

# Transit and Transportation Investment Plan

---

May 2025

## Table of Contents

|                           |   |
|---------------------------|---|
| <b>Introduction</b>       | 3 |
| <b>Types of Projects</b>  | 4 |
| <b>Impacted Modes</b>     | 5 |
| <b>Project Categories</b> | 6 |

### **Roadways and Interchanges 7**

|                                  |   |
|----------------------------------|---|
| Intersection Improvements        | 7 |
| Transit Priority/Signal Upgrades | 8 |
| Interchange Improvements         | 9 |

### **Corridor Improvements 10**

|                       |    |
|-----------------------|----|
| Corridor Improvements | 10 |
|-----------------------|----|

### **Transformative and Innovative 11**

|                               |    |
|-------------------------------|----|
| Rice Creek Commons            | 11 |
| Countywide Grant Program      | 12 |
| Mobility Hubs                 | 13 |
| Downtown Vitality Investments | 14 |

### **Union Depot and Railroad 15**

|                          |    |
|--------------------------|----|
| Union Depot Improvements | 15 |
|--------------------------|----|

### **Other 16**

|                               |    |
|-------------------------------|----|
| Mobility and Planning Studies | 16 |
| Staffing and Facilities       | 16 |
| Tree Program                  | 16 |
| Targeted Investments          | 17 |
| Regional Trails and Greenways | 17 |

## INTRODUCTION

### Funding Reallocation

In September of 2024, Ramsey County released the following statement:

Ramsey County has made the difficult decision to end our work and cancel any future meetings on the Riverview Corridor project. This decision was based on feedback gained during a comprehensive public engagement process with community, businesses, and partners. Some were very supportive of streetcar, and some were very supportive of a bus alternative. During engagement sessions, issues were raised about potential construction impacts, safety and security concerns facing transit and communities overall, among other issues.

The county appreciates and takes community and partner feedback very seriously and thanks everyone for sharing their input. We will also be posting the most recent engagement analysis on our website soon so that will be available for review. While we believe in streetcar and believe it's a viable option, we want to ensure that it is complementary to the transformational investments already underway in the region. Should the time arise to carry this work forward, we would gladly revisit conversations.

In the meantime, we are grateful to our partners and the public who participated in this process, and we look forward to future collaborations. We believe by continuing to work together, listening to our community and partners, we can create a future where transportation is the bridge that connects people to opportunities, enhancing the quality of life and fostering inclusive growth for everyone.

The county had allocated approximately \$730 million in funding from the ½ cent local option sales tax and regional railroad authority levy towards completing the Riverview Corridor. With the removal of streetcar as an option, an opportunity to reallocate the funding across the county arose. In November 2024, the county board held a workshop to discuss this opportunity and the types of projects that could be advanced. At their December 17, 2024, meetings the county board and the regional railroad authority board directed staff to develop a more detailed transit and transportation investment plan. Work on this plan began in early 2025 with a series of internal staff workshops to identify potential projects (planned, identified, or new), project categories and a method of prioritization. Workshops occurred January 2025 through April with a focus on the following topics:

| Workshop #1                                    | Workshop #2  | Workshop #3   |
|--|--|---|
| <i>January 2025</i>                            | <i>February 2025</i>                                     | <i>March 2025</i>                                   |
| <b>Topic: Potential project identification</b> | <b>Topic: Project confirmation, priority methodology</b> | <b>Topic: Funding amount allocation, draft plan</b> |

### Project Cost Consideration

Some projects identified in this plan are also included in the Ramsey County All-Abilities 2050 Transportation Plan (All-Abilities Plan). The All-Abilities Plan focused on safety, multimodal, and preservation efforts – directing funds for rehabilitation and preservation projects rather than full roadway reconstructions. As part of this funding reallocation effort, these projects were expanded to include reconstruction. Costs listed in this plan are in addition to costs noted in the All-Abilities Plan.

## PROJECT CATEGORIES

---

The county identified a variety of countywide project categories for funding, including Roadways and Interchanges, Corridor Improvements, Union Depot and Railroad Improvements, Transformative and Innovative Improvements, and Other Improvements. The remainder of this document is organized by those five project categories.

### Roadways and Interchanges

These improvement projects are geographically restricted to a single location – such as an intersection, crossing improvements, signal upgrades, transit priority and multimodal improvements.

### Corridor Improvements

Corridor improvement projects are not restricted to a single location and involve multiple miles of improvements – such as corridor reconstructions, pavement preservation, or multimodal improvements.

### Transformative and Innovative

Improvements include projects that have the potential to improve the transportation network and economic vitality in Ramsey County. This includes things like grant programs that fund projects within Ramsey County, implementation of mobility hubs and transportation improvements supporting economic vitality.

### Union Depot and Railroad

Improvements that maintain and improve the condition of Union Depot and its associated facilities including the building, bus loop, train deck and the track and signal system as well as countywide investments to improve safety and access through the removal of railroad barriers for pedestrians, bikes and automobiles and improvements to passenger rail service.

### Other

Improvements that advance countywide mobility and resiliency goals. This includes regional trails, mobility studies, staffing and facility needs, a tree program and investments not part of other categories.

## **IMPACTED MODES**

---

All categories have the potential to impact pedestrians, bicyclists, transit, passenger vehicles, freight, and rail. Each project will go through an analysis to determine its scope and modal prioritization consistent with the county's All-Abilities Transportation Policy and best practices. The following are brief descriptions of modal types that could be included in each project type:

### **Multimodal**

Multimodal projects include those that improve or introduce facilities for those who walk, bike, and roll. These can include creation of trails, sidewalks and other infrastructure to improve opportunities for traveling throughout the county.

### **Transit**

Infrastructure projects that improve, update, increase accessibility or assist with the introduction of high-frequency transit routes. This includes projects that relate directly to transit service – such as upgrades to stations – as well as indirect improvements to the transit system – such as installing Transit Priority Signals, which can improve transit timing and reliability.

### **Roadway**

Roadway projects focus on direct improvements to the roadway surface and its supporting infrastructure to improve pavement quality, address safety concerns and/or address geometric needs. These projects have a primary benefit of improving ride quality and safety while providing an opportunity to positively impact transit and fill gaps in the multimodal network.

### **Railroad**

Railroad projects focus improvements to the rail network to facilitate passenger rail and the removal of railroad barriers. These projects may include track capacity improvements, facility upgrades, and grade crossing improvements.

## PROJECT LIST

The remainder of this document focuses on potential projects within the five project categories that could be advanced with reallocated Riverview funding. Each project has a “summary sheet” that includes high-level project planning information and potential projects. These summary sheets are meant to help guide Ramsey County as they program and plan for these projects while noting that further study and analysis will be needed. Below is an example of the summary sheets and what is included:

### Project #. Project Name

**Project Type:** *Roadways and Interchanges, Corridor Improvements, Transformative and Innovative, Union Depot and Railroad, or Other*

**Impacted Modes:** *Multimodal, Transit, Roadway, or Railroad*

**Location:** *(Extents, intersection, city, or county-wide)*

**Priority:** *Low, Medium, High\**

**Estimated Cost:** *Planning-level costs in 2025 dollars*

**Description:** *Brief overview of project need and work to be completed*

*\*Project priority was determined by county staff based on current and future needs, impacted modes, estimated cost, and feasibility.*

Projects are categorized by the five project types:

|   |                               |
|---|-------------------------------|
| 1 | Roadways and Interchanges     |
| 2 | Corridor Improvements         |
| 3 | Transformative and Innovative |
| 4 | Union Depot and Railroad      |
| 5 | Other                         |

## 1. Intersection Improvements

|                       |  |
|-----------------------|--|
| <b>Project Type</b>   | Roadway & Interchanges   |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Railroad |
| <b>Location(s)</b>    | County-wide  |
| <b>Priority</b>       | Medium   |
| <b>Estimated Cost</b> | \$12,000,000   |

### Description

Implement intersection improvements to improve safety and mobility for all users with a priority on pedestrians, bicyclists and transit users consistent with the county's All-Abilities Policy. Improvements can include signal upgrades, pedestrian improvements, multimodal accessibility improvements, and addressing safety concerns at high-risk intersections.

Key focus areas include:

- Transit Connectivity: Enhance connections to existing or planned transit routes.
- Bicycle and Pedestrian Safety: Evaluate current pedestrian and bicycle connections, identify opportunities to expand sidewalks and crossings, consider adding separated bicycle facilities to ensure safer and more efficient travel for non-motorized users.
- Intersection Safety: evaluate the current design to ensure safety for vehicles traveling through the interchange.

This task includes study of priority intersections, planning, project development and implementation.

Expected Outcomes:

Improved safety and mobility for pedestrians and cyclists, enhanced transit connectivity, accessibility and reliability.

Potential locations include (but not limited to):

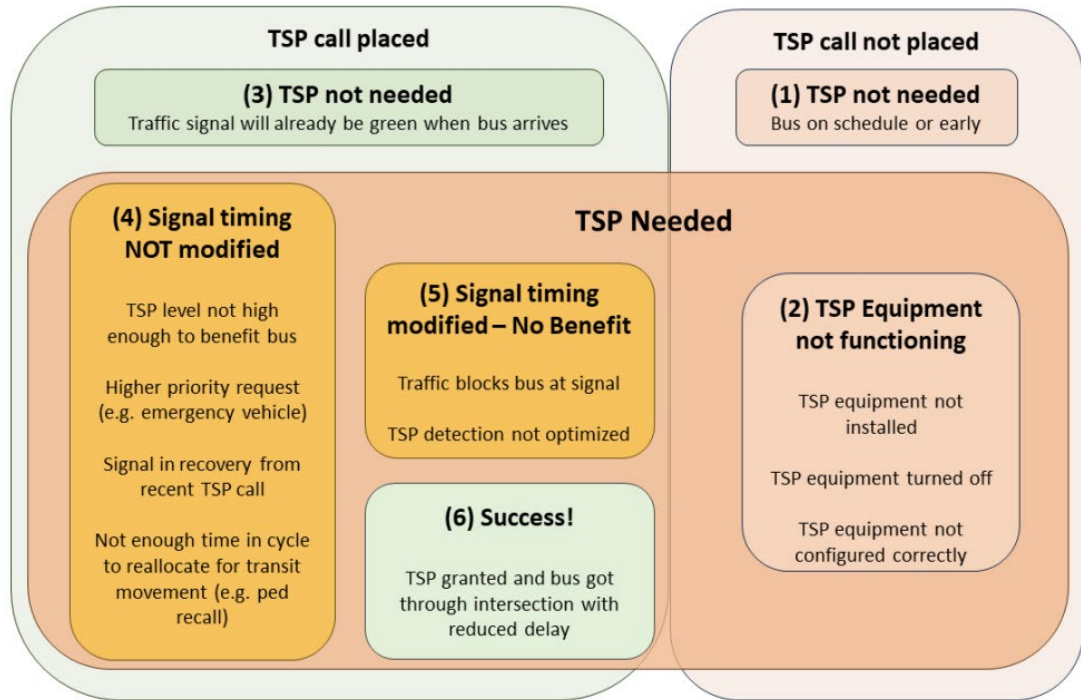
- Snelling Avenue @ Larpenteur Avenue.
- County Road E @ Various Intersections.
- County Road C @ Various Intersections.
- Dale Street & Como Avenue.
- Highway 96 & Lexington Avenue.
- Highway 96 & Hamline Avenue.

## 2. Transit Priority/Signal Upgrades

|                       |   |   |   |                                   |
|-----------------------|---|---|---|-----------------------------------|
| <b>Project Type</b>   | Roadway & Interchanges  |   |   |                                   |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal  | <input checked="" type="checkbox"/> Transit | <input checked="" type="checkbox"/> Roadway | <input type="checkbox"/> Railroad |
| <b>Location(s)</b>    | County-wide   |   |   |                                   |
| <b>Priority</b>       | Medium  |   |   |                                   |
| <b>Estimated Cost</b> | \$1,000,000   |   |   |                                   |
| <b>Description</b>    | <p>Improve transit operations within Ramsey County by implementing signal upgrades and transit signal priority (TSP) where appropriate. TSPs adjust traffic signal timing to favor transit vehicles, reducing the amount of transit vehicles that “just miss” a green light. Transit vehicles send priority requests, which then prompts the traffic signal to remain green or turn to green sooner allowing the transit vehicle to proceed through the intersection with less delay. Implementation of TSPs along Metro Transit routes have reduced traffic signal delay providing better on-time performance without negatively impacting traffic flow.</p> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> <li>• Transit Reliability: Prioritize intersections where Metro Transit has shown existing serviced is experiencing significant delay or where improvements could mitigate delay at other intersections that are not candidates for TSP.</li> <li>• Transit Frequency: Prioritize intersections where transit service frequency is 15 minutes or better.</li> </ul> <p>This task includes study of priority intersections, planning, project development and implementation.</p> <p>Expected Outcomes:</p> <p>Improved safety and mobility for pedestrians and cyclists, enhanced transit connectivity, accessibility and reliability.</p> <p>Implementation will include:</p> <ul style="list-style-type: none"> <li>• Hardware installation (detector cards, signal relays, etc.).</li> <li>• TSP request scenario creation (granting or denying TSP requests).</li> <li>• <a href="#">Example TSP scenario from Metro Transit on the following page:</a></li> </ul> |   |   |                                   |



### Example TSP Scenario



### 3. Interchange Improvements

|                       |   |   |   |                                   |
|-----------------------|---|---|---|-----------------------------------|
| <b>Project Type</b>   | Roadway & Interchanges  |   |   |                                   |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal  | <input checked="" type="checkbox"/> Transit | <input checked="" type="checkbox"/> Roadway | <input type="checkbox"/> Railroad |
| <b>Location(s)</b>    | County-Wide   |   |   |                                   |
| <b>Priority</b>       | Medium  |   |   |                                   |
| <b>Estimated Cost</b> | \$250,000,000   |   |   |                                   |
| <b>Description</b>    | <p>Implement interchange improvements to improve safety and mobility for all users with a priority on pedestrians, bicyclists and transit users consisted with the county's All-Abilities Policy. Improvements can include signal upgrades, pedestrian improvements, multimodal accessibility improvements, and addressing safety concerns at high-risk interchanges.</p> <p>Key focus areas include:</p> <ul style="list-style-type: none"> <li>- Transit Connectivity: Enhance connections to existing or planned transit routes.</li> <li>- Transit Reliability: Enhance the ability of transit to travel through the interchange area with minimal delay.</li> <li>- Bicycle and Pedestrian Safety: Evaluate current pedestrian and bicycle connections, identify opportunities to expand sidewalks and crossings, consider adding separated bicycle facilities to ensure safer and more efficient travel for non-motorized users.</li> <li>- Intersection Safety: evaluate the current design to ensure safety for vehicles traveling through the interchange.</li> </ul> <p>This task includes study of priority interchanges, planning, project development and implementation.</p> <p>Expected Outcomes:<br/>Improved safety and mobility for pedestrians and cyclists, enhanced transit connectivity, accessible and efficient transit connections.</p> <p>Potential locations include (not limited to):</p> <ul style="list-style-type: none"> <li>- Lexington Avenue @ I-94.</li> <li>- Snelling Avenue @ I-94.</li> <li>- Snelling Avenue @ Highway 36.</li> <li>- Edgerton Street @ Highway 36.</li> <li>- White Bear Avenue @ I-94.</li> <li>- Long Lake Road @ I-694.</li> </ul> |   |   |                                   |

## 4. Corridor Improvements

|                       |  |   |   |                                   |
|-----------------------|--|---|---|-----------------------------------|
| <b>Project Type</b>   | Corridor Improvements  |   |   |                                   |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal   | <input checked="" type="checkbox"/> Transit | <input checked="" type="checkbox"/> Roadway | <input type="checkbox"/> Railroad |
| <b>Location(s)</b>    | County-wide  |   |   |                                   |
| <b>Priority</b>       | High   |   |   |                                   |
| <b>Estimated Cost</b> | \$200,000,000  |   |   |                                   |
| <b>Description</b>    | <p>Corridor improvement projects will focus on corridors identified as needing preservation/reclamation in the 2050 All-Abilities Transportation Plan. Instead of completing preservation or restoration, the corridors will be reconstructed with a separated trail. Project tasks may include:</p> <ul style="list-style-type: none"> <li>• Evaluate the feasibility/need to construct a barrier-separated multiuse trail to enhance safety and accessibility for pedestrians and cyclists.</li> <li>• Assess the current infrastructure and identify potential locations for the multiuse trail.</li> <li>• Evaluate the safety benefits of a barrier-separated design for both pedestrians and cyclists.</li> <li>• Identify crossing locations where grade-separation may be appropriate.</li> <li>• Engage with local communities to gather input and address concerns.</li> <li>• Connectivity with existing and proposed multimodal trail infrastructure.</li> </ul> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> <li>• Transit Connectivity and Reliability: Enhance connections to existing or planned transit routes while enhancing the ability of transit to travel through the corridor with minimal delay.</li> <li>• Multimodal Connectivity: improved connectivity across and along the corridor connecting it to adjacent land uses.</li> <li>• Safety: improved safety for all roadway users through improve geometrics, right-sizing roadway capacity and roadway speeds.</li> </ul> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> <li>• Improved transit route connectivity and reliability.</li> <li>• Increased availability of ABRT and/or high-frequency transit due to transit prioritization.</li> <li>• Enhanced connectivity for pedestrians and cyclists.</li> <li>• Enhanced safety and accessibility for pedestrians and cyclists.</li> <li>• Improved community connectivity and support for sustainable transportation options.</li> </ul> <p>Potential locations include:</p> <ul style="list-style-type: none"> <li>• Larpenteur Avenue.</li> <li>• White Bear Avenue.</li> </ul> |   |   |                                   |

- 
- Lexington Avenue.
  - Transfer Road/Pierce Butler Route.
  - Maryland Avenue.
  - County Road B2.
  - County Road B.
  - Edgerton Street.
  - McKnight Road.
  - County Road 96.

## 5. Rice Creek Commons Spine Road

|                       |   |   |   |                                   |
|-----------------------|---|---|---|-----------------------------------|
| <b>Project Type</b>   | Transformative & Innovative   |   |   |                                   |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal  | <input checked="" type="checkbox"/> Transit | <input checked="" type="checkbox"/> Roadway | <input type="checkbox"/> Railroad |
| <b>Location(s)</b>    | Rice Creek Commons Spine Road   |   |   |                                   |
| <b>Priority</b>       | High  |   |   |                                   |
| <b>Estimated Cost</b> | \$35,000,000  |   |   |                                   |
| <b>Description</b>    | <p>Multimodal transportation connection from County Road 96 to County Road H through the Rice Creek Commons development site. The spine road will include be built to accommodate pedestrian &amp; bicycle access, future transit service, a regional trail connection, surface water management, utilities, natural resource corridor, and lighting in accordance with previously agreed to through the Twin Cities Army Ammunition Plan (TCAAP) Redevelopment Code (TRC) requirements, standards, and sustainability guidelines.</p> <p>Key Focus Areas</p> <ul style="list-style-type: none"> <li>• Environmental Sustainability: minimizing environmental impacts before, during, &amp; after construction.</li> <li>• Supporting residential and commercial development and resulting neighborhoods</li> <li>• Provide for housing variety, economic prosperity, inclusive economy, and a long-term sustainable development.</li> <li>• Multimodal accessibility though the inclusion of sidewalks and trials and connectivity to the larger system and the provision of space for a future extension of the METRO A Line or related transit service.</li> </ul> <p>Expected Outcomes</p> <ul style="list-style-type: none"> <li>• Multimodal Access to development site: Provide pedestrian, bicycle, ADA, and vehicle access to the Rice Creek Commons development site throughout the corridor from all directions utilizing access points at the north and south of the corridor.</li> <li>• Provide accommodations for a potential future extension of the METRO A Line or related transit service to/from Rice Creek Commons.</li> <li>• Encourage Economic Development: Provide construction, transportation, and utility access for undeveloped areas of Rice Creek Commons making them more attractive to potential developers.</li> <li>• Encourages less reliance on vehicles within the development site.</li> </ul> |   |   |                                   |

## 6. Ramsey County Grant Program

|                       |  |   |   |  |
|-----------------------|--|---|---|--|
| <b>Project Type</b>   | Transformative & Innovative  |   |   |  |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal   | <input checked="" type="checkbox"/> Transit | <input checked="" type="checkbox"/> Roadway | <input checked="" type="checkbox"/> Railroad |
| <b>Location(s)</b>    | County-wide  |   |   |  |
| <b>Priority</b>       | Medium   |   |   |  |
| <b>Estimated Cost</b> | \$75,000,000 expended over 10 years  |   |   |  |
| <b>Description</b>    | <p>Initiate, manage and disperse funding for a competitive grant program that provides a portion of the capital funding for local city and township led multimodal projects. Approximately \$7.5 million will be available annually over ten years. This funding is not to be used to offset cost participation responsibilities as part of the county's cost participation policy.</p> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> <li>Development of a grant program with specific guidelines and requirements utilizing Metropolitan Council Regional Solicitation, Minnesota Department of Transportation (MnDOT), or United State Department of Transportation (USDOT) grant programs as a guide. <ul style="list-style-type: none"> <li>Regional Solicitation: Funds roadway, bike/pedestrian, and transit projects.</li> <li>MnDOT: Minnesota Highway Freight Program, SRTS/Active Transportation, Local Road Improvement Program.</li> <li>USDOT: BUILD, INFRA, SS4A.</li> </ul> </li> <li>Providing a portion of the funding to allow cities and the township to complete multimodal projects that improve pedestrian and bicycle connectivity through: <ul style="list-style-type: none"> <li>Closing a multimodal gap.</li> <li>Adding or improving mobility hubs.</li> <li>Reducing or eliminating interchange or intersection barriers.</li> <li>Supporting transportation infrastructure to increase density (in TPP requirements).</li> <li>Improving transit accessibility.</li> </ul> </li> </ul> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> <li>County funding will not provide more than 20% of the total project cost.</li> <li>County funding will fund projects on the city/township system that intersect, impact, or are relevant to the county mobility network.</li> <li>Reduced reliance on automobiles for trips by providing safe, reliable and efficient multimodal connections to transit system and the regional multimodal network.</li> </ul> |   |   |  |

## 7. Mobility Hubs

|                       |  |
|-----------------------|--|
| <b>Project Type</b>   | Transformative & Innovative  |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Railroad |
| <b>Location(s)</b>    | County-wide  |
| <b>Priority</b>       | Low  |
| <b>Estimated Cost</b> | \$2,000,000  |

### Description

Construct mobility hubs of all scales throughout the county utilizing the Mobility Hub analysis as guidance for locating. These can include small- and large-scale hubs.

Small scale mobility hub: Small scale hubs typically serve first or last-mile travel (e.g. bus stop or bike rental return kiosk to home). They can include bikeshare, bike storage, lockers or equipment, transit stops, scootershare, or carshare, among others.

Large scale mobility hub: Large-scale mobility hubs are more focused on connecting personal-vehicle use to transit opportunities such as park-and-ride locations or transit hubs serving several major transitways and/or multiple routes providing regional connectivity.

Note that although space for electric vehicle charging may be included, installation and maintenance of charging stations are not included in this project.

#### Key Focus Areas:

- Metro Transit's METRO Network routes and hi-frequency routes.
- Metro Transit express routes serving large park and ride locations such as Maplewood Mall and Rosedale Center.
- Ramsey County corridors connecting a mix of destinations including jobs, shopping, housing, recreation, health care and education.

#### Expected Outcomes:

- Reduced reliance on automobiles for trips by providing safe, reliable and efficient multimodal connections to transit system and the regional multimodal network.
- Increased ridership on METRO Network routes and hi-frequency routes.
- More convenient trips utilizing walking, biking and transit.

## 8. Downtown Investments

|                       |   |
|-----------------------|---|
| <b>Project Type</b>   | Transformative & Innovative   |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Railroad |
| <b>Location(s)</b>    | St. Paul  |
| <b>Priority</b>       | High  |
| <b>Estimated Cost</b> | \$150,000,000   |

### Description

Transportation infrastructure projects that provide multi-modal transportation improvements to transformative and innovative economic development projects in and adjacent to downtown Saint Paul. Providing safe, reliable and efficient transportation connections to these developments is critical to ensuring their success and ultimately the vitality of downtown St. Paul.

Potential Projects:

- RiversEdge.
- Multi-modal improvements that create a sense of space, positive experience and encourage people to explore all parts of downtown.

Key Focus Areas:

- Projects that provide transformative change to downtown St. Paul and in the way people access and travel through it.
- Convenient, safe and reliability multi-modal accessibility.
- Amenities to public spaces that increase multimodal accessibility to all Ramsey County residents.
- Identification of areas in need of convenient, safe, and reliable multi-modal connections that encourage development, activation and programming of public space as well as development/redevelopment that reinforces downtown St. Paul as a destination.

Expected Outcomes:

- Funding to complete multimodal transportation and public space improvements to encourage access to transformative and innovative development projects in downtown St. Paul by walking, biking and transit.
- Provision of convenient, safe, and reliable multi-modal connections between major destinations.



## 9. EV Fleet Transition

|                       |  |   |   |  |
|-----------------------|--|---|---|--|
| <b>Project Type</b>   | Transformative & Innovative  |   |   |  |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal   | <input checked="" type="checkbox"/> Transit | <input checked="" type="checkbox"/> Roadway | <input checked="" type="checkbox"/> Railroad |
| <b>Location(s)</b>    | Countywide   |   |   |  |
| <b>Priority</b>       | Medium   |   |   |  |
| <b>Estimated Cost</b> | \$1,000,000  |   |   |  |
| <b>Description</b>    | <p>An analysis of benefits and impacts of transitioning the Ramsey County fleet to electric vehicles.</p> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> <li>• Implications of transitioning to an electric vehicle fleet including number and type of vehicles, facility upgrades with a focus on necessary space, utility connections, maintenance changes and safety needs.</li> <li>• Analysis of current and future electric vehicle capabilities and how these fit with current and future fleet needs.</li> <li>• Analysis of where electric vehicles can currently replace internal combustion engine vehicles, where they are likely to in the near future and where it will be challenging for them to replace internal combustion engine vehicles.</li> </ul> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> <li>• A plan that provides guidance on transitioning the current Ramsey County Fleet to electric vehicles along with needed changes to county facilities and staffing to accommodate the transition and operation and maintenance of an electric fleet.</li> </ul> |   |   |  |

## 10. Union Depot

|                       |   |
|-----------------------|---|
| <b>Project Type</b>   | Union Depot & Railroad  |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Railroad |
| <b>Location(s)</b>    | Union Depot   |
| <b>Priority</b>       | Medium  |
| <b>Estimated Cost</b> | \$80,000,000  |

### Description

In 2012, Ramsey County Regional Railroad Authority renovated the Union Depot in downtown St. Paul into a multimodal transit and transportation hub. Improvements to the building and 33-acre property fostered greater regional and national transit and passenger rail connectivity as well as a welcoming space for public and private events. Improvements to Union Depot facilities, grounds, interior space and passenger rail connections are needed to maintain and improve upon Union Depot's position a premier multimodal transportation facility, event center and community gathering space. This project would include planning, design and implementation of identified improvements.

Potential projects include (but are not limited to):

- Union Depot flood mitigation.
- Union Depot event space improvements.
- Union Depot building and train deck preservation.
- Union Depot track, signal, platform and facility improvements related to passenger rail service.
- Passenger rail track and service-related improvements necessary for passenger trains to access Union Depot.

Key Focus Areas:

- Union Depot's interior and exterior.
- 33 acres of property owned by the Ramsey County Regional Railroad Authority including the train deck, railroad infrastructure, pedestrian and bicycle facilities, transit infrastructure and parking lots.

Expected Outcomes:

- Continuation of Union Depot as a hub for transit and transportation, public and private events and as a gathering space for the community.
- Reduced reliance on automobiles for trips by providing safe, reliable and efficient multimodal connections to the regional transit system and national passenger rail network.

## 11. Railroad Barriers

|                       |   |   |   |  |
|-----------------------|---|---|---|--|
| <b>Project Type</b>   | Union Depot & Railroad  |   |   |  |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal  | <input checked="" type="checkbox"/> Transit | <input checked="" type="checkbox"/> Roadway | <input checked="" type="checkbox"/> Railroad |
| <b>Location(s)</b>    | Countywide  |   |   |  |
| <b>Priority</b>       | Medium  |   |   |  |
| <b>Estimated Cost</b> | \$20,000,000  |   |   |  |
| <b>Description</b>    | <p>Improvements to reduce the physical barriers to walking, biking and motorized transportation that railroads can create in communities due to limited crossings, crossing locations, type of crossing, and/or crossing design. This project includes study, planning, and implementation of identified improvements.</p> <ul style="list-style-type: none"> <li>• Grade crossing analyses.</li> <li>• Grade crossing improvements including crossing realignment, relocation, resurfacing, lights and gates and channelization.</li> <li>• Technology improvements to facilitate increase safety at crossings.</li> <li>• Grade separations for sidewalks, trails and motorized traffic.</li> </ul> <p>Potential project improvements include:</p> <ul style="list-style-type: none"> <li>• Larpenteur Avenue east of Rice Street at CPKC crossing.</li> <li>• New Brighton Boulevard @ CPKC crossing.</li> <li>• Como Avenue @ BNSF crossing.</li> <li>• Victoria Street @ CPKC crossing.</li> <li>• Larpenteur Avenue @ CPKC crossing.</li> <li>• Shepard Road and Eagle Parkway @ CPKC crossing.</li> </ul> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> <li>• Analysis of railroad crossings along railroad corridors for safety, permeability, and design considerations.</li> <li>• High volume at-grade crossings.</li> <li>• Crossings near rail yards and rail spurs that can be subject to increased delay due to low speed and frequent freight train movements.</li> </ul> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> <li>• Improved crossings will be safer, reduce delay and afford more connectivity within and between communities.</li> <li>• Accommodation of all modes at railroad crossings.</li> <li>• Improved ride quality and easier navigation over railroad crossings.</li> </ul> |   |   |  |

## 12. Staffing and Facilities

|                       |   |
|-----------------------|---|
| <b>Project Type</b>   | Other   |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Railroad |
| <b>Location(s)</b>    | NA  |
| <b>Priority</b>       | High  |
| <b>Estimated Cost</b> | \$100,000,000   |

Increase staffing and facilities to ensure identified projects and studies can be completed by Ramsey County.

Key Focus Areas:

- Analyze staffing levels for delivery of a larger and more intensive multi-modal transportation program.
- Analyze facility needs necessary to deliver and maintain a larger and more intensive multi-modal transportation program.

### Description

Expected Outcomes:

- Identification of long-term staffing levels and the hiring of staff necessary to efficiently and effectively deliver the larger multi-modal transportation program.
- Identification of the long-term facility needs to accommodate a larger staff presence for development and delivery of projects, their construction and their maintenance.

### 13. Planning Studies

|                       |   |   |   |  |
|-----------------------|---|---|---|--|
| <b>Project Type</b>   | Other   |   |   |  |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal  | <input checked="" type="checkbox"/> Transit | <input checked="" type="checkbox"/> Roadway | <input checked="" type="checkbox"/> Railroad |
| <b>Location(s)</b>    | NA  |   |   |  |
| <b>Priority</b>       | High  |   |   |  |
| <b>Estimated Cost</b> | \$10,000,000  |   |   |  |
| <b>Description</b>    | <p>Oversee and facilitate planning studies throughout Ramsey County – particularly focused on projects identified in this funding reallocation plan.</p> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> <li>Initiating and maintaining county-wide studies to ensure relevant and timely data for the identification of projects that would meet the project categories identified in this plan.</li> </ul> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> <li>Identification of projects by funding category identified in this plan.</li> <li>Completion of the technical analysis needed to prepare identified projects for design and construction under the project categories identified in this plan.</li> </ul> |   |   |  |

## 14. Tree Program

|                       |  |
|-----------------------|--|
| <b>Project Type</b>   | Other  |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Railroad |
| <b>Location(s)</b>    | County-wide  |
| <b>Priority</b>       | Medium   |
| <b>Estimated Cost</b> | \$5,000,000  |

Ensure dead trees within Ramsey County right-of-way are removed alongside appropriate replanting.

Key Focus Areas:

- Developing a program for removal of dead, structurally compromised and diseased trees from county-owned right-of-way.
- Replacement of removed trees and a focus on planting and replanting in areas of highest need (e.g. heat islands).

### Description

Expected Outcomes:

- A tree removal and replacement plan.
- Removal and replacement of dead, structurally compromised and diseased trees in county right-of-way and their replacement.
- Identification of when tree removal and replacement costs are eligible by funding source.
- Reduction in the heat island effect.

## 15. Regional Trail & Greenway Improvements

|                       |  |
|-----------------------|--|
| <b>Project Type</b>   | Other  |
| <b>Impacted Modes</b> | <input checked="" type="checkbox"/> Multimodal <input type="checkbox"/> Transit <input type="checkbox"/> Roadway <input type="checkbox"/> Railroad   |
| <b>Location(s)</b>    | County-wide  |
| <b>Priority</b>       | Medium   |
| <b>Estimated Cost</b> | \$20,000,000   |
| <b>Description</b>    | <p>Address known trail and greenway gaps and needed improvements as identified in the Countywide Pedestrian and Bicycle Plan. Improvements to include planned extensions, gap closures, and creation of new trails.</p> <p>Potential locations include (not limited to):</p> <ul style="list-style-type: none"> <li>- Bruce Vento Regional Trail.</li> <li>- Trout Brook Regional Trail.</li> <li>- Birch Lake Regional Trail.</li> <li>- Lake Links Regional Trail.</li> <li>- Rice Creek Regional Trail.</li> <li>- County Road H2 Trail.</li> </ul> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> <li>• Updating of the 2014-2015 Pedestrian and Bicycle Plan including the identification of potential county projects.</li> <li>• Removal of gaps in the existing trail and greenway network.</li> </ul> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> <li>• Analysis of a prioritized set of county projects through planning, design and construction.</li> <li>• Reduction in the number of trail and greenway gaps in Ramsey County.</li> </ul> |