

April 8, 2025

# 2025 Transportation Funding Workshop



# 2025 Transportation Funding Workshop

## Presenters.

- Kari Collins, Deputy County Manager.
- Brian Isaacson, Director of Public Works.
- Brad Estochen, County Engineer.
- Mike Rogers, Deputy Director Public Works.

Workshop Purpose:

*Provide additional detail on the Draft Transit and Transportation Investment Plan.*





## Workshop Agenda

Overview of Key Public Works Documents.

- 2050 All Abilities Transportation Plan.
- Transportation Investment Program.

Funding Sources.

Proposed Transit and Transportation Investment Plan.

Next Steps.

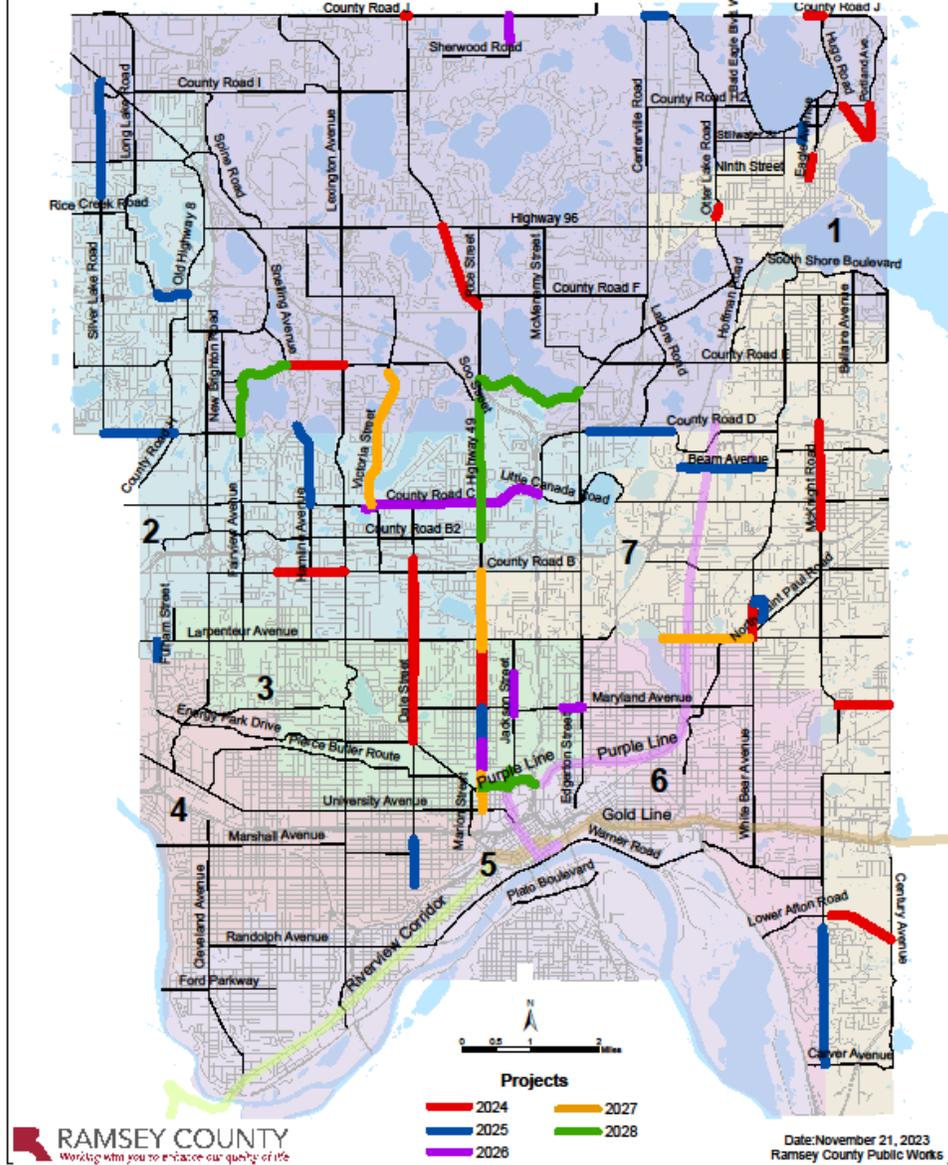
## Background

- This is a follow up from a board workshop that was done on November 19, 2024.
- Board was provided a high-level overview of possible investments utilizing transit funding.
- Consensus on the board was for staff to develop a plan that would provide additional clarity and a new paradigm ensuring investments throughout the entire county.

# Overview of Key Public Works Documents



**Ramsey County Minnesota Year 2024-2028  
Transportation Improvement Projects (TIP)**



## 2024-2028 Transportation Improvement Program

- Five-year program of projects approved annually by the board.
- Projects selection based on community input, technical analysis and financial and staff capacity.
- Countywide reach.
- Coordinated with cities and the Minnesota Department of Transportation.

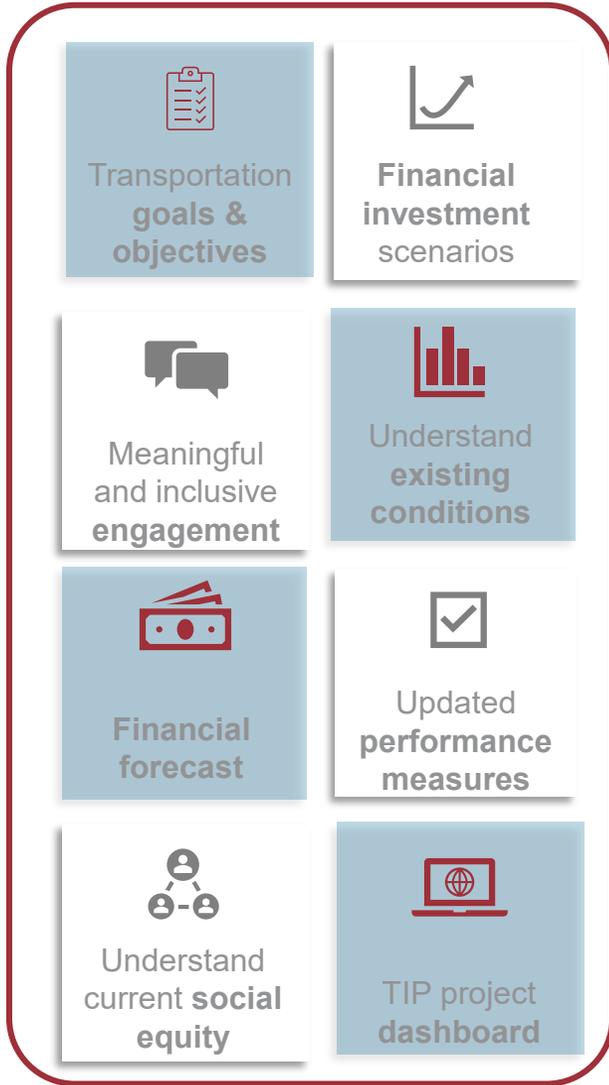


## 2050 All Abilities Transportation Plan

- Visioning document for Ramsey County's transportation system.
- Provides a framework to utilize existing plans and data for future investments.
- Project selection criteria include pavement, equity, safety and pedestrian and bike scoring.
- Projects from the plan will be incorporated into the TIP starting next year.

# Project Selection Process

## 2050 All Abilities Plan



## Scoring Metrics

- 1 PCI (Pavement) Score
- 2 Equity Score
- 3 Safety Score
- 4 Pedestrian/Bicycle Score

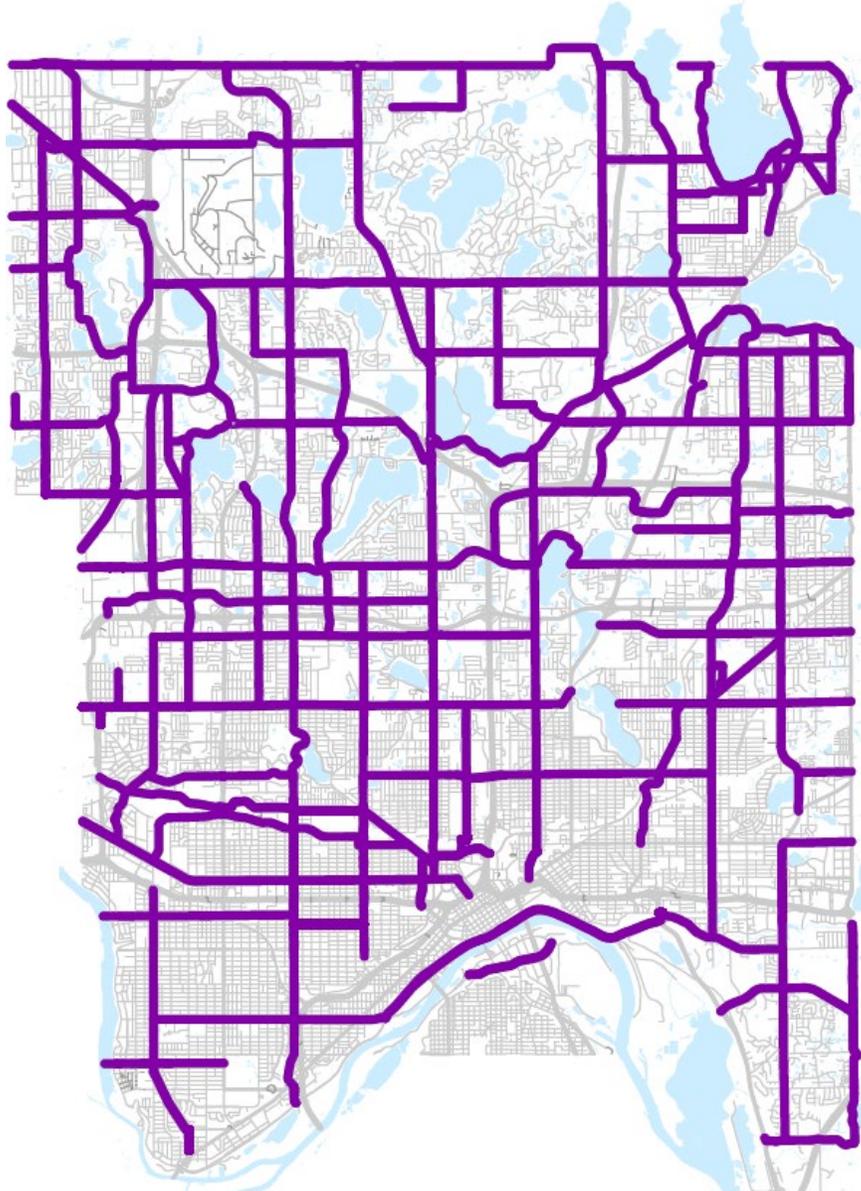
*Weights assigned to safety, ped/bike, and equity scores*

## Transportation Improvement Program

Scoring Metrics  
+  
Practical and Real-World Considerations  
=  
Project Selection

# Funding Sources





## Investment principles

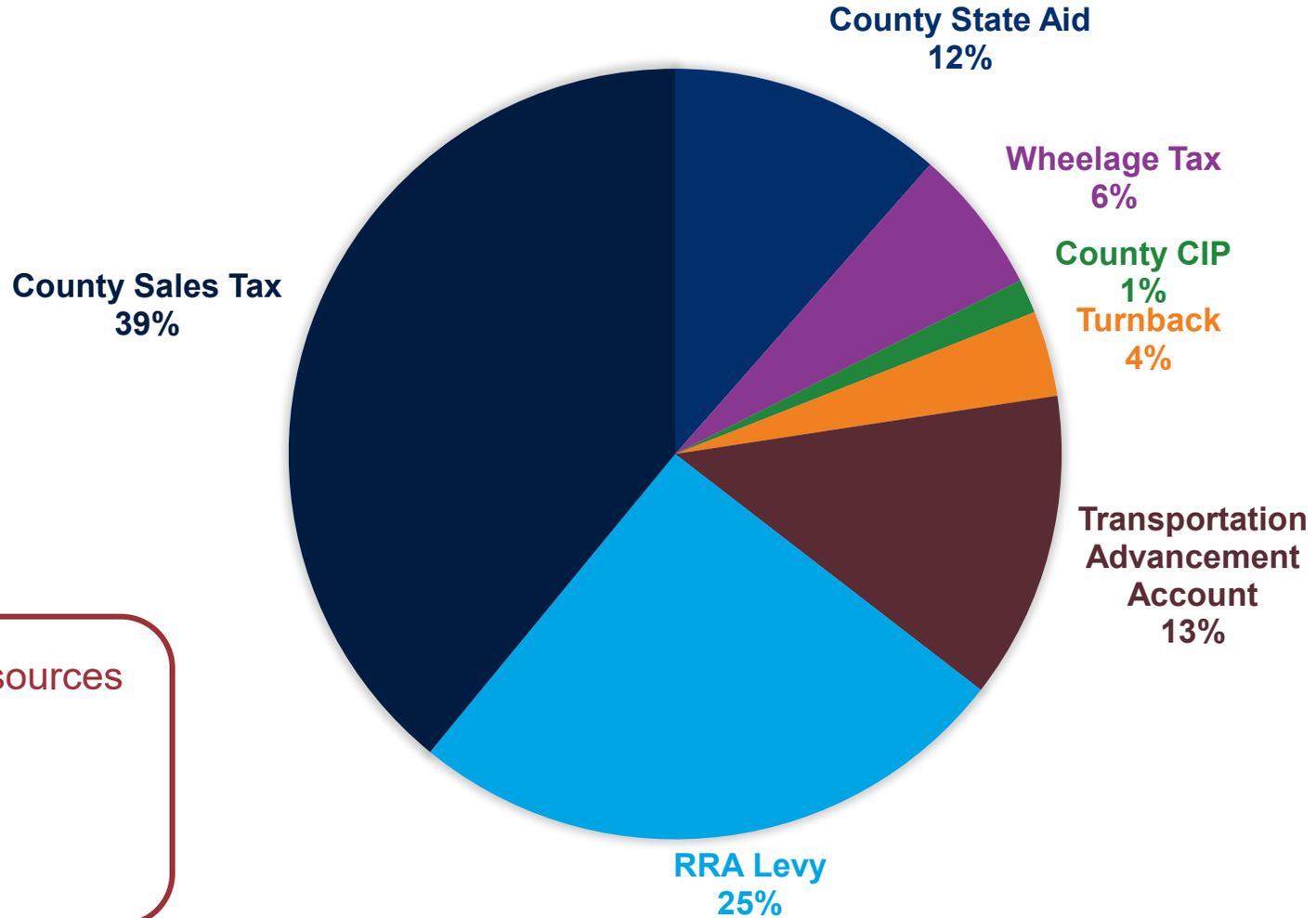
- Preserve the existing system.
- Expand transit priority investments.
- Expand the multimodal network.
  - Sidewalks, bike lanes and multimodal trails.
  - Mobility hubs.
- Economic Development.
  - Downtown Investment Strategy.
  - Economic Competitiveness and Inclusion Plan.
- Regional connectivity via Union Depot.
- Other.



## Public Works Funding Sources

- Gas tax - "State Aid".
- Wheelage tax.
- County levy.
- Regional sales tax.
- Local Option Sales Tax (LOST).
- Regional railroad authority levy.
- City/State partner funds.
- Federal funds.

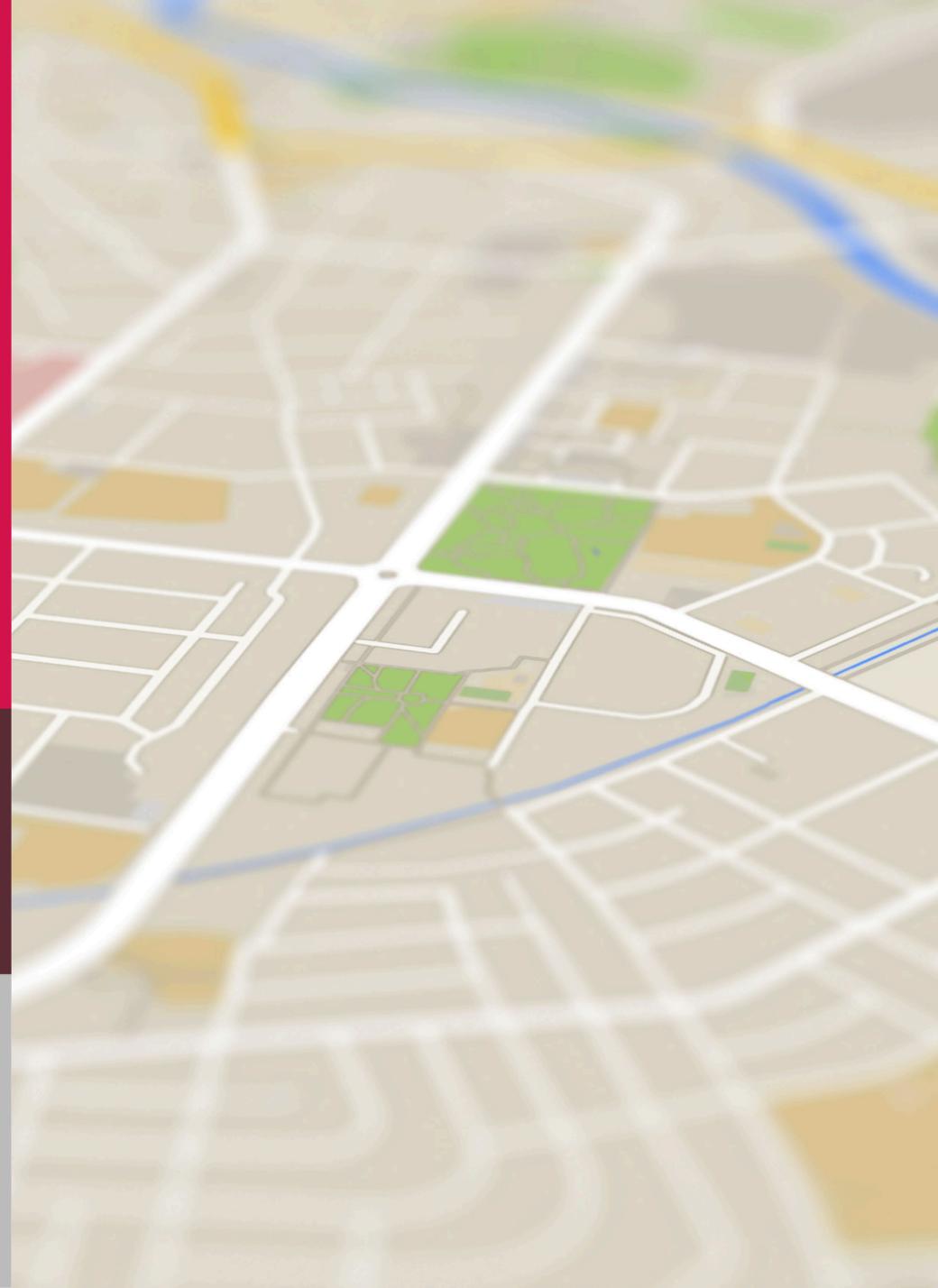
# Public Works Funding Sources 2025



Additional funding sources that vary by year:

- Federal.
- State.
- Local.

# Proposed Program





## Paradigm shift

- Previous Plan.
  - Transitway projects focused on 3 major corridors.
  - Preservation at today's levels, minor improvements to multimodal elements.
- Proposed Plan.
  - More targeted transit investments on more corridors.
  - More multimodal improvements, better system conditions.



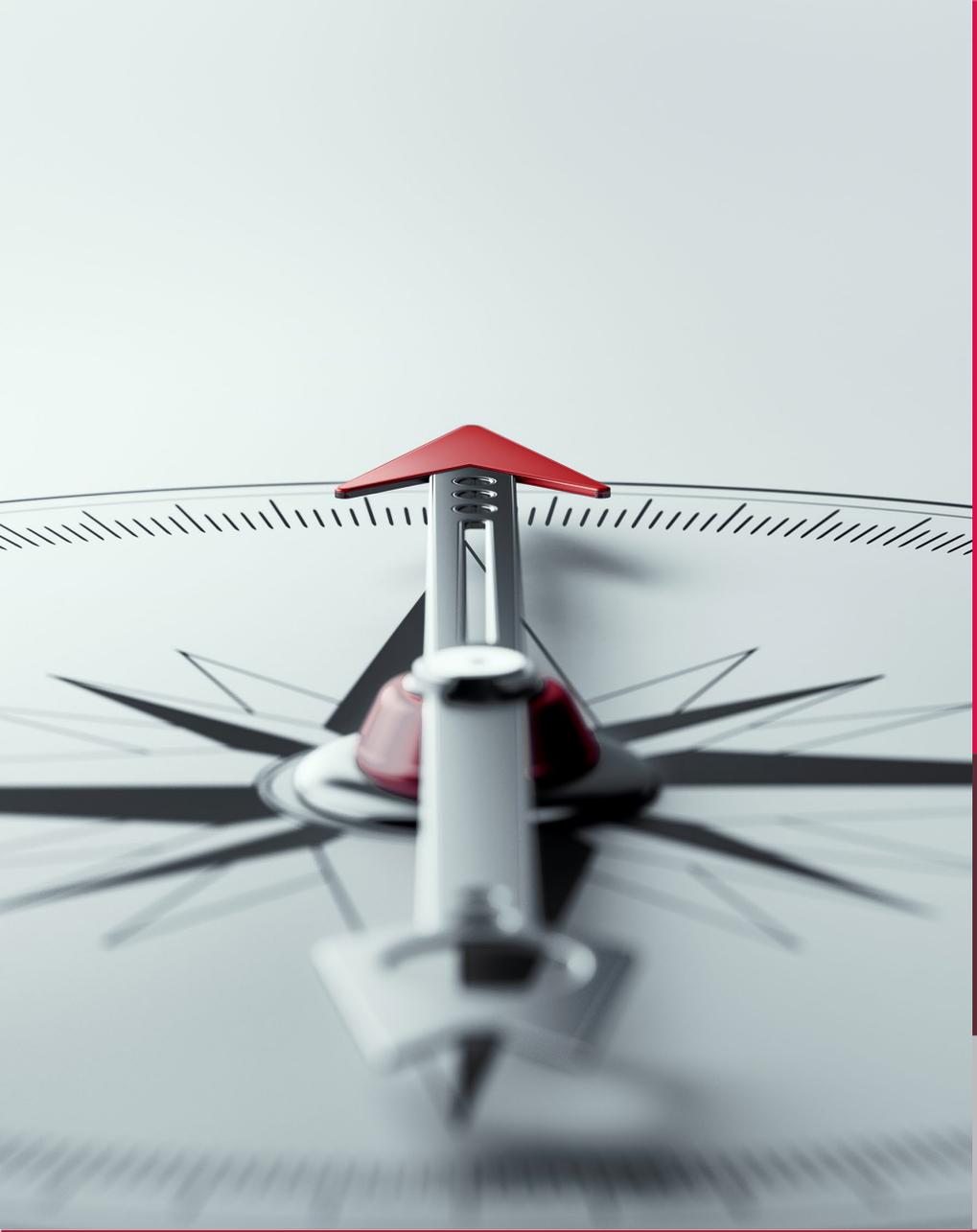
# Transitways

- **Gold Line**
  - Opened on March 22nd.
- **Purple Line**
  - Ongoing negotiations with corridor cities and Metro Transit.
- **Riverview Corridor**
  - St. Paul led concept is out for public comment.
  - County is not currently involved, but a funding request is anticipated.
    - Funding would be based on the project scope and desire of the board.
    - Funding would require a reallocation of funding from other projects.



## Reallocated Revenues - Principles

- Invest across the county consistent with All Abilities Transportation Policy.
- Grow economic competitiveness by improving mobility between housing, jobs, essential services and community amenities.
- Increasing access and reducing barriers to multimodal transportation options.



## Reallocated Revenues - Principles

- Project programming based on:
  - 2050 All Abilities Transportation Plan.
  - Existing construction program.
- Project Timeline
  - Project Development Study (1-3 yrs).
  - Project Design (1-3 yrs).
  - Construction (1-3 yrs).

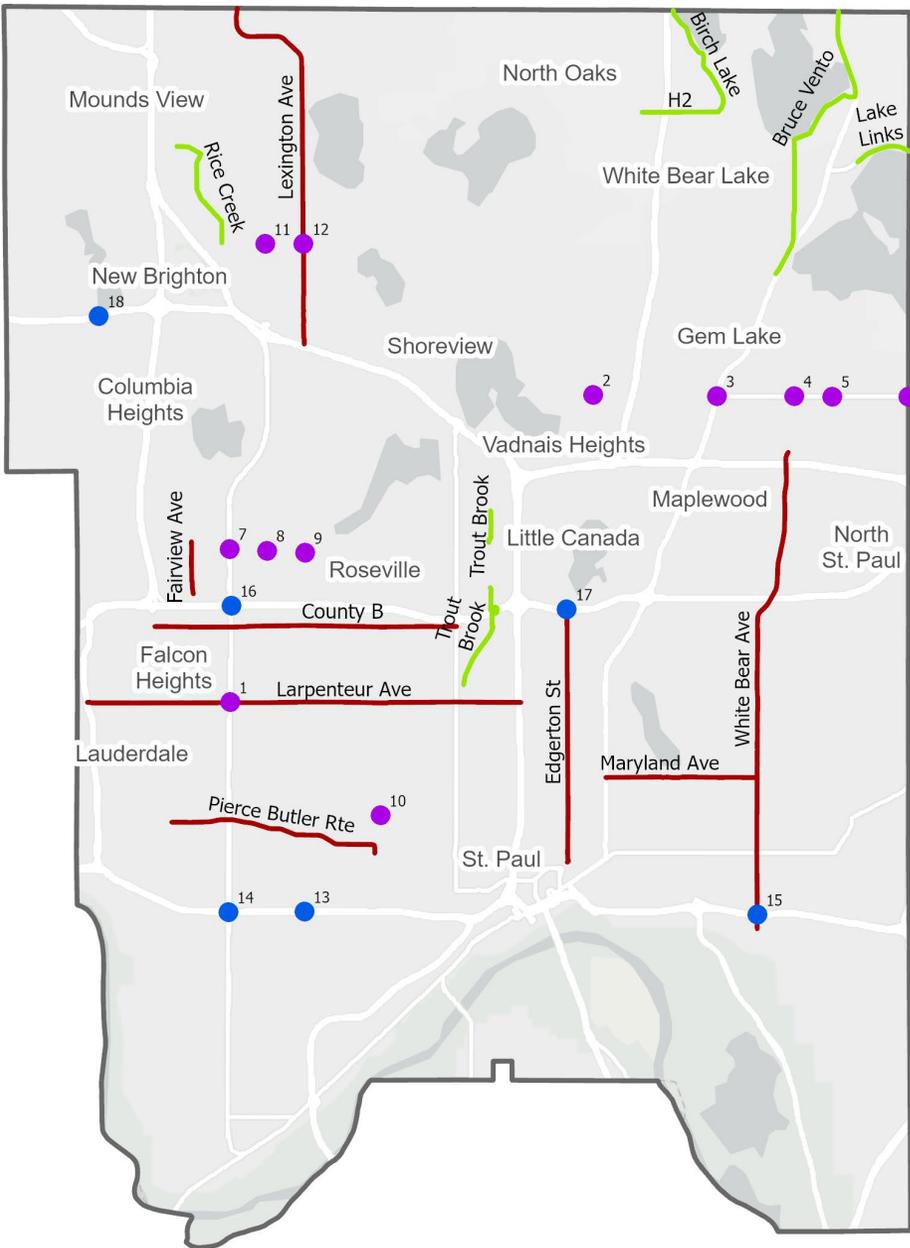


## Reallocated Revenues - Principles

- Insufficient time and resources to complete all illustrative projects.
  - \$730 million impacted by inflation and tariffs.
  - 10 years is insufficient to progress all projects through project development and construction.
- Funding will continue to be sought from other sources (e.g. state and federal).
- Projects and priorities will change based on the project development process and how the county changes over time.

# Countywide Investment Categories

- Corridor Improvements.
- Roadways and Interchanges.
- Union Depot and Railroad.
- Transformative and Innovative.
- Other Investments.



*Some spaces have enough room for both turn lanes and parking.*



Shared Use Path 12 ft  
Blvd 6 ft  
C&G 2 ft  
Thru Lane 11 ft  
Two Way Left Turn Lane 10 ft  
Thru Lane 11 ft  
Parking 8 ft  
Sidewalk 6 ft

*Other spaces are tight. In these cases, adding space for parking may eliminate the space for the center turn lane or may not fit at all.*



Shared Use Path 12 ft  
Blvd 6 ft  
Thru Lane 11 ft  
Median 8 ft  
Thru Lane 11 ft  
Parking 8 ft  
Sidewalk 6 ft  
Clear 2 ft

## Corridor Improvements - \$200m

- Multi-mile roadway reconstruction projects focusing on safety, speed reduction, mobility improvements and multimodality.
- Illustrative projects:
  - Larpenteur Avenue.
  - White Bear Avenue.
  - Maryland Avenue.
  - Lexington Avenue.
  - McKnight Road.
  - Edgerton Street.
  - Transfer Road/Pierce Butler Route.
  - County Road 96.



## Roadways and Interchanges - \$263m

- Intersection and interchange improvements to improve safety, multimodality and transit priority.
- Illustrative projects:
  - Lexington Avenue at 94.
  - White Bear Avenue at 94.
  - Edgerton Street at 36.
  - Long Lake Road at 694.
  - Snelling Avenue at 36.



## Union Depot and Railroad - \$100m

- Building and structural improvements to Union Depot and county wide removal of railroad barriers.
- Illustrative projects:
  - Track, signal and platform build out.
  - Building and Train Deck preservation.
  - Event space enhancement.
  - Railroad crossing protection, grade separation and completion of sidewalks/multimodal trails across railroads.
  - Passenger Rail Service.



Charlotte, NC

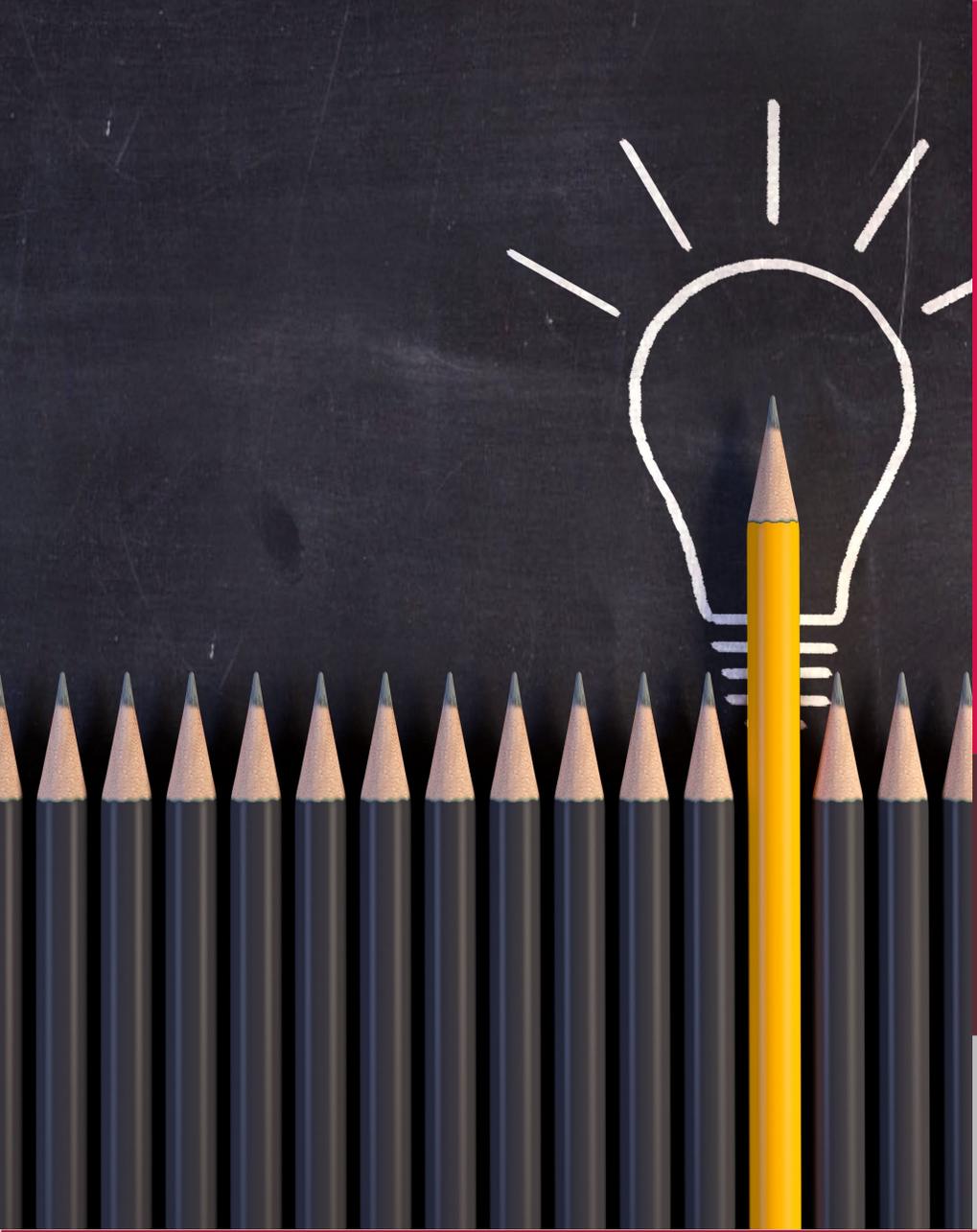
## Transformative and Innovative - \$262m

- Transportation investments to support new travel patterns created by transformative and innovative changes in the built environment.
- Illustrative Projects:
  - Rice Creek Commons Spine Road.
  - Downtown Vitality investments consistent with the Downtown Investment Strategy.
  - EV Fleet Transition/Building Improvements including vehicle, electrical and facility needs (study only).
  - Countywide Grant Program to address multimodal system gaps.
  - Mobility Hubs.



## Other Investments - \$135m

- Investments that advance county mobility and resiliency goals.
- Illustrative projects:
  - Regional trail/greenway improvements.
  - Mobility and corridor studies.
  - Staffing and facilities.
  - Tree program.
  - Targeted transit investments not part of other investment categories.



## Closing Thoughts

- The proposed plan:
  - Broadens the county's approach to transportation investment.
  - Prioritizes investments in ped/bike and transit consistent with the All-Abilities Transportation Network Policy.
  - Emphasizes safety and closing gaps in the multimodal network.
  - Reinforces the county's unique ability to provide transformative and innovative solutions for its residents and businesses.



## Next Steps

- Incorporate board feedback.
- Board action:
  - 2050 All Abilities Transportation Plan.
  - Transit and Transportation Investment Plan.
  - Public Hearing.
  - Use of local option sales tax funds resolution.
  - 2025-2029 Transportation Improvement Program (TIP).
- 2026 TIP will see a much greater impact from the reallocated funds due to the time needed for project development.