. As these areas continue to grow, they face challenges such as rising

surface temperatures and strains on local water supplies, emphasizing the importance of integrated resource management strategies.

Specific strategies for Ramsey can be found on your Community Page in the Local Planning Handbook.

City of Ramsey
Community Designations

Suburban Edge



Urban Service Areas

- Urban
- Urban Edge
- Suburban
- Suburban Edge

Rural Service Areas

- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural
- Non-Council Community

2025 TRANSPORTATION SYSTEM STATEMENT
CITY OF RAMSEY

Transportation Policy Plan Overview

The 2050 *Transportation Policy Plan* (TPP) is the metropolitan system plan for transportation, including highways, transit, bicycle, pedestrian, freight, aviation, and travel demand management, to which local comprehensive plans must conform. The TPP also includes regional transportation objectives, supporting policies and actions, and regional performance measures. The full TPP can be found at the following url: *https://imagine2050.metrocouncil.org/chapters/transportation*.

This system statement summarizes the regional systems and any significant changes to them, other important regional transportation considerations, and changes made to the 2050 TPP since the 2040 TPP was adopted in 2015. Additionally, this system statement highlights those elements of the system plan that apply to your community. The TPP incorporates policy direction and new 2050 socioeconomic forecasts adopted by the Metropolitan Council in Imagine 2050 and extends the planning horizon from 2040 to 2050.

Federal and State Requirements

The TPP is a document that meets both state requirements outlined in statute for a metropolitan system plan, and federal requirements as a fiscally constrained long-range investment plan for surface transportation. As the region has recently received a significant number of new and increased sources of transportation revenue, the 2050 TPP no longer includes an increased revenue scenario, but it does include additional opportunities for investment. The plan also continues to assume competitive transportation funding (e.g., state and federal discretionary programs like INFRA and Corridors of Commerce) will be sought and amended into the plan as awarded.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the projects currently identified as funded in the fiscally constrained plan, which is the official metropolitan system plan. The additional opportunities for investment may be identified separately in local plans as unfunded proposals but are not required to be included.

Federal requirements also call for metropolitan transportation plans to be performance based, so the TPP includes objectives, policies, and actions for the regional transportation system. These objectives, policies, and actions guide the Council and regional partners in their planning and investment in the surface transportation system.

In addition to reviewing this system statement, consult the TPP to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Communities should also review the Imagine 2050 Land Use Policy for land use considerations near certain transportation infrastructure. The format of this plan is different than past TPPs. The plan is no longer separated by chapter, rather each modal plan is distinguished from each other as individual investment or system plans. If the Council has a role in the funding of a regional system, the plan is identified as an investment

plan, if not, then it is identified as a system plan. There is no appendix in the 2050 TPP, supporting documentation is combined directly with the specific investment or system plan and identified as support documentation.

2050 Transportation Policy Plan Regional Systems

Adopted by the Metropolitan Council in February 2025, the TPP identifies the regional transportation systems, regional transportation objectives and policies, and other regional transportation issues communities should consider when producing their own comprehensive plans. This section will cover descriptions of each system and key changes made to these systems in the TPP.

Regional Transportation Policies and Actions

In addition to identifying regional systems and investment needs, the TPP includes a set of policies and related actions to guide investments, planning and priorities for the regional transportation system. The policies and actions cover many topics including safety, highway planning priorities, complete streets, non-motorized transportation, equity, climate and natural systems. Communities are encouraged to incorporate regional policies in their local plans.

Regional Highway System

The Metropolitan Highway System is made up of principal arterials, shown in Figure 1 of the *Highway Investment Plan* and included with this system statement. This system is federally known as the National Highway System. The Metropolitan Highway System is a vital element of the regional transportation system; while minor arterials are lower order roadways that provide connectivity to and relieve congestion in the principal arterial system. Principal and minor arterials combined represent the Regional Highway System.

Key Changes from the 2040 TPP

- A major shift from previous TPPs is that potential new revenues are no longer considered a means to resolve unmet needs on the system. The 2050 TPP does not have a current and increased revenue scenario as a result. Instead, the 2050 TPP identifies funded projects in the fiscally constrained plan and additional opportunities beyond what is funded. Multiple studies completed since the 2040 TPP identified additional opportunities for investment, these are shown in figures 8 and 10.
- The 2050 TPP identifies highway investments in five major categories:
    - Safety: Figure 7 in the *Highway Investment Plan* shows regionally significant safety investments.
    - Spot mobility: Figure 8 in the *Highway Investment Plan* shows funded regionally significant spot mobility projects alongside identified additional opportunities for investment.
    - Interchanges: Figure 9 in the *Highway Investment Plan* shows funded and planned regionally significant interchange investments.
    - Managed lanes: Figure 10 in the *Highway Investment Plan* shows the existing, under construction and planned E-ZPass system. It also includes managed lane corridors which are identified additional opportunities for investment.

    - Targeted regional capacity: Figure 11 in the *Highway Investment Plan* shows funded and planned regionally significant highway capacity investments. It also includes potential future capacity enhancements identified in studies.
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the *Highway Investment Plan* are now: Functional Classification, Preliminary Interchange Approval Process, and Congestion Management Process. The project list appendix item is now a separate section of the TPP, titled Long Range Highway and Transit Capital Project List. This updated list identifies projects from 2025 to 2050.

Regional Transit System

The regional transit system is comprised of the region's transitways, regular route bus services, demand response services, transit centers and park and rides, and transit advantages. This system is operated by six different service providers in the region. The COVID-19 pandemic upended transit, and some services vary dramatically from pre-pandemic levels. Many routes were suspended in the region and are still in the process of restructuring.

Key Changes from the 2040 TPP

- A major shift from previous TPPs is from new revenues raised to fill budget gaps in the system. A new source of revenue for transit was created in 2023 to fund operations and maintenance for the region. Similar to highways, the *Transit Investment Plan* no longer contains a current and increased revenue scenario. The projects shown in the 2050 TPP are those in the fiscally constrained plan. Additional opportunities for investment are also identified in the plan and these may be incorporated into local comprehensive plans.
- Several transitways have been implemented and opened and additional transitways have been identified in the region. Multiple arterial bus rapid transit (BRT) routes have been completed and put into operation, while more alignments have been identified in studies for future implementation. The *Transit Investment Plan* identifies investments planned to be implemented in the 2050 TPP:
    - Two light rail extensions (Green Line Extension, Blue Line Extension)
    - Two dedicated BRT routes (Gold Line, Purple Line)
    - Five arterial BRT routes (B Line, E Line, F Line, G Line, H Line)
- Modifications were made to the 2050 TPP that removed appendix naming found in previous plans and reworks previous chapters. Support documents for the Transit Investment Plan are now: Transit Design and Performance Guidelines.

Regional Aviation System

The regional aviation system is composed of Minneapolis-St Paul International Airport, eight publicly owned regional airports, and two privately owned seaplane bases. These regional airports are owned and operated by the Metropolitan Airports Commission (MAC) and local communities.

Key Changes from the 2040 TPP

- The MAC completed an update to the Long-Term Comprehensive Plan (LTCP) for the Minneapolis-St Paul International Airport in 2024. This update moves the planning horizon to 2040 with new operation forecasts, anticipated noise impacts and capital project needs.
- The Aviation System Plan now identifies all facilities where aviation activity may take place in the region beyond regional airports. These facilities may be incorporated into and considered in local planning. Aviation appendix items of the TPP are now included as a single support document titled Aviation Supporting Information.

Regional Bicycle System

The regional bicycle system is identified through the Regional Bicycle Transportation Network (RBTN). The RBTN is made up of alignments and corridors. Corridors are shown where more specific alignments within those corridors have not yet been designated. The process used to develop the RBTN, the general principles and analysis factors used in its development, and studies done to analyze and update the network can be found in the *Bicycle Investment Plan*. The RBTN was established in the 2040 TPP with the intent of achieving the following goals:

- Establish an integrated and seamless network of on-street bikeways and off-road trails.
- Provide the vision for a “backbone” arterial network to serve daily bicycle trips by connecting regional destinations and local bicycle networks.
- Encourage cities, counties, park agencies, and the state to plan and implement future bikeways in support of the network vision.

The RBTN also incorporates regional bicycle barriers which are established in the TPP as the region’s most significant physical barriers to everyday bicycle travel and include freeways and expressways, railroad corridors, and secondary rivers and streams. They were developed and analyzed through the Regional Bicycle Barrier Study, the map which displays these barriers can be found here: Regional Bicycle Barriers Map**.**

Key Changes from 2040 TPP

- The RBTN has been refined and expanded since it was first implemented in the 2040 TPP. Requests from local governments to add and revise RBTN corridors and alignments prompted the Regional Bicycle Guidelines and Measures Study which developed specific measures used in reviewing update requests submitted by local agencies.
- The RBTN undergoes a formal update of alignments and corridors about every 2 years. The next formal update will take place in 2025 prior to the 2026 Regional Solicitation.

Regional Freight System

The regional freight system is composed of interconnecting transportation modes, some of which are unique to freight and some which overlap with passenger travel modes. There are five distinct modes of freight transportation: highway trucks, railroads, river barges, air freight, and pipelines. Combined with intermodal or warehouse/distribution terminals and supporting

infrastructure these modes of transportation comprise the regional freight system, known as the Metropolitan Freight System.

Key Changes from 2040 TPP

- E-commerce has become an increasingly important segment of freight movements and deliveries of goods to homes. The Urban Freight Distribution Study focused on e-commerce trends and impacts or opportunities of last-mile parcel deliveries in regional communities. The study notes that as urban deliveries become more common local communities are encouraged to create curb management policies, consider delivery needs in their complete streets planning and identify microhubs for last mile parcel distribution in addition to other recommendations.

Pedestrian System

The Council coordinates with local partners on pedestrian issues and trends, and aids in funding for pedestrian needs in a variety of ways.

Key Changes from 2040 TPP

- In previous TPPs pedestrian and bicycle travel were combined into one chapter and discussed together. The pedestrian system is now discussed and considered as an independent investment section of the 2050 TPP.
- To address rising pedestrian danger on our streets, the Council undertook a study to create the Pedestrian Safety Action Plan, which was released in 2022. This plan includes analysis of crash trends in the region, recommendations of actions to take to increase pedestrian safety, and a weighted crash score on every road in the region to aid in future safety planning and project prioritization. Communities are encouraged to incorporate the plan's findings into the pedestrian elements of their comprehensive plans.

Travel Demand Management

Travel demand management (TDM) is the application of strategies, programs and policies to increase the efficiency of transportation systems by reducing travel demand, or redistributing this demand in space or in time. These initiatives are intended to inspire new travel habits to support infrastructure investments and a more efficient use of the transportation system by reducing the demand for personal vehicle trips.

Key Changes from 2040 TPP

- TDM has its own dedicated investment plan and discussion in the 2050 TPP, which is completely new to the plan. This section describes key partners in TDM in the region and identifies roles and responsibilities for these partners. As a result of this new investment plan, local communities are being asked to discuss how they include travel demand management strategies in their local plans, since some of them have relationships to land use controls and ordinances.
- The Council conducted the Regional Travel Demand Management Study that concluded with the Regional Travel Demand Management Action Plan in 2023. The Action Plan outlines a structure for a regional TDM program to implement and operationalize

strategies, programs and incentives that achieve reductions in single-occupant vehicle trips, vehicle-miles traveled, and greenhouse gas emissions through travel behavior change. The Action Plan is summarized in the 2050 TPP Travel Demand Management Investment Plan.

System Plan Considerations Affecting Your Community

Your community should consult the complete TPP in preparing its local comprehensive plan. In addition, your community should consult Imagine 2050 and the current version of the Metropolitan Council's Local Planning Handbook (LPH) for specific information needed in its comprehensive plan. Specific system plan considerations affecting your community are detailed below.

Regional Highway System

There is a principal arterial located within your community:

- US Highway 10

The TPP includes programmed safety investments in your community, these investments can be seen on this system statement and in Figure 7 of the TPP. Communities should incorporate these investments in your local plans and consider local planning to support these investments on your local system.

Regional Transit System

Your community is located within the following Transit Market Areas: TMA 3, TMA 4, and TMA 5. Your community is located within the Transit Capital Levy District.

- TMA 3 is primarily lower density Urban Edge and Suburban communities. It is characterized by lower density and less transit-supportive street networks and land use but with some pockets of denser development. Transit service in this market area includes suburban local routes, express and commuter service, and non-regular route transit services, usually dial-a-ride, providing basic transportation access.
- TMA 4 is primarily Suburban Edge communities along with portions of Suburban communities. It is characterized by low population and job densities that do not support frequent local transit service and a spread out, often circuitous, street network that hinders efficient routing. Transit service in Market Area 4 is mainly peak-period express and commuter service at park-and- rides which can effectively gather the lower density transit demand into one spot. There are some suburban local routes, including suburb-to-suburb connectors, although service is typically very infrequent. Non-regular route transit, usually dial-a-ride, is generally available.
- TMA 5 is primarily Rural communities including rural centers but also some suburban edge communities as well as freestanding town centers characterized by very low-density development or undeveloped land not well suited for regular-route transit service outside of limited peak-period express and commuter service.

Your community should acknowledge in your local comprehensive plan existing transitway and planned investments for your community in the TPP. The transitway with a mode and alignment identified located within your community is: Northstar.

Regional Aviation System

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference. Local comprehensive plans can also begin to consider other aviation uses which do not take place at airports, like drones.

Local communities should also consider other facilities which may generate aviation activity, such as heliports or private air facilities. To see all aviation facilities in the region including those that are not defined as a part of the regional aviation system, refer to Figure 6 of the *Aviation System Plan*.

Regional Bicycle Planning

The RBTN is depicted on Figure 2 of the *Bicycle Investment Plan.* The network consists of Tier 1 and Tier 2 corridors and alignments. These are not intended to be the only bicycle facilities in the region, and local units should also include local network plans in their communities.

In your community there is 1 RBTN corridor. Your community should incorporate the RBTN map within your local bicycle plan maps and use your comprehensive planning process to identify suitable alignments within and along the RBTN corridors for future incorporation into the TPP. In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board's biannual regional solicitation.

In your community there are one or more identified bicycle barrier crossings. To determine which regional bicycle barriers and prioritized barrier crossing improvement locations occur within your community, please review the Regional Bicycle Barriers Online Map. The tiered crossing improvement locations are used as one alternative criterion in the Regional Solicitation to distribute federal transportation funds. Communities are encouraged to analyze and address the need for new bicycle barrier crossings or improved bicycle facilities at existing barrier crossings.

Regional Freight Planning

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

The Metropolitan Freight System and the National Highway Freight Network are shown in Figures 1 and 5 of the *Freight Investment Plan*, respectively. The following freight facilities are in your community: one active railroad line and Highway US-10. These networks and facilities should be incorporated into your local comprehensive plan. The local plan should also plan for compatible adjacent land uses, consider last-mile freight delivery needs and curb management strategies for local deliveries, if applicable. Refer to the *Urban Freight Distribution Study* for

specific guidance on how to consider e-commerce and local deliveries on the local transportation system.

Other Transportation Policy Plan Considerations

Pedestrian Planning

The Council encourages local governments to address pedestrian needs for transportation in their local comprehensive plans. The necessary planning for pedestrians can be done within your community's comprehensive plan. An adopted pedestrian, active transportation, or multimodal plan can be included as an addendum to or in addition to the comprehensive plan. This planning should also include ensuring your local community has a current ADA self-evaluation that covers the public rights-of-way for transportation. Agencies with 50 or more employees must also have an adopted ADA transition plan, not just a self-evaluation.

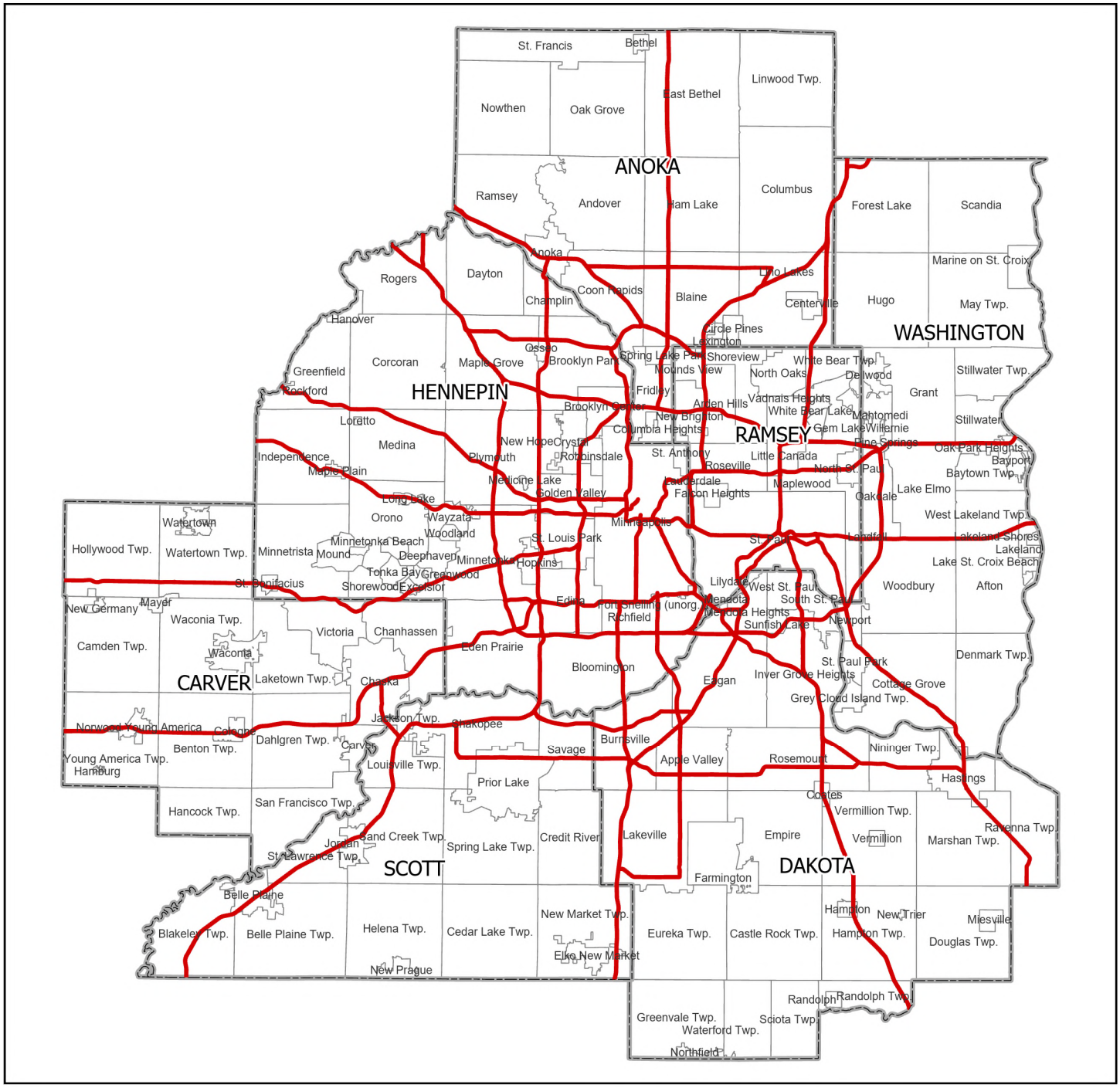
Travel Demand Management

The Council encourages local governments to address travel demand management needs for areas which experience traffic congestion. Your community is served by Anoka County TMO. Local governments should identify the transportation management organization which serves their community and describe any policies, ordinances, practices or programs in place which would aid in regional TDM work in their local comprehensive plans.

Greenhouse Gas Emissions

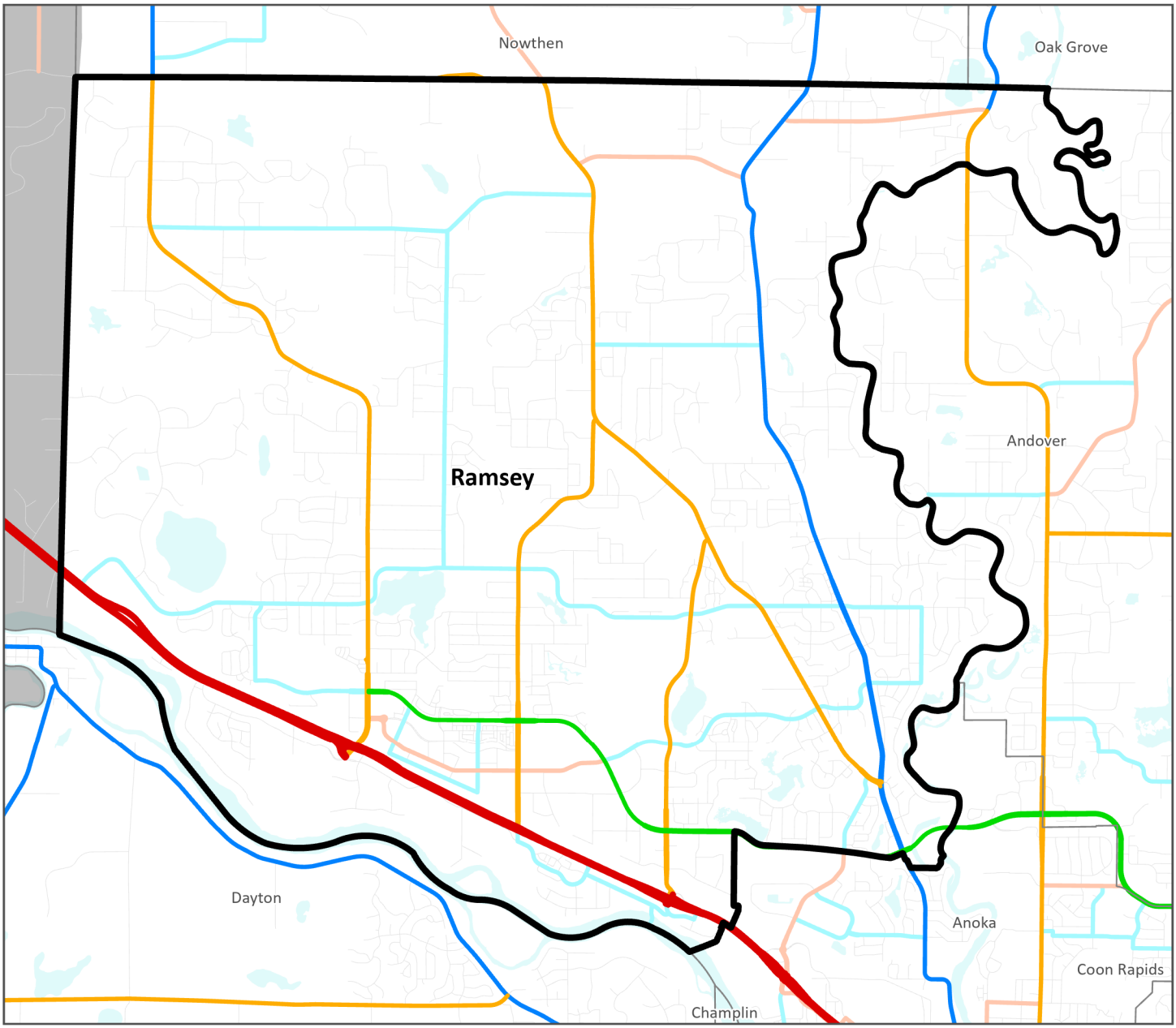
State law directs the Minnesota Department of Transportation to establish targets to meet greenhouse gas (GHG) emissions reduction for the seven-county metro to reach net-zero emissions in the transportation sector by 2050. Your community must include plans or strategies to limit GHG emissions on the surface transportation system in your comprehensive plan to meet the designated regional targets.

Principal Arterial Highways



Principal Arterial Roads

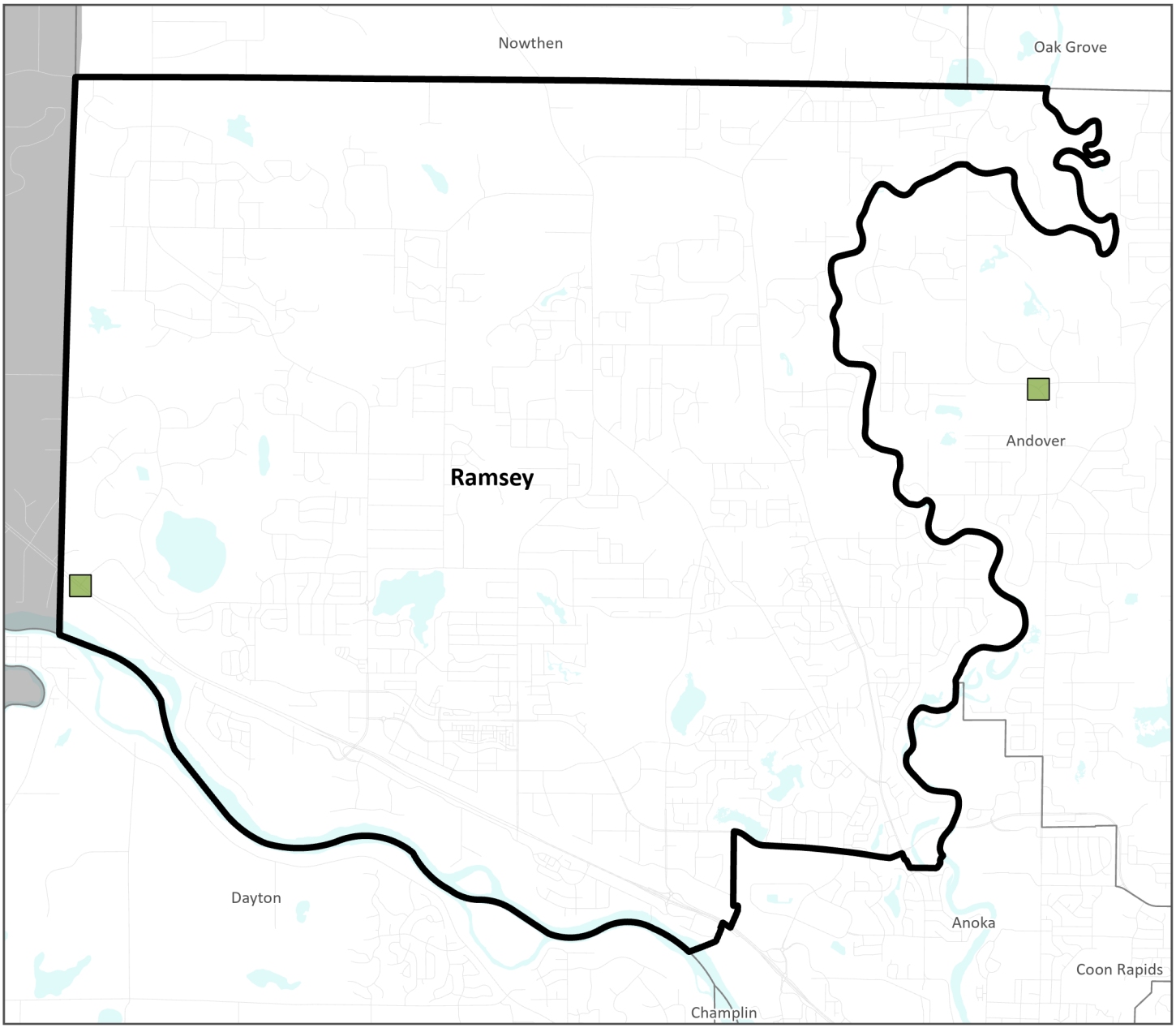
City of Ramsey
Functional Class - All Roads



Functional Class

- Principal Arterial
- Minor Arterial Augmentor
- Minor Arterial Reliever
- Minor Arterial Expander
- Minor Arterial Connector
- Major Collector
- Minor Collector
- Local Roads

City of Ramsey
Long Range Highway Projects

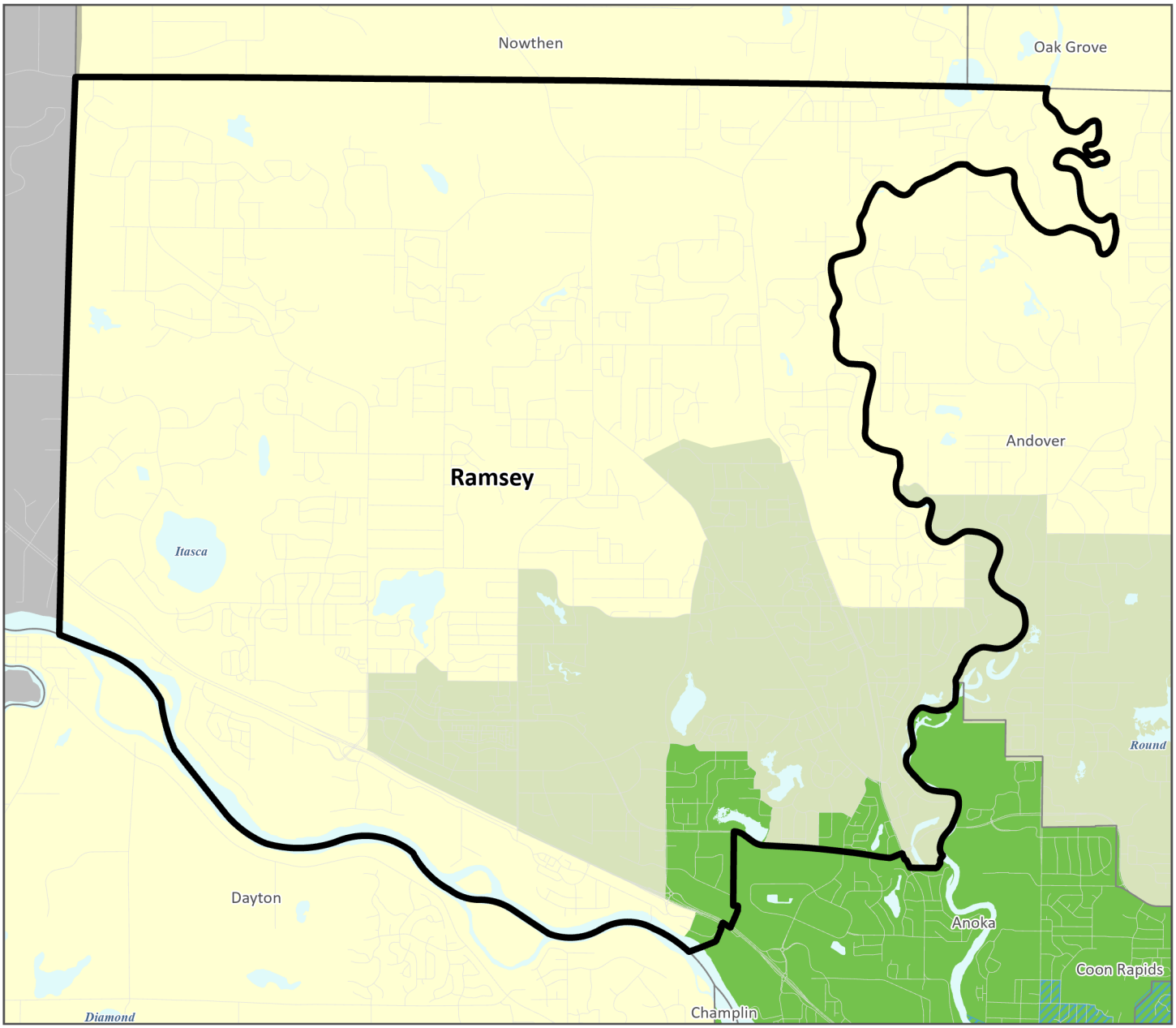


- Interchanges
- Targeted Regional Capacity
- Safety
- Spot Mobility

E-ZPass System

- Existing E-ZPass System
- Under Construction E-ZPass
- Planned Managed Lanes
- Under Study Managed Lanes
- Vision Managed Lanes

City of Ramsey
Transit Market Areas

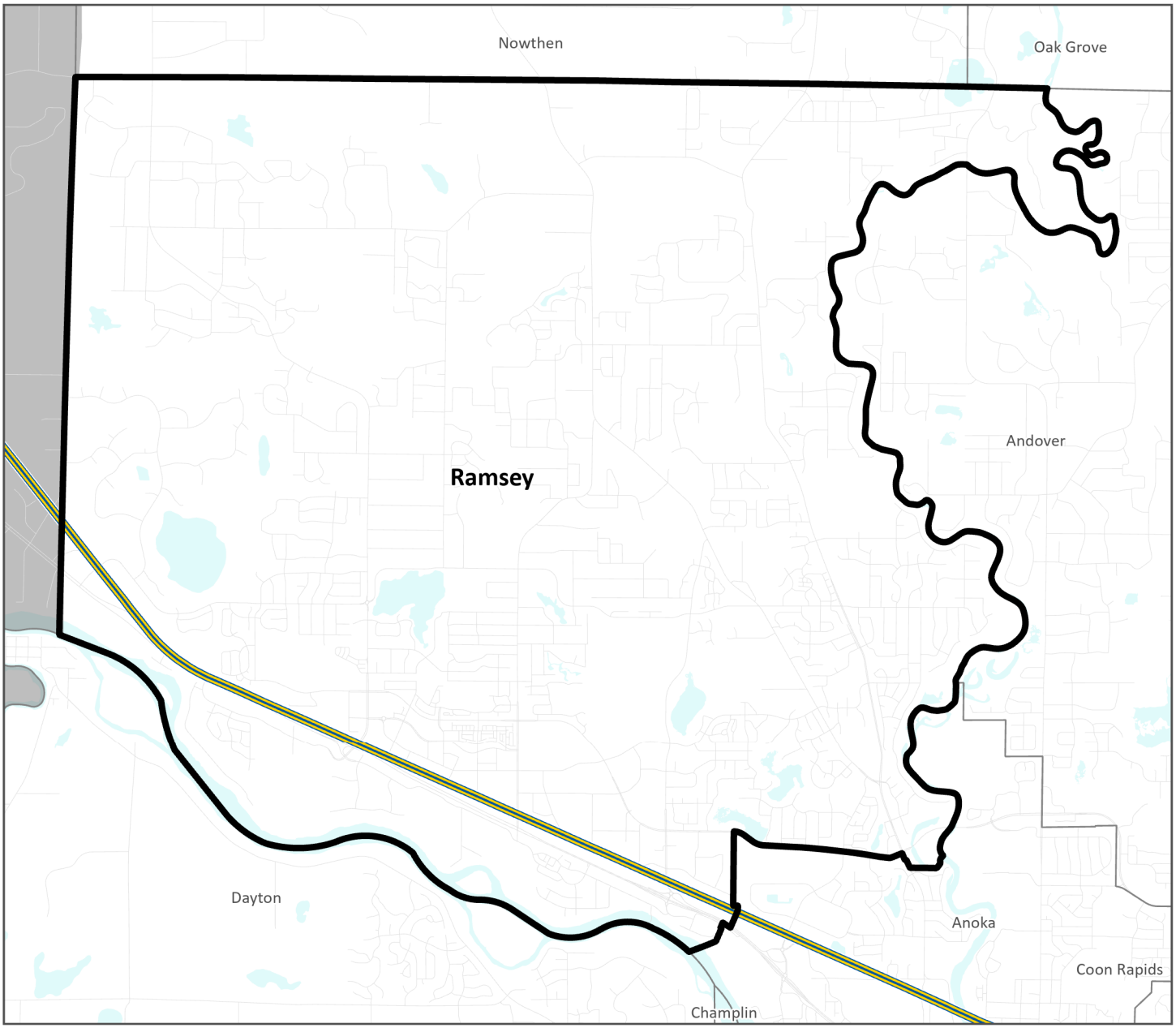


Transit Market Areas

- TMA 1
- TMA 2
- Emerging TMA 2
- TMA 3
- Emerging TMA 3
- TMA 4
- TMA 5

Freestanding Town Center

City of Ramsey
Current Transitways and High Frequency Bus Network

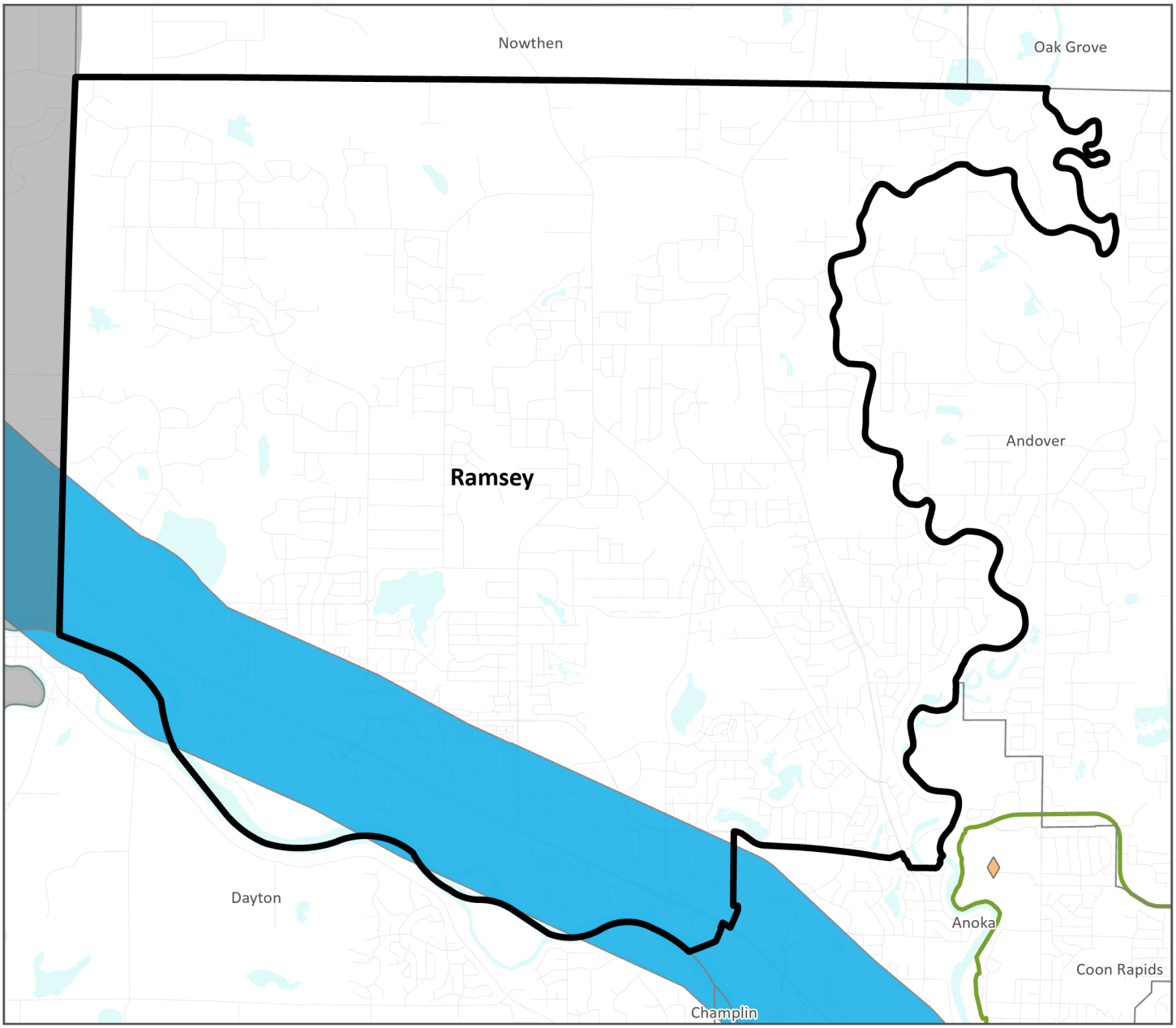


Existing Transitways

- A Line
- C Line
- D Line
- Blue Line
- Green Line
- Northstar
- Orange Line
- Red Line
- Gold Line

High Frequency Network

City of Ramsey
Regional Bicycle Transportation Network

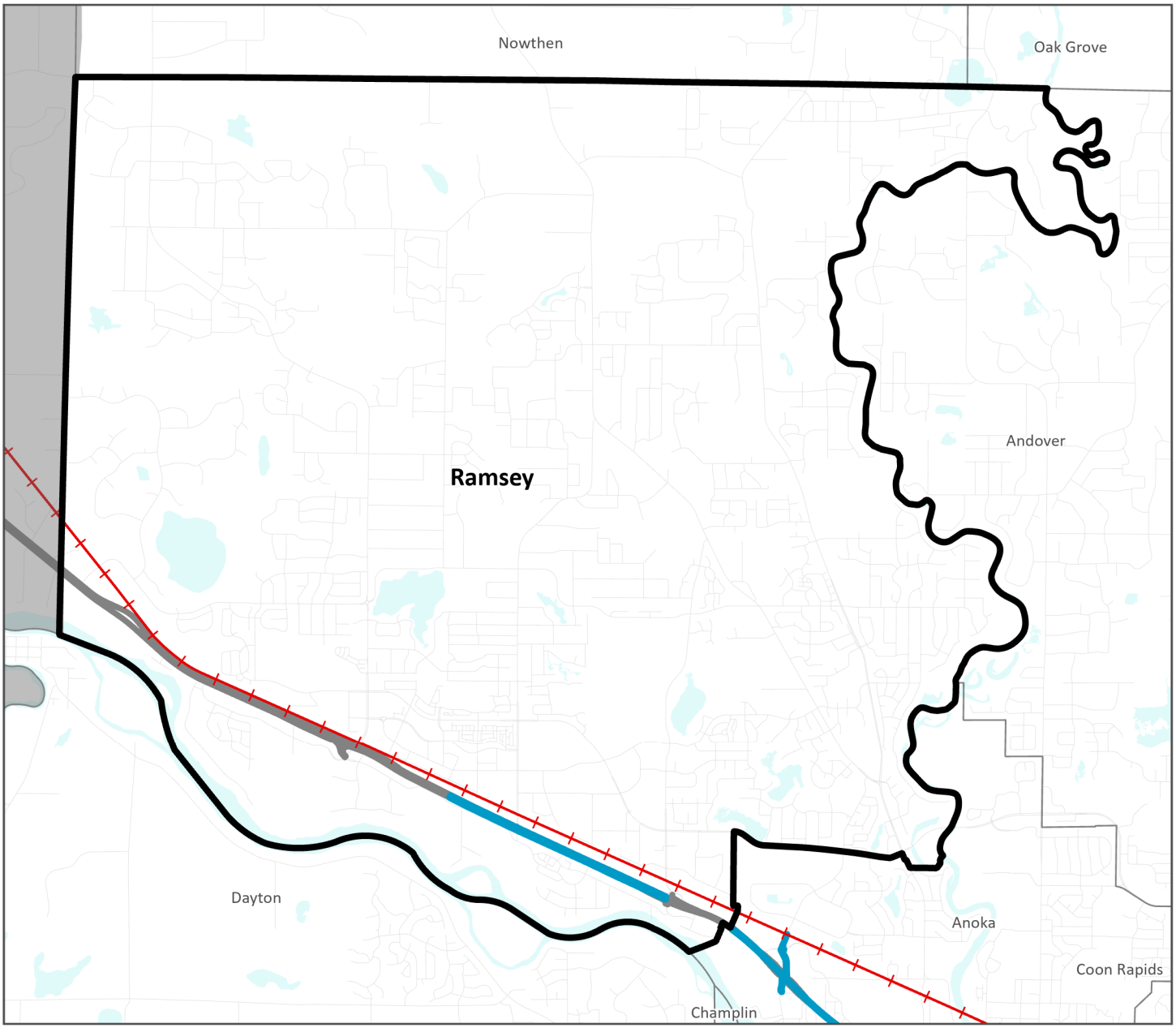


Alignments
- Tier 1
- Tier 2

Corridors
- Tier 1
- Tier 2

Regional Destination Subgroup
- Metropolitan Job Centers (> 50,000 Jobs)
- Regional Job Centers (15,000 - 50,000 Jobs)
- Subregional Job Centers (7,000 - 15,000 jobs)
- Colleges & Universities (>2,000 Students)
- Large High Schools (> 2,000 Students)
- Major Sports & Entertainment Centers
- Regional Parks (> 400,000 visits/year)

City of Ramsey
Metropolitan Freight System



Terminal Type

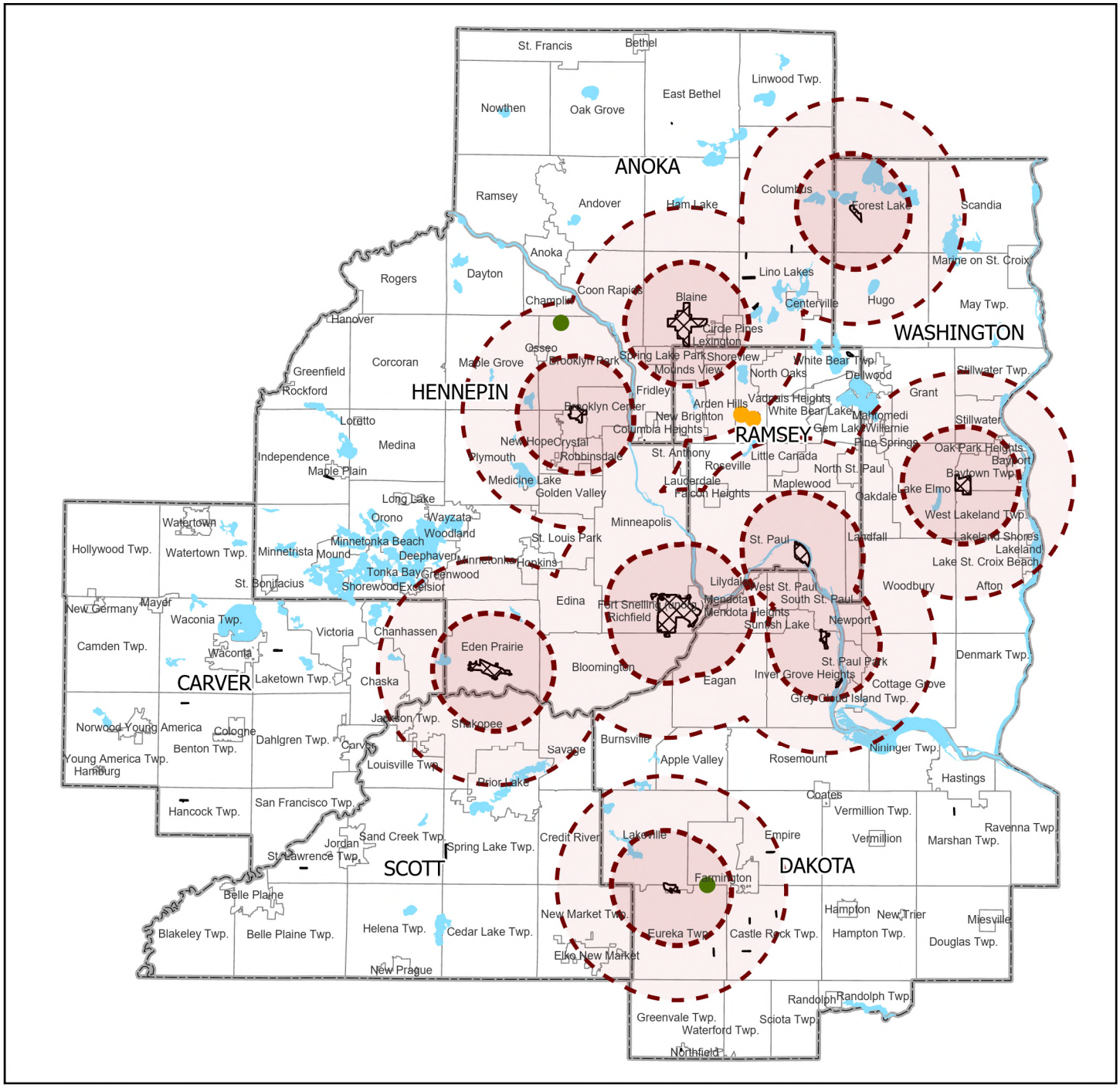
- Airport Terminal
- Pipeline
- Rail Terminal - Container
- Rail Terminal - Non Container
- River Terminal
- Trucking Terminal / Warehouse

Railroad Class

- Class I Railroads
- Class III Railroads

- Primary Highway Freight System
- Non-Primary Highway Freight System Interstates
- Critical Urban and Rural Freight Corridors

Regional Aviation System and Airport Influence Areas



- Tall Tower
- VOR
- 3 Mile Airport Influence Area - Noise, Zoning, Infrastructure
- 6 Mile Airport Influence Area - Landfills, Wind Towers
- Airport Land Area
- Aircraft Permitted Water

2025 WATER RESOURCES SYSTEM STATEMENT
CITY OF RAMSEY

Water Policy Plan Overview

The 2050 Water Policy Plan includes policies and strategies to achieve four objectives that support our regional goals:

- **CLIMATE:** The region's waters and water services are protected from and made resilient to the ongoing and future effects of climate change.
- **INVESTMENTS:** Water protection, planning, management, and infrastructure investments are optimized to ensure public and ecosystem health are fully protected now and for future generations.
- **HEALTH:** Natural waters, source waters, water services, and infrastructure are managed, restored, and enhanced to protect public and ecosystem health that ensures a high quality of life in the region.
- **EQUITY:** The benefits of clean and abundant water and water services are defined by local needs and environmental context, accessible, and justly shared by all residents and communities.

These objectives help to protect our region's groundwater and surface water, ensure the sustainability of water sources and utility service providers, support public and ecosystem health, and promote a thriving economy, sound development decisions, and a high quality of life for all who call this region home.

The Water Policy Plan strives to generate innovative actions, including water reuse, resource recovery, and nature-based approaches, that have multiple benefits at both the local and regional scales. Additionally, the plan includes policies and strategies to address the impacts of climate change, equitable access to water benefits, and water sector workforce concerns. The region has a strong history of water planning and management, and the 2050 Water Policy Plan continues this tradition. It progresses our organization and the region to ensure clean and abundant water for current and future generations.

Key Concepts

Adopted by the Metropolitan Council in February 2025, the 2050 Water Policy Plan - including the regional water policies, Wastewater System Plan, and the Metro Area Water Supply Plan - outline the conditions for regional wastewater service, surface water management, and water supply planning. Local comprehensive plans shall conform to these conditions. The Policy Plan incorporates the following changes:

Integrated Planning (next steps)

The Water Policy Plan is a guide for managing wastewater, water supply, surface waters, and groundwater. It takes an integrated approach to water planning and management from local to federal and Tribal levels, which helps to ensure a clean and plentiful water future. Water planning organizations need to work together to address issues that transcend political boundaries to achieve holistic water management.

Subregional Approach to Planning

The Met Council is committed to continuing and broadening the subregional approach to integrated water planning. Subregional groups will be expanded to include stakeholders from Tribal Nations, state agencies, county planning staff, municipal public works and planning staff, watershed organizations, non-governmental organizations, and others who want to participate in discussions about localized, integrated water concerns.

Water Equity

The Water Policy Plan prioritizes equitable access to clean water and water services, especially for historically marginalized communities. Reaching these outcomes requires initiatives such as prioritizing investments in overburdened communities, addressing historical harms, creating accessible information and communications, and including diverse perspectives of community members in water planning and management decisions.

Climate and Natural Systems

The Water Policy Plan includes climate and natural systems objectives, policies, and actions, which guide the Met Council and communities to employ approaches that lead to sustainable water and water services. This includes building water resiliency, limiting risks, and benefiting a growing and a thriving economy through convening partners, new tools and technologies, water conservation and protection efforts, and water planning and technical assistance.

Considerations Affecting Your Community

Regional Sewer Service

The treatment of wastewater is foundational to ensure public health and protect the region's natural environments. Reclamation of water and byproducts from the wastewater treatment process can help our region meet sustainability and climate goals. To operate and steward the regional wastewater system, it is essential for the Met Council to understand local conditions, identify current and future needs, and take innovative approaches to address the region's water sustainability challenges.

Local governments are required to submit both a wastewater plan element to their comprehensive plan and a comprehensive sewer plan describing service needs from the Met Council (Minnesota Statutes 473.513). A complete list of requirements for the comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Water Resources section of the Local Planning Handbook.

Forecasts

The forecasts of population, households, employment, and wastewater flows for Ramsey can be found on your Community Page in the Local Planning Handbook. These forecasts are for sewered development. The sewered forecasts were estimated using Met Council's census block forecast data, individual and communal sewage treatment system data, Sewer Availability Charge (SAC) data, annual city reports, current trends, existing and future local wastewater service areas and other municipal information. The wastewater flows are based on historical wastewater flow data, future wastewater generation rates, and the sewered population and employment forecast data.

The Met Council will use these growth and wastewater flow forecasts to plan future regional wastewater conveyance and treatment system improvements needed to serve your community.

Ramsey, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development.

Wastewater Service

Metropolitan Council Environmental Services (Environmental Services) designs, constructs, and operates the regional wastewater system (Metropolitan Disposal System): a publicly owned system of regional sanitary sewers and water resource recovery facilities (wastewater treatment plants), for the conveyance, treatment and disposal of domestic waste, industrial waste and other waste from residential, commercial, institutional, and industrial users in the metropolitan area. The regional wastewater system currently serves 111 communities and through its work it protects public health, protects the environment, and fosters the economic growth of the seven-county Twin Cities Metropolitan Area.

A Regional Sanitary Sewer System map is provided to assist in the completion of your community's comprehensive sewer plan. The map shows Environmental Services' wastewater infrastructure located within your community's boundaries, if your community is provided regional wastewater service.

A complete list of items required for inclusion in your community's comprehensive sewer plan, depending on wastewater service methods in your community, can be found in the Local Planning Handbook. A comprehensive plan will be found incomplete for review if all submittal requirements are not met.

If your community has multiple methods of wastewater service (including regional service, local (municipal) wastewater treatment system, private communal systems, and/or subsurface sewage treatment systems), review the information in each corresponding section and refer to the Local Planning Handbook for a complete list of requirements that must be included in the comprehensive sewer plan for these systems. We strongly encourage you to include this information in a water chapter of your comprehensive plan.

Areas Served by the Regional System

Current wastewater treatment services are provided to the City by Environmental Services. Wastewater generated within the City is conveyed by Met Council Interceptors 7707 and 8362-299 with treatment at the Metropolitan Water Resource Recovery Facility in St. Paul.

Regional Inflow and Infiltration Program

The Met Council is continuing implementation of its inflow and infiltration (I/I) reduction program and will continue to establish I/I goals for all communities discharging wastewater to the regional wastewater system. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate the excessive I/I. Those communities will be required to submit a work plan that details work activities to identify and eliminate I/I sources from both municipal and private sources. The Met Council will not design future regional sanitary sewer improvements or water resource recovery facilities to handle peak hourly flows in excess of the allowable rate for your community. Increases in service may be limited in communities that do not demonstrate progress in reducing excess I/I.

Two grant programs are currently available for communities with excessive I/I in their sanitary sewer systems: The Municipal Inflow and Infiltration Grant Program and the Private Property Inflow and Infiltration Grant Program. It is recommended that communities review these programs and determine if participation fits into their I/I work plan. The Municipal Inflow and Infiltration Grant Program is based on annual legislative action and funding amount and availability may vary year to year.

Areas Served by Local Wastewater Treatment System

The requirements of this element do not apply because Ramsey does not have a local wastewater treatment system.

Areas Served by Private Communal Treatment Systems and/or Subsurface Sewage Treatment Systems

The Met Council's position is that private communal wastewater treatment systems should only be permitted in areas not programmed for regional sewer service in the foreseeable future and they are provided for in a community's comprehensive plan. The community is responsible for permitting all private communal or cluster wastewater treatment systems consistent with current Minnesota Pollution Control Agency standards (Minnesota Rules Chapter 7080-7083). The Met Council will not provide financial support to assist communities if these systems fail.

Communities with individual subsurface sewage treatment systems (SSTS), commonly known as septic systems, must adopt a management program consistent with current Minnesota Pollution Control Agency regulations (Minnesota Rules Chapter 7080-7083). A description of the management plan and current SSTS ordinance must be included in the community's comprehensive sewer plan.

Surface Water Management

The metro region consists of hundreds of miles of rivers, streams, thousands of acres of wetlands, and nearly a thousand lakes. These surface waters define our region. They are where we play, exercise, find peace, and celebrate with friends and family. They support the region's ecosystems and biodiversity. They provide drinking water for the region's residents and energy for industry. They are critical transportation corridors and places to recreate, fueling local economies. Yet these waters are threatened by complex issues like ongoing pollution stress, climate change, and unsustainable development pressures. Comprehensive community planning includes surface water planning to ensure the region's residents, businesses, and ecosystems can benefit from clean and abundant water.

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by Section 103B. 235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. All communities in the metro region must update their local water plan between Jan. 1, 2027 and Dec. 31, 2028. This means that Ramsey must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Met Council for its review concurrent with the review by the local watershed management organization.

The Surface Water Features map shows the watershed management organization, Lower Rum River WMO, that has jurisdiction in Ramsey.

Failure to have an updated local water plan approved by your watershed management organization will result in the comprehensive plan being incomplete for review. Local water plans shall be submitted to the Met Council for review in the timeframe described above, comments are sent from the Met Council to the appropriate watershed for inclusion in their review and approval of the plan, and finally the plan is approved by the appropriate watershed.

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix A of the 2050 Water Policy Plan and in the Met Council's current Local Planning Handbook.

Priority Waters List

The Met Council updated its Priority Waters List (formerly Priority Lakes List) in July 2022. This new version includes rivers, lakes, and streams. With more than 950 lakes and hundreds of miles of rivers and streams in the region, waterbodies needed to be prioritized to adequately dedicate staff and financial resources. The Met Council uses the Priority Waters List to focus its limited resources. The list is also used in the environmental review process. The Surface Water Features map and Priority Waters List table show the priority waters for Ramsey .

When using this Priority Waters List, for projects near a specific waterbody, we recommend you connect with local residents to understand how they value and interact with the waterbody. The Twin Cities region is home to many diverse communities with different cultural and personal relationships to water, so it's important to incorporate those perspectives in addition to the Priority Waters List when working on local-scale projects. Communities should identify the Priority Waters and the projects and/or programs that will protect or restore these waters.

The Water Contamination and Impaired Waters map includes any water bodies that are on the Minnesota Pollution Control Agency's 303d Impaired Waters List.

Table of Priority Waters for the City of Ramsey

Waterbody Type	Name	DNR Lake ID	DNR Kittle Number
River/stream	Mississippi River	---	M
River/stream	Rum River	---	M-063
River/stream	Trott Brook	---	M-063-001.5

Water Supply

Water supply is not a regional system. However, water supply information is required for local comprehensive plan updates to meet statutory requirements and for consistency with regional policy.

To ensure that there is a safe and plentiful supply of water–for a wide range of residential, commercial, institutional, industrial, recreational, and other purposes–it is important to make sure local water supply sources, infrastructure, and planned investments are aligned with planned land use changes.

The Met Council recognizes the local responsibility and authority for water supply planning. However, a regional perspective is also valuable, because the effects of local water supply decisions do not stop at community boundaries. The Met Council provides regional planning, guidance, and resources to support communities and help safeguard our shared water resources.

Water supply plan-related requirements generally include:

- Clearly identifying the locations of water sources and amount of water that is currently used and is planned to be used for things like agriculture, homes, businesses, industries, and other public and private purposes. This includes areas that affect those water sources, such as source water protection areas.
- Creating a program for how to implement local rules and regulations about water supply, including when and how these rules will be developed, adopted, and administered.

Communities served by a municipal community public water supply system must fulfill part of these requirements by attaching a local water supply plan approved by the Minnesota Department of Natural Resources as an appendix to the comprehensive plan.

The Water Supply Considerations map illustrates some key content for your community, including Drinking Water Supply Management Areas, Special Well and Boring Construction Areas, and Priority Waters qualifying as drinking water sources.

We strongly encourage you to include any required information that isn't in the local water supply plan—such as source water protection and privately-owned wells—in a water chapter of your comprehensive plan.

A customized checklist of minimum requirements for your community is included in the Local Planning Handbook, along with resources to help you meet and go beyond minimum requirements.

Source Water Protection

Your comprehensive plan should consider water use (including water supply sources) as part of land use planning, to promote land use practices and development decisions that protect public health for your community and the region. Include information about the location of both groundwater and surface water source water protection areas and their vulnerability for all community public drinking water source(s) within your community's borders and associated contaminant threats. Also include a commitment to collaborate with neighbors on source water protection, when applicable.

Privately-Owned Wells and Nonmunicipal Public Water Supply Systems

Your comprehensive plan should include information about the current and planned use and management strategies for privately-owned wells and nonmunicipal public water supply systems, because people, institutions, and businesses in your community use those sources for a wide range of agricultural, residential, commercial, industrial and/or other nonmunicipal purposes.

If a new municipal community public water supply system is planned by 2050, a water chapter of the updated comprehensive plan should include details about the planned system.

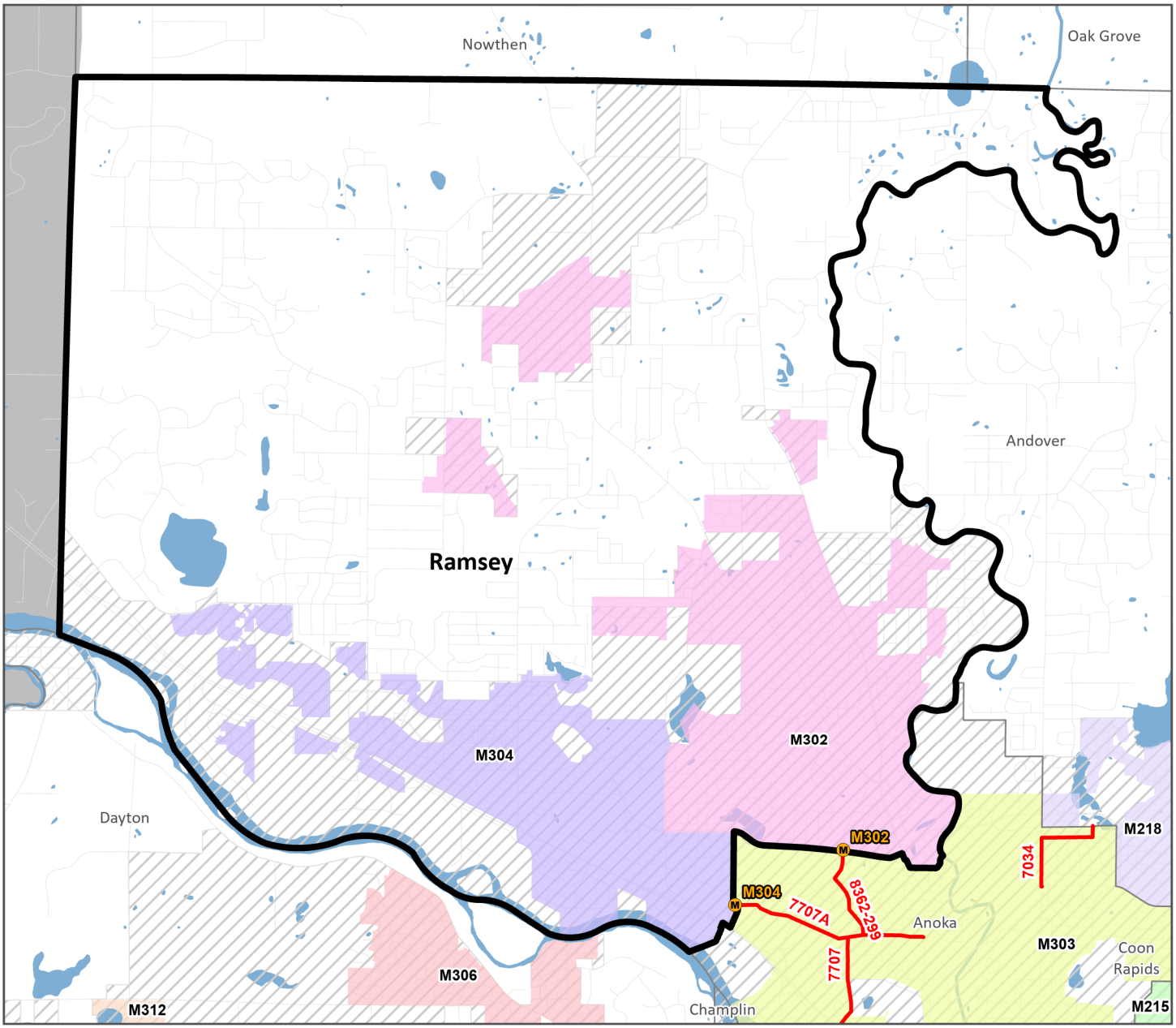
Municipal Community Public Water Supply Systems

Water Supply System Information

Because people, institutions, and businesses in your community get water through a municipal community public water supply system, you must include information about that system and an implementation program in your comprehensive plans, to demonstrate the availability of clean, safe drinking water to meet projected water demand consistent with the Met Council's forecasts.

The Minnesota Department of Natural Resources (DNR)-approved local water supply plan for the municipal public water supplier providing service to your community must be attached as an appendix to the comprehensive plan. To ensure that the DNR-approved local water supply plan is consistent with regional policies and is compatible with adjacent and affected governmental units, you should provide the Met Council and adjacent and affected jurisdictions with the opportunity to review and comment on your draft local water supply plan update. Failure to include an updated local water supply plan approved by the DNR will result in the comprehensive plan being incomplete for review until the required plan is submitted to the Met Council.

City of Ramsey
Regional Sanitary Sewer System



Meters

Regional Sewer

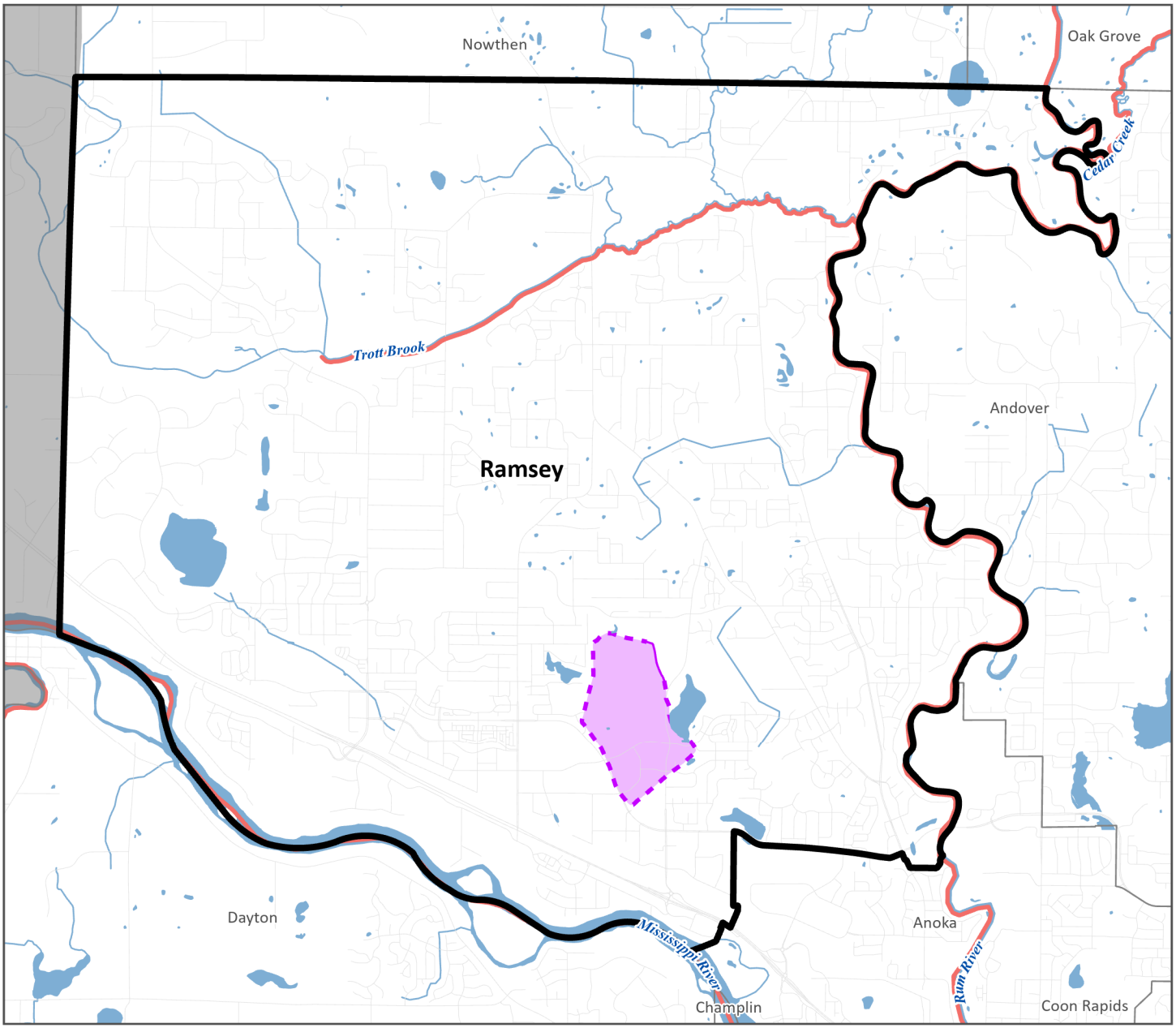
Gravity

2050 MUSA

Sewer Service Areas

To Meter M###	Not Served

City of Ramsey
Water Contamination and Impaired Waters



Minnesota Groundwater Contamination Atlas

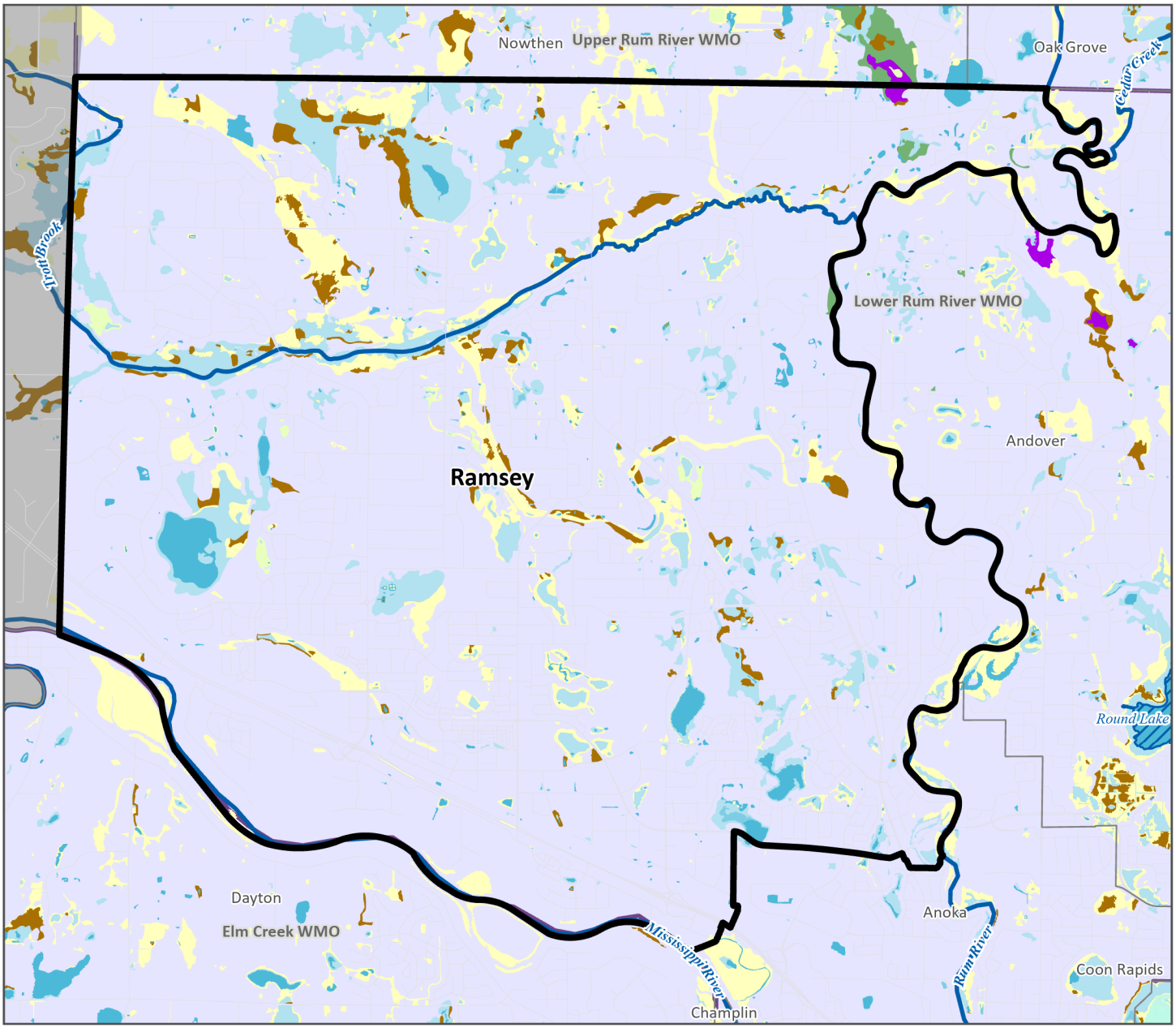
- High Confidence Boundary
- Low Confidence Boundary
- Groundwater area of concern *

Minnesota's 2024 Impaired Waters List

- Impaired Rivers or Streams
- Impaired Lake

** darker shades of purple represent multiple overlapping areas of concern*

City of Ramsey
Surface Water Features



Watershed Management Type

- County Administered Planning
- Watershed District (WD)
- Watershed Management Organization (WMO)

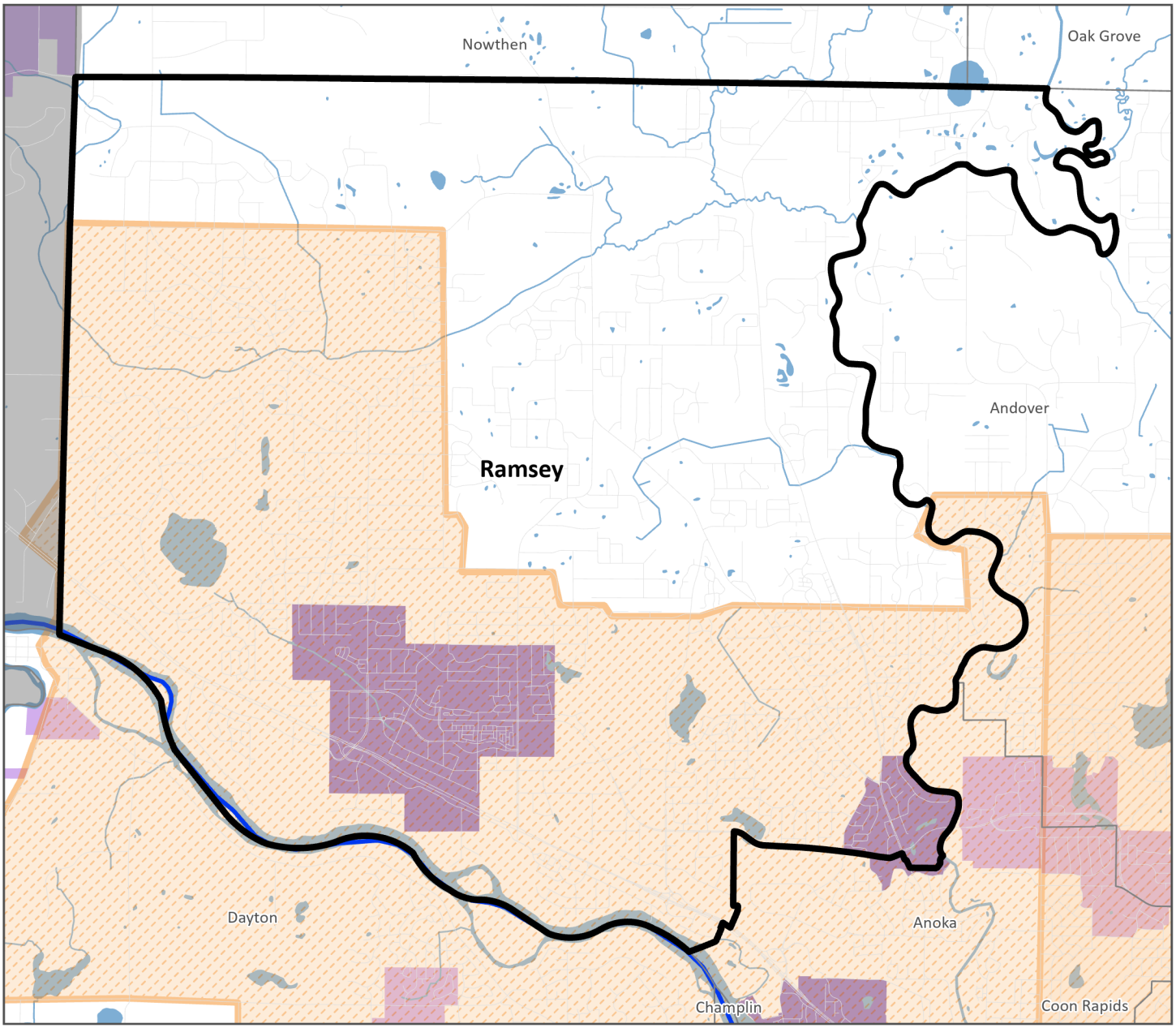
Wetland Type

- Seasonally Flooded Basin or Flat
- Wet Meadow
- Shallow Marsh
- Deep Marsh
- Shallow Open Water
- Shrub Swamp
- Wooded Swamp
- Bog

Priority Water

- Priority River or Stream
- Priority Lake

City of Ramsey
Water Supply Considerations



Drinking Water Supply Management Areas for Groundwater (DWSMA)

- High Vulnerability
- Moderate Vulnerability
- Low Vulnerability

Drinking Water Supply Management Areas for Surface Water (DWSMA)

- Surface Water DWSMA Priority Area A
- Special Well and Boring Construction Area
- Priority river or stream qualifying as a drinking water source
- Priority lake qualifying as a drinking water source

REGIONAL PARKS AND TRAILS SYSTEM STATEMENT
CITY OF RAMSEY

Overview of the Regional Parks and Trails System

The Regional Parks and Trails System includes 66 regional parks, park reserves, and special features, plus more than 487 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks and Trails System is well-loved by our region's residents and attracted over 69 million visits in 2023.

The organizational structure of the Regional Parks and Trails System is unique, built upon a strong partnership between the Met Council and the ten regional park implementing agencies that own and operate Regional Parks and Trails System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The 2050 Regional Parks and Trails Policy Plan advances the Imagine 2050 regional goals and core values including Equity, Leadership, Accountability, and Stewardship by striving to:

- **Foster equity and belonging**: Connect people with nature, community, and cultural landscapes to better support their physical, mental, and emotional well-being
- **Take care of what we have:** Reinvest in existing regional parks and trails to maintain and enhance visitor experiences
- **Protect and restore:** Protect and restore natural systems to safeguard the well-being of all living things
- **Adapt and mitigate:** Increase the region's resilience to climate change through land stewardship practices that mitigate greenhouse gases and adapt to future climates
- **Meet future needs:** Meet the growing demand for regional parks and trails through strategic and timely land acquisition and development.

Key Concepts in the 2050 Regional Parks and Trails Policy Plan

The 2050 Regional Parks and Trails Policy Plan includes the following policies, each with specific associated strategies:

- **System Plan policy**: Maintain a robust and current set of data, maps, plans, processes, and applications to support regional parks and trails planning.
- **Natural Systems policy**: Identify lands with high-quality natural features and/or with high restoration potential that are desirable for Regional Parks and Trails System activities and put these lands in a protected status so they will be available for recreational uses and preservation purposes in perpetuity.
- **Climate Resilience policy**: Adapt and enhance the Regional Parks and Trails System to promote resilience to climate change, including the mitigation of greenhouse gas emissions.

- **Planning policy:** Promote long-range planning and help provide integrated resource planning across jurisdictions in order to create a seamless system that connects everyone to the outdoors.
- **System Protection policy:** Protect public investments in acquisition and development by assuring that every component in the system is able to fully carry out its designated role.
- **Recreation, Facilities, and Programming policy:** Foster a sense of belonging by providing a wide spectrum of leisure and play opportunities while connecting people, places, and the natural world.
- **Finance policy:** The Met Council administers, provides financial oversight, and collaborates with a range of partners to fund the ten regional park implementing agencies in support of the Regional Parks and Trails System.

The 2050 Regional Parks and Trails Policy Plan is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the 2050 Regional Parks and Trails Policy Plan at the following url: *https://imagine2050.metrocouncil.org/chapters/regional-parks-and-trails*.

Key Changes in the 2050 Regional Parks and Trails Policy Plan

Adopted by the Met Council in February 2025, the 2050 Regional Parks and Trails Policy Plan incorporates the following changes:

- Unit name changes
  - Anoka County
    - "Northwest Search Area" changed to "Sugar Hills Search Area"
  - Dakota County
    - "Lebanon Hills-Big Rivers Greenway Trail Search Corridor" changed to "Lebanon Hills-Minnesota River Greenway Trail Search Corridor"
    - "Lebanon Hills-Mendota Greenway Regional Trail, Highway 62 segment" changed to "Lebanon Hills Greenway Regional Trail"
  - Scott County
    - "Scott West Regional Trail" changed to "Big Woods Regional Trail"
    - "Minnesota River Bluffs Extension and Scott County Connection Regional Trail" changed to "Merriam Junction Regional Trail"
    - "Louisville Trail Search Corridor" changed to "Merriam Junction Regional Trail"
    - Portion of "Southern Scott Trail Search Corridor" changed to "Shallow Waters Regional Trail"
- Trail refinements
  - Three Rivers Park District's Dakota Rail Regional Trail Search Corridor Extension moving the trail terminus from Highway 494 to Minnetonka City Hall
  - Three Rivers Park District is transferring a portion of the Lake Minnetonka Regional Trail to Carver County
- Future 2028/2029 system additions process candidates
  - Ramsey County's Rice Creek North Regional Trail Boundary Adjustment adding 2,407 acres to the current 792 acres at the former Twin Cities Army Ammunition Plant
  - Three Rivers Park District's 5.5-mile West Minnehaha Creek Trail Corridor Study Area
  - Dakota County's 58-acre Thompson County Park Study Area in West St. Paul serving the outdoor recreational needs of the more than 50,000 residents who live in the northern portion of Dakota County

The 2050 Regional Parks and Trails System Plan Map is depicted in Figure 1. Ramsey should consult the complete 2050 Regional Parks and Trails Policy Plan in preparing its local comprehensive plan. In

addition, your community should consult Imagine 2050 and the current version of the Met Council's Local Planning Handbook for specific comprehensive plan requirements.

2050 Regional Parks and Trails System Units

The Regional Parks and Trails System comprises four main types of units: regional parks, park reserves, special features and regional trails.

- **Regional parks** contain a diversity of natural features, either naturally occurring or restored, and are typically 200-500 acres in size. Regional parks accommodate a variety of outdoor recreation activities. In 2024, a total of 46 regional parks are open to the public.
- **Park reserves**, like regional parks, provide for a diversity of outdoor recreation activities. One major distinguishing feature is that the minimum size for a park reserve is 1,000 acres. Additionally, regional park implementing agencies are required to manage at least 80% of the park reserve as natural lands that protect the ecological functions of the native landscape. As of 2024, a total of 12 park reserves were open to the public.
- **Special features** provide opportunities not generally found in the regional parks, park reserves, or trail corridors. Special features often require a unique managing or programming effort. As of 2024, there are eight special features open to the public.
- **Regional trails:** The Met Council has defined two major types of trails to serve the region: destination or greenway trails and linking trails. Destination or greenway trails typically follow along corridors with high-quality natural features that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks and Trails System units. As of 2024, 56 regional trails totaling approximately 487 miles were open for public use.

2050 Regional Parks and Trails System Components

The 2050 Regional Parks and Trails Policy Plan identifies five components which together comprise the vision for the Regional Parks and Trails System in 2050, as described below.

- **Existing Regional Parks and Trails System facilities** are open for public use and include land that is owned by regional park implementing agencies. They may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.
- **Planned Regional Parks and Trails System facilities (not yet open to the public)** have a Council-approved long-range plan and may be in stages of acquisition and development but are not yet open for public use.
- **Regional Parks and Trails System boundary adjustments** include general areas identified as potential additions to existing Regional Parks and Trails System facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.
- **Regional Park and Special Feature search areas** include general areas for future regional parks and special features to meet the recreational needs of the region by 2050 where the regional park boundary has not yet been planned.
- **Regional trail search corridors** include proposed regional trails to provide connections between Regional Parks and Trails System facilities where the trail alignment has not yet been planned.

System Plan Considerations Affecting Your Community

The following Regional Parks and Trails System Components within Ramsey are identified in the 2050 Regional Parks and Trails Policy Plan:

Regional Parks, Park Reserves, and Special Features

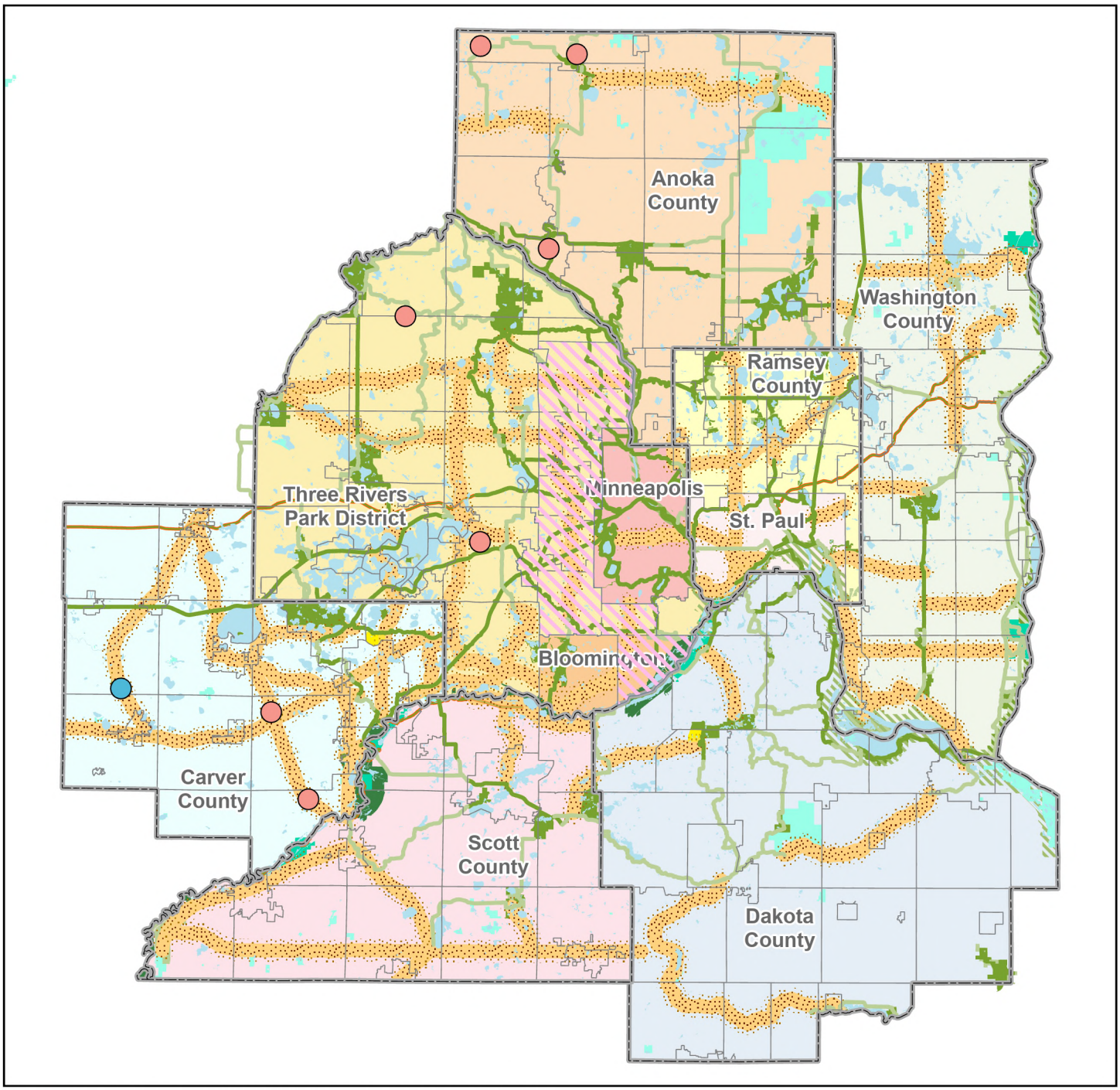
- **Mississippi West Regional Park:** This is an existing regional park with an established boundary. Mississippi West Regional Park, at nearly 280 acres, offers a variety of recreation amenities including a boat launch, canoe-in campsites, shore fishing, and trails. The park connects to the Mississippi River Regional Trail as well. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Rum River Central Regional Park:** This is an existing regional park with an established boundary. Rum River Central Regional Park, at nearly 400 acres, offers spaces for year-round activities, including numerous water trails, cross-country ski trails, and areas for horseback riding. The regional park boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

Regional Trails

- **Central Anoka Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Ramsey, Anoka, Andover, Ham Lake, Blaine, Lino Lakes, and Centerville as it connects Mississippi West Regional Park, Rum River Regional Trail, Bunker Hills Regional Park, East Anoka County Regional Trail and Rice Creek Chain of Lakes Park Reserve. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Mississippi River Regional Trail (Anoka County):** This is a regional trail that is open to the public. The regional trail travels through Ramsey, Anoka, Coon Rapids, and Fridley as it connects Mississippi West Regional Park, Rum River Regional Trail, Coon Rapids Dam Regional Park, Coon Creek Regional Trail, Rice Creek West Regional Trail, and Riverfront Regional Park. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.
- **Rum River Regional Trail:** This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Anoka, Andover, Ramsey, Oak Grove, and St. Francis as it connects Mississippi River Regional Trail, Central Anoka Regional Trail, Rum River Central Regional Park, North Anoka County Regional Trail Search Corridor, Sugar Hills Regional Trail and Lake George Regional Park. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Anoka County for more information regarding Regional Parks and Trails System Components in Ramsey.

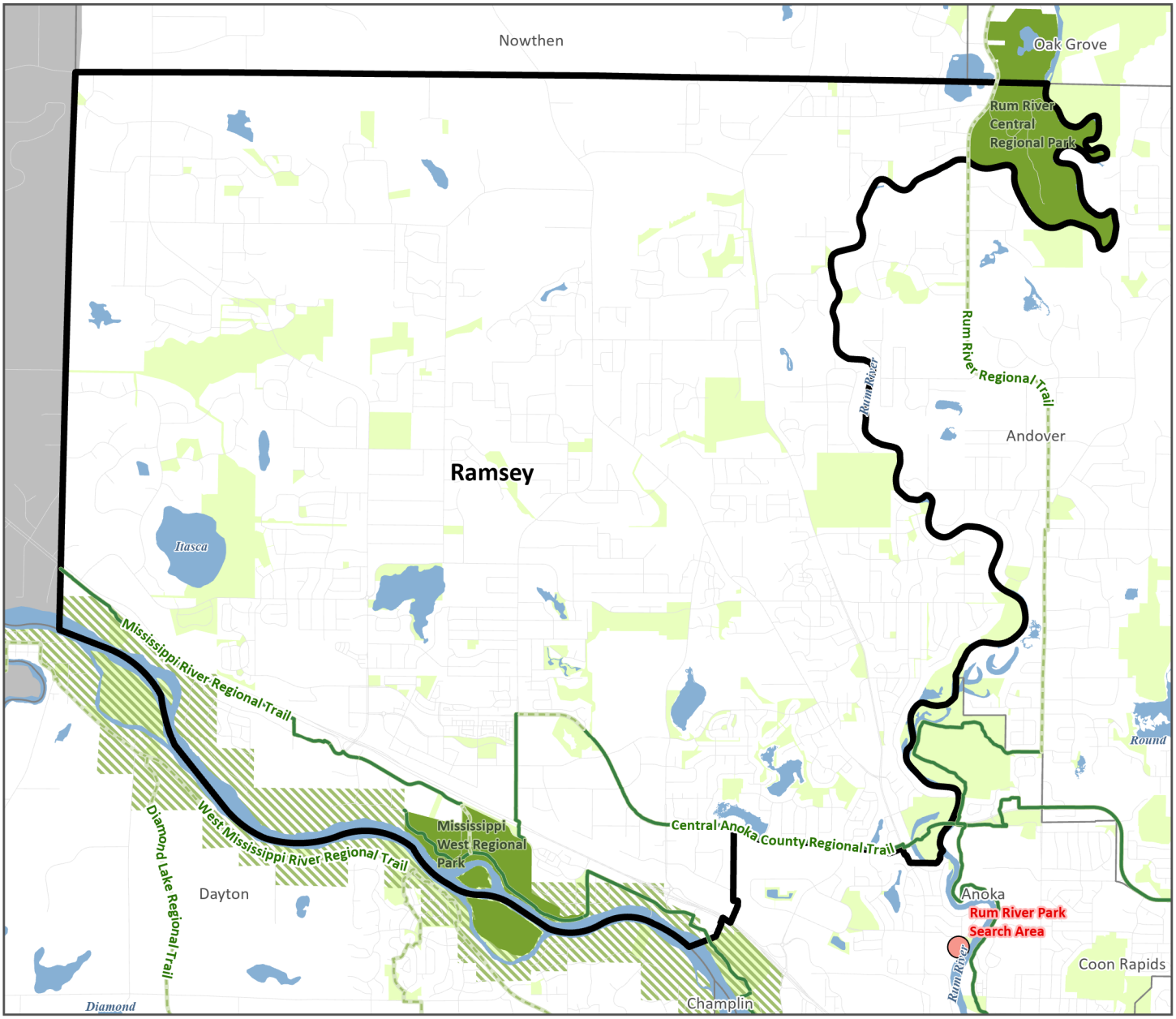
Regional Parks and Trails System



Long-Range Plan Boundary Adjustments and Search Areas

- Boundary Adjustment
- Park Search Area
- Special Feature Search Area
- Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- State Trails
- Regional Park (Open to the Public)
- Planned Regional Park (Not Open to the Public)
- Lower St. Croix National Scenic Riverway
- Mississippi National River & Recreation Area
- State Wildlife Management Areas
- State Parks and Recreation Areas
- MN Valley National Wildlife Refuge
- Special State Recreation Features

City of Ramsey
Regional Parks and Trails System



Regional Parks and Trails Systems

- Boundary Adjustment
- Search Area
- Special Feature Search Area
- Regional Trail Search Corridor
- Regional Trail (Open to the Public)
- Planned Regional Trail (Not Open to the Public)
- Regional Park (Open to the Public)
- Planned Regional Park (Not Open to the Public)

Other State and National Features

- State Trails
- State Parks and Recreation Areas
- State Wildlife Management Areas
- Special State Recreation Features
- Other Parks, Preserves, Refuges and Natural Areas
- Lower St. Croix National Scenic Riverway
- Mississippi National River & Recreation Area
- MN Valley National Wildlife Refuge

CC Work Session

Meeting Date: 10/13/2026

Primary Strategic Plan Initiative: Not Applicable

Information

Title:
Responsible Contractor Acknowledgment Proposed Language and Resolution Review

Purpose/Background:
At the September 22, 2026 City Council work session, the Council agreed to require responsible contractor acknowledgment per MN Stat 16C.285, subd. 3 for projects receiving city funding greater than $50,000. The attached resolution memorializes the City's policy requiring compliance with the statute responsible contractor for projects receiving city funding greater than $50,000.

Staff also added language to the Business Assistance Application (attached) for your review. The business application reads:

The applicant acknowledges and agrees that receiving financial assistance from the City valued at more than $50,000 shall be required to meet the minimum criteria for a responsible contractor identified in Minn. Stat. § 16C.285, subd. 3, and shall comply with the reporting requirements provided in Minn. Stat. § 16C.285, subd. 4, 5, and 6, as applicable.

Notification:
Not applicable

Time Frame/Observations/Alternatives:
Not applicable

Funding Source:
Not applicable

Recommendation:
Review the draft resolution and proposed language for the Business Assistance application and provide comments.

Outcome/Action:
Review and discuss the draft resolution and the proposed language to be added to the Business Assistance application.

This item is on the regular City Council meeting consent agenda for formal approval.

Attachments

Resolution #26-288
Business Assistance Application

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/08/2026 03:34 PM
Form Started By: Stephanie Hanson		Started On: 09/29/2026 01:05 PM
Final Approval Date: 10/08/2026		

Councilmember _____ introduced the following resolution and moved for its adoption:

RESOLUTION #26-288

RESOLUTION MEMORIALIZING THE CITY'S POLICY REQUIRING COMPLIANCE WITH MINN. STAT. § 16C.285 RESPONSIBLE CONTRACTOR FOR PROJECTS RECIEVING CITY FUNDING GREATER THAN $50,000

WHEREAS, On September 22, 2026, at the Ramsey City Council Work Session, the Council discussed the requirements of Minn. Stat. § 16C.285 regarding Responsible Contractors and the City's options for incorporating a requirement for compliance for projects that receive financial assistance from the City; and

WHEREAS, the City Council recognizes that projects that receive financial assistance from the City require a greater level of scrutiny and protection due to the use of public funds and the Responsible Contractor criteria and reporting requirements under Minn. Stat. § 16C.285 provide a reasonable framework for creating that additional scrutiny and protection; and

WHEREAS, at the October 13, 2026 Council meeting, the Council considered the following policy:

> Any project receiving financial assistance from the City valued at more than $50,000 shall be required to meet the minimum criteria for a responsible contractor identified in Minn. Stat. § 16C.285, subd. 3, and shall comply with the reporting requirements provided in Minn. Stat. § 16C.285, subd. 4, 5, and 6, as applicable.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:

1. <u>Responsible Contractor Policy</u>

(a) Any project receiving financial assistance from the City valued at more than $50,000 shall be required to meet the minimum criteria for a responsible contractor identified in Minn. Stat. § 16C.285, subd. 3, and shall comply with the reporting requirements provided in Minn. Stat. § 16C.285, subd. 4, 5, and 6, as applicable.

(b) Projects receiving $50,000 or less in financial assistance from the City and privately funded projects shall not be required to comply with Minn. Stat. § 16C.285.

The motion for the adoption of the foregoing resolution was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

Whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this the 13th day of October, 2026.

_____
Mayor

ATTEST:

_____
City Clerk

EXHIBIT A

BUSINESS ASSISTANCE APPLICATION

A. APPLICANT INFORMATION

Name of Corporation/Partnership _____

Address _____

Primary Contact _____

Address _____

Phone _____ Fax _____ E-mail _____

Type of business assistance requested (select one):

☐ Tax Abatement ☐ Tax Increment Financing ☐ Revolving Loan Fund ☐ Other

☐ *The applicant acknowledges and agrees that receiving financial assistance from the City valued at more than $50,000 shall be required to meet the minimum criteria for a responsible contractor identified in Minn. Stat. § 16C.285, subd. 3, and shall comply with the reporting requirements provided in Minn. Stat. § 16C.285, subd. 4, 5, and 6, as applicable.*

Have you been, or are you currently, involved in any bankruptcy proceedings or lawsuits related to other development projects with which you have been involved? If yes, please provide an explanation.

☐ Yes ☐ No

On a separate sheet, please provide the following:

- Brief description of the corporation/partnership's business, including history, principal product or service, etc**. Attach as Part 1**.
- List names of officers and shareholders/partners with more than five percent (5%) interest in the corporation/partnership. **Attach as Part 2**.
- Brief description of the proposed project. **Attach as Part 3**.
- A *but for* analysis and narrative. **Attach as Part 4**.
- Completed Revolving Loan Fund Application. **Attach as Part 5 if required.**

Attorney Name _____

Address _____

Phone _____ Fax _____ E-mail _____

Contractor Name _____

Address _____

Phone _____ Fax _____ E-mail _____

Engineer Name _____

Address _____

Phone _____ Fax _____ E-mail _____

Architect Name _____

Address _____

Phone _____ Fax _____ E-mail _____

B. PROJECT INFORMATION

The project will be: (Check all that apply)

☐ Industrial: (☐New Construction ☐Redevelopment/Rehab ☐Expansion)

☐ Office/research facility: (☐New Construction ☐Redevelopment/Rehab ☐Expansion)

☐ Commercial: (☐New Construction ☐Redevelopment/Rehab ☐Expansion)

☐ Housing: (☐New Construction ☐Redevelopment/Rehab ☐Expansion)

☐ Other _____

The project will be: ☐ Owner Occupied ☐ Leased Space

- If leased space, please attach a list of names and addresses of future tenants and indicate the status of commitments or lease agreements. **Attach as Part 5**.

Project Address _____

- Include Legal Description and PID number(s). **Attach as Part 6**.

Site Plan Attached: ☐Yes ☐ No

Current Real Estate Taxes on Project Site: $ _____

Estimated Real Estate Taxes Upon Completion:

Phase I	$_____
Phase II	$ _____
Phase III	$_____
Total	$_____

Construction Start Date: _____

Construction Completion Date: _____

If Phased Project: _____ % Completed in _____years

_____ % Completed in _____years

_____ % Completed in _____years

C. PUBLIC PURPOSE OBJECTIVES

It is the policy of the City and EDA of Ramsey that the business assistance should result in a public benefit as identified in items 1-10 below. Please indicate how the proposed project will accomplish this by checking the appropriate boxes. **Attach additional narrative as Part 7.**

☐ 1. To encourage redevelopment.

☐ 2. To retain local jobs and/or increase the number and diversity of jobs that offer stable employment and/or attractive wages and benefits.

☐ 3. To enhance and/or diversify the City's economic base.

☐ 4. To encourage additional unsubsidized private (re)development.

☐ 5. To remove blight and/or encourage (re)development of commercial and industrial areas.

☐ 6. To create housing opportunities.

☐ 7. To provide a diversity of housing.

☐ 8. To provide a variety of family housing ownership alternatives and housing choices.

☐ 9. To promote neighborhood stabilization and revitalization by the removal of blight and the upgrading of existing housing stock in residential areas.

☐ 10. To accomplish other public policies which may be adopted such as the promotion of quality urban or architectural design, energy conservation, and decreasing capital and/or operating costs of local government.

- Utilization of architectural and landscaping techniques that will enable the components of the project to blend with the natural environment.
- Mitigation of project impact on the natural environment.

D. SOURCES & USES OF FUNDS

Attach additional information as Part 8

SOURCES	AMOUNT
Bank Loan	$ _____
Other Loans	$ _____
Owner Equity	$ _____
Fed Grant/Loan	$ _____
State Grant/Loan	$ _____
Industrial Development Bonds	$ _____
Tax Increment Financing	$ _____
Tax Abatement	$ _____
Revolving Loan Fund	$ _____
Other	$ _____
TOTAL	**$** _____

USES	AMOUNT
Land Acquisition	$ _____
Site Development	$ _____
Construction	$ _____
Machinery & Equipment	$ _____
Architectural/Engineering Fees	$ _____
Debt Service Reserve	$ _____
Contingencies	$ _____
Other	$ _____
TOTAL	**$** _____

Total Amount of business assistance requested from either Revolving Loan Fund, Abatement, Tax Increment Financing or another source: $_____

E. ADDITIONAL DOCUMENTATION AND CHECKLIST

Applicants will also be required to provide the following documentation.
All personal financial information will be kept private and confidential.

☐ 1. Written business plan or a description of the business, ownership/ management, date established, products and services, and future plans.

☐ 2. Financial statements for past two years, including profit and loss statements and balance sheets.

☐ 3. Two-year financial projections.

☐ 4. Personal financial statements of all major shareholders (principals) including the most recent 2 years of tax returns. (If requested.)

☐ 5. Letter of commitment from other sources of financing, stating terms and conditions of their participation in the project.

☐ 6. Administrative fee of up to $5,000. In addition to defraying the cost of staff time, the fee will be used to pay costs associated with processing this request for financial assistance such as legal, engineering and financial analysis. The City reserves the right to stop the processing of the request until additional fees are paid should the original amount be insufficient to pay such costs. That portion which remains unspent, if any, will be returned only if the project is denied approval.

☐ 7. Attach the following documentation:

_____ Part 1 – Corporation/Partnership Description

_____ Part 2 – List of Shareholders/Partners

_____ Part 3 – Description of Project

_____ Part 4 – *But For* Analysis

_____ Part 5 – List of Prospective Lessees (If requested)

_____ Part 6 – Legal Description, Property Identification Numbers, maps of the project area, and project renderings

_____ Part 7 – Public Purpose Narrative

_____ Part 8 – Sources & Uses of Funds – Additional Information

The undersigned certifies that all information provided in this application is true and correct to the best of the undersigned's knowledge. The undersigned authorizes the City and EDA of Ramsey to check credit references, verify financial and other information, and share this information with other political subdivisions as needed. The undersigned also agrees to provide any additional information as may be requested by the City after the filing of this application.

☐ *The applicant acknowledges and agrees that receiving financial assistance from the City valued at more than $50,000 shall be required to meet the minimum criteria for a responsible contractor identified in Minn. Stat. § 16C.285, subd. 3, and shall comply with the reporting requirements provided in Minn. Stat. § 16C.285, subd. 4, 5, and 6, as applicable.*

Applicant Name _____ Date _____

By _____

Its _____

EXHIBIT B

BUSINESS ASSISTANCE REVIEW WORKSHEET

FOR COMMERCIAL/INDUSTRIAL PROJECTS

TO BE COMPLETED BY APPLICANT AND CITY STAFF

A. The project meets which of the following objectives as set forth in Section C of the Business Assistance policy:

- ☐ 1. To encourage redevelopment.
- ☐ 2. To retain local jobs and/or increase the number and diversity of jobs that offer stable employment and/or attractive wages and benefits.
- ☐ 3. To enhance and/or diversify the City's economic base.
- ☐ 4. To encourage additional unsubsidized private (re)development.
- ☐ 5. To remove blight and/or encourage (re)development of commercial and industrial areas.
- ☐ 6. To accomplish other public policies which may be adopted such as the promotion of quality urban or architectural design, energy conservation, and decreasing capital and/or operating costs of local government.
  - Utilization of architectural and landscaping techniques that will enable the components of the project to blend with the natural environment.
  - Mitigation of project impact on the natural environment.

B. Ratio of Private to Public Investment in Project:

$ _____ Private Investment
$ _____ Public Investment
$ _____ **Ratio Private : Public Financing**

	Points:
5:1	5
4:1	4
3:1	3
2:1	2
Less than 2:1	1

C. Job Creation:

_____ Net *new* jobs (minimum 40 hours per week) or fulltime equivalents

	Points:
50+	5
20+	4
10+	3
5+	2
Less than 2	1

D. Wage Level of jobs created:

Average hourly wage
Of *new* jobs _____

	Points:
Over $21/hour	5
$18-21/hour	4
$14-17/hour	3
$10-13/hour	2
Under $10/hour	1

E. Ratio of Business Assistance To New Jobs Created:

$ _____ Business assistance requested
_____ Number of net *new* jobs created
$ _____ **of business assist. per net *new* job created**

	Points:
$5,000 or less	5
$15,000 or less	4
$25,000 or less	3
$50,000 or less	2
Over $75,000	1

F. Project size:

The project will result in the construction of _____ square feet

	Points:
75,000+	5
50,000+	4
25,000+	3
10,000+	2
5,000 or less	1

G. Type of Project:

	Points:
_____ 100% Owner Occupied	5
_____ Mix Owner Occupied & Investment	3
_____ Investment Property	1

H. Likelihood that the project will result in unsubsidized, spin-off development:

	Points:
_____ High	5
_____ Moderate	3
_____ Low	1

I. Subtotals

_____
_____
_____
_____
_____
_____
_____

Sub-Total Points _____ of a possible 35 points.

Bonus Points **Bonus Points:** _____

The project will be 100% *pay-as-you-go* financing.	3
The project is a redevelopment project.	3

Total Points: _____

Overall project analysis:	High	35 points
	Moderate	25 points
	Low	15 points
	Not Eligible	5 points

CC Work Session

Meeting Date: 10/13/2026

Primary Strategic Plan Initiative: Strive for high organizational morale and employee retention.

Information

Title:
Review 2027 non-union employee health and dental insurance contributions and wage adjustments.

Purpose/Background:
The purpose of this discussion is to review the city's non-union employee health and dental insurance contributions and wage adjustments for the coming year. To date, 2027 union contracts have received market rate adjustments specific to each group, a 3% COLA, and the benefit adjustments as proposed below.

Health Insurance:
The City continues to be a member of LOGIS (Local Government Information Systems), which is a consortium of Minnesota local government units. This consortium has many benefits, including coverage under the group's health plan. Employees may choose a health plan that best meets their needs by selecting one of four tiers and choosing between two networks; or they may choose to waive the City's health insurance.

The employer will make the following monthly contributions toward group health insurance coverage for employees enrolled in the City's health plan during 2027. In addition, the City will purchase $20,000 of basic life insurance for full-time regular employees, as well as single dental insurance.

Health Insurance Premiums or Waiver in 2027
•Employee only (single) City contribution, up to $1103.50
• Employee and Children City contribution: $1545.60
• Employee and Spouse City contribution: $1622.96
• Family City contribution: $2009.36, or
• Cash in lieu of the City's insurance contribution: $475.74

Health Reimbursement Account/Health Savings Account in 2027
• Single plans with a $3500 deductible receive $160.00 per month toward the H.R.A./V.E.B.A. or H.S.A.
• Other single plans receive $130.00 per month toward the H.R.A./V.E.B.A. or H.S.A.
• All employee + children and employee + spouse plans will receive $160.00 per month toward the H.R.A./V.E.B.A. or H.S.A.
• All family plans will receive $192.00 per month toward the H.R.A./V.E.B.A. or H.S.A.
• Employees waiving health insurance will not receive H.R.A. or H.S.A. contributions

Dental Insurance:
The City provides dental insurance to all full-time employees. The city covers the cost of the single premium in full. The 2027 cost for single dental insurance is $36.58 per month.

Compensation
Section 5.4 of the Personnel Policy / Compensation Plan
The entire compensation plan shall be reviewed simultaneously with renewal of the City's labor agreements. The City Administrator will present suggested changes to the City Council as part of the annual budget process. Contingent upon the provisions of the Public Employment Labor Relations Act, the City Administrator may modify any or all of the pay ranges or grades as set forth in the plan at any time, subject to approval by the City Council. The City Administrator may also set effective dates for the pay plan. All pay ranges shall be construed as policy declarations and not binding, permanent contractual obligations between the City and its employees. Any amendment to the pay plan shall be based on changes in the responsibility or the duties of the position, recruiting experience, rates of pay and benefits in the public and private sectors, the City's financial status, general economic conditions, federal or state law (including the Minnesota Pay Equity law), or other pertinent factors warranting such action.

In addition, from time to time, the position and pay classification plan may be amended by City Council resolution upon

receipt of a recommendation from the City Administrator. In making such recommendations, the City Administrator shall consider the following factors:

- Maintenance of an equitable relationship between classes, based on their relative duties and responsibilities.
- Indicators from the appropriate labor market for comparable work under similar conditions.
- Current recruitment and retention experience.
- Comparable worth for all positions within the organization.
- Ability of the City of Ramsey to fund the position.

Content of Pay Plan
The pay plan presented to the City Council for its consideration shall consist of the minimum and maximum rate of pay for each position in the organization. Each position shall be assigned to a pay class, and all positions in the pay class shall be compensated according to the established pay range. A pay range will be assigned to each class according to the responsibilities of the position, the duties and pay for other positions, prevailing rates of pay for comparable positions in public and private employment in the area, fringe benefits received by employees, the financial policy of the City, federal and state statutes, and other pertinent economic factors.

Per the above policy, the City conducted a thorough wage study of all City positions. Staff reviewed similarly sized cities in the metro area and matched Ramsey's positions to comparable positions in other cities to compare wages. The market rate adjustments were determined by first excluding outliers of either very high or very low rates of pay, and then calculating comparable positions based on the average hourly pay of each position's comparison. There are 34 non-union positions, with each position type occupied by a single employee.

Attached: Recommended 2027 salary adjustments

Time Frame/Observations/Alternatives:
Up to 20 minutes

Funding Source:
The required funding for the above matter has been included in the approved preliminary budget.

Recommendation:
Review suggested non-union benefits and wages.

Outcome/Action:
Based on discussion. A case to approve the 2027 non-union employee health and dental insurance contributions and wage adjustments will appear on the next regular agenda.

Attachments

Non-Union Wages

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/08/2026 03:15 PM
Form Started By: Colleen Lasher		Started On: 10/07/2026 11:40 AM
Final Approval Date: 10/08/2026		

Non-Union 2027 Proposed Wages	Step 1 Hourly 80%	Step 2 Hourly 84%	Step 3 Hourly 88%	Step 4 Hourly 88%	Step 5 Hourly 92%	Step 6 Hourly 100%	Market rate	COLA
City Administrator	85.26	89.52	93.79	98.05	102.31	106.57	1.89%	3.00%
Police Chief	74.46	78.19	81.91	85.63	89.36	93.08	4.25%	3.00%
Finance Director	71.90	75.50	79.10	82.69	86.29	89.88	3.93%	3.00%
Public Works Director	70.18	73.69	77.20	80.70	84.21	87.72	2.06%	3.00%
Fire Chief	70.00	73.50	77.00	80.50	84.00	87.50	3.65%	3.00%
Comm Dev Director	69.04	72.49	75.94	79.40	82.85	86.30	3.96%	3.00%
City Engineer	66.41	69.73	73.05	76.37	79.69	83.01	0.00%	3.00%
Adm Services Director	64.31	67.53	70.74	73.96	77.17	80.39	5.10%	3.00%
IT Manager	56.01	58.81	61.61	64.41	67.21	70.01	0.00%	3.00%
Deputy Fire Chief of Oper. & Log.	56.00	58.80	61.60	64.40	67.20	70.00	80% of FC 3.64%	3.00%
Asst Finance Officer	55.86	58.65	61.45	64.24	67.03	69.83	5.77%	3.00%
Asst Public Works Director	55.33	58.09	60.86	63.62	66.39	69.16	3.66%	3.00%
Econ Dev Manager	54.23	56.95	59.66	62.37	65.08	67.79	3.23%	3.00%
Building Official	53.37	56.03	58.70	61.37	64.04	66.71	4.62%	3.00%
Asst City Engineer	53.29	55.95	58.62	61.28	63.95	66.61	1.41%	3.00%
Deputy Fire Chief of Training	52.50	55.12	57.75	60.37	63.00	65.62	75% of FC 11.05%	3.00%
Planning Manager	51.01	53.56	56.11	58.66	61.21	63.76	0.00%	3.00%
Senior Planner	47.84	50.24	52.63	55.02	57.41	59.80	2.50%	3.00%
Fire Marshall	47.45	49.82	52.20	54.57	56.94	59.31	3.43%	3.00%
City Clerk	47.33	49.69	52.06	54.43	56.79	59.16	4.05%	3.00%
Network Specialist	47.09	49.45	51.80	54.16	56.51	58.87	5.18%	3.00%
Parks Supervisor	44.34	46.56	48.77	50.99	53.21	55.42	3.20%	3.00%
Street Superviser	44.34	46.56	48.77	50.99	53.21	55.42	3.20%	3.00%
Civil Engineer I (New in 2027)	43.95	46.15	48.35	50.54	52.74	54.94		
Utilities Supervisor	43.83	46.02	48.22	50.41	52.60	54.79	3.20%	3.00%
Office Supervisor	43.79	45.98	48.17	50.36	52.55	54.74	2.87%	3.00%
City Planner	42.87	45.02	47.16	49.31	51.45	53.59	0.00%	3.00%
Building Maint Supervisor	41.00	43.05	45.10	47.15	49.20	51.25	4.99%	3.00%
Sr Engr Tech	40.77	42.81	44.85	46.89	48.93	50.97	1.74%	3.00%
HR Generalist	39.80	41.79	43.78	45.77	47.76	49.75	3.64%	3.00%
Fire Inspector	37.01	38.86	40.71	42.56	44.41	46.26	4.39%	3.00%
Rec Coordinator	35.30	37.07	38.83	40.60	42.36	44.13	4.15%	3.00%
HR Specialist	31.77	33.36	34.95	36.54	38.12	39.71	1.11%	3.00%
Firefigher/Fire Technician	30.97	32.52	34.06	35.61	37.16	38.71	0.77%	3.00%
						Average	2.97%	

CC Work Session

Meeting Date: 10/13/2026

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

Information

Title:
Review Future Topics/Calendar

Purpose/Background:
The 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.

Recommendation:
For Council review - no formal action necessary.

Outcome/Action:
For Council review.

Attachments

Future Topics List

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	10/08/2026 03:36 PM

Form Started By: Katie Schmidt
Started On: 10/08/2026 09:08 AM
Final Approval Date: 10/08/2026

Tentative City Council Future Work Session Topics		
Proposed Date	**Topic**	**Minutes** *(Estimate)*
2026		
10/27	Quarterly Police & Fire Update	
10/27	CIP	
10/27	Review 2027 Proposed Rates, Fees and Charges	
10/27	Charter Commission Recruitment Update	5
11/10	Final Budget Review	
11/10	Hwy 10 Code Compliance Update	
TBD	Cannabis Related Penalties	
TBD	Responsible-Contractor Policy Language	
TBD	Paper Pollbook Discussion	
TBD	Follow up Discussion: Drone Assisted Response and Automated License Plate Reader Pilot Project	
TBD	Data Center Ordinance	
TBD	Facility Tour – Public Works	
TBD	Facility Tour – Fire Station 1 and 2	
TBD	Discuss Commercial Property Public Utility Connection Program	
TBD	Subdivision Code	