



Board of Commissioners

Agenda

15 West Kellogg Blvd.
Saint Paul, MN 55102
651-266-9200

June 10, 2025 - 9 a.m.

Council Chambers - Courthouse Room 300

ROLL CALL

PLEDGE OF ALLEGIANCE

LAND ACKNOWLEDGEMENT

1. **Agenda of June 10, 2025 is Presented for Approval** [2024-568](#)

Sponsors: County Manager's Office

Approve the agenda of June 10, 2025.

2. **Minutes from June 3, 2025 are Presented for Approval** [2024-573](#)

Sponsors: County Manager's Office

Approve the June 3, 2025 Minutes.

PROCLAMATION

3. **Proclamation: PRIDE Month Proclamation** [2025-233](#)

Sponsors: Human Resources

ADMINISTRATIVE ITEMS

4. **Appointments to the Personnel Review Board** [2025-235](#)

Sponsors: Human Resources

1. Appoint Charles Tyler to the Personnel Review Board for a four-year term beginning June 10, 2025 and ending August 1, 2029; and
2. Appoint Sara Beckstrand (Incumbent) to the Personnel Review Board for a four-year term beginning August 1, 2025 and ending August 1, 2029.

5. **Appointments to the Community Health Services Advisory Committee** [2025-229](#)

Sponsors: Public Health

Appoint the following individuals to the Community Health Services Advisory Committee as follows:

Partial appointment terms to begin June 24, 2025 and end June 23, 2026:

- District 1 Joey Best
- District 1 Rebecca Schoenecker
- District 2 Alicia House
- District 2 Shannon Ruth-leigh
- District 5 Kayla Nance
- District 5 Krista Hutchinson

Appointment terms to begin June 24, 2025 and end June 29, 2027:

- District 1 Hongyi Lan
- District 2 Aisha Ellis
- District 2 Maureen Carlyle
- District 3 Mubina Qureshi
- District 5 Ogden Rodgers
- District 6 Nancy Vang

6. Appointments to the Parks and Recreation Commission

[2025-234](#)

Sponsors: Parks & Recreation

1. Appoint the following individuals to the Parks and Recreation Commission for a term beginning June 10, 2025, and ending June 6, 2028.
 - Jordan Nelson
 - Alison Long
 - Thomas Lemke
2. Appoint the following individuals to the Parks and Recreation Commission for a term beginning June 10, 2025, and ending June 8, 2027.
 - Vanessa Agudo
 - Han Zhang

7. Project Account for Paddle Share Program

[2025-219](#)

Sponsors: Parks & Recreation

Authorize the County Manager to establish a project budget for the Paddle Share Program in the Parks and Recreation Department.

8. Joint Powers Agreement with State of Minnesota for Intensive Supervised Release

[2025-200](#)

Sponsors: Community Corrections

1. Approve the Joint Powers Agreement with the State of Minnesota, 1450 Energy Park Drive, Suite 200, St. Paul, MN 55108, for Intensive Supervised Release Programming for the period of July 1, 2025 through June 30, 2027.
2. Authorize the Chair and Chief Clerk to execute the Joint Powers Agreement.

9. Certification of Property Assessed Clean Energy Charges for Energy Improvements

[2025-189](#)

Sponsors: Community & Economic Development

1. Request the County Auditor to extend the proposed special assessment plus interest on

the following property:

Owner: Lex Center LLC

Property Address: 3570 Lexington Avenue, Shoreview, MN 55126

PIN: 35.30.23.22.0004

Project Type: Energy efficiency improvements

Assessment Request: \$175,000

Interest Rate: 5.25%

Interest Starts Accruing: 01/01/2026

Finance Period: 10 years

Such assessments shall be payable in equal annual principal and interest installments extending over the term of the special assessment. The first of the installments shall be payable with general property taxes in 2026, and shall bear interest at the rates per annum and interest start date stated above, and to the first installment shall be added interest on the entire assessment from the interest start date until December 31 of the tax payable year to which the first installment will be extended, and to each subsequent installment, when due, shall be added interest for one year on all unpaid installments and to each installment shall also be added the special assessment administration fee required by Minnesota Statutes section 429.061, subdivision. 5.

2. Direct the Chief Clerk to send a certified copy of this Resolution to the County Auditor to extend the assessment for Lex Center LLC on the property tax lists of the county.

10. Eligible Projects for the Ramsey County Transportation Sales and Use Tax Funding

[2025-217](#)

Sponsors: Public Works

1. Approve the removal of the following projects from the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan.
 - a. METRO Green Line: Operating.
 - b. METRO Gold Line: Operating.
 - c. Riverview Corridor: Capital and Operating.
 - d. Ramsey County 2017-2021 Transportation Improvement Program.
2. Approve the addition of the following projects to the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan.
 - a. **Roadways and Interchanges**
 - i. Lexington Avenue at CSAH 96 - Arden Hills and Shoreview.
 - ii. Hamline Avenue at CSAH 96 - Arden Hills.
 - iii. Snelling Avenue at Larpenteur Avenue - Falcon Heights.
 - iv. Rice Creek Commons Spine Road at CSAH 96 - Arden Hills.
 - v. White Bear Avenue at I-94 - Saint Paul.
 - b. **Corridor Improvements**
 - i. White Bear Avenue: Beam Avenue to I-94 - Maplewood and Saint Paul.
 - ii. Maryland Avenue: Johnson Parkway to White Bear Avenue - Saint Paul.
 - iii. Larpenteur Avenue/Parkway Drive: Hennepin County Line to Hwy 61 - Falcon Heights, Lauderdale, Maplewood, Roseville, and Saint Paul.
 - iv. Lexington Avenue: CSAH 96 to County Road J - Arden Hills and Shoreview.
 - c. **Transformative and Innovative**
 - i. Rice Creek Commons Spine Road - Arden Hills.
 - ii. County Fleet Electric Vehicle Transition - Countywide.

- iii. RiversEdge Transportation Infrastructure - Saint Paul.
- d. Union Depot and Railroad**
 - i. Union Depot Track Three Extension - Saint Paul.
 - ii. Union Depot Train Deck Repairs and Modernization - Saint Paul.
 - iii. Union Depot Facility Modernization - Saint Paul.
 - iv. County Road C Bridge over BNSF Railroad - Roseville.
 - v. Victoria Street at CPKC Railroad - Shoreview.
 - vi. Larpenteur Avenue at CPKC Railroad - Maplewood and Saint Paul.
- e. Other**
 - i. Purple Line Corridor - Maplewood and Saint Paul.
 - ii. Bruce Vento Regional Trail Extension - White Bear Lake.
 - iii. Trout Brook Regional Trail Extension - Little Canada, Maplewood, Saint Paul, and Vadnais Heights.
 - iv. All Projects contained in the 2024-2028 Ramsey County Transportation Improvement Program.
 - 3. Authorize the use of Ramsey County Transportation Sales and Use Tax Funding for the completion of projects identified in the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan.

LEGISLATIVE UPDATE

COUNTY CONNECTIONS

OUTSIDE BOARD AND COMMITTEE REPORTS

BOARD CHAIR UPDATE

ADJOURNMENT

Following County Board Meeting:

10:00 a.m. (est.) Regional Railroad Authority Meeting, Council Chambers – Courthouse Room 300

12:00 p.m. (est.) Lunch and Learn: County Board and Communications Support Discussion
Courthouse Room 220, Large Conference Room

1:30 p.m. (est.) Closed Meeting *Closed to the Public*
Re: Seelig v. Ramsey County
Courthouse Room 220, Large Conference Room

2:30 p.m. (est.) Closed Meeting *Closed to the Public*
Re: Waters v. Ramsey County
Courthouse Room 220, Large Conference Room

Advance Notice:

June 17, 2025	County board meeting – Council Chambers
June 24, 2025	County board meeting – Council Chambers
July 01, 2025	County board meeting – Council Chambers
July 08, 2025	County board meeting – Council Chambers



Board of Commissioners

Request for Board Action

15 West Kellogg Blvd.
Saint Paul, MN 55102
651-266-9200

Item Number: 2024-568

Meeting Date: 6/10/2025

Sponsor: County Manager's Office

Title

Agenda of June 10, 2025 is Presented for Approval

Recommendation

Approve the agenda of June 10, 2025.

Board of Commissioners

Request for Board Action

Item Number: 2024-573

Meeting Date: 6/10/2025

Sponsor: County Manager's Office

Title

Minutes from June 3, 2025 are Presented for Approval

Recommendation

Approve the June 3, 2025 Minutes.

Attachments

1. June 3, 2025 Minutes.

Board of Commissioners Minutes

June 3, 2025 - 9 a.m.

Council Chambers - Courthouse Room 300

The Ramsey County Board of Commissioners met in regular session at 9:04 a.m. with the following members present: Jebens-Singh, McGuire, McMurtrey, Miller, Xiong and Chair Ortega. Commissioner Moran was absent. Also present were Ling Becker, County Manager, and Jada Lewis, Civil Division Director, Ramsey County Attorney's Office.

ROLL CALL

Present: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong
Absent: Moran

PLEDGE OF ALLEGIANCE

LAND ACKNOWLEDGEMENT

Presented by Commissioner Xiong.

1. Agenda of June 3, 2025 is Presented for Approval [2025-216](#)

Sponsors: County Manager's Office

Approve the agenda of June 3, 2025.

Motion by Jebens-Singh, seconded by McGuire. Motion passed.

Aye: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong

Absent: Moran

2. Minutes from May 27, 2025 are Presented for Approval [2024-572](#)

Sponsors: County Manager's Office

Approve the May 27, 2025 Minutes.

Motion by Xiong, seconded by Miller. Motion passed.

Aye: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong

Absent: Moran

PUBLIC HEARING

3. Public Hearing: Use of County Transportation Sales and Use Tax Funds [2025-203](#)

Sponsors: Public Works

Hold a Public Hearing to afford the public an opportunity to comment on revisions to the list of projects eligible for County Transportation Sales and Use Tax Funding and approve a list of eligible projects for Ramsey County Transportation Sales and Use Tax funding.

Chair Ortega opened the public hearing at 9:07 a.m. There were nine speakers who shared their public testimony, which can be accessed via the archived video. The chair called three

times for additional public comments. Hearing none, the chair closed the public hearing at 9:33 a.m.

ORDINANCE PROCEDURES

4. Proposed Ramsey County Commissioner's Salary Ordinance for 2026 - Waive First Reading and Set Public Hearing Date [2025-187](#)

Sponsors: Human Resources

1. Waive the First Reading of the proposed Ramsey County Commissioner's Salary Ordinance for 2026.
2. Set the Public Hearing date of June 24, 2025 at 9 a.m. or as soon as possible thereafter, in the Council Chambers, third floor of Ramsey County Courthouse - 15 West Kellogg Boulevard, Saint Paul, MN 55102 to afford the public an opportunity to comment on the proposed Ramsey County Commissioner's Salary Ordinance for 2026.

Motion by McGuire, seconded by Xiong. Motion passed.

Aye: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong

Absent: Moran

Resolution: B2025-105

ADMINISTRATIVE ITEMS

5. 2025 Single Source Agreements with Community Clinics for Healthcare Services [2025-082](#)

Sponsors: Public Health

1. Approve agreements with the following community clinics for health care to low-income, uninsured and under-insured residents of Ramsey County, for the period from June 3, 2025 through December 31, 2025, with the option to renew for up to four one-year periods, in accordance with the annual rates established in the agreements:
 - a. Face to Face Health and Counseling Service, Inc., 1165 Arcade Street, Saint Paul, MN 55106, in an amount not to exceed \$35,190;
 - b. Open Cities Health Center, Inc., 409 North Dunlap, Saint Paul, MN 55104, and 916 Rice Street, Saint Paul, MN 55117, in an amount not to exceed \$189,555;
 - c. Riverland Community Health (formerly United Family Medicine) 1026 West Seventh Street, Saint Paul, MN 55102, in an amount not to exceed \$109,726 and
 - d. West Side Community Health Services dba Minnesota Community Care, 153 Cesar Chavez Street, Saint Paul, MN 55107, in an amount not to exceed \$415,978.
2. Authorize the Chair and Chief Clerk to execute the agreements.
3. Authorize the County Manager to approve amendments to agreements in accordance with the county's procurement policies and procedures, provided the amounts are within the limits of available funding.

Motion by Xiong, seconded by Miller. Motion passed.

Aye: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong

Absent: Moran

Resolution: B2025-106

6. 2025 Single Source Agreements for Block Nurse Programs [2025-083](#)

Sponsors: Public Health

1. Approve the Agreement with Living At Home Network, 1376 Hoyt Avenue West, Saint Paul, Minnesota 55108, for funds to be used for local services to persons 65 and older and neighborhood program administration for the period June 3, 2025 through December 31, 2025, with the option to renew for up to four one-year periods, in accordance with the annual rates established in the agreement of up to \$180,000.
2. Approve the Agreement with Roseville Area Schools ISD 623, 1251 County Road B-2 West, Roseville, Minnesota 55113, for funds to be used for local services to persons 65 and older and neighborhood program administration for the period June 3, 2025 through December 31, 2025, with the option to renew for up to four one-year periods, in accordance with the annual rates established in the agreement of up to \$11,250.
3. Authorize the Chair and Chief Clerk to execute the agreements.
4. Authorize the County Manager to approve amendments to agreements in accordance with the county's procurement policies and procedures, provided the amounts are within the limits of available funding.

Motion by Xiong, seconded by Miller. Motion passed.

Aye: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong

Absent: Moran

Resolution: B2025-107

7. Proposed Changes and Additions to Public Health Fees [2025-169](#)

Sponsors: Public Health

Approve proposed changes and additions to Public Health fees for client services, vaccines, medications and individual and group education.

Motion by Xiong, seconded by Miller. Motion passed.

Aye: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong

Absent: Moran

Resolution: B2025-108

8. Lease Agreement with Sisu Foundation for Storage at Long Lake Regional Park [2025-179](#)

Sponsors: Parks & Recreation

1. Approve the lease agreement with Sisu Foundation DBA Endurance United, 713 Minnehaha Ave East, Suite 216, St. Paul MN 55106, in Long Lake Regional Park Aquatics Building, 1500 OLD HIGHWAY 8, NEW BRIGHTON MN 55112-1835, for the period of upon execution through December 31, 2029, in the amount of \$2,640 per annum.
2. Authorize the Chair and Chief Clerk to execute the lease agreement.
3. Authorize the County Manager to execute amendments that do not have a financial impact.

Motion by Xiong, seconded by Miller. Motion passed.

Aye: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong

Absent: Moran

Resolution: B2025-109

9. Memorandum of Understanding with the State of Minnesota Second Judicial District for Project Work Orders [2025-195](#)

Sponsors: Property Management

1. Approve the Memorandum of Understanding with the State of Minnesota, through its Second Judicial District, 15 West Kellogg Boulevard, Saint Paul, MN 55102, for county

provided facility improvement, modification and renovation services for the period upon execution through June 30, 2027, and for a total amount not to exceed \$499,999.

2. Authorize the Chair and Chief Clerk to execute the Memorandum of Understanding.

Motion by Xiong, seconded by Miller. Motion passed.

Aye: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong

Absent: Moran

Resolution: B2025-110

10. Approval of the All-Abilities 2050 Transportation Plan

[2025-180](#)

Sponsors: Public Works

Approve the All-Abilities 2050 Transportation Plan.

Motion by Xiong, seconded by Miller. Motion passed.

Aye: Jebens-Singh, McGuire, McMurtrey, Miller, Ortega, and Xiong

Absent: Moran

Resolution: B2025-111

PRESENTATION

11. Putting Well-being and Community at the Center of Justice System Transformation

[2025-223](#)

Sponsors: Community Corrections

None. For information and discussion only.

Presented by Alex Kotze, Interim Deputy County Manager of Health and Wellness; Liz Reetz, Deputy Director of Health and Wellness ; Ed Hauck, Ramsey County Community Corrections. Discussion can be found on archived video.

LEGISLATIVE UPDATE

Presented by Commissioner McGuire. Discussion can be found on archived video.

COUNTY CONNECTIONS

Presented by County Manager, Ling Becker. Discussion can be found on archived video.

OUTSIDE BOARD AND COMMITTEE REPORTS

Discussion can be found on archived video.

BOARD CHAIR UPDATE

Presented by Chair Ortega. Discussion can be found on archived video.

ADJOURNMENT

Chair Ortega declared the meeting adjourned at 10:29 a.m.



Board of Commissioners

Request for Board Action

15 West Kellogg Blvd.
Saint Paul, MN 55102
651-266-9200

Item Number: 2025-233

Meeting Date: 7/8/2025

Sponsor: Human Resources

Title

Proclamation: PRIDE Month Proclamation

Attachments

1. Proclamation

Proclamation

WHEREAS, The month of June is recognized internationally as PRIDE Month to commemorate the Stonewall Riots in June 1969, which sparked the Gay Rights liberation movement; and

WHEREAS, The United States, with its constitutional protections of liberty, continues to provide a foundation for LGBTQIA+ communities to thrive with purpose and promise; and

WHEREAS, Ramsey County has been advancing equity and inclusivity by embedding policies, training, and resources to foster workplaces where LGBTQIA2S+ employees and community members feel respected in their authenticity and supported in their well-being; and

WHEREAS, Ramsey County employs over 4,000 individuals whose diverse identities—including race, ethnicity, gender, sexual orientation, age, ability, and lived experiences—contribute to a stronger, more vibrant workforce; and

WHEREAS, Ramsey County remains steadfast in its commitment to fostering inclusivity, equity, and belonging, especially in times of uncertainty, and recognizes that in the face of growing national attacks on civil rights and access to gender-affirming systems of support and care, such inclusive practices are more essential than ever; and

WHEREAS, The PRIDE: LGBTQIA2S+ Employee Resource Group, established in 2023, promotes a safe and inclusive workplace culture through sponsored trainings, networking, and the Pronoun Normalization Campaign; and

WHEREAS, Ramsey County acknowledges the critical role of Employee Resource Groups in advancing equity within the organizational culture, providing spaces of support, and ensuring all employees have the opportunity to thrive; Now, Therefore, Be It

PROCLAIMED, The Ramsey County Board of Commissioners declares June 2025, as PRIDE Month in Ramsey County and encourages all residents, employees, and community members to celebrate PRIDE Month in the spirit of love, acceptance, and unity.



Rafael Ortega, Board Chair, District 5



Tara Jebens-Singh, Commissioner, District 1



Mary Jo McGuire, Commissioner, District 2



Garrison McMurtrey, Commissioner, District 3



Rena Moran, Commissioner, District 4



Mai Chong Xiong, Commissioner, District 6



Kelly Miller, Commissioner, District 7



Ling Becker, County Manager

Board of Commissioners

Request for Board Action

Item Number: 2025-235

Meeting Date: 6/10/2025

Sponsor: Human Resources

Title

Appointments to the Personnel Review Board

Recommendation

1. Appoint Charles Tyler to the Personnel Review Board for a four-year term beginning June 10, 2025 and ending August 1, 2029; and
2. Appoint Sara Beckstrand (Incumbent) to the Personnel Review Board for a four-year term beginning August 1, 2025 and ending August 1, 2029.

Background and Rationale

The Personnel Review Board hears disciplinary appeals by veterans relating to discharge or suspension; reviews disciplinary appeals after an administrative law judge has heard them; hears non-disciplinary appeals; and may review the Human Resources department services procedures and practices as directed by the Ramsey County Board. The Personnel Review Board consists of seven members who can serve a total of two four-year terms (eight years total).

There are currently two vacancies on the Personnel Review Board. On April 22, 2025, the applications were forwarded to the Ramsey County Board of Commissioners for review. Between May 5, 2025 and June 2, 2025, commissioners interviewed the applicants for final recommendations.

County Goals (Check those advanced by Action)

☐ Well-being ☐ Prosperity ☒ Opportunity ☐ Accountability

Racial Equity Impact

Eligibility for appointment on the Personnel Review Board requires the appointee to be a resident of Ramsey County. The district in which an appointee resides is considered in an effort to have the makeup of the Personnel Review Board reflect the geographic diversity of Ramsey County. Human Resources is committed to continued efforts to recruit and diversify Personnel Review Board membership to reflect the county's demographic diversity.

Community Participation Level and Impact

Human Resources is committed to continued efforts to recruit and diversify Personnel Review Board memberships. Recruitment of vacancies were shared through existing members, Ramsey County's social media platforms, staff and community distribution lists, as well as Ramsey County Commissioners. Appointment of community members to the Personnel Review Board helps to reflect the expectations of our residents in the employment matters brought before the body; it creates opportunity to share information and increase the level of understanding about employment with Ramsey County through review, deliberation and discussion of various employment matters.

☒ Inform ☐ Consult ☒ Involve ☐ Collaborate ☐ Empower

Fiscal Impact

Personnel Review Board members are paid a \$50 per diem to offset out-of-pocket expenses, which typically is under \$500 annually. Funds are available in Human Resources operating budget.

Last Previous Action

On May 7, 2024, the Ramsey County Board appointed Beverly Farraher and Jeff Stephenson to the Personnel Review Board for a term ending on August 1, 2028 (Resolution B2024-073).

Attachments

1. Personnel Review Board Membership Roster

Ramsey County

Personnel Review Board

Board Roster

Sara Beckstrand

1st Term Oct 26, 2021 - Aug 01, 2025

Appointing Resolution B2021-233

Angela S Nalezny

2nd Term Aug 23, 2022 - Aug 01, 2026

Appointing Resolution B2022-439

Heidi H Miller

1st Term Jul 12, 2022 - Aug 01, 2026

Appointing Resolution B2022-172

Beth Belle Isle

1st Term Feb 08, 2022 - Aug 01, 2026

Appointing Resolution B2022-051

Jeff Stephenson

1st Term May 07, 2024 - Aug 01, 2028

Appointing Resolution B2024-073

Beverly Farraher

1st Term May 07, 2024 - Aug 01, 2028

Appointing Resolution B2024-073

Vacancy

Board of Commissioners

Request for Board Action

Item Number: 2025-229

Meeting Date: 6/10/2025

Sponsor: Public Health

Title

Appointments to the Community Health Services Advisory Committee

Recommendation

Appoint the following individuals to the Community Health Services Advisory Committee as follows:

Partial appointment terms to begin June 24, 2025 and end June 23, 2026:

- District 1 Joey Best
- District 1 Rebecca Schoenecker
- District 2 Alicia House
- District 2 Shannon Ruth-leigh
- District 5 Kayla Nance
- District 5 Krista Hutchinson

Appointment terms to begin June 24, 2025 and end June 29, 2027:

- District 1 Hongyi Lan
- District 2 Aisha Ellis
- District 2 Maureen Carlyle
- District 3 Mubina Qureshi
- District 5 Ogden Rodgers
- District 6 Nancy Vang

Background and Rationale

The Saint Paul - Ramsey County Community Health Services Advisory Committee (CHSAC) advises the Ramsey County Board of Commissioners and Saint Paul Mayor and City Council on issues related to public health. The CHSAC members attend monthly meetings, which consist of presentations and discussions focused on current public health issues, which may include:

- Identifying priority public health issues based on data, community engagement, professional knowledge and lived experiences. These priority issues provide guidance related to programs and services, action teams and budgetary allocation.
- Working with the department on the development and implementation of the Strategic Plan and Community Health Improvement Plan.
- Serving on department committees such as the Ethics Committee, or panels to review grant applications, public health award recipients, etc.
- Assisting the department in various stages of interview process to fill vacant staff positions.
- Connecting the department to communities, resources, data and insights related to a current or upcoming issue.
- Providing policy recommendations to elected officials on public health issues, such as youth tobacco use and breastfeeding friendly workplaces.

The CHSAC has a total of 13 seats. Appointment terms are two years and staggered 50% each year. There are currently 13 vacancies. Recruitment through the county's open appointment process resulted in 17 applications. Commissioners hold interviews with applicants for the opportunity to engage with and learn more about the applicant beyond the online application. On April 22, 2025, commissioners received applications and conducted interviews between May 5, 2025 and June 2, 2025 before providing final recommendations.

County Goals (Check those advanced by Action)

☐ Well-being ☒ Prosperity ☒ Opportunity ☒ Accountability

Racial Equity Impact

CHSAC members have a variety of lived experiences, knowledge and skills that are important as we work to address racial and ethnic-based health disparities and inequities that continue to exist in Ramsey County. The CHSAC provides critical direction on the department's strategic plan and community health priorities both of which elevate and address racial and ethnic based health disparities and inequities that have been identified through the community health assessment, ongoing data collection, analysis and community engagement. The CHSAC will work in partnership with the county to ensure that racial and health equity remains a central focus creating a better future, where all are valued and thrive.

Community Participation Level and Impact

Members selected to the CHSAC provide a critical connection to the Saint Paul and Ramsey County community, bringing their diverse lived experience and knowledge to advise on health issues, priorities and policies.

☒ Inform ☒ Consult ☒ Involve ☐ Collaborate ☐ Empower

Fiscal Impact

In 2022, Ramsey County began offering compensation for residents serving on formal advisory boards. CHSAC members have an opportunity to opt-in for a monthly \$25 gift card attendance compensation. Advisory board compensation comes from the Ramsey County Community Engagement Fund.

Last Previous Action

On November 28, 2023 the Ramsey County Board appointed Alyssa Skar to the Community Health Services Advisory Committee (Resolution B2023-213).

Attachments

1. Community Health Services Advisory Committee Membership Roster

□

Ramsey County

Community Health Services Advisory Committee
(CHSAC)

Board Roster

- Alyssa Skar

1st Term

Nov 28, 2023 - Nov 26, 2025

Appointing Resolution B2023-213

- Margaret Treichel

1st Term

Sep 05, 2023 - Jun 26, 2025

Appointing Resolution B2023-142

- Nicole Muzzy

1st Term

Sep 05, 2023 - Jun 26, 2025

Appointing Resolution B2023-142

- Ogden Rogers, Ph.d., Licsw

1st Term

Sep 05, 2023 - Jun 26, 2025

Appointing Resolution B2023-142

- Vacancy

- Vacancy

- Vacancy

- Vacancy

□ **Vacancy**

□ **Vacancy**

□ **Vacancy**

□ **Vacancy**

□ **Vacancy**

Board of Commissioners

Request for Board Action

Item Number: 2025-234

Meeting Date: 6/10/2025

Sponsor: Parks & Recreation

Title

Appointments to the Parks and Recreation Commission

Recommendation

1. Appoint the following individuals to the Parks and Recreation Commission for a term beginning June 10, 2025, and ending June 6, 2028.
 - Jordan Nelson
 - Alison Long
 - Thomas Lemke
2. Appoint the following individuals to the Parks and Recreation Commission for a term beginning June 10, 2025, and ending June 8, 2027.
 - Vanessa Agudo
 - Han Zhang

Background and Rationale

The Parks & Recreation Commission serves as an advisory group to the Parks and Recreation Department leadership. Members of the Parks Commission serve as valuable community liaisons, and provide insights on park projects, policy, racial equity and community engagement efforts. Feedback and ideas are incorporated into development projects and help connect park staff to community. Members' familiarity with the county's parks and recreation system offers a deep and rich conversation about the direction of the department. The Parks Commission has a total of 9 seats.

There are currently five vacancies on the Parks & Recreation Commission. There was a total of seven applications, one of which was from an incumbent. On April 22, 2025, the applications were forwarded to an interview panel, which consisted of three Ramsey County commissioners. The interview panel reviewed the applications and interviews took place between May 5, 2025 and June 2, 2025.

County Goals (Check those advanced by Action)

☐ Well-being ☒ Prosperity ☒ Opportunity ☒ Accountability

Racial Equity Impact

In addition to the usual recruitment for advisory committee vacancies through GovDelivery, word of mouth by advisory committee members, staff, and the board, the vacancies and application was promoted through an email listserv reaching numerous diverse organizations and networks. The recruitment process utilized the county's social media accounts and website. This extended promotion process is a step towards better outreach to more racially diverse and underrepresented voices that are often missed. Furthermore, the application for these vacancies was updated to focus more on the lived experiences and knowledge and skills a resident may bring along with an optional section to insert demographics to ensure we are reaching new and diverse candidates.

Community Participation Level and Impact

Participation by and input from community members appointed to advisory groups helps to shape and improve programs and services for the community, share information and increase the level of understanding through discussion, dialogue, and engagement.

☒ Inform ☒ Consult ☒ Involve ☒ Collaborate ☐ Empower

Fiscal Impact

In 2022, Ramsey County began offering compensation for residents serving on formal advisory boards. Members of the Parks & Recreation Commission have the opportunity to opt-in for a monthly \$25 gift card attendance compensation. Advisory board compensation comes from the Community Engagement Fund.

Last Previous Action

On May 7, 2024, the Ramsey County Board of Commissioners appointed Harold Harvey, Brian Tempas and Gregory Williams to the Parks & Recreation Commission for a term ending June 2, 2027 (Resolution B2024-075).

Attachments

1. Parks and Recreation Commission Membership Roster

Ramsey County

Parks and Recreation
Commission

Board Roster

Mike Sachi

1st TermJun 06, 2023 - Jun 04, 2026

Appointing Resolution B2023-083

Reier Erickson

1st TermSep 05, 2023 - Jun 04, 2026

Appointing Resolution B2023-141

Brian Tempas

6th TermJun 02, 2024 - Jun 02, 2027

Appointing Resolution B2024-075

Vacancy

Vacancy

Vacancy

Vacancy

Vacancy

Vacancy

Board of Commissioners

Request for Board Action

Item Number: 2025-219

Meeting Date: 6/10/2025

Sponsor: Parks & Recreation

Title

Project Account for Paddle Share Program

Recommendation

Authorize the County Manager to establish a project budget for the Paddle Share Program in the Parks and Recreation Department.

Background and Rationale

Kayaking allows residents the opportunity to immerse in the natural world, observe wildlife, and recreate, receiving the physical and mental wellness benefits that the activity offers. In 2024, the county contracted with a company, Rent Fun LLC., to offer self-service kayak stations at five locations throughout the regional park system: Vadnais-Snail Regional Park, Long Lake Regional Park, Tony Schmidt Regional Park (Lake Johanna), Keller Regional Park - Spoon Lake, and Bald Eagle-Otter Lakes Regional Park. Parks Legacy funds were used to install six stations at a cost of \$15,000 each. The revenue from these stations is expected to be \$5,000-\$7,000 per year. The revenue will be used to expand kayak offerings to more park locations which will increase the ability for all residents to enjoy this healthy activity. Through collaboration with Finance, it was determined that establishing a project budget is the best way to collect the revenue from multiple years to install new stations and maintain this new Ramsey County Park amenity.

County Goals (Check those advanced by Action)

☒ Well-being ☐ Prosperity ☒ Opportunity ☐ Accountability

Racial Equity Impact

Many factors can limit residents access to lakes and lake-related resources. Cultural factors influence the ways in which people of differing racial identities navigate and participate in outdoor recreation. Kayaks provide introductory paddling experiences to residents at a reasonable cost, allowing access to a previously inaccessible amenity. Parks offers discounted kayak rentals to groups that serve residents of racially and ethnically diverse backgrounds. Learning paddling techniques and navigating on the water can be a rewarding challenge that builds confidence and resilience.

Community Participation Level and Impact

The Ramsey County Parks Commission was presented the Paddle Share Program on May 8, 2024 with positive feedback.

☒ Inform ☒ Consult ☐ Involve ☐ Collaborate ☐ Empower

Fiscal Impact

Revenue from this self-service rental station program was not included in the operating budget. Establishing a project budget will allow Parks to use collected revenue to grow and maintain the program sustainably.

Last Previous Action

None.

Attachments

1. Revenue Contract



Ramsey County Contract Summary

Contract Number: PRK144

Contractor Name: RENT FUN LLC
Vendor ID: 0000229010
SBE SVN/DUNS ID/MN VA:

Department: Parks & Recreation

Contract Authority/Resolution: 3.40.27c
Resolution #:

Good/Service Type: Professional Services

Contract Description: Self-service recreational watercraft rentals at six Parks & Recreation sites.

Contract Type: Rate Setting

Funding Notes (Optional):

Original Contract Begin Date: April 22, 2024
Original Contract End Date: April 21, 2026

Comments:



Professional Services Agreement

This is an Agreement between Ramsey County, a political subdivision of the State of Minnesota, on behalf of Parks & Recreation, 2015 Van Dyke Street, Maplewood, MN 55109 ("County") and Rent Fun LLC, 120 West Main Street, Suite 300, Northville, MI 48167, registered as a Limited Liability Company in the State of Minnesota ("Contractor").

1. Term

1.1.

The original term of this Agreement shall be from April 22, 2024 through April 21, 2026 and may be renewed for up to three (3) additional one year period(s).

The full term of this agreement (including renewals) is 5 year(s), 0 month(s) and 0 day(s).

1.1.1.

Contract renewals shall be made by way of a written Amendment to the original contract and signed by authorized representatives.

2. Scope of Service

The County agrees to purchase, and the Contractor agrees to furnish, services described as follows:

2.1.

A. Contractor shall provide self-service recreational watercraft rental lockers to these six (6) locations:

- a) Keller Regional Park – Spoon Lake
 - o 2395 Keller Pkwy, Maplewood, MN 55109
- b) Long Lake Regional Park
 - o 1500 Old Highway 8, New Brighton, MN 55112
- c) McCarrons County Park
 - o 1795 North Rice St, Roseville, MN 55113
- d) Tony Schmidt Regional Park
 - o 3500 Lake Johanna Blvd, Arden Hills, MN 55112
- e) Vadnais-Snail Regional Park
 - o 4191 Snail Lake Blvd, Shoreview, MN 55126
- f) Vadnais Regional Park – Grass Lake
 - o 500 Gramsie Rd, Shoreview, MN 55126

B. Contractor shall provide all necessary labor, materials, equipment, and supervision for a complete, fully operational self-service kayak rental program, including but not limited to:

- a) 4-unit fully enclosed smart locker rental stations for kayaks per location;
- b) Mobile application for rental reservation and payment;
- c) Mobile application-controlled lock for each kayak locker;
- d) Mobile application-based electronic user waivers;
- e) Initial installation of lockers, including electrical and low-voltage connections
- f) Repair or replacement of broken or damaged kayaks, life jackets paddles, and/or lockers throughout the life of the contract
- g) System shall "go-live" no later than July 1, 2024 as long as there is a fully executed contract in place by April 30, 2024.

C. Contractor shall establish cellular-based internet/network connection to the 6 locations included listed above.

D. Contractor shall provide a mobile application and shall include, but is not limited to:

- a) Technical description of mobile application
- b) Cellular (or similar) connectivity details
- c) Payment processing details
- d) Application security specifications
- e) Mobile application end user support
- f) Ongoing maintenance and support
- g) Data and reporting capabilities

2.2. Order of Governance

If a conflict occurs between the terms of this Professional Services Agreement and any terms in any of the attachments, the terms of this Professional Services Agreement shall prevail. For the avoidance of doubt, the order of governance shall be:

- A. Professional Services Agreement (“PSA”)
- B. Exhibit A – Hosting Security Exhibit
- C. RFQ Solicitation RFQ-PRK23712-0-2024/KB
- D. Contractor’s Proposal Response, dated December 21, 2023

2.3.

The Contractor, mobile application, and services will comply with the County’s Hosting and/or Cloud Services and Security Standards which is attached and incorporated into this Agreement as Exhibit A.

2.4.

During the term of the contract, the County reserves the right to add similar in scope goods/services, via written amendment, to accommodate accidental omissions, unanticipated needs, or new offerings.

2.5.

The Contractor shall make every reasonable effort to provide services in a universally accessible, multi-cultural and/or multi-lingual manner to persons of diverse populations.

2.6.

The Contractor agrees to furnish the County with additional programmatic and financial information it reasonably requires for effective monitoring of services. Such information shall be furnished within a reasonable period, set by the County, upon request.

3. Schedule

The Contractor shall provide services as and if requested by the County, it being understood that the County might not purchase any services under this Agreement.

4. Cost

4.1.

The County shall pay the Contractor the following unit rates:

One time activation fee \$90,000 (\$15,000 x 6 locations)

Includes installation and activation of 4-unit smart locker at each location, fully equipped with Kayaks / paddleboards / lifejackets / paddle; locker signage.

Revenue Share: \$35 per 3-hour rental - County shall receive up to 50% of gross revenue less

any fees due or paid to the Payment Processor as a result of collection of fees and the direct cost of any non-standard repairs to include, but not limited to moving the kiosk to a new location or damage to the locker or equipment due to natural disasters or negligence of the customer.

5. Special Conditions

5.1. Tennessean Warning Notice

Contractor shall provide a Tennessean Warning when collecting private data, including Social Recreational Data as defined in Section 13.548 of the Minnesota Government Data Practices Act. More information is available at: [Tennessean Warning Notice / Data Practices Office \(mn.gov\)](https://www.mn.gov/tennessean-warning-notice).

A webpage and link on the Contractor's Website that references Ramsey County shall be to the satisfaction of the Parks and Recreation department.

5.2. Rental Station Services and Obligations

Contractor supplies and services recreational equipment sharing programs that utilize recreational equipment, physical storage and Bluetooth and cellular locking technology to allow the equipment to be rented, paid for, and locked and unlocked by users with a mobile app (collectively, the "Rental Station Services").

5.2.1. Equipment & Initial Launch

Contractor will make available for rent Kayak Rental Station Services, as collectively defined in this section and 2.4 Scope of Services. When not in use, all equipment shall be stored in a tamper-proof locker provided, maintained, and installed by Contractor. The locker shall include individual storage units suitable to store each kayak and/or paddleboard and associated lifejackets and paddles. Each storage unit shall be secured by an app-controlled cellular lock, provided and maintained by Contractor.

5.2.2. Mobile End User Support

Contractor shall provide technical support services to mobile application end users of its equipment to resolve billing issues, technical issues, and general inquiries. Contractor shall provide live support to end users via live chat and/or phone from 4:00 AM to 11:59 PM, seven days per week.

5.2.3. Equipment Maintenance

Contractor will provide ongoing maintenance per the Contractor proposal dated December 21, 2023 and Contractor's maintenance personnel will visit the 6 Locations, described in the Scope of Services, as needed to perform general maintenance and cleaning of all equipment to ensure that all equipment is in good repair and condition for use. In the event a safety or maintenance issue is discovered on any equipment available for rent, such equipment shall be made unavailable to users and shall be removed and repaired before it is put back into service.

5.2.4. Mobile App Availability

A. The mobile app solution must have system availability greater than 99% outside of any disclosed route maintenance downtime with a clearly defined release schedule for solution

updates and detailed documentation of application changes and a clearly defined quality testing plan of all new functionality.

B. During the term of the Agreement, the Contractor will provide standard technical support. Said support shall include direct phone support, web-enabled support and e-mail support or other channels as appropriate to mobile application end users.

C. The Contractor commits to maintaining service availability levels for the Rent Fun mobile app and equipment related to the self-service kayak rental system with the IoT-enabled devices via cellular network connections, consistent with commercially reasonable standards for the software service provided under this Agreement based on industry best practices for equipment sharing programs. County acknowledges and understands that the successful operation of the Rent Fun mobile app requires end-users to have cell phone coverage at the point of use and Rent Fun is not responsible for any outages cause by the user's third-party cellular service providers.

6. Contracting for Equity

6.1. Commitment to Advancing Racial Equity

The county is committed to advancing racial equity for its residents. The commitment is captured in the county's Advancing Racial Equity policy which states that "Racial equity is achieved when race can no longer be used to predict life outcomes, and outcomes for all are improved."

Consistent with the Advancing Racial Equity policy, contractors will take all reasonable measures to advance racial equity during contract performance. Contractors will recognize and acknowledge this requires deconstructing barriers and changing systems, structures, policies and procedures. Contractors will be equitable, inclusive, transparent, respectful and impactful in serving and engaging residents. Contractors will have meaningful and authentic engagement with community and employees to strengthen the administration, development and implementation of policies and procedures to advance racial equity and ensure that all residents in need have awareness of and access to contracted services.

Please review Ramsey County's [Advancing Racial Equity policy](#) to learn more about Ramsey County's commitment to racial equity.

6.2. Non-Discrimination (In accordance with Minn. Stat. § 181.59)

Contractors will comply with the provisions of Minn. Stat. § 181.59 which require:

"Every contract for or on behalf of the state of Minnesota, or any county, city, town, township, school, school district, or any other district in the state, for materials, supplies, or construction shall contain provisions by which the contractor agrees:

(1) that, in the hiring of common or skilled labor for the performance of any work under any contract, or any subcontract, no contractor, material supplier, or vendor, shall, by reason of race, creed, or color, discriminate against the person or persons who are citizens of the United States or resident aliens who are qualified and available to perform the work to which the employment relates;

(2) that no contractor, material supplier, or vendor, shall, in any manner, discriminate against, or intimidate, or prevent the employment of any person or persons identified in clause (1) of this section, or on being hired, prevent, or conspire to prevent, the person or persons from the performance of work under any contract on account of race, creed, or color;

(3) that a violation of this section is a misdemeanor; and

(4) that this contract may be canceled or terminated by the state, county, city, town, school board, or any other person authorized to grant the contracts for employment, and all money due, or to become due under the contract, may be forfeited for a second or any subsequent violation of the terms or conditions of this contract."

6.3. Equal Employment Opportunity and Civil Rights

6.3.1.

Contractors agree that no person shall, on the grounds of race, color, religion, age, sex, sexual orientation, disability, marital status, public assistance status, criminal record (subject to the exceptions contained in Minn. Stat. §§299C.67 to 299C.71 and Minn. Stat. §144.057), creed or national origin, be excluded from full employment rights in, participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program, service, or activity under the provisions of any and all applicable federal and state laws against discrimination, including the Civil Rights Act of 1964. Contractors will furnish all information and reports required by the county or by Executive Order No. 11246 as amended, and by the rules and regulations and orders of the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

6.3.2.

Contractors shall comply with any applicable licensing requirements of the Minnesota Department of Human Services in employment of personnel.

6.3.3.

Contractors shall agree that no qualified individual with a disability as defined by the Americans with Disabilities Act, 42 U.S.C. §§12101-12213 or qualified handicapped person, as defined by United States Department of Health and Human Services regulations, Title 45 Part 84.3 (j) and (k) which implements Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. §794, under Executive Order No. 11914 (41FR17871, April 28, 1976) shall be:

6.3.3.1.

Denied access to or opportunity to participate in or receive benefits from any service offered by contractors under the terms and provisions of this agreement; nor

6.3.3.2.

Subject to discrimination in employment under any program or activity related to the services provided by contractors.

6.3.3.3.

If it is discovered that a contractor is not in compliance with applicable regulations as warranted, or if the contractor engages in any discriminatory practices, as described above, then the county may cancel said agreement as provided by the cancellation clause of this agreement.

6.4. Diverse Workforce Inclusion Resources

For information and assistance in increasing the participation of women and minorities, contractors are encouraged to access the websites below:

1. <http://www.ramseycounty.us/jobconnect>
2. <http://www.ramseycounty.us/constructionconnect>

Job Connect and the Construction Connect provide a recruiting source for employers and contractors to post job openings and source diverse candidates.

Ramsey County's Job Connect links job seekers, employers and workforce professionals together through our website, networking events and community outreach. The network includes over 10,000 subscribed job seekers ranging from entry-level to highly skilled and experienced professionals across a broad spectrum of industries.

Employers participate in the network by posting open jobs, meeting with workforce professionals and attending hiring events. Over 200 Twin Cities community agencies, all working with job seekers, participate in the network.

Ramsey County's Construction Connect is an online and in-person network dedicated to the construction industry. Construction Connect connects contractors and job seekers with employment opportunities, community resources and skills training related to the construction industry. Construction Connect is a tool for contractors to help meet diversity hiring goals. Additional assistance is available through askworkforcesolutions@ramseycounty.us or by calling 651-266-9890.

7. General Contract/Agreement Terms and Conditions

7.1. Payment

7.1.1.

No payment will be made until the invoice has been approved by the County.

7.1.2.

Payments shall be made when the materials/services have been received in accordance with the provisions of the resulting contract.

7.2. Application for Payments

7.2.1.

The Contractor shall submit an invoice as mutually agreed upon by Contractor and the County.

7.2.2.

Invoices for any goods or services not identified in this Agreement will be disallowed.

7.2.3.

Each application for payment shall contain the order/contract number, an itemized list of goods or services furnished and dates of services provided, cost per item or service, and total invoice amount.

7.2.4.

Payment shall be made within thirty-five (35) calendar days after the date of receipt of a detailed invoice and verification of the charges. At no time will cumulative payments to the Contractor exceed the percentage of project completion, as determined by the County.

7.2.5.

Payment of interest and disputes regarding payment shall be governed by the provisions of Minnesota Statutes §471.425.

7.2.6.

The Contractor shall pay any subcontractor within ten days of the Contractor's receipt of payment from the County for undisputed services provided by the subcontractor. The Contractor shall pay interest of 1 1/2 percent per month or any part of a month to the

subcontractor on any undisputed amount not paid on time to the subcontractor. The minimum monthly interest penalty payment for an unpaid balance of \$100.00 or more is \$10.00. For an unpaid balance of less than \$100.00, the Contractor shall pay the actual penalty due to the subcontractor. A subcontractor who prevails in a civil action to collect interest penalties from the Contractor must be awarded its costs and disbursements, including attorney's fees, incurred in bringing the action.

7.3. Independent Contractor

The Contractor is and shall remain an independent contractor throughout the term of this Agreement and nothing herein is intended to create, or shall be construed as creating, the relationship of partners or joint ventures between the parties or as constituting the Contractor as an employee of the County.

7.4. Successors, Subcontracting and Assignment

7.4.1.

The Contractor binds itself, its partners, successors, assigns and legal representatives to the County in respect to all covenants and obligations contained in this Agreement.

7.4.2.

The Contractor shall not assign or transfer any interest in this Agreement without prior written approval of the County and subject to such conditions and provisions as the County may deem necessary.

7.4.3.

The Contractor shall not enter into any subcontract for performance of any services under this Agreement without the prior written approval of the County. The Contractor shall be responsible for the performance of all subcontractors.

7.5. Compliance With Legal Requirements

7.5.1.

The Contractor shall comply with all applicable federal, state and local laws and the rules and regulations of any regulatory body acting thereunder and all licenses, certifications and other requirements necessary for the execution and completion of the contract.

7.5.2.

Unless otherwise provided in the agreement, the Contractor, at its own expense, shall secure and pay for all permits, fees, charges, duties, licenses, certifications, inspections, and other requirements and approvals necessary for the execution and completion of the contract, including registration to do business in Minnesota with the Secretary of State's Office.

7.6. Data Practices

7.6.1.

All data collected, created, received, maintained or disseminated for any purpose in the course of the Contractor's performance under this Agreement is subject to the provisions of the Minnesota Government Data Practices Act, Minn. Stat. Ch. 13, any other applicable state statutes, any state rules adopted to implement the Act and statutes, as well as federal statutes and regulations on data privacy.

7.6.2.

The Contractor designates Adam Greenstein as its Responsible Designee, pursuant to the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13.02 Subdivision 6, as the individual responsible for any set of data collected to be maintained by Contractor in the execution of this Agreement.

7.6.3.

The Contractor shall take all reasonable measures to secure the computers or any other storage devices in which County data is contained or which are used to access County data in the course of providing services under this Agreement. Access to County data shall be limited to those persons with a need to know for the provision of services by the Contractor. Except where client services or construction are provided, at the end of the Project all County data will be purged from the Contractor's computers and storage devices used for the Project and the Contractor shall give the County written verification that the data has been purged.

7.7. Security

7.7.1.

The Contractor is required to comply with all applicable Ramsey County Information Services Security Policies ("Policies"), as published and updated by Information Services Information Security. The Policies can be made available on request.

7.7.2.

Contractors shall report to Ramsey County any privacy or security incident regarding the information of which it becomes aware. "Security Incident" means the attempted or successful unauthorized access, use, disclosure, modification, or destruction of information or interference with System operations in an information system. "Privacy incident" means violation of the Minnesota Government Data Practices Act (MGDPA) and/or the HIPAA Privacy Rule (45 C.F.R. Part 164, Subpart E), including, but not limited to, improper and/or unauthorized use or disclosure of protected information, and incidents in which the confidentiality of the information maintained by it has been breached. This report must be in writing and sent to the County not more than 7 days after learning of such non-permitted use or disclosure. Such a report will at least: (1) Identify the nature of the non-permitted use or disclosure; (2) Identify the data used or disclosed; (3) Identify who made the non-permitted use or disclosure and who received the non-permitted or violating disclosure; (4) Identify what corrective action was taken or will be taken to prevent further non-permitted uses or disclosures; (5) Identify what was done or will be done to mitigate any deleterious effect of the non-permitted use or disclosure; and (6) Provide such other information, including any written documentation, as the County may reasonably request. The Contractor is responsible for notifying all affected individuals whose sensitive data may have been compromised as a result of the Security or Privacy incident.

7.7.3.

Contractors must ensure that any agents (including contractors and subcontractors), analysts, and others to whom it provides protected information, agree in writing to be bound by the same restrictions and conditions that apply to it with respect to such information.

7.7.4.

The County retains the right to inspect and review the Contractor's operations for potential risks to County operations or data. The review may include a review of the physical site, technical vulnerabilities testing, and an inspection of documentation such as security test results, IT audits, and disaster recovery plans.

7.7.5.

All County data and intellectual property stored in the Contractor's system is the exclusive property of the County.

7.8. Payment Card Industry (PCI) Compliance

7.8.1.

All Point of Interaction (POI) devices must meet the Payment Card Industry (PCI) PIN Transaction Security (PTS) requirements and be included in the PCI PIN transaction devices list. In order for these devices to transmit cardholder data on the Ramsey County network these devices must meet the PCI Point-To-Point Encryption (P2PE) standards.

7.9. Indemnification

The Contractor shall indemnify, hold harmless and defend the County, its officials, agents, and employees against any and all liability, losses, costs, damages, expenses, claims or actions, including reasonable attorney's fees, which the County, its officials, agents, or employees may hereafter sustain, incur or be required to pay, arising out of or by reason of any act or omission of the Contractor, or its subcontractors, and their officers, agents or employees, in the execution, performance, or failure to adequately perform the Contractor's obligations pursuant to this Agreement.

7.10. Contractor's Insurance

7.10.1.

The Contractor shall purchase and maintain such insurance as will protect the Contractor from claims which may arise out of, or result from, the Contractor's operations under this Agreement, whether such operations are by the Contractor or by any subcontractor, or by anyone directly employed by them, or by anyone for whose acts or omissions anyone of them may be liable.

7.10.2.

Throughout the term of this Agreement, the Contractor shall secure the following coverages and comply with all provisions noted. Certificates of Insurance shall be issued to the County contracting department evidencing such coverage to the County throughout the term of this Agreement.

7.10.3.

Commercial general liability of no less than \$1,000,000 per occurrence, \$2,000,000 general aggregate, \$2,000,000 products/completed operations total limit, \$1,000,000 personal injury and advertising liability.

7.10.3.1.

All policies shall be written on an occurrence basis using ISO form CG 00 01 or its equivalent. Coverage shall include contractual liability and XCU. Contractor will be required to provide proof of completed operations coverage for 3 years after substantial completion.

7.10.4. Workers' Compensation

Contractor certifies it is in compliance with Minnesota Statutes Ch. 176 (Workers' Compensation). The Contractor's employees, subcontractors and agents will not be considered County employees. Contractor must provide Workers' Compensation insurance for all its employees and, in case any work is subcontracted, Contractor will require the subcontractor to provide Workers' Compensation insurance in accordance with the statutory requirements of the State of Minnesota.

Required minimum limits of \$500,000/\$500,000/\$500,000. Any claims that may arise under Minnesota Statutes Ch. 176 on behalf of these employees, subcontractors or agents and any claims made by any third party as a consequence of any act or omission on the part of these employees, subcontractors or agents are in no way the County's obligation or responsibility.

If Minnesota Statute 176.041 exempts Contractor from Workers' Compensation insurance or if the Contractor has no employees in the State of Minnesota, Contractor must provide a written statement, signed by an authorized representative, indicating the qualifying exemption that excludes Contractor from the Minnesota Workers' Compensation requirements. If during the course of the contract the Contractor becomes eligible for Workers' Compensation, the Contractor must comply with the Workers' Compensation Insurance requirements herein and provide the County with a certificate of insurance.

7.10.5.

An umbrella or excess liability policy over primary liability insurance coverages is an acceptable method to provide the required commercial general liability and employer's liability insurance amounts. If provided to meet coverage requirements, the umbrella or excess liability policy must follow form of underlying coverages and be so noted on the required Certificate(s) of Insurance.

7.10.6.

The Contractor is required to add Ramsey County, its officials, employees, volunteers and agents as Additional Insured to the Contractor's Commercial General Liability, Auto Liability, Pollution and Umbrella policies with respect to liabilities caused in whole or part by Contractor's acts or omissions, or the acts or omissions of those acting on Contractor's behalf in the performance of the ongoing operations, services and completed operations of the Contractor under this Agreement. The coverage shall be primary and non-contributory.

7.10.7.

If the contractor is driving on behalf of the County but not transporting clients as part of the contractor's services under this contract, a minimum of \$500,000 combined single limit auto liability, including hired, owned and non-owned.

7.10.8.

The Contractor waives all rights against Ramsey County, its officials, employees, volunteers or agents for recovery of damages to the extent these damages are covered by the general liability, worker's compensation, and employers liability, automobile liability, professional liability and umbrella liability insurance required of the Contractor under this Agreement.

7.10.9.

These are minimum insurance requirements. It is the sole responsibility of the Contractor to determine the need for and to procure additional insurance which may be needed in connection with this Agreement. Copies of policies and/or certificates of insurance shall be submitted to the County upon written request and within 10 business days.

7.10.10.

Certificates shall specifically indicate if the policy is written with an admitted or non-admitted carrier. Best's Rating for the insurer shall be noted on the Certificate, and shall not be less than an A-.

7.10.11.

The Contractor shall not commence work until it has obtained the required insurance and if required by this Agreement, provided an acceptable Certificate of Insurance to the County.

7.10.12.

All Certificates of Insurance shall provide that the insurer give the County prior written notice of cancellation or non-renewal of the policy as required by the policy provisions of Minn. Stat. Ch. 60A, as applicable. Further, all Certificates of Insurance to evidence that insurer will provide at least ten (10) days written notice to County for cancellation due to non-payment of premium.

7.10.13.

Nothing in this Agreement shall constitute a waiver by the County of any statutory or common law immunities, defenses, limits, or exceptions on liability.

7.11. Audit

Until the expiration of six years after the furnishing of services pursuant to this Agreement, the Contractor, upon request, shall make available to the County, the State Auditor, or the County's ultimate funding source, a copy of the Agreement, and the books, documents, records, and accounting procedures and practices of the Contractor relating to this Agreement.

7.12. Notices

All notices under this Agreement, and any amendments to this Agreement, shall be in writing and shall be deemed given when delivered by certified mail, return receipt requested, postage prepaid, when delivered via personal service or when received if sent by overnight courier. All notices shall be directed to the Parties at the respective addresses set forth below. If the name and/or address of the representatives changes, notice of such change shall be given to the other Party in accordance with the provisions of this section.

County:

Solomon Tsega, Parks and Recreation, 2015 North Van Dyke Street, Maplewood, MN 55109

Contractor:

Adam Greenstein, Rent Fun, 120 West Main Street, Suite 300, Northville, MI 48167

7.13. Non-Conforming Services

The acceptance by the County of any non-conforming goods/services under the terms of this Agreement or the foregoing by the County of any of the rights or remedies arising under the terms of this Agreement shall not constitute a waiver of the County's right to conforming services or any rights and/or remedies in respect to any subsequent breach or default of the terms of this Agreement. The rights and remedies of the County provided or referred to under the terms of this Agreement are cumulative and not mutually exclusive.

7.14. Setoff

Notwithstanding any provision of this Agreement to the contrary, the Contractor shall not be relieved of liability to the County for damages sustained by the County by virtue of any breach of the contract by the Contractor. The County may withhold any payment to the Contractor for the purpose of setoff until such time as the exact amount of damages due the County from the Contractor is determined.

7.15. Conflict of Interest

The Contractor shall comply with all conflict of interest laws, ordinances, and regulations now in effect or hereafter to be enacted during the term of this Agreement. The Contractor warrants that it is not now aware of any facts that create a conflict of interest. If the Contractor hereafter becomes aware of any facts that might reasonably be expected to create a conflict of interest, it shall immediately make full written disclosure of such facts to the County. Full written disclosure shall

include, but is not limited to, identification of all persons implicated and a complete description of all relevant circumstances. Failure to comply with the provisions of this subparagraph shall be deemed a material breach of this Agreement.

7.16. Respectful Workplace and Violence Prevention

The Contractor shall make all reasonable efforts to ensure that the Contractor's employees, officers, agents, and subcontractors do not engage in violence while performing under this Agreement. Violence, as defined by the Ramsey County Respectful Workplace and Violence Prevention Policy, is defined as words and actions that hurt or attempt to threaten or hurt people; it is any action involving the use of physical force, harassment, intimidation, disrespect, or misuse of power and authority, where the impact is to cause pain, fear or injury.

7.17. Force Majeure

Neither party shall be liable for any loss or damage incurred by the other party as a result of events outside the control of the party ("Force Majeure Events") including, but not limited to: war, storms, flooding, fires, strikes, legal acts of public authorities, or acts of government in time of war or national emergency.

7.18. Unavailability of Funding - Termination

The purchase of goods and/or labor services or professional and client services from the Contractor under this Agreement is subject to the availability and provision of funding from the United States, the State of Minnesota, or other funding sources, and the appropriation of funds by the Board of County Commissioners. The County may immediately terminate this Agreement if the funding for the purchase is no longer available or is not appropriated by the Board of County Commissioners. Upon receipt of the County's notice of termination of this Agreement the Contractor shall take all actions necessary to discontinue further commitments of funds to this Agreement. Termination shall be treated as termination without cause and will not result in any penalty or expense to the County.

7.19. Termination

7.19.1.

The County may immediately terminate this Agreement if any proceeding or other action is filed by or against the Contractor seeking reorganization, liquidation, dissolution, or insolvency of the Contractor under any law relating to bankruptcy, insolvency or relief of debtors. The Contractor shall notify the County upon the commencement of such proceedings or other action.

7.19.2.

If the Contractor violates any material terms or conditions of this Agreement the County may, without prejudice to any right or remedy, give the Contractor, and its surety, if any, seven (7) calendar days written notice of its intent to terminate this Agreement, specifying the asserted breach. If the Contractor fails to cure the deficiency within the seven (7) day cure period, this Agreement shall terminate upon expiration of the cure period.

7.19.3.

The County may terminate this Agreement without cause upon giving at least thirty (30) calendar days written notice thereof to the Contractor. In such event, the Contractor shall be entitled to receive compensation for services provided in compliance with the provisions of this Agreement, up to and including the effective date of termination.

7.20. Interpretation of Agreement; Venue

7.20.1.

The Agreement shall be interpreted and construed according to the laws of the State of Minnesota. All litigation regarding this Agreement shall be venued in the appropriate State or Federal District Court in Ramsey County, Minnesota.

7.20.2.

The provisions of this Agreement are severable. If any part of this Agreement is rendered void, invalid or unenforceable, such rendering shall not affect the validity and enforceability of the remainder of this Agreement.

7.21. Warranty

The Contractor warrants that it has the legal right to provide the goods and services identified in this Agreement and further warrants that the goods and services provided shall be in compliance with the provisions of this Agreement.

7.22. Infringement

7.22.1.

Complementary to other "hold harmless" provisions included in this Agreement, the Contractor shall, without cost to the County, defend, indemnify, and hold the County, its officials, officers, and employees harmless against any and all claims, suits, liability, losses, judgments, and other expenses arising out of or related to any claim that the County's use or possession of the software, licenses, materials, reports, documents, data, or documentation obtained under the terms of this Agreement, violates or infringes upon any patents, copyrights, trademarks, trade secrets, or other proprietary rights or information, provided that the Contractor is promptly notified in writing of such claim. The Contractor will have the right to control the defense of any such claim, lawsuit, or other proceeding. The County will in no instance settle any such claim, lawsuit, or proceeding without the Contractor's prior written approval.

7.22.2.

If, as a result of any claim of infringement of rights, the Contractor or County is enjoined from using, marketing, or supporting any product or service provided under the agreement with the County (or if the Contractor comes to believe such enjoinderment imminent), the Contractor shall either arrange for the County to continue using the software, licenses, materials, reports, documents, data, or documentation at no additional cost to the County, or propose an equivalent, subject to County approval. The acceptance of a proposed equivalent will be at the County's sole discretion. If no alternative is found acceptable to the County acting in good faith, the Contractor shall remove the software, licenses, materials, reports, documents, data, or documentation and refund any fees and any other costs paid by the County in conjunction with the use thereof.

7.23. Debarment and Suspension

Ramsey County has enacted Ordinance 2013-330 [Ramsey County Debarment Ordinance](#) that prohibits the County from contracting with contractors who have been debarred or suspended by the State of Minnesota and/or Ramsey County.

7.24. Alteration

Any alteration, variation, modification, or waiver of the provisions of this Agreement shall be valid only after it has been reduced to writing and signed by both parties.

7.25. Entire Agreement

The written Agreement, including all attachments, represent the entire and integrated agreement between the parties hereto and supersede all prior negotiations, representations or contracts, either written or oral. No subsequent agreement between the County and the Contractor to waive or alter any of the provisions of this Agreement shall be valid unless made in the form of a written Amendment to this Agreement signed by authorized representatives of the parties.

8. Special Contract Terms and Conditions

8.1. Payment Card Industry Compliance

8.1.1.

The Contractor, in concert with their merchant service provider, must comply with the Ramsey County Payment Card Handling Policy and Procedures and the most current standards established by the Payment Card Industry Data Security Standards Council (PCI DSS – <https://www.pcisecuritystandards.org/>). This includes but is not limited to training Contractor's employees on the proper handling of cardholder information, including completion of the appropriate Annual Self-Assessment Questionnaire (SAQ), quarterly network scan by an Approved Scanning Vendor (ASV), and Attestation of Compliance Form (AOC) and forwarding the SAQ, quarterly scans and AOC to Ramsey County on a quarterly basis to corroborate compliance.

8.1.2.

Contractor and Contractor's provided system must meet and be compliant with PCI PIN (PTS) requirements and be included in the PCI PIN transaction list. System must meet the PCI Point-To-Point Encryption (P2PE) standards.

8.2.

Contractor will take all administrative, technical and physical safeguards and other security measures designed to ensure the security and confidentiality of County Data as indicated in the Rent Fun proposal dated December 21, 2023, in the Data Reporting Capabilities section, and all persons with authorized access to county Data must have a documented need-to-know prior to access.

RAMSEY COUNTY ELECTRONIC APPROVAL SUMMARY

Report ID: RMSC006
Run Date : 04/23/2024
Run Time : 13:56:24

Page No: 1

Document: 10352 **Version:**0.11 **Amendment:** 0
Setid: MODEL **Contract:** PRK144

Approver Name	Title	Action	Action Date Time
Rosenberg,Chris-Rent Fun LLC	Supplier Signer	Approved	04/15/2024 13:57
Fucini,Bianca	FIN Analyst Review	Approved	04/16/2024 07:55
Yang,Fouatee	IS Contract Manager Review	Approved	04/17/2024 11:06
OBrien,Maureen	Procurement Attorney Review	Approved	04/17/2024 15:36
Blodgett,Gates - COE 3	Enterprise Risk Manager Review	Approved	04/17/2024 15:58
Kotze,Alexandra	Procurement Manager Review	Approved	04/23/2024 09:17
Lencowski,Kristopher	Dept Director Signer	Approved	04/23/2024 12:48
Kotze,Alexandra	County Manager Signer	Approved	04/23/2024 13:56



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

02/02/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION IS WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Brownrigg LLC PO Box 1139 Oregon City, OR 97045 License #: 3000350240	CONTACT NAME: Troy Brownrigg PHONE (A/C, No, Ext): (503)655-3025 FAX (A/C, No): (503)655-5029 E-MAIL ADDRESS: troy.brownrigg@brownrigg.insure
INSURED Rent.Fun LLC 201 S. Division St, Suite 400 Ann Arbor, MI 48104	INSURER(S) AFFORDING COVERAGE INSURER A: Starstone Specialty Insurance Company INSURER B: The Hartford INSURER C: INSURER D: INSURER E: INSURER F:

COVERAGES**CERTIFICATE NUMBER: 00001522-122130****REVISION NUMBER: 44**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.


INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	Y	Y	PRL00068221P	10/15/2023	10/15/2024	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 5,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
B	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY			22 UEC AF3846	09/21/2023	09/21/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> Y	N/A	41 WEC AJ6M3U	12/16/2023	12/16/2024	<input checked="" type="checkbox"/> PER STATUTE E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
B	Physical Damage			22 UEC AF3846	09/21/2023	09/21/2024	Comp/Coll Ded 1,000
B	Physical Damage			22 UEC AF3846	09/21/2023	09/21/2024	Limit per Vehicle ALS

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The Contractor is required to add "Ramsey County, its officials, employees, volunteers and agents are Additional Insured to the Contractor's Commercial General Liability and Umbrella policies with respect to liabilities caused in whole or part by Contractor's acts or omissions, or the acts or omissions of those acting on Contractor's behalf in the performance of the ongoing operations, services and completed operations of the Contractor under this Agreement. The coverage shall be primary and non-contributory" to the certificate of insurance.

(continued on ACORD 101 Additional Remarks Schedule)

CERTIFICATE HOLDER**CANCELLATION**

County of Ramsey 2015 Van Dyke St. Maplewood, MN 55109	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE  (TWB)
---	---

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ADDITIONAL REMARKS SCHEDULE

AGENCY Brownrigg LLC		NAMED INSURED Rent.Fun LLC	
POLICY NUMBER N/A			
CARRIER Multiple Carriers	NAIC CODE		
		EFFECTIVE DATE:	

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
 FORM NUMBER: 25 FORM TITLE: Certificate of Liability Insurance

(continued from Description of Operations)
 Waiver of subrogation for Contractors General Liability and Workers Compensation applies in favor of the additional insured.

Business Record Details »

Minnesota Business Name
Rent.Fun LLC

Business Type
Limited Liability Company (Domestic)

MN Statute
322C

File Number
1456866500026

Home Jurisdiction
Minnesota

Filing Date
2/21/2024

Status
Active / In Good Standing

Renewal Due Date
12/31/2025

Registered Office Address
1010 DALE ST N
SAINT PAUL, MN 55117-5603
USA

Registered Agent(s)
C T Corporation System Inc.

Mailing Address
120 W MAIN ST STE 300
NORTHVILLE, MI 48167-1584
USA

Filing History

Filing History

Select the item(s) you would like to order:

Order Selected Copies

<input type="checkbox"/>	Filing Date	Filing	Effective Date
<input type="checkbox"/>	2/21/2024	Original Filing - Limited Liability Company (Domestic) (Business Name: Rent.Fun LLC)	



Suspended/Debarred Vendor Detailed Information

Minnesota Rules Part 1230.1150, Subpart 6 (<https://www.revisor.mn.gov/rules/1230.1150/>) requires the Office of State Procurement to maintain a master list of all suspensions and debarments. The master list must retain all information concerning suspensions and debarments as a public record for at least three years following the end of a suspension or debarment.

The vendors listed below may be currently suspended or debarred, or have a suspension or debarment end date within the past three years. Click the vendor name for complete details.

NOTE: Minnesota Rules Part 1230.1150, Subpart 2, Item B, Subitem (1)

(<https://www.revisor.mn.gov/rules/1230.1150/>) also provides that: "Any vendor debarred by the federal government, the state of Minnesota, or any of its departments, commissions, agencies, or political subdivisions, is automatically debarred by the division under the same terms and limits of the original debarment."

See vendors debarred by federal government agencies (<https://sam.gov/content/exclusions>).

Results 1 - 5 of 5

5Way Contractors Inc

Garson Group

Green Nature-Cycle, LLC.

Snowmen Inc.

Treasure Enterprise, Inc.

Bollinger, Karen N

From: Bollinger, Karen N
Sent: Tuesday, January 30, 2024 7:25 AM
To: Chris Rosenberg
Subject: RFQ-PRK23712-0-2023/KB Self-Service Watercraft Rentals
Attachments: Supplier Portal Form Updates.pdf; fw9.pdf; RC ACH Vendor Form.pdf

Hello Chris,

Congratulations! We have completed our evaluation for RFQ-PRK23712-0-2023/KB Self-Service Watercraft Rentals and are recommending an award to your organization Rent.Fun.

This is not a contract. No work can start until after the Agreement is signed by your authorized representative and the County.

What should you do next?	<p>Complete the attached form(s) and send back to County Procurement as soon as possible, but no later than 5 business days from date of email.</p> <ul style="list-style-type: none">• ACH Direct Deposit Authorization• W9 Form• Supplier Portal Contractor Registration Form• Certificate of Insurance with additional insured language below <table><tr><td>Commercial General Liability</td><td>Limit: <u>\$1,000,000/\$2,000,000</u></td></tr><tr><td>Products/Completed Operations</td><td>Limit: <u>\$2,000,000</u></td></tr><tr><td>Personal Injury and Advertising Liability</td><td>Limit: <u>\$1,000,000</u></td></tr><tr><td>Auto (owned, hired, and non-owned)</td><td>Limit: <u>\$1,000,000</u></td></tr><tr><td>Workers Compensation/Employers Liability</td><td>Limit: <u>\$500,000/\$500,000/\$500,000</u></td></tr><tr><td>Cyber Liability/Network Security</td><td>Limit: <u>\$1,000,000/\$2,000,000</u></td></tr></table> <p>**REQUIRED** Additional Insured Language: <u>The Contractor is required to add "Ramsey County, its officials, employees, volunteers and agents are Additional Insured to the Contractor's Commercial General Liability and Umbrella policies with respect to liabilities caused in whole or part by Contractor's acts or omissions, or the acts or omissions of those acting on Contractor's behalf in the performance of the ongoing operations, services and completed operations of the Contractor under this Agreement. The coverage shall be primary and non-contributory" to the certificate of insurance.</u> **REQUIRED** Waiver of subrogation: Waiver of subrogation for Contractors General Liability and Workers Compensation applies in favor of the additional insured.</p>	Commercial General Liability	Limit: <u>\$1,000,000/\$2,000,000</u>	Products/Completed Operations	Limit: <u>\$2,000,000</u>	Personal Injury and Advertising Liability	Limit: <u>\$1,000,000</u>	Auto (owned, hired, and non-owned)	Limit: <u>\$1,000,000</u>	Workers Compensation/Employers Liability	Limit: <u>\$500,000/\$500,000/\$500,000</u>	Cyber Liability/Network Security	Limit: <u>\$1,000,000/\$2,000,000</u>
Commercial General Liability	Limit: <u>\$1,000,000/\$2,000,000</u>												
Products/Completed Operations	Limit: <u>\$2,000,000</u>												
Personal Injury and Advertising Liability	Limit: <u>\$1,000,000</u>												
Auto (owned, hired, and non-owned)	Limit: <u>\$1,000,000</u>												
Workers Compensation/Employers Liability	Limit: <u>\$500,000/\$500,000/\$500,000</u>												
Cyber Liability/Network Security	Limit: <u>\$1,000,000/\$2,000,000</u>												
What the county will do next?	<ul style="list-style-type: none">• Verify your organization's Minnesota Secretary of State registration.• Upon receipt and verification of the above forms, an Agreement will be prepared and sent to you for review, approval, and electronic signature through the County's Supplier Portal.												

Next Steps
Please send

us the required documents listed above as soon as possible. Finally, ensure the organization's name and address matches on all the forms submitted.

If you have any questions, please contact me by email. We look forward to working with you.

Karen Bollinger, NIGP-CPP, CPPB
Principal Procurement Specialist
Finance | Strategic Team

651-266-8077

121 7th Place East, Suite 4000, St. Paul, MN 55101



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Ramsey County Hosting and/or Cloud Services and Security Standards
(For Reference)

1. **Virtual Infrastructure/Cloud Services.** In addition to the Contractor responsibilities listed in the Agreement by and between the Parties, Contractor acknowledges and agrees to assume the following additional responsibilities:
 - 1.1. **Connectivity.** Contractor will provide the connectivity as described in in the Agreement.
 - 1.2. **Load Balancing.** Contractor will load balance the County applications to meet the needs of the County's operations, as may be further described in the County's system architecture specifications, or as mutually agreed to by the Parties.
 - 1.3. **Security.** Contractor will implement reasonable and appropriate systems and procedures sufficient to ensure the security and confidentiality of the County Data, as further specified herein. County Data is defined as the data described in the Data Practices section of this Professional Services Agreement.
 - 1.4. **SOC 3.** Contractor will provide the Services utilizing a SOC 3 compliant data center located in the continental United States. Contractor will perform periodic audits (SOC 3 or other industry equivalent standard mutually agreed to by the Parties) of Contractor's security controls (i.e., physical and logical security, network configuration, change/problem and vulnerability management and recovery services), and make available to the County a copy of such SOC 3 report and, upon the County's request, written reports regarding such audits. In the event of any qualified statements in such reports that materially impact the County, the County may immediately terminate the Agreement for material breach without further period to cure.
 - 1.5. **Back-up Services.** Contractor will perform the backup services at the following intervals: Contractor will back-up the servers containing County Data one time each day to a storage area network (SAN), and Contractor will keep each such daily back-up for seven days; Contractor will back-up the servers containing County Data one time each week to a back-up tape. Each week, the back-up tape will be encrypted and stored offsite at a SOC 3 facility located in the continental United States. Contractor will retain one back-up tape per week for seven years. In addition, Contractor will fulfill restoration requests as directed by the County due to site failures. Restoration will be performed within the interval of two to four hours depending on the urgency of the request; and the agreed upon location of the desired back-up media; and if the location is expected to be down for more than 24 hours, Contractor will immediately transfer appropriate back-up data and re-establish all hosting operations in an appropriately functioning secondary server or location.
 - 1.6. **Anti-Virus Software.** Contractor will install and maintain industry standard anti-virus and anti-spyware software for all physical and virtual servers used to provide the Services.
 - 1.7. **Fix Errors.** Contractor will use Contractor's best efforts to promptly remedy any failure of the Services.

2. **Multi Factor Authentication.** Contractor will utilize a secure, multi-factor method of remote authentication and authorization to access the system(s).
3. **Monitoring Services.** Contractor will provide the following additional Services with respect to system monitoring:
 - 3.1. **Access.** Contractor will provide access to Contractor's client portal, monitoring and alerting of the County's servers, as well as the processes and services being executed by such servers by Contractor's Network Operations Center on a 24 x 7 x 365 basis. In addition, the County will be provided with access to Contractor's Network Operations Center, which allows for 24x7x365 access to support requests, open ticket status, reporting and a knowledge base of previous County issues and projects.
 - 3.2. **Monitoring and Detection.** Contractor will provide monitoring and alerting by Contractor's Network Operations Center on a 24 x 7 x 365 basis of Services.
 - 3.3. **Equipment Monitored.** The County requests that the Services be provided to cover the computer related items detailed on any network and infrastructure equipment inventory list maintained by Contractor in any County provided disaster recovery guidelines.
 - 3.3.1 **Additional Equipment.** If the County has or purchases additional equipment, the monthly fee for Services will automatically be increased at the beginning of the following month to cover the additional equipment. Additional equipment must be inspected and certified as "fit for purpose" by Contractor before it is covered under this Hosting Security Exhibit.
 - 3.3.2 **Equipment Retirement.** If the County retires equipment that is not replaced in kind, the monthly fee for Services will automatically be decreased at the beginning of the next month to account for the decrease in the need for support. The County must notify Contractor of the equipment retirement date via e-mail.
 - 3.3.3. **County To Provide Access.** The County will provide full and complete access, including admin usernames and password, to all equipment covered under this Hosting Security Exhibit.
 - 3.4. **Notification.** Contractor will notify the County of disruption in any Services for which Contractor is providing monitoring. To the extent not specified, Contractor will provide the County with weekly reports of Contractor's monitoring results.
 - 3.5. **Fix Issues.** Contractor will promptly apply a fix to any disruption in the Services.
 - 3.6. **Communication with Network Operations Center.** The County may communicate with the Network Operations Center via telephone, email, or client portal ticket 24 hours a day, seven days a week and 365 days a year.
 - 3.7. **Initiation of Client Portal Tickets.** Unless stated otherwise, client portal tickets are initiated or escalated within 15 minutes of receipt..
4. **Operating System Patch Services.** Contractor will provide the following Services with respect to operating system Patches:

- 4.1. Patch Monitoring Services.** Contractor will monitor recommendations from software vendors relating Patches (defined below) to software used in one or more Services.
- 4.2. Installation Services.** Contractor will install Patches at a time appropriate to their risk level, which may include considering the following factors: any possible disruption to the Services, and the urgency of the need to install the Patch.
- 4.3. Notification.** Contractor will notify the County of Patch management installations in accordance with the notification requirements agreed upon by the County and Contractor in any Patch Management and Monitoring. To the extent not specified, Contractor will provide the County with weekly reports of Contractor's Patch recommendations and/or installations.
- 4.4. Definition of Patch.** For the purposes of this Hosting Security Exhibit, the term "Patch" means platform and applications software security and anti-virus updates and other software fixes and updates issued by and recommended for installation by software vendors for Software used in one or more Services.
- 5. Security Standards.** Contractor shall comply with all security measures and policies as outlined in the Agreement as well as Contractor's data privacy, security policies, client guide and/or Information Security Policy, and security procedures that apply to county data, which have been provided to the County and are herewith included herein by reference. The Contractor shall not modify data privacy and security policies absent the County's express consent. In the event Contractor materially degrades the information security standard during any such modification, such degradation shall constitute a material breach by Contractor under the Agreement Contractor will comply with applicable U.S. laws and regulations concerning information security, the US-EU Privacy Shield Framework as established by the United States Department of Commerce and conduct SSAE 16 audits (or SOC 2) at least annually, or in the event it is superseded, the resultant SSAE 16 equivalent.
- 6. Security Program.** Contractor agrees and represents that it currently maintains information protection practices and procedures ("Security Program") that complies with industry best practice and applicable privacy laws. Contractor's Security Program includes, at a minimum:
- 6.1.** Appropriate administrative, technical, and physical safeguards and other security measures designed to ensure the security and confidentiality of County Data;
 - 6.2.** A security design intended to prevent any compromise of Contractor's own information systems, computer networks or data files by unauthorized users, viruses, or malicious computer programs which could in turn be propagated to County;
 - 6.3.** Appropriate internal practices including, but not limited to, encryption of data in transit and at rest; using appropriate firewall and antivirus software; maintaining these countermeasures, operation systems and other applications with up-to-date virus definitions and security patches so as to avoid any adverse impact to County's systems or information; appropriate logging and alerts to monitor access controls and assure data integrity and confidentiality; installing and operating security mechanisms in the manner intended sufficient to ensure County government operations must not be disrupted; permitting only authorized users access to

systems and applications; and preventing unauthorized access to County systems via the Contractor's networks and access codes; and

6.4. All persons with authorized access to County Data must have a documented genuine need-to-know prior to access;

6.5. Contractor warrants that the services and deliverables will not contain, and Contractor, its employees or Contractor's Agents will not introduce through data transmission or any other means, any virus, ransomware, malware, spyware, bomb, worm, trap door, back door, Trojan horse, malicious logic, drop dead device, software lock, disabling code or any other contaminant, program routine or disabling device, including without limitation, any key, timer, clock, counter, local shared object/flash cookies or other self-enacting device or limiting routines, codes, commands, or instructions or other feature that may have the effect or that could be used to access, track activity on, alter, delete, damage, deactivate, interfere with, disable or otherwise harm any service or deliverable or the County owned, licensed and/or leased computer hardware, software, code, systems, data, compilations of data, or other property.

7. Source Code Protection. Contractor will have in place and will maintain an industry standard security program which protects Contractor's source code from a compromise by Contractor's subcontractors or any other third party.

8. Audit. County may conduct a security review of Contractor's Security Program when determined as reasonably required by County. Contractor will provide County copies of its data privacy and security policies and procedures that apply to County Data. Subject to reasonable notice, Contractor shall provide County an opportunity to conduct a privacy and security audit of Contractor's Security Program and systems and procedures that are applicable to the Services provided by Contractor to County. Such audit may be conducted on-site by County personnel or County's contracted third party assessors or through surveys and interviews, at the option of County. In the event that Contractor has any security audits or review of its own systems performed by Contractor or a third party, including vulnerability and penetration assessments, it will give County notice of any current findings that are likely to adversely impact County Data and will keep County timely informed of its remediation efforts. If the audit reveals any vulnerability, Contractor shall correct such vulnerability at its sole cost and expense and shall certify the same in writing to County. Contractor shall use best efforts to correct all vulnerabilities and provide County a report explaining corrective actions immediately but no later than within thirty (30) days of completion of the audit, unless County agrees in writing otherwise. Contractor's failure to procure audits or to complete corrections in a timely manner will be a material breach of the Agreement.

9. Mobility and Transfer of Data. No Confidential Information, CPI, CPM or County Data shall be stored, transported, or kept on a laptop or any other mobile device or storage media, including USB, "thumb drives," DVDs, CDs, unless encrypted using an encryption methodology approved in writing by County. All electronic data transfers of County Data must be via secure FTP or other County approved protocol and/or in approved encrypted form. Any physical removal or transfer of County Data from County's or Contractor's facilities shall be conducted only according to controls developed or approved by County.

10. Security Certification. Contractor must maintain a level of security certification or assessment consistent with best practices and by a qualified third party reasonably acceptable to County. Such certifications shall be provided to County as reasonably requested by County.

11. Segmentation. Contractor warrants that all County Data is maintained so as to preserve segmentation of County Data from data of others.

12. Controls. The County agrees that Contractor is solely responsible for all testing and auditing, including port scanning and penetration testing, of Contractor security controls. Contractor shall provide results of such testing as requested by the County.

13. Penetration Testing. Penetration testing of the Contractor's architecture is included at a frequency of one per year at no additional cost. Contractor will coordinate with the current Contractor penetration testing vendor and shall use best efforts to remedy any issues identified immediately but no later than within thirty (30) days of reporting. At the County's request Contractor will provide the final report to the County once it has been verified it does not contain information related to any other clients. Contractor's failure to remedy and report the remedy in a timely manner will be a material breach of the Agreement. Additional penetration tests or the County specific penetration tests will be at the expense of the County and will be arranged through Contractor's vendor for penetration testing.

14. Security Policies. Contractor's security policy is posted [Insert URL] and is made up of the following documents:

- Acceptable Use Policy
- Access Control Policy
- Business Continuity Policy
- Data Destruction and Retention Policy
- Data Security Policy
- Disaster Recovery Policy
- Email Use Policy
- Encryption Policy
- Exception Request Policy
- Incident Management policy
- Internet Security Policy
- Mobile Device Policy
- Network Security Policy
- Password Policy
- Patch Management Policy
- Personnel Security and Termination Policy
- Physical Security Policy

- Privacy Policy
- Physical Security Policy
- Server Security Policy
- Scanning and Security Policy
- Server Audit Policy
- Third Party Access Policy

15. Hosting Security Standards. The hosting security standards for the Contractor or Contractor's Agent's data center(s) (the "Data Center") include:

- Physical Security
 1. Video cameras
 2. Motion sensors
 3. Fire sensors
 4. Locked doors with controlled access
 5. Manned reception area
 6. Visitor log

There are no external windows in the Data Center. In the Data Center, all physical equipment is owned or leased by Contractor and/or Contractor's Agent and is subject to terms herein for all such hosting services including without limitation the secure management and monitoring of all components of the Services provided. Exterior perimeter walls, doors, windows and the main interior entry door to the raised floor environment are constructed of materials that afford UL rated ballistic protection. Vegetation and other objects within the Data Center are maintained such that an intruder would not be concealed.

Physical access mechanisms (e.g. access cards, biometric devices, man-traps and portals) have been implemented and are administered by local operations staff to help ensure that only authorized individuals have the ability to access the Data Center. Portals and Tdar man-traps have been installed as an anti-tailgating measure in the Data Center lobby. All access into and out of the Data Center is through either a portal or Tdar man-trap. The portal/man-trap bypass doors are only to be used in the event an individual is unable to use the portal or man-trap. Examples include handicap, phobia or other restrictions on a case-by-case basis. Tours and emergency Data Center security operations crews will be permitted to use the Portal bypass door, when necessary. All security systems have dedicated 24x7 UPS systems and standby emergency power support.

The Data Center incorporates video cameras, motion sensors, fire sensors, locked doors with controlled access, manned reception area, visitor log, and glass break sensors in the Data Center. There are no external windows in the Data Center. Video cameras are used in the front entrances, emergency exits, secure areas, main lobby, elevators, general employee areas, within the Data Center and monitoring the grounds and parking lots around the Data Center. Security monitoring is recorded to digital files with a 90 day retention. Tapes are rotated every 30 days and are stored offsite. Motion sensors are located on the roof and are armed 24x7. The Data Center utilizes on-site and remote monitoring centers and both are manned 24x7.

The Data Center requires a key-card for entry. Only three designated employees are permitted to open the door to accept shipments or greet visitors. The Data Center is staffed from 6 a.m. to 7 p.m. weekdays. Security guards patrol the building during unstaffed hours. Video cameras are positioned in the areas surrounding the Data Center. All visitors must sign in and be escorted at all times.

All persons requesting access into the Data Center must be positively identified. This process requires the requesting person to submit valid (unexpired) Government issued photographic ID at the desk and sign in and out of the Data Center. Visitors must be approved by Contractor's personnel prior to arriving at the Data Center. The Data Center incorporates secure badges, secure visitor badges, and biometrics. All visits must be arranged in advanced, and all visitors are escorted at all times.

- Network Security
 1. Every connection to an external network is terminated at a firewall.
 2. Network devices are configured to prevent communications from unapproved networks.
 3. Network devices deny all access by default.
 4. Security patches are regularly reviewed and applied to network devices.
 5. Contractor follows a strict change management process which incorporates Change Advisory Board review and approvals.
 6. Communication through a network device is controlled at both the port and IP address level.
 7. There is a documented standard for the ports allowed through the network devices.
 8. Contractor prevents unauthorized devices from physically connecting to the internal network.
 9. There is an approval process to allow the implementation of extranet connections.
 10. There are regular scans for rogue wireless access points.
 11. Contractor manages a SIEM (Security Information and Event Management) tool to review any potential security, infrastructure and vulnerabilities.
 12. Contractor subscribes to Contractor's Agent's dedicated NIDS service and 24 x 7 incident response to monitor and respond to intrusion attempts.
 13. The Data Center is compliant with SOC-1 and SOC-2.

16. Backup. Contractor uses daily on-site backups that are transferred offsite weekly. On-site backups are in a secured tape library within the data center. The tapes travel to a secure facility in locked storage. All of the County Data will be contained in a distinct database that will follow the backup process set forth in the Agreement. Some systems are not backed up because they do not contain any useful data and the recovery process is to rebuild these systems.

- Full backups of the County's repositories are performed daily at 11:30 p.m. CT.
- Incremental backups are performed every hour.

- The backups are sent to tape every evening.
- Backup tapes are tracked in the Data Center where the backup takes place.
- Tapes are in locked containers before going offsite.
- The containers are tracked in the offsite facility and are stored for thirty (30) days.

17. Disaster Recovery. Contractor's Disaster Recovery plan is structured in a recovery team format. This format increases the efficiency by allowing departments to be recovered concurrently. The plan provides critical recovery solutions, information and specific steps required to be followed by each team member to ensure successful recovery. Contractor has a Crisis Manager and leadership identified with responsibilities clearly assigned. Alternates for each critical team member are identified to be involved in the event that the team member is not available. The Disaster Recovery Plan is tested and updated at least annually or when major changes warrant updating. A report of each Disaster Recovery test is completed and any identified gaps and lessons learned are shared with leadership. Any major gaps are prioritized and mitigated where ever possible. At the County's request, Contractor will provide the final report once it has been verified it does not contain information related to any other clients.

Contractor also includes Business Continuity Plans (BCP) as part the annual testing efforts. This includes a full BCP tabletop exercise with leadership engagement. A report of the annual BCP test is generated and reviewed with leadership. Any gaps identified are prioritized by leadership and are assigned and mitigated where ever possible before the next BCP test if not before. At the County's request, Contractor will provide the final report once it has been verified it does not contain information related to any other clients.

18. County Data. The Contractor shall provide the County with all County Data upon termination or at any earlier time in the format reasonably requested by the County at no additional cost to the County. In addition, to the extent the County requests Transition Services, the Contractor will provide such Transition Services as provided below. The return of the County Data will either be provided once Transition Services are completed, or earlier, as requested by the County. The Contractor shall not destroy the County Data until such time as the County has confirmed successful access to the returned County Data.

18.1. "Transition Services" means those Services that are provided by Contractor to County at the time of expiration or termination of the Agreement, Service Order, SOW, or any other termination of Services, along with any new services that County may require to transfer County Data, and the affected Services to County or to any third party designated and authorized by County.

18.2. "Transition Services Period" means a period of six (6) months, or as otherwise described in the Agreement, Service Order or SOW, for the orderly transition of Services and transfer of any County Data to County or another service provider, beginning upon the expiration of the Agreement, Service Order, SOW, or other termination of Services.

18.3. “Transition Services Plan” is the written methodology and approach, including Deliverables and timelines that Contractor will use to deliver the Transition Services during the Transition Services Period.

18.4. Transition Services. In connection with the expiration or termination of the Agreement, any Service Order, or SOW, for any reason, and notwithstanding any dispute between the Parties, Contractor will provide Transition Services for the Transition Services Period, or as otherwise agreed upon between the Parties as follows: (i) Applicable Requirements and Access. At no additional cost Contractor will provide County and any designated Third Party Service Provider in writing, to the extent applicable, applicable standards, policies, operating procedures, and other Documentation relating to the affected Services; (ii) Development of Transition Services Plan. If requested by County, at Contractor’s expense, Contractor will assist County and its designated Third Party Service Provider in developing a Transition Services Plan; (iii) Comparable Fees. Contractor shall provide the Transition Services during the Transition Service Period at fees that are no greater than fees charged County for comparable services prior to termination or if comparable services were not performed for County prior to termination or expiration, then at fees no greater than the fees charged by Contractor to other similarly situated customers or fair market value, whichever amount is less; (iv) Post Transition Services Period. For up to three (3) months after the Transition Services Period, at no cost to County, Contractor will answer all reasonable and pertinent verbal or written questions from County regarding the Services on an “as needed” basis as agreed to by the Parties, and deliver to the County any County owned reports materials and information including without limitation any Confidential Information, CPI, CPM, and County Data that might still be in the possession of Contractor; and (v) Absolute Obligation. Contractor agrees that it has an absolute and unconditional obligation to provide County with Transition Services and Contractor’s quality and level of performance during the Transition Service Period will continue to adhere to all requirements of the Agreement.

19. Data Retention. Contractor may continue to keep or maintain any County Data obtained in the course of performance of the Services so long as the Agreement and the relevant Service Order or SOW remains in effect and such use shall not extend beyond the termination of the Agreement or the relevant Service Order or SOW except with respect to providing Transition Services, provided that Contractor will provide a copy of the County Data upon termination or expiration of the Agreement in accordance with Section XX or at any time requested by County.

20. Warranties.

20.1. Contractor warrants that the Services and Deliverables will not contain, and Contractor, its employees or Contractor’s Agents will not introduce through data transmission or any other means, any virus, ransomware, malware, spyware, bomb, worm, trap door, back door, Trojan horse, malicious logic, drop dead device, software lock, disabling code or any other contaminant, program routine or disabling device, including without limitation, any key, timer, clock, counter, local shared object/flash cookies or other self-enacting device or limiting routines, codes, commands, or instructions or other feature that may have the effect or that could be used to access, track activity on, alter, delete, damage, deactivate, interfere with, disable or otherwise

harm any Service or Deliverable or the County owned, licensed and/or leased computer hardware, software, code, systems, data, compilations of data, or other property.

20.2. Contractor warrants that (a) all Services and Deliverables will strictly comply, function and perform in accordance with the functional requirements and specifications of County or as otherwise identified in any and all specifications, criteria, requirements and documentation specified or referred to in the applicable Service Order(s) and/or SOW(s), (b) the Documentation, if any is to be provided, will be accurate, complete and sufficient in detail to enable the End Users to use all of the functionality of the Services and Deliverables without assistance from Contractor or any third party, (c) no information transferred through or stored in or on the Services or Deliverables, while in the possession or under the control of Contractor, will be subject to any loss of accuracy or integrity or corruption, and (d) all Services or Deliverables will comply, function and perform in accordance with all applicable laws and regulations. In the event that the County discovers that any Services or Deliverables do not conform to and perform in accordance with the specifications and requirements of the County, the County shall promptly notify Contractor in writing of such nonconformance, and Contractor shall, at Contractor's sole cost and expense, promptly re-perform Services to modify such Services or Deliverable to make it conform, time being of the essence. In the event Contractor is unable to qualitatively and functionally re-perform the Services or correct a Deliverable within five (5) business days of County notice of the nonconforming Service or Deliverable, County may seek and obtain a refund for the defective Services or Deliverable. Contractor's failure to properly remedy any failed warranty outlined above shall not preclude County from exercising any other remedies available to it under the Agreement or at law or equity.

20.3. Contractor represents and warrants that all third party materials required to operate and fully utilize the Services or Deliverables will be fully disclosed to the County and are commercially available to the County and unless otherwise identified in a Service Order or SOW, no additional license fee or other costs will be incurred by County for use of the Services. Contractor shall and hereby does assign and pass through to the County all warranties, representations and indemnities granted to Contractor by third parties in and with respect to such third party materials, or any component thereof, and all remedies for breach of such warranties, representations and indemnities.

Board of Commissioners

Request for Board Action

Item Number: 2025-200

Meeting Date: 6/10/2025

Sponsor: Community Corrections

Title

Joint Powers Agreement with State of Minnesota for Intensive Supervised Release

Recommendation

1. Approve the Joint Powers Agreement with the State of Minnesota, 1450 Energy Park Drive, Suite 200, St. Paul, MN 55108, for Intensive Supervised Release Programming for the period of July 1, 2025 through June 30, 2027.
2. Authorize the Chair and Chief Clerk to execute the Joint Powers Agreement.

Background and Rationale

Adults released from Minnesota prisons are assigned to supervised release or intensive supervised release based on the type of offense and their risk for reoffending. Adults remain on supervised release/intensive supervised release until they reach expiration of their sentence.

The goal of the Intensive Supervised Release (ISR) program is to protect the safety of the public by monitoring client behavior and participation in treatment, checking progress by developing and maintaining contacts with the client, his/her family and community members involved with the client.

The Community Corrections department is staffed by 10.0 Full-time Equivalent (FTE) Probation Officers III positions, and 1.0 FTE Community Corrections Supervisor, for a total of 11.0 FTE. This agreement with the state provides partial reimbursement of the costs of the ISR program. The agents assigned to this program work as a team to provide supervision to all cases, although each client has a primary worker responsible for his/her case management. Agents meet with each other and the team supervisor on a weekly basis to evaluate the progress of each client and plan priorities for case supervision.

In addition, the ISR team works with probation staff, supervised release staff, and predatory offender staff located in the same building. ISR staff currently provide intensive supervision for the county's most serious and high-risk adults. Duration of program phases, frequency of client contacts, and all other program elements are conducted as required by statute and the current Intensive Community Supervision Policies and Procedures.

The Intensive Supervised Release agreement with Minnesota Department of Corrections is long standing and for the last 20 years has operated as a grant. During 2025, the State of Minnesota changed the grant to a Joint Powers Agreement. Community Corrections is requesting approval to continue providing these services.

County Goals (Check those advanced by Action)

☒ Well-being ☐ Prosperity ☐ Opportunity ☐ Accountability

Racial Equity Impact

Adults of color and/or American Indian represent 34% of Ramsey County's adult population but account for 70% of those who violated their supervision and were returned to prison. Black men alone accounted for 53%

of those returned to prison yet represent just 7% of Ramsey County adult residents. By continued support of the ISR program, Community Corrections can provide intensive supports to clients who are at highest risk of returning to prison. Community Corrections does this by facilitating the transition to regular supervision-with supervisor approval-for clients who have completed treatment or are making consistent progress in programming, are engaged in prosocial activities, maintain stable housing and employment, have a support system, and have not incurred any new violations.

Community Participation Level and Impact

Community Corrections has received consistent funding for ISR over the past 20 years, yet there has been limited involvement from the broader community in the process. Moving forward, Community Corrections will evaluate and explore community participation needs for this action.

The Intensive Supervised Release (ISR) program is designed to protect public safety by closely monitoring clients and providing tailored support to aid their reintegration into society. As part of this, Community Corrections acknowledges the importance of fostering strong community engagement.

☒ Inform ☐ Consult ☐ Involve ☐ Collaborate ☐ Empower

Fiscal Impact

The revenue remains at \$981,900 annually and provides no change to the fiscal impact. The funding for the ISR services along with revenues for this agreement are accounted for and supported within the department's 2025 budget.

Last Previous Action

None

Attachments

1. Joint Powers Agreement



State of Minnesota

Joint Powers Agreement

SWIFT Contract Number: 267779

This Agreement is between the State of Minnesota, acting through its **Commissioner of Corrections, 1450 Energy Park Drive, Suite 200, St. Paul, MN 55108** ("State") and **Ramsey County Community Corrections, 121 - 7th Place East, Suite 1200, St. Paul, MN 55101** ("Governmental Unit").

Recitals

1. Under Minnesota Statutes § 471.59, subd. 10, the State is empowered to engage such assistance as deemed necessary.
2. Under Minnesota Statutes § 244.13 the State is empowered to enter into this contract agreement.
3. The State is in need of Intensive Supervised Release Programming.

Agreement

1. Term of Agreement

- 1.1 Effective Date: **July 1, 2025**, or the date the State obtains all required signatures under Minn. Stat. § 16C.05, subd. 2, whichever is later.
- 1.2 Expiration Date: **June 30, 2027**, or until all obligations have been satisfactorily fulfilled, whichever occurs first.

2. Agreement between the Parties

The Governmental Unit, who is not a state employee, will:

Provide the programs and services specified in the Work Plan, **Exhibit A**, and the Annual Budget, **Exhibit B**, that are attached and incorporated into this contract agreement.

3. Payment

The Governmental Unit will be paid:

Fiscal Year 2026

\$981,900.00	Intensive Supervised Release
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Fiscal Year 2027

\$981,900.00	Intensive Supervised Release
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The total obligation of the State under this Agreement will not exceed **\$1,963,800.00**.

(a) Invoices

The State will promptly pay the Governmental Unit after the Governmental Unit presents a DOC Financial Status Report (FSR) as an itemized invoice for the services actually performed and the State's Authorized Representative accepts the invoiced services. FSR must be submitted quarterly within 30 days of the end of the reporting period.

(b) Adjustments

Any unused funds from Year one of the contract may be applied to Year two of the contract. Any unused funds from Year one will be spent in Year two before Year two funds are utilized.

(c) Unexpended Funds

The Governmental Unit must promptly return to the State any unexpended funds that have not been accounted for annually in a financial report to the State due at contract closeout.

4. Authorized Representatives

The State's Authorized Representative is **Stacy Janke, Minnesota Department of Corrections, 1450 Energy Park Drive, Suite 200, St. Paul, MN 55108, 651-363-4367** stacy.janke@state.mn.us or his/her successor.

The Governmental Unit's Authorized Representative is **Monica Long, Director, Ramsey County Community Corrections, 121 - 7th Place East, Suite 1200, St. Paul, MN 55101, 651-266-2670** monica.long@co.ramsey.mn.us or his/her designee or successor.

5. Assignment, Amendments, Waiver, and Contract Complete.

- 5.1 Assignment. The Governmental Unit may neither assign nor transfer any rights or obligations under this Agreement without the prior consent of the State and a fully executed assignment agreement, executed and approved by the authorized parties or their successors.
- 5.2 Amendments. Any amendment to this Agreement must be in writing and will not be effective until it has been executed and approved by the authorized parties or their successors.
- 5.3 Waiver. If the State fails to enforce any provision of this Agreement, that failure does not waive the provision or its right to enforce it.
- 5.4 Contract Complete. This Agreement contains all negotiations and agreements between the State and the Contractor. No other understanding regarding this Agreement, whether written or oral, may be used to bind either party.

6. Indemnification.

- 6.1 In the performance of this Agreement, the Indemnifying Party must indemnify, save, and hold harmless the State, its agents, and employees, from any claims or causes of action, including attorney's fees incurred by the State, to the extent caused by Indemnifying Party's:
 - Intentional, willful, or negligent acts or omissions; or
 - Actions that give rise to strict liability; or
 - Breach of contract or warranty.

The Indemnifying Party is defined to include the Governmental Unit, the Governmental Unit's reseller, any third party that has a business relationship with the Governmental Unit, or Governmental Unit's agents or employees, and to the fullest extent permitted by law. The indemnification obligations of this section do not apply in the event the claim or cause of action is the result of the State's sole negligence. This clause will not be construed to bar any legal remedies the Indemnifying Party may have for the State's failure to fulfill its obligation under this Agreement.

- 6.2 Nothing within this Agreement, whether express or implied, shall be deemed to create an obligation on the part of the State to indemnify, defend, hold harmless or release the Indemnifying Party. This shall extend to all agreements related to the subject matter of this Contract, and to all terms subsequently added, without regard to order of precedence.

7. State Audits.

Under Minn. Stat. § 16C.05, subd. 5, the Governmental Unit's books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by the State, the State Auditor, or Legislative Auditor, as appropriate, for a minimum of six years from the expiration or termination of this Agreement.

8. Government Data Practices.

The Governmental Unit and State must comply with the Minnesota Government Data Practices Act, Minn. Stat. Ch. 13, (or, if the State contracting party is part of the Judicial Branch, with the Rules of Public Access to Records of the Judicial Branch promulgated by the Minnesota Supreme Court as the same may be amended from time to time) as it applies to all data provided by the State under this Agreement, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Governmental Unit under this Contract. The civil remedies of Minn. Stat. § 13.08 apply to the release of the data governed by the Minnesota Government Practices Act, Minn. Stat. Ch. 13, by either the Governmental Unit or the State.

If the Governmental Unit receives a request to release the data referred to in this clause, the Governmental Unit must immediately notify and consult with the State's Authorized Representative as to how the Governmental Unit should respond to the request. The Governmental Unit's response to the request shall comply with applicable law.

9. Venue

Venue for all legal proceedings out of this Agreement, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

10. Termination

- 10.1 Termination. The State or the Governmental Unit may terminate this agreement at any time, with or without cause, upon 30 days' written notice to the other party.
- 10.2 Termination for Insufficient Funding. The State may immediately terminate this Agreement if it does not obtain funding from the Minnesota Legislature, or other funding source; or if funding cannot be continued at a level sufficient to allow for the payment of the services covered here. Termination must be by written or fax notice to the Governmental Unit. The State is not obligated to pay for any services that are provided after notice and effective date of termination. However, the Governmental Unit will be entitled to payment, determined on a pro rata basis, for services satisfactorily performed to the extent that funds are available. The State will not be assessed any penalty if the agreement is terminated because of the decision of the Minnesota Legislature, or other funding source, not to

appropriate funds. The State must provide the Governmental Unit notice of the lack of funding within a reasonable time of the State's receiving that notice.

11. E-Verify Certification (in accordance with Minn. Stat. § 16C.075).

For services valued in excess of \$50,000, the Governmental Unit certifies that as of the date of services performed on behalf of the State, Governmental Unit and all its subcontractors will have implemented or be in the process of implementing the federal E-Verify Program for all newly hired employees in the United States who will perform work on behalf of the State. The Governmental Unit is responsible for collecting all subcontractor certifications and may do so utilizing the E-Verify Subcontractor Certification Form available at <http://www.mmd.admin.state.mn.us/doc/VerifySubCertForm.doc>. All subcontractor certifications must be kept on file with Contractor and made available to the State upon request.

1. State Encumbrance Verification

Individual certifies that funds have been encumbered as required by Minn. Stat. §§ 16A.15 and 16C.05

Print Name: _____
Signature: _____
Title: _____ Date: _____
SWIFT Contract No. _____

2. Governmental Unit

Print Name: Rafael E. Ortega
Signature: _____
Title: Board Chair Date: _____

Governmental Unit

Print Name: Jason Yang
Signature: _____
Title: Chief Clerk Date: _____

Governmental Unit

Print Name: Monica Long
Signature: Monica Long
Title: Director, Community Corrections Date: 6/05/2025

Governmental Unit (Approved as to form)

Print Name: Bradley Cousins
Signature: Bradley Cousins
Title: Assistant County Attorney Date: 6/5/25

3. State Agency

With delegated authority

Print Name: _____
Signature: _____
Title: _____ Date: _____

4. Commissioner of Administration

As delegated to The Office of State Procurement

Print Name: _____
Signature: _____
Title: _____ Date: _____
Admin ID: _____

Board of Commissioners

Request for Board Action

Item Number: 2025-189

Meeting Date: 6/10/2025

Sponsor: Community & Economic Development

Title

Certification of Property Assessed Clean Energy Charges for Energy Improvements

Recommendation

1. Request the County Auditor to extend the proposed special assessment plus interest on the following property:
Owner: Lex Center LLC
Property Address: 3570 Lexington Avenue, Shoreview, MN 55126
PIN: 35.30.23.22.0004
Project Type: Energy efficiency improvements
Assessment Request: \$175,000
Interest Rate: 5.25%
Interest Starts Accruing: 01/01/2026
Finance Period: 10 years
Such assessments shall be payable in equal annual principal and interest installments extending over the term of the special assessment. The first of the installments shall be payable with general property taxes in 2026, and shall bear interest at the rates per annum and interest start date stated above, and to the first installment shall be added interest on the entire assessment from the interest start date until December 31 of the tax payable year to which the first installment will be extended, and to each subsequent installment, when due, shall be added interest for one year on all unpaid installments and to each installment shall also be added the special assessment administration fee required by Minnesota Statutes section 429.061, subdivision. 5.
2. Direct the Chief Clerk to send a certified copy of this Resolution to the County Auditor to extend the assessment for Lex Center LLC on the property tax lists of the county.

Background and Rationale

On November 24, 2015, the Ramsey County Board of Commissioners approved an agreement with the Saint Paul Port Authority (SPPA) for the administration and implementation of Property Assessed Clean Energy Program of Minnesota (PACE OF MN) on behalf of county for energy improvements to eligible properties and providing for the imposition of special assessments as needed in connection with the program (Resolution B2015-355).

Per Minnesota Statutes, Section 429.061, the Ramsey County Board of Commissioners is required to adopt by resolution each assessment. This action is the 69th certification of PACE OF MN special assessments; the first was completed December 22, 2015. With these special assessments, property owners have invested over \$63.1 million in energy improvements.

New Assessment

The following property owner has submitted an application to SPPA:

Owner: Lex Center LLC

Property Address: 3570 Lexington Avenue, Shoreview, MN 55126
PIN: 35.30.23.22.0004
Project Type: Energy efficiency improvements
Assessment Request: \$175,000
Interest Rate: 5.25%
Interest Starts Accruing: 01/01/2026
Finance Period: 10 years

SPPA has reviewed the application of Lex Center LLC and determined the interested property owner meets all eligibility requirements. SPPA, on behalf of the property owner, requests the county apply special assessments and collect repayment on property tax bills on behalf of the SPPA.

The owner of any property so assessed may, at any time prior to certification of the assessment to the County Auditor, pay the whole of the assessment on such property. An owner may at any time thereafter, pay to the County Auditor the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made. Such payment must be made before November 15 or interest will be charged through December 31 of the succeeding year.

PACE OF MN Process/Eligibility/Requirements

Commercial and industrial businesses, non-profits (including religious institutions), and owners of multi-family housing are eligible for PACE OF MN. Approved projects are eligible for 100% financing from SPPA and other non-county sources and the repayment schedule is structured to have an immediate positive cash flow. Interest rates vary depending on the length of the financing term and include SPPA processing charges.

Interested applicants for the PACE OF MN program can connect with the SPPA. Applicants are required to be the legal owner of the property and all of the legal owners of the property must agree to participate. The interested property owner must be current on any existing mortgage and the property owner must not have defaulted on the deeds of trust. Property must not be subject to any involuntary liens or judgments, not be delinquent on property taxes and the property owner must not be in bankruptcy. SPPA performs a thorough credit analysis and applications are approved by the SPPA's Credit Committee prior to the SPPA submitting an assessment request to the county.

Following review by SPPA, SPPA requests the county apply a special assessment and collect repayment on property tax bills on behalf of the SPPA. Loan payments for PACE OF MN projects cannot exceed the greater of 30% of the property's assessed value as determined by the County Assessor or 30% of an appraised value that has been accepted or approved by the mortgage lender. The second clause allows PACE assessments to be applied to new construction where the value increase has not yet been realized from a property tax perspective. The assessment stays with the property in the event of a sale. The special assessment becomes a lien against the property at the point that it is extended to the tax rolls. If not timely paid, the special assessment would accrue penalties and interest as with other delinquent taxes and is subject to tax forfeiture. Unpaid assessments become a lien on the property like any other special assessment or unpaid property taxes.

County Goals (Check those advanced by Action)

☒ Well-being

☒ Prosperity

☐ Opportunity

☐ Accountability

Racial Equity Impact

The Community and Economic Development (CED) department is actively exploring ways to better understand the racial equity impact of this program. Historically, this program has been utilized by a diverse range of participants, including larger, well-capitalized property owners, developers, religious institutions, and

non-profit organizations.

CED is collaborating with SPPA to identify opportunities to incorporate racial equity considerations into the program, including potential adjustments to its delivery. As part of future efforts, CED will be updating the Economic Competitiveness and Inclusion Vision Plan, which will offer an opportunity to further explore and address racial equity impacts. Ramsey County remains committed to ensuring the program is accessible, fair, and equitable for all. PACE special assessments are self-imposed by property owners, a financing option for energy efficiency improvements.

Community Participation Level and Impact

The Saint Paul Authority, PACE administrator for Ramsey County, engages businesses directly or through other economic development partners in increasing awareness of this program. The community is also informed of the availability of this program through the county's website at:

www.ramseycounty.us/businesses/property-development/property-development-programs/property-assessed-clean-energy-program-pace <<http://www.ramseycounty.us/businesses/property-development/property-development-programs/property-assessed-clean-energy-program-pace>>

☒ Inform ☐ Consult ☐ Involve ☐ Collaborate ☐ Empower

Fiscal Impact

The processing of loan applications to participate in the PACE OF MN program is the responsibility of the SPPA, with loan repayments being the responsibility of the property owner. Support services are provided by existing staff from CED and Property Tax, Records and Election Services and included in the biennial operating budget.

Last Previous Action

On January 21, 2025, the Ramsey County Board of Commissioners approved a Certification of Property Assessed Clean Energy assessment plus interest on Every Meal in the amount of \$380,292 (Resolution B2025-022).

Attachments

1. Request Letter from Saint Paul Port Authority
2. PACE of MN Project and Assessment Tracking Sheet

April 10, 2025

Ramsey County
15 West Kellogg Boulevard, Ste. 250
Saint Paul, MN 55102

Dear Ms. Schwartz:

The Saint Paul Port Authority is requesting Ramsey County to place Property Assessed Clean Energy (PACE) special assessments on the following parcels as requested by the property owner:

<u>Property Owner</u>	<u>Parcel Number</u>	<u>Assessment Amount</u>	<u>Assessment Start Date</u>	<u>Amortization (years)</u>	<u>Interest Rate (%)</u>
Lex Center LLC	353023220004	\$175,000.00	6/1/26	10	5.25%

As the administrator of PACE for Ramsey County, the Port Authority has reviewed the assessment, and it has determined that the project conforms with the Minnesota PACE statutes. The interest rate is **5.25%** and the term will be **10** years beginning in **2026**. I have attached the PACE application from the property owner and energy study.

Thank you for your assistance with these exciting projects in Ramsey County. Please let me know if you have any questions.

Sincerely,



Holly Huston
VP of Finance



Property Assessed Clean Energy - PACE OF MN

Project/Assessment Tracking Sheet

\$ 63,088,759.50

PIN	Owner	Address	City	Zip	Assessment Date	Resolution #	Amount	Term (Years)	Interest Rate	Accrual Date	Improvements	Commissioner District
14-29-22-44-0007	Carol M Acosta DBA Playschool Childcare, Inc.	1709 McKnight Road	Maplewood	55109	12/22/15	B2015-410	\$ 75,000.00	10	4.50%	1/1/2016	20KW Photovoltaic Solar System	7
29-29-22-14-0182	Richard J F Kramer & Rosemary A Kramer DBA RJFK Media Associates, Inc.	965 Arcade St	Saint Paul	55106	12/22/15	B2015-410	\$ 30,000.00	10	4.50%	1/1/2016	12KW Photovoltaic Solar System	6
36-29-23-11-0003	Jade Holdings LLC DBA J&J Distributing	653 Rice St.	Saint Paul	55103	12/22/15	B2015-410	\$ 11,000.00	10	4.50%	1/1/2016	HVAC, lighting and controls	3
36-29-23-11-0008							\$ 467,000.00					
36-29-23-11-0010							\$ 54,000.00					
36-29-23-11-0011							\$ 88,000.00					
06-28-22-11-0017	First Bank Building LLC	332 Minnesota St	Saint Paul	55101	5/24/16	B2016-144	\$ 5,000,000.00	20	5.52%	5/24/2016	HVAC; energy upgrades	5
13-29-22-44-0004	Tubman	2675 Larpenteur Ave E	Saint Paul	55109	5/24/16	B2016-144	\$ 46,000.00 Modified B2017-098 \$ 30,000.00	10	4.00%	6/1/2016	40 kw solar installations; energy upgrades	7
06-28-22-11-0005	375 Jackson Courtly LLC & 375 Jackson Willow, LLC	375 Jackson St #700w	Saint Paul	55101	6/21/16	B2016-167	\$ 672,000.00	20	5.47%	6/21/2016	HVAC; energy upgrades	5
06-28-22-11-0007							\$ 728,000.00					
06-28-22-12-0119	US Bank Centre LLC	101 5th St E	Saint Paul	55101	6/21/16	B2016-167	\$ 3,820,000.00	20	5.47%	6/21/2016	HVAC; energy upgrades	5
29-29-22-13-0183	990 Payne Ave, LLC	990 Payne Ave	Saint Paul	55130	7/1/17	B2017-159	\$ 70,000.00	10	4.50%	7/1/2017	Energy efficiency	6
20-30-23-33-0030	United Church of Christ	1000 Long Lake Road	New Brighton	55112	7/1/17	B2017-159	\$ 85,100.00	10	4.50%	7/1/2017	23.04 kw solar installation	2
18-30-23-34-0077	Atonement Lutheran Church	1980 Silver Lake Road NW	New Brighton	55112	7/1/17	B2017-159	\$ 115,000.00	10	4.50%	7/1/2017	40 kw solar installation	2
27-29-23-13-0051	Atrium, LLC	1295 Bandana Blvd	Saint Paul	55108	11/7/17	B2017-278	\$ 120,000.00	10	4.50%	11/7/2018	Direct digital control system installation	3
31-29-22-14-0048	Positively 2nd St., LLC	628 Pine St	Saint Paul	55130	11/7/17	B2017-278	\$ 52,000.00	10	4.50%	11/7/2018	Building retrofitting	5
29-29-23-13-0058	Endicott, LLC	2325 Endicott St	Saint Paul	55114	11/7/17	B2017-278	\$ 390,000.00	10	4.50%	1/1/2018	152 kW rooftop solar installation	4
29-29-23-34-0027	Midway Commerical Building	2512 University Ave W	Saint Paul	55114	12/18/2018	B2018-351	\$ 74,000.00	10	4.50%	4/1/2018	Boiler	4
27-29-23-24-0250	Energy Park, LLC	1360 Energy Park Drive	Saint Paul	55114	12/18/2018	B2018-351	\$ 275,000.00	10	4.50%	4/1/2018	HVAC; energy upgrades	3
28-29-23-13-0008	MVP Real Estate, LLC	1771 Energy Park Drive	Saint Paul	55114	12/18/2018	B2018-351	\$ 145,928.00	10	4.50%	4/1/2018	40 kW rooftop solar installation	4
04-28-22-12-0037	Cerenity Marian of St. Paul, LLC	200 Earl St	Saint Paul	55114	12/18/2018	B2018-351	\$ 1,385,000.00	10	4.50%	4/1/2018	HVAC, Boiler and Chiller	5
29-30-23-21-0121	Hossein A. Jalali	991 9th Ave NW	New Brighton	55112	12/18/2018	B2018-351	\$ 55,000.00	10	4.50%	4/1/2018	20-kw Solar Installation	2
09-29-23-43-0002	Rosewood Office Plaza, LLC	1711 County Road B W	Roseville	55113	12/18/2018	B2018-351	\$ 130,000.00	10	4.50%	4/1/2018	HVAC; energy upgrades	2
01-28-23-12-0287	YWCA of St. Paul	375 Selby Ave	Saint Paul	55102	12/18/2018	B2018-351	\$ 245,000.00	10	4.50%	9/1/2018	HVAC; energy upgrades	4
29-29-23-42-0086	Precision Coatings, Inc.	2309 Wycliff St	Saint Paul	55114	12/18/2018	B2018-351	\$ 250,000.00	10	4.50%	4/1/2018	HVAC; energy upgrades	4
31-29-22-34-0203	Rebound Exchange, LLC	26 Exchange St E	Saint Paul	55101	12/18/2018	B2018-351	\$ 393,880.00	10	5.00%	1/1/2019	Energy efficiency	5
09-29-23-22-0015	Roseville Office Plaza, LLC	1970 Oakcrest Ave	Roseville	55113	12/18/2018	B2018-351	\$ 221,000.00	10	5.00%	1/1/2019	HVAC; energy upgrades	2



Property Assessed Clean Energy - PACE OF MN

Project/Assessment Tracking Sheet

\$ 63,088,759.50

PIN	Owner	Address	City	Zip	Assessment Date	Resolution #	Amount	Term (Years)	Interest Rate	Accrual Date	Improvements	Commissioner District
27-29-22-23-0077	Prosperity Properties, LLC	958 Prosperity Ave	Saint Paul	55106	12/18/2018	B2018-351	\$ 233,000.00	10	5.00%	1/1/2019	93 kW Solar Array	6
09-29-22-14-0010	Koobmoo Funeral Chapel, Inc.	1259 Gervais Ave E	Maplewood	55109	12/18/2018	B2018-351	\$ 109,000.00	10	5.00%	1/1/2019	40-kW solar array	7
20-29-22-44-0168	Koobmoo Funeral Chapel, Inc.	1235 Arcade St	Saint Paul	55106	12/18/2018	B2018-351	\$ 84,000.00	10	5.00%	1/1/2019	30-kW solar array	6
05-28-22-42-0013	RBP Realty, LLC	276 Chester St	Saint Paul	55107	12/18/2018	B2018-351	\$ 39,204.55	10	5.00%	1/1/2019	HVAC; energy upgrades	5
05-28-22-43-0029		296 Chester St					\$ 36,922.07					
05-28-22-43-0030		314 Chester St					\$ 17,922.08					
05-28-22-43-0031		334 Chester St					\$ 114,253.25					
05-28-22-43-0016		264 Lafayette Frontage Road E					\$ 155,698.05					
01-30-22-22-0019	PRC-WBMS, LLC	2310 Leibel St	White Bear Township	55110	5/14/2019	B2019-117	\$ 87,000.00	10	6.00%	1/1/2020	Solar Installation	1
06-28-22-12-0060	St Paul Building LLC	359 Wabasha St	Saint Paul	55107	10/1/2019	B2019-226	\$ 315,000.00	20	6.95%	1/1/2020	New cooling tower, building automation, and lighting upgrades	5
12-29-23-22-0006	Roseville Senior Living LLC	2600 Dale Street N	Roseville	55113	11/5/2019	B2019-248	\$ 3,850,000.00	20	6.65%	1/1/2021	HE roof and wall insulation, Energy Star windows, HE magic paks, HE air units, Energy Star water heaters, LED lights, HE appliances, etc.	2
08-28-22-22-0064	CJK Holding LLC	429 Wabasha St S	Saint Paul	55107	12/17/2019	B2019-314	\$ 58,500.00	10	5.00%	6/1/2019	Solar array	5
06-28-22-43-0042	DPN Properties LLC	120 W Plato Blvd	Saint Paul	55107	12/17/2019	B2019-314	\$ 187,300.00	10		9/1/2019	LED lighting, boiler, wastewater heat exchange	5
16-30-22-44-0025	Dulayne Properties LLC	4760 White Bear Pkwy	White Bear Lake	55110	12/17/2019	B2019-314	\$ 42,600.00	10	5.00%	7/1/2019	Solar array	7
16-30-22-44-0026					12/17/2019	B2019-314	\$ 34,700.00					
16-30-22-44-0027					12/17/2019	B2019-314	\$ 34,700.00					
20-29-22-12-0089	Akamai LLC	613 Hoyt Ave	Saint Paul	55130	12/17/2019	B2019-314	\$ 60,000.00	10	5.00%	10/1/2019	Rooftop solar	6
12-29-22-14-0078	NSP Post 39 American Legion	2678 East 7 th Ave	North Saint Paul	55109	12/17/2019	B2019-314	\$ 80,000.00	10	5.00%	6/1/2019	HVAC improvements	7
28-29-23-11-0031	3PL Holdings, LLC	1700 Wynne Ave	Saint Paul	55108	4/28/2020	B2020-090	\$ 2,435,777.00	10	4.15%	1/1/2021	Solar array	4
28-29-23-12-0006					4/28/2020	B2020-090	\$ 22,220.00					
28-29-23-12-0005					4/28/2020	B2020-090	\$ 79,280.00					
32-29-23-14-0005	Workshop Vandalia Owner, LLC	550 Vandalia St	Saint Paul	55108	6/16/2020	B2020-125	\$4,540,643	20	5.75%	10/15/2021	Roof replacement and insulation, HVAC equipment, LED lighting, building envelope, window replacement and glazing, and building insulation	4
					Amendment	B2023-130			6.15%			
35-30-23-23-0043	Belle Enterprises, LLC	3434 Lexington Ave N	Shoreview	55126	11/24/2020	B2020-235	\$193,000.00	10	5.00%	3/1/2020	Solar array, HVAC upgrades	1
35-29-23-32-0165	1000 University Ave Properties, LP	1000 University Ave	Saint Paul	55104	11/24/2020	B2020-235	\$260,000.00	10	5.00%	6/1/2020	Solar array	4
06-28-22-12-0068	Port Arthur Development, LLC	24 East 4th St	Saint Paul	55101	11/24/2020	B2020-235	\$361,000.00	10	4.25%	10/1/2020	LED lighting and automation controls	5
32-29-23-11-0043	Zone 5 Group, LLC	2161 University Ave W	Saint Paul	55114	12/22/2020	B2020-276	\$220,500.00	10	5.00%	1/1/2021	Solar array	4
36-29-23-12-0224	293 Como, LLC	293 Como Ave	Saint Paul	55103	2/16/2021	B2021-039	\$188,000.00	20	6.34%	1/1/2022	Roofing upgrades	3
34-29-23-34-0041	1457 Marshall LLC	1457 Marshall Ave	Saint Paul	55104	2/16/2021	B2021-039	\$380,000.00	20	6.34%	1/1/2022	Roofing upgrades and solar installation	4
12-29-23-22-0006	Roseville Senior Living, LLC	2600 Dale Street N	Roseville	55113	5/18/21	B2021-110	\$ 5,500,000.00	20	6.13%	1/1/2022	Energy conservation measures in new construction	2



Property Assessed Clean Energy - PACE OF MN

Project/Assessment Tracking Sheet

\$ 63,088,759.50

PIN	Owner	Address	City	Zip	Assessment Date	Resolution #	Amount	Term (Years)	Interest Rate	Accrual Date	Improvements	Commissioner District
07-28-22-14-0154	Michael Juraj	631 Stryker Ave	Saint Paul	55107	8/24/21	B2021-182	\$ 17,000.00	10	4.25%	1/1/2022	Purchase and installation of solar panels and related equipment for producing electricity for the building	5
34-30-23-12-0010	Arden Hills RE, LLC	3565 Pine Tree Drive	Arden Hills	55112	9/21/21 <i>Amendment</i>	B2021-202 B2023-230	\$ 9,661,690.00 \$ 9,674,748.00	20	5.95% 5.87%	1/1/2024	Energy efficiency on new construction	1
05-28-22-33-0059	Drake Building, LLC	60 Plato Blvd	Saint Paul	55107	11/2/21	B2021-606	\$ 440,000.00	10	4.25%	1/1/2022	Energy efficient HVAC	5
27-29-22-23-0082	Hmong Village, LLC	1001 Johnson Pkwy	Saint Paul	55106	11/2/21	B2021-606	\$ 315,000.00	10	5.00%	1/1/2022	Lighting upgrade to LED	6
34-29-23-43-1573 31-29-22-43-1572	HFS 428, LLC	428 Minnesota St	Saint Paul	55101	12/13/22 <i>Amendment</i>	B2022-299 B2024-076	\$ 882,000.00 \$ 733,683.50	10 8	4.25%	1/1/2023	Energy efficient management system	5
06-28-22-43-0042	DPN Properties LLC	120 Plato Blvd W	Saint Paul	55107		B2023-130	\$ 300,000.00	10	6.00%	1/1/2024	Water and heat upgrades	5
34-29-23-11-0220	St. Paul Properties, LLC	701 Lexington Pkwy N	Saint Paul	55104		B2023-190	\$ 336,200.00	10	5.00%	1/1/2024	Heating, cooling, lighting, roof and solar upgrades	4
34-29-23-31-0029 34-29-23-31-0030	GA and J Properties LLC	1375 St Anthony Ave	Saint Paul	55104		B2024-032	\$ 34,000.00 \$ 189,000.00	10	7.00%	1/1/2025	Insulation, roof and solar upgrades	4
29-29-23-32-0036	Court West Business LLC	2610 University Ave West	Saint Paul	55114		B2024-190	\$ 353,000.00	10	5.50%	1/1/2025	Energy efficient HVAC	3
06-28-22-12-0033	IVP St. Paul MF Conversion, LLC	386 Wabasha Street North	Saint Paul	55102		B2024-204 <i>Amendment</i> B2024-265	\$ 15,789,000.00	29	7.82% 8.56%	1/1/2026	Roof, lighting, building envelop, energy efficiency HVAC improvements	5
29-29-22-12-0082	East Immanuel Lutheran Church	1173 Payne Ave	Saint Paul	55130		B2024-223	\$ 205,000.00	12	6.00%	1/1/2025	HVAC improvements	3
05-29-23-33-0008	Every Meal	2715 Patton Road	Roseville	55113		B2025-022	\$ 380,292.00	15	6.75%	1/1/2026	Solar energy improvements	2
PROPOSED												
35-30-23-22-0004	Lex Center LLC	3570 Lexington Ave	Shoreview	55126			\$175,000	10	5.25%	1/1/2026	Energy efficiency improvements	1
REMOVED												
06-28-22-12-0033	St. Paul Wabasha Partners, LLC	386 Wabasha St N	Saint Paul	55102	2/16/2021	B2021-039	\$ 12,000,000.00	20	6.44%	1/1/2022	Energy efficiency improvements	5
27-29-23-13-0040	MINCAM – Minnesota Cameroon Community – C/O Dr. Robert Tamukong	1020 Bandana Blvd W	Saint Paul	55108	5/24/16 <i>Removal</i>	B2016-144 B2017-040	\$ 194,000.00	10	4.50%		Connection to Energy Park Utility Company's District Energy System	3
27-29-23-13-0040	Minnesota Cameroon Community	1020 Bandana Blvd W	Saint Paul	55108	12/18/2018	B2018-351	\$ 250,000.00	10	5.00%	1/1/2019	Connection to Energy Park Utility Company's District Energy System	3

Board of Commissioners

Request for Board Action

Item Number: 2025-217

Meeting Date: 6/10/2025

Sponsor: Public Works

Title

Eligible Projects for the Ramsey County Transportation Sales and Use Tax Funding

Recommendation

1. Approve the removal of the following projects from the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan.
 - a. METRO Green Line: Operating.
 - b. METRO Gold Line: Operating.
 - c. Riverview Corridor: Capital and Operating.
 - d. Ramsey County 2017-2021 Transportation Improvement Program.
2. Approve the addition of the following projects to the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan.
 - a. **Roadways and Interchanges**
 - i. Lexington Avenue at CSAH 96 - Arden Hills and Shoreview.
 - ii. Hamline Avenue at CSAH 96 - Arden Hills.
 - iii. Snelling Avenue at Larpenteur Avenue - Falcon Heights.
 - iv. Rice Creek Commons Spine Road at CSAH 96 - Arden Hills.
 - v. White Bear Avenue at I-94 - Saint Paul.
 - b. **Corridor Improvements**
 - i. White Bear Avenue: Beam Avenue to I-94 - Maplewood and Saint Paul.
 - ii. Maryland Avenue: Johnson Parkway to White Bear Avenue - Saint Paul.
 - iii. Larpenteur Avenue/Parkway Drive: Hennepin County Line to Hwy 61 - Falcon Heights, Lauderdale, Maplewood, Roseville, and Saint Paul.
 - iv. Lexington Avenue: CSAH 96 to County Road J - Arden Hills and Shoreview.
 - c. **Transformative and Innovative**
 - i. Rice Creek Commons Spine Road - Arden Hills.
 - ii. County Fleet Electric Vehicle Transition - Countywide.
 - iii. RiversEdge Transportation Infrastructure - Saint Paul.
 - d. **Union Depot and Railroad**
 - i. Union Depot Track Three Extension - Saint Paul.
 - ii. Union Depot Train Deck Repairs and Modernization - Saint Paul.
 - iii. Union Depot Facility Modernization - Saint Paul.
 - iv. County Road C Bridge over BNSF Railroad - Roseville.
 - v. Victoria Street at CPKC Railroad - Shoreview.
 - vi. Larpenteur Avenue at CPKC Railroad - Maplewood and Saint Paul.
 - e. **Other**
 - i. Purple Line Corridor - Maplewood and Saint Paul.
 - ii. Bruce Vento Regional Trail Extension - White Bear Lake.
 - iii. Trout Brook Regional Trail Extension - Little Canada, Maplewood, Saint Paul, and Vadnais Heights.
 - iv. All Projects contained in the 2024-2028 Ramsey County Transportation

Improvement Program.

3. Authorize the use of Ramsey County Transportation Sales and Use Tax Funding for the completion of projects identified in the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan.

Background and Rationale

To provide a safe and efficient multi-modal transportation system, the Ramsey County Board approved the imposition of a one-half percent sales tax and \$20 excise tax on new vehicles in Ramsey County, Ramsey County Transportation Sales and Use Tax (Sales and Use Tax), for specific transportation projects consistent with the requirements of Minnesota Statute 297A.993 on June 13, 2017, by Resolution B2017-143. State statute allows new projects to utilize Sales and Use Tax funding following a public hearing and a resolution passed by the county board.

The Ramsey County Transportation Sales and Use Tax Capital Improvement Plan was updated to reflect changes in project eligibility since 2017.

On June 3, 2025, the Ramsey County Board held a public hearing to solicit comments from the public on the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan. This updated plan contained the removal of projects and the addition of new projects.

Removal of the following projects:

- METRO Green Line operating costs.
- METRO Gold Line operating costs.
- Riverview Corridor capital and operating costs.
- 2017-2021 Transportation Improvement Program.

Addition of new projects:

a. Roadways and Interchanges

- i. Lexington Avenue at CSAH 96 - Arden Hills and Shoreview.
- ii. Hamline Avenue at CSAH 96 - Arden Hills.
- iii. Snelling Avenue at Larpenteur Avenue - Falcon Heights.
- iv. Rice Creek Commons Spine Road at CSAH 96 - Arden Hills.
- v. White Bear Avenue at I-94 - Saint Paul.

b. Corridor Improvements

- i. White Bear Avenue: Beam Avenue to I-94 - Maplewood and Saint Paul.
- ii. Maryland Avenue: Johnson Parkway to White Bear Avenue - Saint Paul.
- iii. Larpenteur Avenue/Parkway Drive: Hennepin County Line to Hwy 61- Falcon Heights, Lauderdale, Maplewood, Roseville, and Saint Paul.
- iv. Lexington Avenue: CSAH 96 to County Road J - Arden Hills and Shoreview.

c. Transformative and Innovative

- i. Rice Creek Commons Spine Road - Arden Hills.
- ii. County Fleet Electric Vehicle Transition - Countywide.
- iii. RiversEdge Transportation Infrastructure - Saint Paul.

d. Union Depot and Railroad

- i. Union Depot Track Three Extension - Saint Paul.
- ii. Union Depot Train Deck Repairs and Modernization - Saint Paul.
- iii. Union Depot Facility Modernization - Saint Paul.
- iv. County Road C Bridge over BNSF railroad - Roseville.
- v. Victoria Street at CPKC railroad - Shoreview.
- vi. Larpenteur Avenue at CPKC railroad - Maplewood and Saint Paul.

e. Other

- i. Purple Line Corridor - Maplewood and Saint Paul.

- ii. Bruce Vento Regional Trail Extension - White Bear Lake.
- iii. Trout Brook Regional Trail Extension - Little Canada, Maplewood, Saint Paul, and Vadnais Heights.
- iv. All Projects contained in the 2024-2028 Ramsey County Transportation Improvement Program.

The Ramsey County Transportation Sales and Use Tax Capital Investment Plan is not inclusive of every project discussed in the Ramsey County Transit and Transportation Investment Plan or by the board at its November 19, 2024, and April 8, 2025, workshops, but identifies eligible projects based on county board discussion, project readiness, and alignment with county plans. Identification of projects for inclusion in the Ramsey County Transportation Sales and Use Tax Capital Investment Plan is predicated on their alignment with the county's strategic priorities and guiding plans. To ensure the greatest benefit possible is provided, while ensuring consistency with Ramsey County's strategic priorities, the following guiding principles will be utilized:

- Funding will be spent countywide, with a primary focus on the county transit and transportation system.
- Funding will be used to advance the county's All-Abilities Transportation Policy.
- Funding will be used to grow economic competitiveness by improving mobility between housing, jobs, essential services, and community amenities.
- Funding will focus on increasing access and reducing barriers to multimodal transportation options.
- Funding will be used to mitigate the impacts of climate change and improve transportation infrastructure resiliency.

Ramsey County will utilize its Transit and Transportation Investment Plan, [Economic Competitiveness and Inclusion Plan <https://www.ramseycounty.us/your-government/projects-initiatives/economic-development-initiatives/economic-competitiveness-inclusion-plan>](https://www.ramseycounty.us/your-government/projects-initiatives/economic-development-initiatives/economic-competitiveness-inclusion-plan), [All-Abilities 2050 Transportation Plan <https://www.ramseycounty.us/residents/roads-transportation/multi-modal-planning/all-abilities-2050-transportation-plan>](https://www.ramseycounty.us/residents/roads-transportation/multi-modal-planning/all-abilities-2050-transportation-plan), and the [Climate Equity Action Plan <https://www.ramseycounty.us/climate-action/climate-equity-action-plan>](https://www.ramseycounty.us/climate-action/climate-equity-action-plan) as guiding plans as they are dynamic documents that will be reviewed regularly and updated as needed to ensure they evolve to meet the changing needs and priorities of Ramsey County. The Ramsey County Transportation Sales and Use Tax Capital Improvement Plan is a living document and the inclusion of additional projects in the plan will be at the discretion of the county board following a public hearing and adoption of a resolution on their eligibility consistent with Minnesota Statute 297A.993.

Adoption of the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan will make the projects within it eligible for Sales and Use Tax funding. Programming of the projects will be done through the Ramsey County Transportation Improvement Program adopted annually by the Ramsey County Board.

County Goals (Check those advanced by Action)

☒ Well-being ☒ Prosperity ☒ Opportunity ☒ Accountability

Racial Equity Impact

Ramsey County is the most racially and ethnically diverse county in the state of Minnesota. An improved multi-modal transportation system will benefit all residents of the county, including communities of color, and Native Americans who are more likely to benefit from increased investments in transportation projects consistent with Ramsey County's All Abilities Transportation Policy. All transportation capital construction projects, including roadway, bridge, trail and sidewalk, and transit projects will include workforce inclusion goals consistent with the Transportation Improvement Program they are adopted into. These goals currently are 32% minority and 20% women in the construction workforce.

Public Works also has a goal of 5% growth year over year for use of Certified Small Business Enterprise (CERT SBE) companies on its construction projects. The CERT SBE companies are further categorized into

minority and female owned businesses that can be contracted with on Public Works' professional/technical and construction agreements.

Community Participation Level and Impact

A public hearing was held to provide the opportunity for the public to provide direct input on the projects identified for Sales Tax use. Additionally, the selection of these projects was informed by the All-Abilities 2050 Transportation Plan which included engaging with more than 1,500 residents, city, county, and township officials throughout its development. These projects also align with the goals of the county's Climate Equity Action Plan which was developed with engagement from more than 300 county residents and subject matter experts. Significant engagement with residents, businesses, community leaders, a steering committee, and the county board informed the strategies and actions within the Economic Competitiveness and Inclusion Plan to help shape the development of an implementable plan (and subsequently future budgets) over the last five years. An update to the ECI Plan will be underway in 2025.

☒ Inform ☒ Consult ☒ Involve ☐ Collaborate ☐ Empower

Fiscal Impact

Approval of the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan will allow for the continued collection of the one-half percent sales tax and excise tax to be used on projects specified within the plan. These projects will be funded by current and future proceeds of the sales and use tax, and the costs associated with these projects will be contained within the annual Transportation Improvement Program (TIP).

Last Previous Action

On June 3, 2025, the Ramsey County Board Of Commissioners held a Public Hearing in the Council Chambers, third floor of Ramsey County Courthouse, 15 West Kellogg Boulevard, Saint Paul, MN 55102 to afford the public an opportunity to comment on the revisions to the list of projects eligible for Ramsey County Transportation and Sales and Use Tax funding and approve a list of eligible projects for the Ramsey County Transportation and Sales and Use Tax funding.

On May 27, 2025, the Ramsey County Regional Railroad Authority approved the Transit and Transportation Investment Plan (Resolution R2025-010).

On May 27, 2025, the Ramsey County Board approved the Transit and Transportation Investment Plan (Resolution B2025-104).

On May 13, 2025, the Ramsey County Board set the Public Hearing Date for the use of Ramsey County Transportation Sales and Use Tax Funds (Resolution B2025-092).

On April 8, 2025, the Ramsey County Board held a Workshop/Discussion on 2025 Transportation Funding.

On November 19, 2024, the Ramsey County Board held a Workshop/Discussion on Transportation Funding.

Attachments

1. Ramsey County Transportation Sales and Use Tax Capital Improvement Plan
2. Public Testimony at the June 3, 2025, Public Hearing
3. Ramsey County Sales and Use Tax Capital Investment Program Project Selection Fact Sheet
4. Transit and Transportation Investment Plan

Ramsey County Transportation Sales and Use Tax Capital Improvement Plan

On June 13, 2017, the Ramsey County Board approved the first Ramsey County Transportation Sales and Use Tax Capital Improvement Plan. Since that time, multiple changes have taken place that need to be reflected an updated plan. These changes include:

- Metro Transit is paying for 100% of the METRO Green Line operating costs.
- Metro Transit is paying for 100% of METRO Gold Line operating costs.
- Ramsey County ending work on the Riverview Corridor.
- Completion of the 2017-2021 Transportation Improvement Program.
- Rush Line is now METRO Purple Line.

These changes necessitate the removal of the following projects:

- METRO Green Line: Operating.
- METRO Gold Line: Operating.
- Riverview Corridor: Capital and Operating.
- Ramsey County 2017-2021 Transportation Improvement Plan.

Following a series of workshops to discuss future uses of the funding previously allocated to the Riverview Corridor, the Ramsey County Board and Ramsey County Regional Railroad Authority Approved the Transit and Transportation Improvement Program on May 27, 2025. The Transit and Transportation Improvement Program identifies project categories for the use of Ramsey County Transportation Sales and Use Tax and Ramsey County Regional Railroad Authority levy. These categories have been incorporated into this update to the Ramsey County Transportation Sales and Use Tax Capital Improvement Plan. The Ramsey County Transportation and Sales Tax Capital Improvement Plan is a living document where new projects can be added as eligible for Ramsey County Transportation Sales and Use Tax funding at the discretion of the county board following a public hearing and adoption of a resolution on their eligibility consistent with Minnesota Statute 297A.993.

Consistent with Minnesota Statute 297A.993, the following specific projects are eligible for Ramsey County Transportation Sales and Use Tax proceeds.

Roadways and Interchanges

- Lexington Avenue at CSAH 96 - Arden Hills and Shoreview.

- Hamline Avenue at CSAH 96 – Arden Hills.
- Snelling Avenue at Larpenteur Avenue – Falcon Heights.
- Rice Creek Commons Spine Road at CSAH 96 – Arden Hills.
- White Bear Avenue at I-94 – Saint Paul.

Corridor Improvements

- White Bear Avenue; Beam Avenue to I-94 – Maplewood and Saint Paul.
- Maryland Avenue; Johnson Parkway to White Bear Avenue – Saint Paul.
- Larpenteur Avenue/Parkway Drive; Hennepin County Line to Hwy 61- Falcon Heights, Lauderdale, Maplewood, Roseville and Saint Paul.
- Lexington Avenue; CSAH 96 to County Road J; Arden Hills and Shoreview.

Transformative and Innovative

- Rice Creek Commons Spine Road – Arden Hills.
- County Fleet Electric Vehicle Transition – Countywide.
- RiversEdge Transportation Infrastructure – Saint Paul.

Union Depot and Railroad

- Union Depot Track Three Extension – Saint Paul.
- Union Depot Train Deck Repairs and Modernization – Saint Paul.
- Union Depot Facility Modernization – Saint Paul.
- County Road C Bridge over BNSF railroad – Roseville.
- Victoria Street at CPKC railroad – Shoreview.
- Larpenteur Avenue at CPKC railroad – Maplewood and Saint Paul.

Other

- Purple Line Corridor – Maplewood and Saint Paul.
- Bruce Vento Regional Trail Extension – White Bear Lake.
- Trout Brook Regional Trail Extension – Little Canada, Maplewood, Saint Paul and Vadnais Heights
- All Projects contained in the 2024-2028 Ramsey County Transportation Improvement Program.

PUBLIC TESTIMONY AT THE JUNE 3, 2025, PUBLIC HEARING

Discussion can be found on archived video.

Signed up to speak at the public hearing + written testimonies:

Name: Melissa Wenzel (349 Michigan Street, St Paul, MN 55102) - Yes

Comments: The West 7th corridor deserves transit investment from the county. We NEED upgrade transit options, and the funding from the county is essential for these efforts. Please do NOT remove funding from the West 7th BRT initiative!

Name: Daniel Waddell (1144 Edgumbe Road, St Paul, MN 55105) Yes

Comments: The Riverview Corridor is a vital project that has been in discussion since the 1990s. Removing funding for the project is an embarrassment for the city and county. Bus rapid transit is a no brainer for the corridor that will help set up growth in Saint Paul for decades to come.

Name: Julia McColley (NA) Yes

Comments: Good morning,

Could you confirm the length of testimony allowed at the June 3 public hearing? Are community members able to share a visual?

Best

Julia McColley

Name: Frank Jossi (1810 Hartford Ave, Saint Paul 55116) Yes

Comments: Summarize comments from the Highland District Council.

Name: John Yust (256 Goodrich Avenue)

Comments:

Dear Ramsey County Commissioners.

My name is **John Yust**, and I live at **256 Goodrich Avenue**.

Over the past 20 years, Ramsey County orchestrated 1,000's of volunteer hours of West 7th community members to plan for new transit under the guise of Riverview Corridor, first an extension of the Twin Cities light rail, and then, a rail- based streetcar. After 20 years, Ramsey County canceled all of their activities related to Riverview Corridor in Fall 2024.

\$730 million of the Ramsey County Transportation Sales and Use Tax Fund was to be tapped for the County's share of funding for Riverview Corridor. The 13,000 residents of West 7th have contributed to this fund continuously for the past 20 years. However, we now learn that Ramsey County will not expend a penny of that fund to improve transportation in West 7th. In fact, there is no project listed for West 7th, not even improvements to Randolph Avenue, a county owned corridor.

Residents of the county, specifically West 7th, should not be penalized for over 20 years of effort participating in a misguided planning process led by Ramsey County.

Thank you.

Name: Jay Severance (350 St Peter Street, Saint Paul 55102)

Comments:

Testimony for the meeting of the Ramsey County Board of Commissioners 6/3/2025h t
My name is Jay Severance. I live at 350 St Peter Street, and have been a downtown resident for 20 years. Since 2014, I have been involved in the Riverview Corridor Project, most recently as a member of the Citizen Advisory Committee and as an associate of Citizen Advocates for Regional Transit.

The Riverview Modern Streetcar project compared the Modern Streetcar and Bus Rapid Transit solutions to address the transit needs of the Corridor, and it became apparent that the BRT solution, under today's and near-term outlook, was the better solution. At that time the Modern Streetcar portion of the project was closed. However, the assurance was given that the Riverview Project would not be abandoned.

Now, it appears that the Riverview Project and its funding are being recommended for removal.

I request that the Council not approve that action, and instead allocate funding to the continuation of the Project through the following action:

- Allocate funding to support the continuation of the Riverview Corridor transit plan being developed by the City of Saint Paul,
- Support the extension of the Metro Purple Line project to include the Riverview Corridor ABRT - providing greatly improved access to the corridor and the MSP/MOA complex, and the job opportunities for the whole East Metro.
- Allocate funding through the County Railroad Authority to purchase the CPKC Ford spur for active transportation and transit needs for the Corridor.

Thank you for your Consideration of these requests.

Jay Severance

350 St Peter St Unit 409 St Paul MN 55102

J_mSeverance@comcast.net

info@c-a-r-t.org www.c-a-r-t.org

Below this line are all who provided testimony, but didn't wish to speak at the public hearing.

Name: (1266 Gorman Ave, West St Paul, MN 55114)

Comments: Creating the Emergency Management and Homeland Security Department within the Safety and Justice Service Team is a smart move for Ramsey County. This change will make our disaster response and preparedness efforts more organized and efficient. As someone impacted by disasters, this matters to me. It ensures we have the resources and structure needed to keep our community safe and resilient. By making this a dedicated department, we can better support our residents and local businesses in times of emergency.

Name: John Levin - No

Comments: Is there a document or other materials that provide background for the June 3 public hearing on the Transportation Sales and Use Tax. I don't see anything at this page: <https://www.ramseycounty.us/content/public-hearing-use-ramsey-county-transportation-sales-and-use-tax-funds>. It is not clear what the public is being asked to comment on.

Name: Joseph F Landsberger (112 South Leech Street, St Paul, MN 55102) No

Comments: Greetings Commissioners. Pursuant to your mission statement "To provide a safe and efficient multi-modal transportation system" I would like to advocate for a vital link in our metro wide transportation system. The main link west as proposed by the "New West 7th transit improvement project" will enhance this system, and promote transit-oriented development along our river corridor. The possibilities facing downtown development as well as the potential for building on tourist-oriented access to our historic and immigrant neighborhoods will reinforce efforts underway.

In addition to West Seventh's stretch out to the MOA and airport, we also have a Randolph spur out to Highland Bridge that can tie into our county's transportation network and so should be a priority for the immediate future.

Thank you.

Name: Will Nissen (399 Duke street, St Paul, MN 55102) No

Comments: Good morning,

I have lived in the West 7th neighborhood in St. Paul for 13 years and am now raising two young kids here. I appreciated the City and County's consideration of significant investment in my area through the Riverview Corridor streetcar project, and agreed with the decision to not pursue streetcars. However, West 7th still needs transportation and transit investment from the County. In particular, the portion of Randolph Avenue between West 7th Street and Shepard Road has extremely limited bike and pedestrian options but high traffic volume. This will be even more so with the increase in heavy truck trips with the proposed FCC station. And, positive improvements to the Sam Morgan Trail along Shepard Road will likely increase the need for connecting bike and pedestrian access along this portion of Randolph Avenue. The City of St. Paul is leading the New West 7th transit improvement project and County funding will be critical to moving that process forward successfully. Please keep reallocated funds from the Riverview Corridor project in the West 7th neighborhood.

Name: Jenn Pierson (890 Kenneth Street, Saint Paul 55116) Yes

Comments: I support the west 7th Bus Rapid Transit line and pedestrian improvements and ask you to maintain funding and see this project through to completion. If Saint Paul wants to revitalize downtown, welcome state employees back and work towards climate goals and reducing emissions this project is essential.

Name: Gabrielle Rosenthal (840 Seal Street, Saint Paul 55114) No

Comments: Ramsey County must continue to invest in safe and convenient public transportation. The Riverview Corridor not only connects presidential neighborhoods and businesses with downtown St Paul but also supports the vital need to revitalize the downtown by connecting airport travelers with the city. My tax dollars should be investing in our future. Convenient public transport ensures a more climate resilient city for all and provides access to economic opportunity for businesses and residents alike.

Name: Kevin Gallatin (1822 Highland Parkway, Saint Paul 55116) No

Comments: I strongly support funding for BRT improvements along West 7th Street. The community has patiently waited as study after study evaluated transit options only to defer to doing nothing. It's time to get this project done. The B-Line should already be operating along this corridor that is one of the busiest in the Metro Transit system. Community members depend on this transit route and they deserve better than the 54 bus can provide at peak times.

Thank you,
Kevin Gallatin

Name: Matthew McCord (1360 Hartford Avenue, Saint Paul 55116) No

Comments: I write with a concern about a component of the proposal for item 2025-203 - namely, the removal of county funding for the Riverview Corridor.

While I recognize that county-led planning for the corridor has ended, a county funding source for the new city-led project will be critical for funding and completing the proposed and essential transit and roadway improvements to this corridor. Cutting the city-led project off from county funding will likely just ensure that the corridor remains with poor and decaying roadway, transit, and pedestrian conditions. I would suggest an amendment to the proposal such that the city-led project remains eligible for county funding, and therefore the local commitment component of FTA matching programs. Thank you.

Name: Paul Hardt (291 7th Street West Apt 909, Saint Paul 55102) No

Comments: I Commissioners,

I write in support of shifting funds from the Riverview Corridor project to supporting badly needed improvements on West 7th Street. Unfortunately, due to a schedule conflict, I will be unable to attend your meeting. I hope this note will express sufficiently my support for moving funds to support West 7th improvements. I was a member of the Citizen Advisory Committee for the Riverview Corridor, as well as past chair of the Transportation and Landuse Committee of the Fort Road Federation. I have followed closely the proposals for improving West 7th over the last several years. I am also a former city councilmember for the City of New Brighton. The hole that opened up on West 7th Street in front of Tom Reid's is a dramatic, but not unique, indication that improvements to West 7th are badly needed. The road surface needs improvement, better pedestrian crosswalks are needed, and infrastructure must be updated. Some of the infrastructure in West 7th is decades old and reflects old, outmoded technology.

As a resident of West 7th and Ramsey County, I strongly support moving funds from the Riverview Corridor project to West 7th improvements.

Paul Hardt

Name: Jonathan Feldman (401 Sibley St Apt 302, Saint Paul 55101) No

Comments: I'm in support of the New West 7th Corridor outline. The 54 as it is frequently gets delayed, so the reliability and transit prioritization that comes with BRT would make me more excited to use this corridor and to encourage friends flying in to MSP that there actually is a modern and reliable option to get downtown. Also, the corridor deserves pedestrian improvements, as it currently feels intimidating and unwelcoming to access businesses up and down the corridor. I appreciate the multi-modal approach that balances the needs of all stakeholders without accepting more years of stagnation.

Name: Becky Yust (256 Goodrich Avenue, Saint Paul 55102) NA

Comments: To Ramsey County Commissioners.

Ramsey County orchestrated 1,000's of volunteer hours of West 7th community members over the past 20+ years to plan for new transit under the guise of Riverview Corridor, first an extension of the Twin Cities light rail, and then, a rail-based streetcar. After 20 years, Ramsey County canceled all of their activities related to Riverview Corridor in Fall 2024. Over \$730 million of the Ramsey County Transportation Sales and Use Tax Fund was to be tapped for the County's share of funding for Riverview Corridor. The 13,000 residents of West 7th have contributed to this fund continuously for the past 20 years. However, we now learn that Ramsey County will not expend a penny of that fund to improve transportation in West 7th. In fact, there is no project listed for West 7th, not even improvements to Randolph Avenue, a county owned corridor. Residents of the county, specifically West 7th, should not be penalized for over 20 years of effort participating in a misguided planning process led by Ramsey County.

Name: Kathy Carruth (NA) NA

Comments: Commissioner Ortega,

The Highland District Council (HDC) has submitted comments for the public hearing regarding the reallocation of funding from the West 7th street corridor. Please see attached. The HDC is disappointed that the County process did not share this information with the Highland District Council or give any information to your community partners prior to the hearing. I hope that improvements can be made to the engagement process moving forward.

Name: Robert Coleman (NA) No

Comments: Hello Ramsey County Clerk, and thank you for the opportunity to send in a comment via email. My name is Robert Coleman, and I am a transit advocate based in Bloomington. I rely on transit every day, and get around all over the metro area using it. It is extremely important that transit funding not be diverted to other purposes, now more than ever. Looking at the Transit and Transportation Investment Plan, very little of it is actually dedicated to transit. The Intersection and Interchange projects, while probably will be better for multi-modal transportation, look to have very little application towards transit improvements. The Corridor projects have a little bit of promise, but none of them are the transformational changes that West 7th would have received under Riverview. If the whole point is to dedicate to BRT to make it cheaper, then we need to actually spend that money on MORE BRT, instead of just making one project cheaper and forgetting to do anything else for a decade. There is zero guarantee that any percentage of the Corridor dollars will actually be spent on transit improvements. We're going to get stuck back in the cycle of whittling down features and improvements until it's basically just a road reconstruction at the status quo. The only thing in the plan that is guaranteed to actually improve transit is the 1 million for Transit Signal Priority, one tenth of one percent of the plan. The Mobility hubs may have a tangential influence on transit, but 2 million isn't going to go far if it's spend on transit. What this plan needs is actual commitment to transit, such as setting aside a significant portion of dollars for delivering 50 miles of bus lanes by 2035, for transitways (such as delivering a truncated first phase of the Purple Line White Bear Ave alignment without federal funding, since a St. Paul terminus isn't federally viable). Extending the platforms on the A line to accommodate articulated busses, more aBRT. The things that transit riders actually want and need, not EV charging infrastructure, subsidizing downtown businesses, or a new road. Actual, bold changes, like improvements to the Green Line to make actual speed improvements, or 35E BRT, or any number of projects that aren't just "Hey, we're

gonna rebuild some intersections". There are so, so, so many ideas that transit riders all over the region have been begging for, and this plan doesn't meet our needs in the slightest.

Name: Scott Berger (1452 Ashland Avenue, Saint Paul 55104) No

Comments: My name is Scott Berger, and I live in Saint Paul. I'm here to strongly urge Ramsey County to retain full funding for the West 7th Bus Rapid Transit and associated pedestrian and bike improvements. We talk a lot in this region about sustainability, climate goals, and equity—but we still design our infrastructure as if driving (i.e., cars, trucks, and SUVs) alone should be the default for the average person. The West 7th Corridor is one place where we can finally shift that pattern. Fast, frequent, and reliable BRT, combined with walkable streets and new regional trails, makes it truly possible for people to leave the car at home, even those of us with small kids. As a parent, I can tell you: families want more options. But the bus has to be predictable, dignified, and frequent enough to replace the car. This project does that. Even as Saint Paul and Ramsey County claim to be forward-thinking, we still build and budget like parking is rightfully king. It's time to change that. Our investments should reflect the kind of city and county we say we want: connected, green, accessible, and less car-dominated.

In short, the West 7th BRT project:

1. Delivers real transit priority, with up to 57% dedicated guideway,
2. Adds safer pedestrian connections and traffic calming,
3. Builds a new 5-mile regional multi-use trail, and
4. Maintains some on-street parking, but doesn't let parking dictate the whole design.

This isn't a speculative concept, it's the result of years of community engagement and planning. Backtracking now would send the message that car-first convenience still outweighs safety, sustainability, and access for everyone else. I urge you to stay the course and fully fund this project. We need more corridors like West 7th, not fewer.

Name: Joe Baierl (406 Wacouta Street unit 210, Saint Paul 55101) No

Comments: Please follow through and implement the most recent bus Rapid Transit plan for the W 7th corridor. I offer four strong reasons why you should do so: 1. The route is important. You know that, given that it's been under review for many years. 2. Ramsey County, the City of Saint Paul, and strategic partners and investors are about to initiate \$1 Billion or more of investment to transform Downtown. Failure to upgrade Downtown's direct link to the airport and Mall would be a red flag to investors. Do the right thing here to pull key components of the transformation forward TOGETHER. 3. There has been fresh new investment in Bus Rapid Transit in the Gold Line and the Metro B line. Keep the momentum going to build a coherent, easy-to-use system. 4. Your credibility is at stake. This route has been fraught with indecision for YEARS. This proposed bus route is inexpensive compared to the previous rail plan. If you fail to pursue even this plan, the public should look at all of you very critically.

Name: Matthew Belanger (1458 Arona Street, St Paul, MN 55108) - No

Comments: Hello,

I would like to express my support for the West 7th reconstruction project to receive funding from the Ramsey County Transportation Sales and Use Tax Fund.

The current state of West 7th is dangerous for pedestrians, cyclists, and transit users, and encourages hazardous driving behavior along the corridor. This money is critical in ensuring that this street becomes and livable and vibrant corridor for all. I implore the County Board of Commissioners to continue to allocate these dollars to the West 7th reconstruction project.

Respectfully,

Matthew Belanger

Name: Julie Borgerding July (1111 Montreal Ave) - No

Comments: Please use money from the thankfully scuttled corridor project to construct the new plan with rapid bus added to W 7th while keeping the 54 line. The sink hole shows that the street needs work.

Thanks

Julie Borgerding July

Name: Justin Nelson (2121 Iglehart Ave, St Paul, MN 55104) - No

Comments: I'm writing to urge the council to support the new West 7th corridor concept. The corridor is an important transit way for the county and has been waiting decades for a proper solution.

Name: Anna Potter (2121 Iglehart Ave, St Paul, MN 55104) - No

Comments: Hello, I believe you should support the New West 7th Corridor Concept. It is a critical transitway in the region that needs County funding to implement. The multimodal elements of the concept will transform the corridor and the County for decades to come, for the better. Your work on Riverview will not go to waste if we can pull together and fund a great BRT and trail concept on West 7th. Thank you for all that you do.

Name: Tim Morehead (1932 Bayard Ave, St Paul, MN 55116) - Yes

Comments: I want to comment on the transfer of funding from the West 7th Street corridor to other projects within the Ramsey County "Transit and Transportation Investment Plan". The West 7th Street corridor from downtown St. Paul to MSP has been studied to death and frankly Ramsey County has wasted much time and money on this vital transportation link. Now that the State of Minnesota Transportation Department and the City of St. Paul are in the planning stages for a plan on this corridor, Ramsey County is pulling the funding for this street. The government of Ramsey County is again showing that it is not listening to the people. The people that live and drive on West 7th street need this road finally fixed and not delayed any longer. We have been waiting well over 10+ years to get this road fixed. Don't take the money away.

Name: Maggie Rock (NA) -

Comments: Dear Commissioners,

I am writing to urge Ramsey County to take immediate and decisive action to invest in the West 7th community. This district has waited long enough. After decades of broken promises, missed

opportunities, and deferred projects, it is time for the County to fulfill its obligation to the residents of this neighborhood—**not someday, but now.**

I am calling for two urgent funding priorities:

1. **A modern transit solution** to replace the now-canceled Riverview Corridor project; and
2. **A greenway with safe pedestrian and bicycle infrastructure** along Randolph Avenue, connecting West 7th to Shepard Road, the Grand Round, and the Mississippi River.

The history of disinvestment in West 7th is long and well documented. The Riverview Corridor project began in 1998 and has consumed **over \$11.7 million in public funding** without yielding results. In the process, our community has been passed over for other investments—**\$28 million in 2014 alone**—because we were told to wait for Riverview. Our infrastructure has suffered as a result. The mill and overlay project for West 7th has been delayed again and again—now scheduled for 2028 or even later. Meanwhile, the street deteriorates, nearly **90 trees removed in 2019 have never been replaced**, and our sidewalks remain unsafe and uninviting.

Whether or not one supported the streetcar proposal, the abrupt cancellation of the Riverview Corridor—**without a clear alternative or reinvestment plan**—has left our neighborhood behind once again. This decision directly harms residents who rely on transit, walkable streets, and public infrastructure, and it leaves us more vulnerable to developments like the recently approved FCC industrial trash truck depot.

I am encouraged by the City of Saint Paul's leadership in advancing a **bus rapid transit (BRT) line for West 7th**, a project with strong potential to meet our community's needs. The West 7th/Fort Road Federation supports this initiative, with the clear expectation that residents' voices will help shape the final design. But without a meaningful financial and planning commitment from Ramsey County, this project remains in jeopardy.

At the same time, **Randolph Avenue is in critical need of investment.** It serves as the only connection from much of our neighborhood to the river, yet currently offers **no sidewalks, no bike lanes, and no safe space for people on foot or bike.** With the new industrial traffic from the FCC site, the dangers are only increasing. The County must act before this becomes a public safety crisis.

Ramsey County has access to **millions of dollars previously allocated for West 7th.** It is unacceptable that those funds are now at risk of being diverted elsewhere. Our neighborhood has already waited over 25 years. We cannot afford to be overlooked again.

This is a pivotal moment. With the right investments, we can create:

- **A safer, more accessible West 7th Street**
- **A frequent, reliable BRT line that truly serves our community**
- And a **green, connected Randolph Avenue** that offers safe access to the river and links our neighborhood together

I urge you to commit to these priorities and partner with us to deliver on promises that have been delayed for far too long.

The time for study and delay is over. West 7th needs investment now.

Sincerely,
Maggie Rock
District 5 Resident and West 7th/Fort Road District Council First Vice President

Name: Steven Dropkin (489 Michigan Street, St Paul, MN 55102) - No

Comments: I am a 22-year resident of the West 7th neighborhood. I am EXTREMELY dismayed to learn that funds allocated over the years for the now-defunct Riverview Corridor project are being spread to transit projects throughout Ramsey county, with no major work being scheduled for the very area Riverview was supposed to serve.

Government has held off West 7th Street repairs and improvements for YEARS on the theory that repairs and improvements would be wasted when mass transit finally was built. That belief held on through MANY years of delays and studies and demonstrations of political will.

And now that the county has finally pulled the plug -- on what I believe would have been a very expensive but underwhelming solution to transit on West 7th, no shade for that -- NO significant money will be allocated to fixing a heavily-used thoroughfare that hasn't seen needed repairs in years??

I'm sure you can do better. Please take advantage of the years of study of West 7th and build some transit projects that actually improve the quality of the neighborhood for residents and businesses and -- in third priority -- those just passing through West 7th on their way to other places.

Thank you.

Name: Tanya Beck (686 Victoria Street, Saint Paul 55102) - No

Comments: I'm heartbroken that West 7th is being overlooked for road and transit improvements yet again. I wish I was surprised. I've lived here over 20 years and raised my kid in this neighborhood. I didn't let them cross West 7th alone until they were 14, because it's not safe. We've been promised better streets, pedestrian safety efforts, and sufficient transit for decades, and been plied with plastic bollards while nothing of substance ever comes.

The Riverview Corridor promise dragged on for years, and now it's gone, with no benefit to our community, despite all the public money spent to plan it. We were told improvements and investments were coming. Then they built a truck depot on one of the few walkable routes from 7th access the river.

I am engaged. I show up at the community events. I am on my district council. I go to listening sessions where our politicians from the city and county nod reassuringly, acknowledging our needs and our frustration. I've watched our taxes go up, up, up. I genuinely cannot think of a time I ever complained about property taxes. I care about the things those dollars are supposed to support. But to pay those taxes year after year while our needs are ignored is not fair.

We need trees. We need lights that are safe from vandals. We need crosswalks maintained and adequately marked. We need transit and pedestrian improvements that support our residents and our businesses. We need roads that don't damage vehicles that get our neighbors to work to pay

their rent/mortgages. I lost two tires to W. 7th between downtown and 35 last year, an expense that many folks cannot afford and may cost them transportation to a job.

The money raised for transit in our neighborhood should be used, at least in part, for our neighborhood, not an invitation for new projects in other places.

Name: J.B Shank (jbshank@umn.edu) – No

Comments: Dear Ramsey County Commissioners,

I am writing to express my vehement opposition to the proposed diversion of Ramsey County funds away from the Riverview Corridor project and toward other projects that offer no direct remedies for the decades-old development needs of the West 7th/Fort Road neighborhood.

I have lived in Saint Paul Ward 3 for over a quarter century, first up in the highlands in a 1924 bungalow where my wife and I raised two boys that both graduated from Saint Paul Central High School. After 2022, we moved down into the river flats to start a new empty-nest life in a rental apartment at Otto Avenue and Shephard Road. We moved down into the West 7th/Fort Road/Riverview Corridor neighborhood in order to have better access to the river and to join in the exciting renaissance currently occurring in this eclectic and vibrant community.

We have found the neighborhood to be exactly what we wanted it to be, but I have also come to realize the way that the vitality of the West 7th/Fort Road neighborhood as a residential community has been achieved only through a constant fight with the city and Ramsey County to obtain our fair share of the funds necessary to keep infrastructure updated and needed repairs completed.

As Fort Road Federation President Meg Duhr correctly describes the situation: “In my West 7th neighborhood, every day I see crumbling sidewalks, I see street tree spaces that have been empty for over 8 years, I see a bunch of plastic bollards that have been run over or broken off littering the streets, I see missing crosswalk paint, I see drivers treating our street like a freeway. I see Randolph Avenue between 7th and Shepard– a Ramsey Co. right of way without a single improvement made for pedestrians or cyclists, not even a sidewalk” Why is it that our neighborhood continually gets treated with neglect?

I am a professional historian employed by the University of Minnesota, and my assessment of the history of this battle between residents of the West Seventh neighborhood and government agencies has been amply confirmed by my many conversations with long-time neighborhood resident and friend Joe Landsberger over the last decade. His recently published book *Origin Story*, which documents the struggle over the last century, is also a great record of what has happened. What *Origin Story* teaches us is that while our neighborhood has always been a thriving home of a diverse community of people and families who consider the West Seventh/Fort Road corridor to be their residence and home, those in charge of neighborhood management and development repeatedly lost sight of that reality and instead viewed our neighborhood solely as a zone for industry and commercial development.

The West 7th/Fort Road/Riverview Corridor neighborhood has long been subjected to environmental injustices, from the destruction of homes for freeway construction to industrial developments that have polluted our air and water. We have also been stuck in limbo for transportation funding and improvements for decades. The Riverview project began with a study in 1998. Since then, it's consumed over \$11.7 million in public funds and created decades of delay.

We lost out on earlier transit investments—\$28 million in 2014 alone—because of it. Our mill and overlay project was put off until 2022, then 2024, and now 2028-2029 to align with Riverview Corridor construction. Meanwhile, the street deteriorates, approximately 90 trees were cut down in 2019 but never replaced, and pedestrians face dangerous, unpleasant conditions. This neglect must stop now. Our neighborhood must be given the funding support it needs and has been waiting for over decades. I therefore strongly urge Ramsey County to reconsider its priorities for its funding allocations in 2026 and beyond.

Respectfully submitted,

J.B. Shank

Area 3 Coordinator for the Fort Road Federation

Morse Alumni Distinguished University Teaching Professor in the Department of History, Scholar of the College of Liberal Arts, and Chair of the College of Liberal Arts Faculty Assembly at the University of Minnesota

Name: Andrew Greenlee (148 McBoal Street, Saint Paul 55102) – No

Comments: Ramsey County's Transit and Transportation Investment Plan says "The county had allocated approximately \$730 million in funding... towards completing the Riverview Corridor. With the removal of streetcar as an option, an opportunity to reallocate the funding across the county arose."

This makes it sound as if the streetcar option was the only option being contemplated for the Riverview Corridor Project, but Bus Rapid Transit (BRT) and Arterial Bus Rapid Transit (ABRT) were frequently presented as viable alternatives for Riverview - see, for instance, Riverview Corridor Report #7 "Detailed Definitions of Alternatives." A BRT project is aligned with Riverview's fundamental goals and values and seems to be a prime candidate for Riverview Corridor funding. It is not clear why the County would abandon this type of effort entirely, opting to reallocate all of the funding for projects that are completely unrelated to Riverview.

The planning process for the Riverview Corridor Project was long and expensive and came with extremely high opportunity costs for the W7th neighborhood. Maintenance of W7th has been deferred to align with the Riverview timeline, and tens of millions of dollars of funding for possible transit projects was foregone to avoid conflicts with Riverview. If Riverview funding is now reallocated, with no investments in W7th, the W7th community will have borne those costs for nothing. Please consider revising the Transit and Transportation plan to invest in projects that help fulfill some of Riverview's key goals, so that the long, expensive, and arduous Riverview process will bear some fruit for the W7th community.

Thank you!

Name: Korinne Dennis (65 Garfield Street, Saint Paul 55102) – No

Comments: I moved to the West 7th neighborhood because it reminded me of home. The community's history, culture, and closeness made it feel familiar, even when my hometown of Philadelphia felt worlds away. As a first-generation homebuyer, I poured my entire savings into this home and this neighborhood.

I've since become President of the Little Bohemia Neighborhood Association, a board member of the Fort Road Federation, organized National Night Out, distributed back-to-school backpacks to students, and personally manage the trash at the Pleasant Place green space.

These are not titles I wear for recognition—they are part of the unpaid labor many of us contribute to making West 7th a clean, safe, and vibrant place to live. That’s what makes this so disheartening. Despite our efforts, we receive little in return from the city and county governments that should be partnering with us—not leaning on us to do what they’ve neglected.

St. Paul residents are the most heavily taxed in Minnesota. So why am I, a neighbor, taking out the trash in a public park? Why are we leading beautification projects in schoolyards yet still dodging potholes, broken sidewalks, and unsafe crosswalks? How has this community been waiting since 1998 for a meaningful revitalization plan—only to be denied once again?

We all know how dangerous West 7th Street can be. It’s treated like a highway, but we live here. Neighbors walk their kids to school here. I walk my dogs here, and let me also add the lack of trash bins and dog waste stations that are prominent in other major cities, including Minneapolis. And we’ve all heard the stories—popped tires from potholes, accidents at intersections, close calls crossing the street. There has to be accountability for that.

Politics has lost sight of the people. It’s become more about the bottom line, optics, or pleasing a select few. But what if we flipped that? What if we invested in all of us? What if Saint Paul was treated like the capital city it is—not forgotten, not bypassed, but celebrated? Let’s put our dollars where they belong: back into our neighborhoods.

According to Ramsey County’s Transit and Transportation Investment Plan, “The county had allocated approximately \$730 million in funding... towards completing the Riverview Corridor. With the removal of streetcar as an option, an opportunity to reallocate the funding across the county arose.”

This wording implies that streetcar was the only viable option—but that’s simply not true. Bus Rapid Transit (BRT) and Arterial BRT (ABRT) were clearly outlined as feasible and cost-effective options in Riverview Corridor Report #7. These alternatives align closely with Riverview’s goals and values and should still be on the table.

The planning process for the Riverview Corridor was long, expensive, and disruptive. Maintenance along West 7th was delayed to align with Riverview’s timeline, and tens of millions in potential transit funding were deferred to avoid conflicts. If the promised investments now vanish entirely, the West 7th community will have shouldered those burdens for nothing.

We urge you to revise the Transit and Transportation Investment Plan to ensure that some of the Riverview funding remains invested in the corridor it was meant to serve. The people of West 7th have waited long enough. Let this process bear fruit—not just for the record books, but for the community that has lived its consequences for over two decades.

Finally, consider your legacy and the youth who will one day take over this neighborhood. What will you leave them?

Name: Moz Rude (876 W 7th Street, Saint Paul 55102) – No

Comments: Ramsey County needs to invest in West 7th—not someday, but now.

We’re calling for two urgent funding priorities:

A modern transit solution to replace the canceled Riverview Corridor project.

A greenway with pedestrian and bicycling infrastructure on Randolph Avenue, connecting West 7th to Shepard Road, the Grand Round, and the River.

West 7th has been stuck in limbo for decades. The Riverview project began with a study in 1998. Since then, it's consumed over \$11.7 million in public funds and created decades of delay. We lost out on earlier transit investments—\$28 million in 2014 alone—because of it. Our mill and overlay project was put off until 2022, then 2024, and now 2028-2089 to align with Riverview Corridor construction. Meanwhile, the street deteriorates, approximately 90 trees were cut down in 2019 but never replaced, and pedestrians face dangerous, unpleasant conditions.

Whether or not you supported the streetcar plan, canceling the whole project—without supporting an alternative—leaves our neighborhood behind once again. This decision hurts real people who depend on transit, walkable streets, and public infrastructure. Continuing to delay this work also prolongs disinvestment in our community, putting our residents at risk of additional harmful developments such as the FCC industrial trash truck depot.

We are encouraged that the City of Saint Paul has stepped up and taken the lead on developing a bus rapid transit project for West 7th, a project that has the potential to transform our neighborhood. The West 7th/Fort Road Federation supports it as a whole with the caveat that the final design must reflect the voices of those who live, work, and travel here. But without funding and partnership from Ramsey County - this project risks never coming to fruition any time in the near future.

At the same time, Randolph Avenue urgently needs investment. This is a major corridor that currently lacks any pedestrian or biking infrastructure—no sidewalks, no bike lanes, no safe way to move through the area without a car. This section of Randolph is the only way for area residents to get to the river, because we are cut off by railroad tracks and urban highways elsewhere. With the recent addition of the FCC Environmental Services trash truck depot and refueling station, the need for safety improvements has risen to a critical level. Residents are now navigating this road precariously alongside industrial truck traffic. That is unacceptable.

Meanwhile, the County has amassed millions of dollars meant for West 7th and intends to reallocate those funds elsewhere. We are here to say: West 7th must not be left out again. No more delays.

This is a turning point. With the right investment, we can finally create:

A safer, more accessible West 7th Street;

A reliable and frequent bus rapid transit line;

And a green, connected Randolph Avenue that links our neighborhood to the river and to each other.

We need action from our County partners. Let's work together to deliver the future our community has been promised for over 25 years.

My concerns are in alignment with the Fort Road Federations testimony. West 7th is a neighborhood of strong willed, resilient and exuberant human beings.

When funding to keep our neighborhood safe, accessible and comfortable to live in gets depleted, it affects a large community. The people are tired and fed up with the lack of resources that hinder their quality of life. Our neighborhood is overlooked and neglected of resources. It is continuously disappointing and frustrating that so many advocate for restoration and decent living conditions and are met with broken promises and no consideration. I ask that you take the Fort Road Federations requests and concerns seriously, as they are amplifying the voices of the real people who live here and want what's best for our community as a whole.

Name: Sara Fleetham (953 Scheffer Ave, Saint Paul 55102) – No

Comments: Public Hearing: Use of County Transportation Sales and Use Tax Funds

The County has amassed millions of dollars meant for West 7th and the River Corridor yet intends to reallocate those funds elsewhere. How dare you? It's unconscionable and a slap in the face of the West 7th Community. Ramsey County needs to invest in West 7th NOW – no more kicking the proverbial can down the road.

West 7th has been stuck in limbo for decades. The Riverview project began with a study in 1998. Since then, it's consumed over \$11.7 million in public funds and created decades of delay. We lost out on earlier transit investments—\$28 million in 2014 alone—because of it. The W 7th mill and overlay project was put off until 2022, then 2024, and now 2028-2089 to align with Riverview Corridor construction. Meanwhile, the street deteriorates, approximately 90 trees were cut down in 2019 but never replaced, and pedestrians face dangerous, unpleasant conditions.

As a resident of this community, I implore Commissioner Ortega and other commissioners to revisit the use of County Transportation Sales and Use of Tax Funds and include a transit solution for W 7th. It was Ramsey County that unceremoniously cancelled the Riverview Corridor Project.

The proposed revisions to Ramsey County Transportation Sales and Use Tax Capital Improvement Plan hurt real people who depend on transit, walkable streets, and public infrastructure. Continuing to delay this work also prolongs disinvestment in my community, putting my neighbors at risk of additional harmful developments such as the FCC industrial trash truck depot on Randolph.

My neighborhood needs a safe and accessible W 7th Street and safe and an accessible route to reach the Mississippi River. It is the responsibility of Commissioner Ortega to provide this for my neighborhood that he represents. Do something.

Sara Fleetham

Name: Scott Smith (1060 Grand Ave, Saint Paul 55102) – No

Comments: Please do not divert more money to road projects. This city needs more public transit. It's not fair that you are moving all of this money to these projects without a longer period for the public to comment and provide feedback. I have a 2 year old and rely on the bus system to get

around. Buses that are fast and frequent are helpful to families, like mine, living in the city. Please don't do this.



June 3, 2025

Chief Clerk
Ramsey County
15 W. Kellogg Blvd., Suite 250
Saint Paul, MN 55102

Re: Ramsey County Transportation Sales and Use Tax Funds

Dear Ramsey County Board of Commissioners,

Thank you for the opportunity to comment on the revised list of projects eligible for the Ramsey County Transportation Sales and Use Tax funds. The City of Saint Paul and Ramsey County have a long history of proactive collaboration to deliver multimodal transportation improvements that benefit all roadway users, and we look forward to building on that history together.

Following the county's decision to suspend development of the Riverview Streetcar plan in September 2024, the City of Saint Paul, MnDOT, and Metro Transit have been working to develop a new multimodal BRT concept in the West 7th Street corridor. This new and exciting work builds on years of planning and development led by Ramsey County to achieve our shared goals for this corridor. This new concept brings:

- Faster, more reliable transit through a high level of investment in a regional BRT line, with nine miles of dedicated lanes in Ramsey County
- A new five-mile multiuse trail that expands regional bicycle and pedestrian connectivity
- A reconfigured West 7th Street that addresses critical utility needs and pedestrian safety improvements

This is an important regional investment in transit that connects to key county investments in the METRO Gold and Purple lines and provides improved connections for Ramsey County residents to the airport and Mall of America.

The new concept has been positively received by members of the public and other key stakeholders. There is a strong desire in this corridor to deliver the aforementioned improvements as quickly and efficiently as possible. The time to advance this multimodal BRT concept is now, aligning development with MnDOT's programmed 2028-2029 investment in the condition of West 7th Street.



County involvement is critical to delivering these three well-supported and much-needed project elements to their fullest benefit, with the lowest disruption, and without further delay. Achieving this transformative vision for the West 7th corridor will depend on the financial commitments and advocacy of each of our agencies, including Ramsey County.

Our shared proposed financial plan identifies Ramsey County, MnDOT, and Hennepin County, as important funding participants in the capital project. The required capital funding commitment would be significantly lower than the county's anticipated prior commitment for the Riverview Streetcar. Metro Transit and the City of Saint Paul would be responsible for the ongoing operations and capital maintenance of transit and trail elements. MnDOT is committed to working through a turnback process to address long-term ownership of West 7th Street.

To ensure the viability of this proposed financial plan and consequent ability to deliver the strongly supported benefits of this concept, the City of Saint Paul, MnDOT, and Metropolitan Council request that Ramsey County include the West 7th corridor in the list of projects eligible for the Ramsey County Transportation Sales and Use Tax funds.

Thank you again for the opportunity to provide comments. Our agencies remain committed to a generational multimodal reinvestment in the West 7th Street corridor. We deeply appreciate the historical and ongoing partnership between our agencies and look forward working together to deliver our shared vision for this corridor in the near term.

Sincerely,

Melvin Carter
Mayor
City of Saint Paul

Khani Sahebjam
Metro District Engineer
MnDOT

Charles A. Zelle
Chair
Metropolitan Council

CC

Commissioner Tara Jebens-Singh, District 1
Commissioner Mary Jo McGuire, District 2
Commissioner Garrison McMurtrey, District 3
Commissioner Rena Moran, District 4
Commissioner Rafael Ortega, District 5
Commissioner Mai Chong Xiong, District 6
Commissioner Kelly Miller, District 7
Brian Isaacson, Director Ramsey County Public Works
Mike Rogers, Deputy Director – Multimodal Planning
Jennifer Jordan, Transit Project Manager

AA-ADA-EEO Employer

June 3, 2025

Attn: Commissioner Garrison McMurtrey
Ramsey County Board Office
Room 220 Courthouse
15 West Kellogg Boulevard
Saint Paul, MN 55102

Dear Commissioner McMurtrey,

I am writing to express concerns about the revisions to the list of projects eligible for the Ramsey County Transportation Sales and Use Tax funds.

While the reallocation of funds away from the Riverview Corridor to other projects may not completely preclude Ramsey County's cost participation on West 7th Corridor, it appears that a significant portion of the revenue approved specifically to improve and expand the county's transit system will not be used for its intended purposes.

Furthermore, for reallocating approximately \$730 million in funding from the ½ cent local option sales tax and regional railroad authority levy—almost a billion dollars—we have identified that there has not been sufficient public awareness and engagement of the process.

The Ramsey County Board of Commissioners could vote on this matter as soon as June 10, 2025. We ask that you consider whether the reallocation of funds will truly improve and expand the transit system in the county before taking a vote.

Ramsey County residents deserve great transit and travel options that are equitable and sustainable. During a time of federal uncertainty, now is the time to lead on transit investments locally.

Respectfully,

MJ Carpio
Executive Director
mjc@move-mn.org | 651-789-1403

Project selection

Key connections between the Transportation Sales and Use Tax Capital Improvement Plan and other county plans

Photo by Paul Krueger CC BY 2.0



Transit and Transportation Investment Plan

- Roadway and interchange safety and mobility improvements for all modes.
- Corridor safety and mobility improvements for all modes.
- Transformative and innovative projects that incentivize economic development.
- Union Depot and railroad projects that improve our vital multimodal transit hub.
- Other projects that advance countywide mobility and resiliency goals.

All-Abilities 2050 Transportation Plan

- Safety projects benefiting all transportation users.
- Multimodal projects to implement a fully interconnected system.
- Equitable projects that improve access for all to use our countywide multimodal system.
- Projects ensuring systems are well-maintained throughout the county.

Economic Competitiveness and Inclusion Plan

- Equitable development projects for inclusive growth in underserved areas.
- Place-based investments in walkable environments and vibrant business districts.
- Transit to integrate multifamily housing and workforce opportunities.

Climate Equity Action Plan

- Emission reduction projects to lower greenhouse gases from transportation.
- Resilience projects that enhance adaptability and build our green infrastructure solutions.
- Equity focused projects for communities disproportionately impacted by climate change.

Plan Implementation

The Ramsey County Transportation Sales and Use Tax Capital Improvement Plan is a living document and will be updated as needed by the Ramsey County board to meet changing needs and priorities.

Transit and Transportation Investment Plan

May 2025

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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>
Topic: Potential project identification	Topic: Project confirmation, priority methodology	Topic: Funding amount allocation, draft plan

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

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

Project Type	Roadway & Interchanges			
Impacted Modes	<input checked="" type="checkbox"/> Multimodal	<input checked="" type="checkbox"/> Transit	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Railroad
Location(s)	County-wide			
Priority	Medium			
Estimated Cost	\$1,000,000			

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.

Key Focus Areas:

- **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.
- **Transit Frequency:** Prioritize intersections where transit service frequency is 15 minutes or better.

Description

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

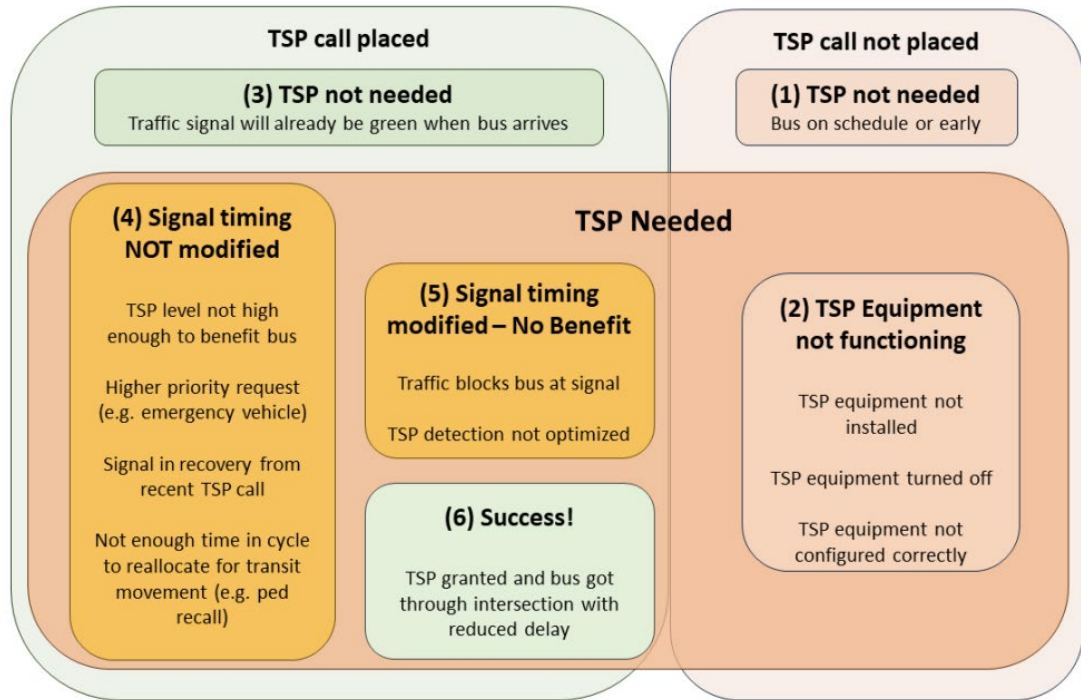
Expected Outcomes:

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

Implementation will include:

- Hardware installation (detector cards, signal relays, etc.).
- TSP request scenario creation (granting or denying TSP requests).
- [Example TSP scenario from Metro Transit on the following page:](#)

Example TSP Scenario



3. Interchange Improvements

Project Type	Roadway & Interchanges
Impacted Modes	<input checked="" type="checkbox"/> Multimodal <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Railroad
Location(s)	County-Wide
Priority	Medium
Estimated Cost	\$250,000,000

Description

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.

Key focus areas include:

- Transit Connectivity: Enhance connections to existing or planned transit routes.
- Transit Reliability: Enhance the ability of transit to travel through the interchange area with minimal delay.
- 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 interchanges, planning, project development and implementation.

Expected Outcomes:

Improved safety and mobility for pedestrians and cyclists, enhanced transit connectivity, accessible and efficient transit connections.

Potential locations include (not limited to):

- Lexington Avenue @ I-94.
- Snelling Avenue @ I-94.
- Snelling Avenue @ Highway 36.
- Edgerton Street @ Highway 36.
- White Bear Avenue @ I-94.
- Long Lake Road @ I-694.

4. Corridor Improvements

Project Type	Corridor Improvements			
Impacted Modes	<input checked="" type="checkbox"/> Multimodal	<input checked="" type="checkbox"/> Transit	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Railroad
Location(s)	County-wide			
Priority	High			
Estimated Cost	\$200,000,000			
Description	<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"> • Evaluate the feasibility/need to construct a barrier-separated multiuse trail to enhance safety and accessibility for pedestrians and cyclists. • Assess the current infrastructure and identify potential locations for the multiuse trail. • Evaluate the safety benefits of a barrier-separated design for both pedestrians and cyclists. • Identify crossing locations where grade-separation may be appropriate. • Engage with local communities to gather input and address concerns. • Connectivity with existing and proposed multimodal trail infrastructure. <p>Key Focus Areas:</p> <ul style="list-style-type: none"> • 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. • Multimodal Connectivity: improved connectivity across and along the corridor connecting it to adjacent land uses. • Safety: improved safety for all roadway users through improve geometrics, right-sizing roadway capacity and roadway speeds. <p>Expected Outcomes:</p> <ul style="list-style-type: none"> • Improved transit route connectivity and reliability. • Increased availability of ABRT and/or high-frequency transit due to transit prioritization. • Enhanced connectivity for pedestrians and cyclists. • Enhanced safety and accessibility for pedestrians and cyclists. • Improved community connectivity and support for sustainable transportation options. <p>Potential locations include:</p> <ul style="list-style-type: none"> • Larpenteur Avenue. • White Bear Avenue. 			

-
- 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

Project Type	Transformative & Innovative			
Impacted Modes	<input checked="" type="checkbox"/> Multimodal	<input checked="" type="checkbox"/> Transit	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Railroad
Location(s)	Rice Creek Commons Spine Road			
Priority	High			
Estimated Cost	\$35,000,000			
Description	<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 & 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"> • Environmental Sustainability: minimizing environmental impacts before, during, & after construction. • Supporting residential and commercial development and resulting neighborhoods • Provide for housing variety, economic prosperity, inclusive economy, and a long-term sustainable development. • 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. <p>Expected Outcomes</p> <ul style="list-style-type: none"> • 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. • Provide accommodations for a potential future extension of the METRO A Line or related transit service to/from Rice Creek Commons. • Encourage Economic Development: Provide construction, transportation, and utility access for undeveloped areas of Rice Creek Commons making them more attractive to potential developers. • Encourages less reliance on vehicles within the development site. 			

6. Ramsey County Grant Program

Project Type	Transformative & Innovative			
Impacted Modes	<input checked="" type="checkbox"/> Multimodal	<input checked="" type="checkbox"/> Transit	<input checked="" type="checkbox"/> Roadway	<input checked="" type="checkbox"/> Railroad
Location(s)	County-wide			
Priority	Medium			
Estimated Cost	\$75,000,000 expended over 10 years			
Description	<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"> 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"> Regional Solicitation: Funds roadway, bike/pedestrian, and transit projects. MnDOT: Minnesota Highway Freight Program, SRTS/Active Transportation, Local Road Improvement Program. USDOT: BUILD, INFRA, SS4A. 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"> Closing a multimodal gap. Adding or improving mobility hubs. Reducing or eliminating interchange or intersection barriers. Supporting transportation infrastructure to increase density (in TPP requirements). Improving transit accessibility. <p>Expected Outcomes:</p> <ul style="list-style-type: none"> County funding will not provide more than 20% of the total project cost. County funding will fund projects on the city/township system that intersect, impact, or are relevant to the county mobility network. Reduced reliance on automobiles for trips by providing safe, reliable and efficient multimodal connections to transit system and the regional multimodal network. 			

7. Mobility Hubs

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

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

Project Type	Transformative & Innovative			
Impacted Modes	<input checked="" type="checkbox"/> Multimodal	<input checked="" type="checkbox"/> Transit	<input checked="" type="checkbox"/> Roadway	<input checked="" type="checkbox"/> Railroad
Location(s)	Countywide			
Priority	Medium			
Estimated Cost	\$1,000,000			
Description	<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"> • 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. • Analysis of current and future electric vehicle capabilities and how these fit with current and future fleet needs. • 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. <p>Expected Outcomes:</p> <ul style="list-style-type: none"> • 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. 			

10. Union Depot

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

Project Type	Union Depot & Railroad
Impacted Modes	<input checked="" type="checkbox"/> Multimodal <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Railroad
Location(s)	Countywide
Priority	Medium
Estimated Cost	\$20,000,000

Description

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.

- Grade crossing analyses.
- Grade crossing improvements including crossing realignment, relocation, resurfacing, lights and gates and channelization.
- Technology improvements to facilitate increase safety at crossings.
- Grade separations for sidewalks, trails and motorized traffic.

Potential project improvements include:

- Larpenteur Avenue east of Rice Street at CPKC crossing.
- New Brighton Boulevard @ CPKC crossing.
- Como Avenue @ BNSF crossing.
- Victoria Street @ CPKC crossing.
- Larpenteur Avenue @ CPKC crossing.
- Shepard Road and Eagle Parkway @ CPKC crossing.

Key Focus Areas:

- Analysis of railroad crossings along railroad corridors for safety, permeability, and design considerations.
- High volume at-grade crossings.
- Crossings near rail yards and rail spurs that can be subject to increased delay due to low speed and frequent freight train movements.

Expected Outcomes:

- Improved crossings will be safer, reduce delay and afford more connectivity within and between communities.
- Accommodation of all modes at railroad crossings.
- Improved ride quality and easier navigation over railroad crossings.

12. Staffing and Facilities

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

Project Type	Other
Impacted Modes	<input checked="" type="checkbox"/> Multimodal <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Railroad
Location(s)	NA
Priority	High
Estimated Cost	\$10,000,000
Description	<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"> 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. <p>Expected Outcomes:</p> <ul style="list-style-type: none"> Identification of projects by funding category identified in this plan. Completion of the technical analysis needed to prepare identified projects for design and construction under the project categories identified in this plan.

14. Tree Program

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

Project Type	Other
Impacted Modes	<input checked="" type="checkbox"/> Multimodal <input type="checkbox"/> Transit <input type="checkbox"/> Roadway <input type="checkbox"/> Railroad
Location(s)	County-wide
Priority	Medium
Estimated Cost	\$20,000,000
Description	<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"> - Bruce Vento Regional Trail. - Trout Brook Regional Trail. - Birch Lake Regional Trail. - Lake Links Regional Trail. - Rice Creek Regional Trail. - County Road H2 Trail. <p>Key Focus Areas:</p> <ul style="list-style-type: none"> • Updating of the 2014-2015 Pedestrian and Bicycle Plan including the identification of potential county projects. • Removal of gaps in the existing trail and greenway network. <p>Expected Outcomes:</p> <ul style="list-style-type: none"> • Analysis of a prioritized set of county projects through planning, design and construction. • Reduction in the number of trail and greenway gaps in Ramsey County.