INDEPENDENT SCHOOL DISTRICT NO. 625
Saint Paul, Minnesota
JOINT PROPERTY TAX ADVISORY COMMITTEE MEETING OF THE BOARD OF EDUCATION
Administration Building
360 Colborne Street
Saint Paul, Minnesota 55102

January 23, 2023
8:30 AM

A G E N D A

1. **CALL TO ORDER**
2. **WELCOME AND INTRODUCTIONS**
3. **APPROVAL OF THE ORDER OF THE MAIN AGENDA**
4. **APPROVAL OF THE MINUTES**
   A. Minutes from the Joint Property Tax Advisory Committee Meeting of September 28, 2023 — 2
5. **REVIEW OF LEGISLATIVE AGENDAS BY JURISDICTION**
   A. City of Saint Paul — 4
   B. Ramsey County — 29
   C. Saint Paul Public Schools — 52
6. **JOINT DEBT BOOK PRESENTATION** — **56**
7. **MEMBER DISCUSSION OF AGENDA AND FUTURE MEETING DATES**
   A. Other member discussion of other topics
   B. Future meeting dates
      1. March 27, 2023 | SPPS | 8:30 a.m. to 10 a.m.
      2. June 26, 2023 | SPPS | 8:30 a.m. to 10 a.m.
8. **ADJOURNMENT**

#BoldSubject#

Joint Property Tax Advisory Committee

Saint Paul School District #625	City of Saint Paul	County of Ramsey
651-767-8152	651-266-8510	651-266-8008

JPTAC AGENDA
Wednesday, September 28, 2022
Saint Paul Public Schools – 360 Colborne Street
St. Paul, MN 55102

8:30 – 9:45 a.m.
Conference Room 5A

1. Call the Meeting to Order – Board of Education Chair Jim Vue

The meeting was called to order by Chair Vue at 8:32 a.m.

Members present included Uriah Ward, Jamie Tincher, Toni Carter, Alex Kotze (in place of Ryan O'Connor), Jackie Turner (in place of Dr. Joe Gothard), Rebecca Noecker, Victoria Reinhart, Trista MatasCastillo, and Zuki Ellis.

2. Approve Agenda

Chair Vue moved to approve the order of the main agenda. It was seconded by Director Ward. It passed by acclaim.

3. Approve Minutes from March 28, 2022 Meeting

Chair Vue moved to approve the Minutes from the March 28, 2022 JPTAC Meeting. It was seconded by Director Ellis. It passed by acclaim.

4. Joint Levy Presentation
   - Includes budget highlights from City, County and School

The joint levy presentation was then shown, including information from the City, County and Saint Paul Public Schools. The full presentation can be found in the meeting materials.

5. Adoption of Joint Maximum Levy

It was noted that the title and first Whereas statement within the resolution should clarify it is the levy ***limit***, instead of levy maximum, because it is an intentional levy act. It will state **"…must set their property tax levy limit in September…"**

A revised Be It Resolved statement within the resolution was also noted which stated, **"Be It Resolved, that the staff from Ramsey County, the City of Saint Paul, and Saint Paul Public Schools will jointly review the current JPTAC debt ratio metrics and report back with recommendations to improve on the current metrics used by JPTAC at or before June 26, 2023"** at the end of the resolution.

Commissioner Reinhart moved the joint resolution, and it was seconded.

The changes were proposed by Commissioner MatasCastillo were moved and seconded. It passed by acclaim.

6. Member Discussion of Agenda and Future Meeting Dates
    a. Other member discussion of other topics
    b. Future meeting dates include:
        i. January 23, 2023
        ii. March 27, 2023
        iii. June 26, 2023

7. Adjourn

It was motioned to adjourn the meeting, and it was seconded. The meeting adjourned around 9:45 a.m.

SAINT PAUL MINNESOTA

Legislative Priorities

- Local Government Aid
  - Significant increase to annual appropriation
- Bonding Priorities
  - #1 Eastbound Kellogg RiverCentre Bridge - $26m
  - #2 The Park at RiversEdge (Ramsey County) - $26m
  - #3 Great River Passage - $23.5m
  - #4 Como Zoo - $12m
  - #5 The Heights (Saint Paul Port Authority) - $13m
  - #6 North End Community Center - $8m
  - Playwrights' Center - $5.65m
- Local Option Sales Tax
  - Authorization to bring to ballot a 1 cent sales tax to fund street reconstruction and the revitalization of parks and recreational facilities

SAINT PAUL
MINNESOTA

2023 State Legislative Agenda



City of Saint Paul Bonding Priorities

1. Eastbound Kellogg RiverCentre Bridge - $26 million
2. The Park at RiversEdge (Ramsey County) - $26 million
3. Great River Passage - River Recreation and Environmental Education Center - $23.5 million
4. Como Park Zoo and Conservatory - $12 million
5. The Heights (Saint Paul Port Authority) - $13 million
6. North End Community Center - $8 million

Other Projects

The City of Saint Paul also supports the following projects:

Nonprofit Bonding Projects

- Playwrights' Center - $5.65 million
- ReConnect Rondo Land Bridge

Nonprofit Projects - Equity Appropriations

- Sanneh Foundation - $6 million
- East Side Freedom Library - $300,000

Funding and Policy Initiatives

Revenue, Taxes, and Finance

Local Government Aid (LGA)

The City of Saint Paul supports increasing the Local Government Aid (LGA) appropriation to address cities' unmet needs as defined by the LGA formula, as well as increases in the LGA appropriation to account for inflation. The Minnesota Department of Revenue calculated that the state-wide unmet need in the LGA formula for 2023 is $767.9 million. However, the current funding is capped at $564.4 million. The City of Saint Paul supports increasing LGA to close this $203.5 million gap and fully fund cities' needs. The City of Saint Paul also supports adjusting LGA each year to account for inflation.

The City of Saint Paul uses state-allocated LGA to fund critical city services and to stabilize property taxes. LGA remains a key variable in the city's ability to provide basic services, accounting for 19.5% of City general fund revenues. The City strongly opposes freezes to the LGA appropriation or reductions of LGA for balancing state budget deficits. The City also opposes targeted reductions to specific cities as well as reductions or offsets for local policy or expenditure decisions.

Local Control

The increasingly complex and costly requirements necessary for cities to provide services to their residents require a strong partnership between federal, state and local governments. This partnership should be based upon a shared vision for Minnesota and should allow individual communities to tailor that vision to the unique needs of their communities. There are 853 cities in Minnesota, each with its own challenges, and legislators at the Capitol generally tend to agree that local elected officials are in the best position to decide how the needs of their communities should be addressed.

Saint Paul supports the preservation of local control to ensure city officials can exercise their own decision making authority.

Other Revenue, Tax and Finance Items

- The City supports the fiscal disparities program as it's an important tool in providing a common level of services among cities.
- The City does not support state-sanctioned levy limits which undermine the relationship between local officials and residents in determining the appropriate

balance of taxation and service delivery.
- The City supports simplifying the process to receive the exemption for construction materials, as well as extending the exemption to materials purchased by third party officials on behalf of the City.
- The City opposes the elimination of the Solid Waste Management Tax.

Housing

Housing is a basic and fundamental human need. With the Covid-19 pandemic, this basic need is more important than ever. The City is focused on three people-focused strategies to meet housing needs:

- Production: Creating new affordable housing
- Preservation: Maintaining existing affordable housing
- Protection: Ensuring all residents can have safe affordable homes

Unsheltered Homelessness

Since 2018, the City has been actively responding to encampments through coordination and outreach in collaboration with Ramsey County, and nonprofit partners. Protocols are in place to monitor the safety and health of encampment residents and ensure access to services.

The COVID-19 pandemic has had a significant impact on the numbers of people who are experiencing homelessness, and the related economic impacts have led to more residents living in unsafe conditions in tents, under bridges, in caves. The pandemic also has affected the way local jurisdictions respond to encampments. With the goal of limiting the spread of COVID-19, Governor Tim Walz's peacetime emergency and subsequent Executive Orders outline the conditions under which local jurisdictions can restrict, limit or close encampments.

The City acts to restrict, limit, or close encampments only when necessary to protect the health, safety or security of encampment residents. Before any action is taken on an encampment the City works with Ramsey County and nonprofit partners to find safe, stable housing for encampment residents. In partnership, the City supports legislative efforts for more supportive services, shelter options, permanent housing for our unsheltered homelessness, and direct state aid appropriations to local units of government to help address these issues.

Renter Community

As a renter-majority community, the City of Saint Paul supports state ad local government tools that increase the supply of housing units for our most vulnerable residents and expands access through tenant protections. The City also supports reducing racial disparities in homeownership through increasing in homeownership opportunities and increasing resiliency of existing homeowners.

In the 2021 general election, St. Paul voters approved a rent ordinance by ballot initiative. The City is currently working towards implementing the voter approved, and City Council amended, rent ordinance by the implementation date of January 1, 2023 and supports sustainable housing policy that meets growth and equity goals in Saint Paul, while ensuring everyone has access to stable and affordable housing. The City continues to examine the rent ordinance and what efforts are needed to ensure the ordinance can be effectively implemented to protect renters, support the continued investment in our housing stock, and allow for the construction of needed additional housing units.

Community Trust Land

The City also established a Community Land Trust financing tool to support new pathways to homeownership for low-income households designed to stay affordable long term. Financing can be used by community land trusts and/or real estate development partners for property acquisition, development gap financing, long-term affordability gap financing and closing cost assistance.

The city supports legislative priorities that advance our housing goals:

Housing Infrastructure (HIB) Bonds and General Obligation (GO) Bonds

The development and preservation of affordable housing is critical to creating jobs, economic development, and stability for our most vulnerable populations through: Housing Infrastructure Bonds (HIB) provide much needed multifamily housing development purposes tied to supportive and senior housing; and, GO Bonds support our Public Housing Authorities (PHAs) for capital rehabilitation of their public housing units, providing vital housing for the most impoverished Minnesotans.

Local Housing Trust Funds

In 2019, Saint Paul established a $10 million Housing Trust Fund and an ongoing $2 million annual investment. The contributions of City dollars along with federal and state financing tools are intended to address the current crisis of housing affordability in Saint Paul and invest in a future city that works for all residents.

4(d) Affordable Housing Incentive Program

The City has eablisted a 4(d) Affordable Housing Incentive Program which provides owners of unsubsidized rental housing 4(d) status in exchange for 10-year affordability restrictions to serve households at or below 60% AMI. The City does not support changes to the 4(d) property tax classification without a comprehensive study to examine the property tax implications for cities and their residents.

Homework Starts with Home

The program supports collaborative efforts between schools, housing organizations, and local governments to identify, engage, and stabilize students experiencing homelessness and their families--a situation that affects 9,500 students statewide. This initiative builds on the successful Rental Assistance Pilot for Homeless and Highly Mobile Families with School-Age Children, administered by MHFA and the MN Department of Education.

Tenants Rights and Remedies

The City supports tenant protection policies geared at ensuring stable, accessible, fair and equitable Housing opportunities for all. The City supports policies around tenant rights and responsibilities, just cause notices, advance-notice of sale, security deposit limitations, and tenant screening guidelines. The City also supports Tenant Remedies Act (TRA) that allows tenants to petition the court to require landlords to provide necessary repairs and improvements in the case of the loss of essential services and amenities. The proposed amendment to TRA combines the existing court order with a priority lien on the property.

The City also supports legislative efforts to:

- Promote multi-year or permanent extensions to the State of Minnesota Historic Tax Credit
- Provide State Rent Subsidy that allocates Minnesota Housing funds to housing authorities already administering federal housing choice vouchers to serve people of the lowest income.
- Modify the Housing Support Program, an income supplement program funded by the State and administered through the Department of Human Services, to work better for families by increasing the subsidy to account for household size.
- Meet the needs of those with the lowest incomes who are most cost-burdened and who have the fewest existing options by increasing supply.
- Expand affordable housing programs for seniors, veterans, and those experiencing

long-term homelessness.
- Expand and promote permanent supportive housing for youth.
- Expand low cost financing programs that improve the energy efficiency of existing homes and buildings, particularly those in low and moderate-income communities.
- Maintain housing options, such as workforce housing, and prevent displacements for low- and moderate- income residents by investing in the existing housing supply.
- Promote fair access and the removal of common barriers to housing options through expungement reforms.

Community-First Public Safety

Crime in Saint Paul has continued its downward trend in 2022, it has not deviated from national trends, and remains consistent with what is happening in other cities nationwide. The record levels of gun violence in our communities are the primary barrier to sustainably addressing Saint Paul's most pressing inequities – joblessness, homelessness, poor education, and health – as we build broad systems to address all public safety needs for residents. Saint Paul continues to experience gun violence in 2022.

The Saint Paul Police Department Budget has increased by 73% over the past 15 years, leading all city departments with a total budget of $105 million in 2020. The City's 2023 police budget continues these investments; however, our officers can't do it alone. The City's 2023 Community-First Public Safety Plan continues to prioritize investments with new investments in the new Office of Neighborhood Safety that are data-driven approaches that are documented to make our most vulnerable children and families more secure in our homes and neighborhoods and center around these three focus areas

- Improving community connectivity & supports NSCC Community Grants
- Improvement of Crime Prevention through Environmental Design
- Enhancing the capacity of public safety systems

The City's community-first public safety investments for 2023 total nearly $4 Million and include:

- Project PEACE/Operation ASPIRE
- Targeted Youth Employment, City's Right Track Program
- Community Ambassadors Initiative
- Saint Paul Fire Department CARES team
- Department of Safety and Inspections HART team
- Returning Home Saint Paul

- Healing Streets an initiative of Saint Paul - Ramsey County Public Health
- ETHOS is an intiative of the City Attorney's Office
- Awakenings is an intervention program in the City's Parks and Rec Department

Community First Public Safety Commission In December 2020, Mayor Carter announced his Community-First Public Safety Commission. The 48 members include a broad array of voices from the public and private sectors, nonprofit, community and neighborhood organizations, educational institutions, peace officer associations, city commissions, labor and advocacy organizations, healthcare, philanthropy, and residents. The commission will be replaced by a 15-member Neighborhood Safety Community Council (NSCC) that will continue the work of the commission as well as administer grants to community-based organizations focusing on the recommendations of the Commission addressing youth, gun and group violence. The NSCC will convene monthly to hear concerns and address public safety needs and will provide recommendations to the Director of the Office of Neighborhood Safety.

The City and Office of Neighborhood Safety supports legislative efforts to:

- Appropriate funding that incorporates safe and effective community-led initiatives to policing.
- Appropriate funding to youth and young adult initiatives that support and address workforce development and community stabilization.
- Appropriate funding and support mental health initiatives and substance use treatment facilities for youth and young adults.
- Appropriate funding that support creation of mental health alternatives to incarceration for low-level offenses.
- Add certified Violence Prevention Professionals (VPP) to the list of recognized health care providers that are eligible for reimbursement under the Minnesota's Medical Assistance Program.
- Require that firearms be stored unloaded and in a secure manner and requires the State Department of Health to develop relevant public education materials.
- Regulate un-serialized firearms and certain unfinished frames and receivers.
- Increase the penalties for knowingly being a participant in a straw purchase of a firearm by elevating the crime penalties.
- Decriminalize fare evasion on public transportation.

Gun Violence Prevention

The City is committed to supporting efforts to reduce gun violence, including background checks on all gun sales and purchases and gun violence protective orders.

- Red Flag laws are a powerful tool to help keep people and communities safe, while also respecting individual rights. These laws empower families, law enforcement officers and school administrators to petition for a court-issued Extreme Risk Protection Order to temporarily restrict a person's access to firearms when they pose a significant risk of harming themselves or others.
- Background checks are the primary method to enforce gun possession laws. Strong laws targeted at people who pose a risk of violence to themselves and others have been shown to disrupt firearm access and save lives. Requiring background checks for gun buyers is the most comprehensive intervention to keep guns out of the wrong hands. Loopholes in our background check system weaken gun possession laws, enabling criminals to get armed with no questions asked and making it difficult to enforce the law and protect communities from gun violence.
- Passage of laws to prohibit the sale of ghost guns and the critical parts to manufacture them, mandate that firearms that are manufactured at home are serialized, and require the licensure of individuals who want to manufacture firearms.
- Expanded authority to regulate the carrying or possession of firearms in City or County-owned properties, such as libraries and recreational facilities.

Legalization of cannabis

Legalizing cannabis for recreational use will help reduce expungement of non-violent marijuana related drug offenses, provide dedicated new tax revenues toward education and community wealth building programs. Currently, marijuana is legal in the District of Columbia and 21 states. Minnesota legalized medical cannabis in 2014. Local jurisdictions should be authorized to impose a local impact tax at their discretion with broad flexibility on the ability to use revenue.

Post-Conviction Relief Exceptions

Under current Minnesota law, a person who has been convicted of a crime cannot file a petition for post-conviction relief after two years of the entry of judgement. The City of Saint Paul supports legislation that will allow individuals to file for post-conviction relief outside of the two-year limitation when their past criminal conviction becomes the basis of an unknown collateral consequence.

Restore the Vote

Minnesotans convicted of any felony offense are not allowed to vote while they are incarcerated or in the community on probation. About 63,000 Minnesotans - 1.5%of the voting age population - are unable to vote due to a felony conviction. Everyone should be encouraged to be civically engaged and have every opportunity to participate in the democratic process. The City supports efforts to allow for individuals who are released from incarceration to vote.

Supporting recently incarcerated individuals seeking employment and housing

A key to reducing recidivism and building safer communities is to support the successful re-entry of formerly incarcerated individuals into society. The City supports efforts to reduce the barriers that formerly incarcerated individuals face in obtaining housing and employment including banning the box for housing.

Fines and Fees

The City supports reforms that reduce the collateral consequences for low level driving offenses. The City supports efforts to end the cycle of amassing fines for these offenses and providing opportunities for diversion and restitution to enable people to access better jobs, work more hours, be reliable employees, and take better care of their family.

Catalytic Converters

The City of Saint Paul supports the League of Minnesota's Cities' proposals to address the theft of catalytic converters by limiting the ability of businesses to purchase these devices without proof of origin. The resale of these stolen items imposes enormous costs on people statewide.

Copper Wire Theft

The city of Saint Paul supports efforts to curtail the theft of copper wires from public infrastructure using similar strategies to catalytic converter theft which limit the ability of businesses to purchase copper wire without proof of origin. Wire theft from street lights and other public infrastructure negatively impacts our community, by reducing public safety for all modes of transportation and mobility but also costs the City of Saint Paul hundreds of thousands of dollars each year to replace and repair damaged street lights.

The City also supports legislative efforts to:

- Reform arbitration, bail, probation, and civil asset forfeiture.
- Reduce sex trafficking while protecting victims and supporting survivors.
- Support legislation to appropriate funding towards Cop Autism Response Education (C.A.R.E) training protocol to better meet the needs of individuals on the Autism Spectrum and build more inclusive communities.
- Create mental health alternatives to incarceration for low-level offenses.

Supporting New Americans

Our nation has a proud tradition of welcoming immigrants and refugees into our communities, and Saint Paul is no exception. Minnesota's first large group of immigrants came from European countries of Norway, Sweden, Ireland, and Germany. Today, Minnesota's immigrant and refugee populations are from across the globe including Central and South America, Southeast Asia, East Africa and South Asia. Nearly 20 percent of our residents are foreign-born. Nearly 30 percent of our residents speak more than one language. In all, over 100 languages are spoken in our city.

Protecting the human rights of residents of the United States, including the City of Saint Paul, is not just a moral imperative rooted in the founding principles of our nation but also essential to ensuring future economic opportunity and prosperity for all who live, work, and conduct commerce within Minnesota and the City of Saint Paul. Regardless of immigration status, an individual is endowed with the same universal and inalienable rights to life, liberty, and the pursuit of happiness. The City supports legislation that welcomes and supports our new American communities, advances community cohesion and family unity, and prevents the unfair and unjust removal of our residents. The City supports state-funded resettlement assistance for recent Afghan refugees.

The City supports these legislative efforts:

Driver's License for All

The City of Saint Paul supports efforts to ensure that all Minnesota residents have access to driver's licenses. Many Minnesota residents cannot access a state driver's license because of their legal status even though they are established members of our communities. Their children are U.S. citizens and Minnesota is their home. The inability to obtain a driver's license inhibits their ability to provide for their families and contribute to the economy.

Ban Private Detention Centers

The aggressive and expanding presence of US ICE in communities across Minnesota has caused and will continue to cause trauma for many families. The City supports banning private prisons from operating in Minnesota to incarcerate inmates detained by State and local jurisdictions.

Reduce Gross Misdemeanor Sentencing

A difference between the state and federal definitions creates an inconsistency in Minnesota. Two people can be convicted of the same gross misdemeanor, with one sentenced to 364 days and the other to 365 days. Federal law dictates that these two people will face very different immigration consequences. The City of Saint Paul supports efforts to align sentencing guidelines.

Timely U-Visa Certification Processing

The City of Saint Paul supports efforts that expedite law enforcement agencies processing of immigration-related requests from victims of crimes who are foreign nationals in the United States under a U-Visa. These victims provide a certificate from law enforcement identifying them as crime victims to federal immigration authorities to support their request to remain in the United States under a U-visa.

Emergency Responders

As part of the Community First Public Safety strategy, the City's budget invests in our emergency responders to ensure they have the resources to respond to the wide variety of health and safety needs across the city.

The City supports legislative efforts to:

- Provide state funding to help cover costs associated with filling temporary personnel gaps created by firefighters, police officers, and emergency responders who are called to military duty for training or combat.
- Adjust state statute regarding the federal fee for service Medicaid match allowing for more thorough reimbursement rates for EMS services.

- Fund the Minnesota Fire Safety Account with a standing appropriation to fund critical services and the Department of Labor and Industry efforts to transfer authority for adoption of the state fire code to the state Fire Marshal.
- Maintain current state statutes related to fireworks sales and use.
- Add concealing criminal proceeds § 609.496 and engaging in business of concealing criminal proceeds § 609.497 to the list of forfeitable offenses and monitoring other legislative changes to the state's forfeiture laws.
- Increase the crash reporting threshold above the $1000.00 currently in statute.
- Amend§152.021-152.025 to assign weights to marijuana derivatives.
- Reduce health risks to firefighters and emergency responders through legislation related to flame-retardant chemicals.
- Expand § 609.2231, sub. 6 to include code enforcement officials allowing for escalated charges for assaults perpetrated while performing official duties.

Lifelong Learning

In the City of Saint Paul, we believe that everyone should have the opportunity to learn and grow over the course of their entire life from infants and toddlers to our aging adults.

Early Childhood Learning and Caring

The City of Saint Paul understands how critical it is for our youngest learners to have access to quality education and childcare. Research has proven that investing in early childhood has as much as an 18% return on investment and can help mitigate many of these negative outcomes. The City of Saint Paul supports investments in early childhood, including Early Learning Scholarships, Voluntary PreK, and the Child Care Assistance Program (CCAP), as well as increasing CCAP rates and removing the cap for early learning scholarships while fully funding public schools to appropriate levels.

The City also supports opportunities for cities to meet the needs of their own community in early learning, by expanding funding opportunities for early childhood learning and care. The City has been and continues to be an active and engaged partner on key local, regional, and national initiatives to ensure every child has an opportunity to learn and grow.

City initiatives and partnerships include:

Saint Paul Children's Collaborative

A collaborative effort to ensure that all families in Saint Paul have access to affordable, high-quality early learning and child care.

Families First Housing Pilot

The City of Saint Paul and the Saint Paul Public Schools launched the Families First Housing Pilot. The program will provide a $300 monthly rent supplement to families with children in Saint Paul Public Schools, in addition to ongoing housing support services for up to three years.

Sprockets

Sprockets is a collaboration between the City of Saint Paul, Saint Paul Public Schools, and community organizations that supports quality out-of-school time experiences for youth.

Youth Jobs

The Department of Employment and Economic Development competitive grant programs provides key funding for Right Track, the City's youth employment and training program. Funds from the state support internships and employment training nearly 1,000 young people each year. Right Track brings together over a hundred partners across sectors to support young people starting on their career journeys.

Workforce Training

The City of Saint Paul supports efforts to increase funding for job search assistance, skills training, childcare, and related programs to help people find and retain employment, including:

- A payroll tax credit for job training programs that invest in skilled employees.
- The Minnesota Job Skills Partnership Program.
- Tax incentives for companies that hire and retain disadvantaged workers.

Public Libraries

The City of Saint Paul supports legislation that will ensure that the Saint Paul Public Library has the resources necessary to provide high-quality educational tools and programming.

The City supports increased funding for Regional Library Basic System Support (RLBSS), Regional Library Telecommunication Aid (RLTA), and continuing access to Legacy/Arts and Cultural Heritage Fund for public library programs.

Specifically, the City of Saint Paul supports:

- Increased funding and a corresponding formula change for Minnesota's regional public library systems to provide the essential support needed by citizens, students and lifelong learners to reach their educational, personal and professional goals.
- Investment in infrastructure to repair, modernize, and construct public library facilities to ensure safe, accessible and welcoming library spaces for Minnesotans.

High-Quality Afterschool and Summer Learning

High-quality afterschool and summer learning programs have evidence-based benefits that will positively impact the persistent challenges facing Saint Paul's young people, families, businesses, educators, and communities. The City of Saint Paul supports new state public funding for competitive grants for afterschool and summer programs targeted to low-income youth.

Broadband Access and Digital Equity for All Minnesotans

- Encouraging investment in broadband and digital inclusion to ensure affordable, high-capacity internet access, as well as digital literacy training and support, is available to all Minnesotans.
- Write broadband spending guidelines in ways that are inclusive of metro digital equity needs to address the significant disparity gaps in digital access and literacy.

Public Libraries Infrastructure Needs

The City of Saint Paul support infrastructure funding for public libraries in recognition of the essential role they play in supporting community needs for digital equity, education and learning, workforce support, access to government resources, and social connection.

Specifically, the City of Saint Paul supports state funding for the following library capital investment projects in Saint Paul:

- Renovations of the Hayden Heights and Riverview libraries to enhance their ability to meet community learning, work, and wellbeing needs.
- Updates to technology in all libraries to support community collaboration, meetings, and co-working.
- Enhancements to children's spaces to welcome and encourage hands-on, play-based, interactive, family learning.
- preparation.
- Prioritize organizations that demonstrate an ability to manage funds and partnerships that support alignment across systems.
- Base funding decisions on factors including the number and percentage of youth in poverty, youth of color and the youth unemployment rate.
- Encourage greater private sector participation.
- Prioritize organizations that demonstrate an ability to manage funds and partnerships that support alignment across systems.
- Base funding decisions on factors including the number and percentage of youth in poverty, youth of color and the youth unemployment rate.
- Encourage greater private sector participation.

Economic Justice and Inclusion

To build a city that works for all of us, Saint Paul is committed to ensuring that everyone has safe, healthy neighborhoods to live in and raise a family, access to high-quality education, and the opportunity of good-paying jobs. The City established a new Office of Financial Empowerment to connect families with financial education and wealth-building resources available from the government, non-profit, and private sectors. The City supports legislation that will expand economic opportunity for families and workers.

The City supports these legislative efforts:

Working Families

People are working harder than ever, but many families are still struggling to make ends meet. The City of Saint Paul recognizes that strong families create strong communities. The City supports responsible statewide solutions that help individuals make a better life for themselves and their families such as paid parental leave and family medical leave.

Statewide $15 Minimum Wage

The City supports a statewide $15 minimum wage to ensure that no one working full time has to live in poverty. With the recent passage of a $15 minimum wage ordinance, the City is committed to working families and supports legislation that will ensure that workers wiht disabilities are paid the full minimum wage.

Statewide Earned Sick and Safe Time

The city supports a statewide policy guaranteeing earned sick and safe time for workers to ensure that all Minnesotans can achieve the best possible health and safety outcomes for themselves and their families.

Military Leave Subsidy for Police Officers and Firefighters

State law requires political subdivisions of the state to award preference points to veterans for most open, competitive positions and establishes the requirements persons must meet in order to qualify for Veterans Preference. The City supports adding positions when police officers and firefighters are on extended military leave.

Human Rights

The City supports a change to the Minnesota Municipal Contracting Statute is codified at § 471.345 to allow cities to make a contract by two quotes for contracts estimated not to exceed $250,000, but only if the business being directly solicited was either:

- Certified as a small business enterprise by a county-designated small business certification program; or
- Certified by the commissioner of administration as a small business that is majority-owned and operated by a veteran or service-disabled veteran. This authority currently applies only to county boards and the cities requests the same authority.

The City also supports legislative efforts to:

- Exempt local public assistance grants from being included as income.
- Dedicate state funding for programs at the Department of Employment and Economic Development focusing on cultural corridors, women and minority-owned businesses, redevelopment areas and transit improvement areas.
- Preserve a local municipality's ability to set the fees necessary to protect and promote public health within their community.
- Address systemic racism and racial injustice by making critical investments in the areas of housing, public health and health care, business development, contracting, jobs, and arts that target Black, Indigenous, and People of Color (BIPOC) communities who have been traditionally left out of economic opportunities.
- Establish a system of reparations for the African American community to grow equity and generational wealth and eliminate ongoing disparities.
- Support direct appropriation for job training and workforce development of underserved communities.
- Foster equity within our tax system by automating tax rebates for renters, seniors, and low-income individuals.
- Modernize governing capacity by expanding Open Meeting Law requirements to allow flexibility for local boards and commissions with regulatory or advisory capacities.

Streets, Sidewalks, and Bikeways

Streets, sidewalks, and bikeways are how we connect people to opportunity. Investing in a long-term strategy will be vital for our city's future. Our 2023 budget continues our work from 2022 by investing $27.8 million for road reconstruction and resurfacing.

The availability of transportation funding resources continues to significantly lag behind need, especially for local municipalities. The City supports a new comprehensive transportation financing package that gives cities the new resources and funding tools needed to meet growing demand.

The City supports these legislative efforts:

City Streets

The City of Saint Paul supports new dedicated revenue outside of the constitutional formula for city streets. The City also supports funding for the statewide Complete

The City of Saint Paul supports new dedicated revenue outside of the constitutional formula for city streets. The City also supports funding for the statewide Complete Streets policy; ensuring streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.Additionally, the City supports improving safety, reducing crashes, and enhancing livability by enabling municipalities to set lower default speed limits consistent with local priorities and plans. The City supports a statewide effort to educate motorists, bicyclists, and pedestrians about the rules of the road and best practices to increase safety and decrease crashes, injuries, and fatalities.

Transit Investments

The City of Saint Paul supports additional funding for transit projects across the region, including a sales tax increase for Metro Transit. To build a 21st century transit system, any new transit funding from the state must recognize the need for a geographic balance across the Metro Area. This includes projects like the Gateway Corridor, Riverview Corridor, Rush Line, Red Rock, and Robert Street. The City of Saint Paul also supports efforts to develop and incorporate bus rapid transit into the Highway 252/I-94 project.

Railroads

The City of Saint Paul has 84 active rail crossings and 5 quiet zones, yet has little authority to protect the human and environmental health of our community as it relates to railroads. The planning and coordination required for response operations is city and region wide and spans from initial response through recovery. The City recognizes the important role rail plays in our economy and as a transportation mode for goods, and will monitor all legislative activity related to railroads.

Safe Routes to School Funding

The Safe Routes to School grant funds are used for planning and infrastructure projects that encourage more students to walk and bicycle to school by increasing the walkability of the city and by assuring that curbs are compliant with ADA regulations. As part of the effort to more fully support the Safe Routes to School Program, the City supports funding for repairing, advancing and upgrading sidewalks.

Parks and Recreation Centers

The City of Saint Paul is committed to providing a parks and recreation system that provides opportunities for health, safety, and lifelong learning.

The City supports these legislative efforts:

Legacy Funding

Legacy resources are used to supplement and support projects and programs including regional parks, libraries, Como Park Zoo and Conservatory, improvements to the Mississippi River, and a host of other items.

The City of Saint Paul supports the following positions regarding the Legacy Amendment:

- Overall Fund – Support the equitable distribution of all funds.
- Parks and Trails Fund – Support projects with clear regional or statewide significance that will ensure equitable funding across metro, outstate, and DNR programs.
- Lessard-Sams Outdoor Heritage Fund – Support more equitable geographic distribution of this fund, recognizing the unique circumstances the Metropolitan area presents related to fish, game, habitats, wetlands, prairies, and forests.
- Arts and Cultural Heritage Fund – Support distribution of the Arts and Cultural Heritage Fund in a fair and equitable way. This includes support for the Minnesota regional library systems and Como Park Zoo and Conservatory.

Urban Forest Invasive Species Mitigation

The City supports funding to assist cities with urban forest management and meeting the needs of preparing for, and responding to, catastrophic urban forest issues such as Emerald ash borer and climate change. To combat present and future pests and diseases and the impacts of climate change, cities need additional funding for planning, tree inventory, maintenance, treatment, removal and planting. The state should provide on-going funding for those activities.

Parks Funding

Local parks and trails support the economic vitality needed to attract and retain a dedicated and qualified workforce. Investment in local parks is important to the future of economic growth, both to keep pace with the needs of those who live and work in Saint Paul and to

attract future development opportunities. The City of Saint Paul supports the dedication of resources that can be invested in these local assets. Local parks and trails are not constitutionally eligible for Legacy funds, therefore the City supports the dedication of other resources that can be invested in these local assets.

The Saint Paul Parks Department is 1 of 10 implementing agencies in the Metropolitan Council's Metro Regional Parks System. The City works closely with those nine other implementing agencies to ensure an equitable funding formula for the Parks and Trails Fund and to increase the operations and maintenance funding, required by state statute to be 40 percent, currently funded at less than 8 percent. The City supports fully funding the Metro Regional Parks biennial budget, opposes cuts and allowing the Metropolitan Council to maximize investments in capital assets.

Skate Parks

Skateboarding is a growing recreational activity for youth and young adults and new skate parks are needed to address this trend. Skate parks have unique design and construction characteristics and benefit from having qualified, experienced skate park firms oversee their design and construction. State law does not allow municipalities to utilize design-build as a delivery method for projects, including skate parks. A skate park has been proposed at Eastside Heritage Park, and the state should allow this project an exemption to utilize design-build delivery. The City of Saint Paul supports a statewide matching grant program for skate parks and regional skate park amenities.

Resilience

Cities everywhere must respond and adapt to the harmful effects of climate change and other long-term challenges. The City of Saint Paul is committed to becoming a carbon-neutral community by 2050 and being a leader on clean and efficient energy, sustainable transportation systems, land use, and solid waste systems.

The City supports these legislative efforts:

State Sales Tax Exemption for the McCarrons Water Treatment Plant Improvements Project

Saint Paul Regional Water Services will be completing the process of procurement for the services of a Design-Build firm in 2020 for the McCarrons WTP Improvements Project. SPRWS is exempt from state sales tax currently for these types of projects. When using a contractor such as this, an exempt entity (SPRWS) can designate the contractor as its purchasing agent and follow a rigorous reimbursement process or it can seek legislation to provide sales tax exemption for the specific project. There is still a reimbursement process in that case, but it is much less intensive than the process when you designate a purchasing agent. SPRWS would like to pursue this legislative approval during the 2023 session.

Advanced Commercial Energy Code

Accelerate the statewide commercial energy code adoption process with updates occurring every three years, rather than the current six-year cycle. The accelerated process will result in commercial buildings (including multifamily buildings 4+ stories) being designed and constructed to be net-zero energy by 2036. This legislation is a result of several years of work and broad stakeholder engagement and is supported by the Minnesota Departments of Commerce and Labor and Industry.

Advanced Energy Standard / Stretch Code

Enable Minnesota cities to require commercial and multifamily buildings to be designed and constructed to an energy performance standard sometimes referred to as an advanced energy standard or stretch code. The legislation would also permit cities to apply the advanced energy standard to commercial and multifamily buildings undergoing major renovation.

Energy Conservation & Optimization (“ECO”) Act

Build on the highly successful Minnesota Conservation Improvement Program (CIP) by expanding customer choices to include load management (modifying timing of energy use) and limited efficient fuel switching (switching to the use of another fuel when more efficient, cost-effective, and lower carbon).

District Energy St. Paul

Support the continued operation of the Saint Paul district heating and cooling system cogeneration facility, which consumes large volumes of waste wood as its primary fuel source to supply electricity, until alternative solutions to managing waste wood can be fully evaluated and implemented.

The City also supports legislative efforts to:

- Advance the work of the Pig's Eye Landfill Task Force and fund the cleanup and restoration of the Minnesota Superfund sites at Pig's Eye Lake.
- Clarify in statute local government taxing authority to establish a municipal streetlight utility.
- Financially support City-wide lead line replacement efforts and policies to authorize use of utility funds to pay for private service line replacements, support disclosure of a lead pipe at point of sale, and lead pipe replacement requirements.
- Increase state funding for energy efficient building upgrades to outdated libraries and rec centers.
- Advocate for including more renewable, equitable, and locally produced energy so that our city can meet the bold commitments for reducing emissions and energy burdens as expressed in our Climate Inheritance Resolution and Climate Action and Resilience Plan.
- Incentivize the manufacture of green products to be used in construction and assist manufacturers in incorporating green practices in their production of goods.
- Support the Metropolitan Council as a regional governmental agency and planning organization.
- Improve energy efficiency goals and activities by investor owned utilities.
- Prepare for the impacts of climate change on infrastructure, natural systems and human health.
- Increase distributed generation technologies, such as solar photovoltaic, solar thermal production, wind, combined heat and power for both public and private entities.
- Encourage legislation and amendments to rules to expand source separated composting efforts.
- Increase state funding for the state solid waste block grant program referred to as SCORE to be used for recycling efforts and expansion of organics collection.
- Exempt nonprofit car sharing from the current car rental tax in order to increase affordability of services for residents of racially diverse and low-income communities.
- Repurpose revenues from car rental fees to support growth of car sharing in disadvantaged communities.

Contact

For more information on City of Saint Paul's 2023 Legislative Agenda, please contact:

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RAMSEY COUNTY

Ramsey County 2023 Priorities

January 23, 2023

Ramsey County Top Priorities

- **Family and community stabilization:**
  - Investing in housing stability—affordability and transitions out of homelessness.
  - Addressing racial disparities in out-of-home displacements.
  - Preventing and responding to youth violence through innovative community programming and investments.
  - Funding an increase in County Program Aid.

30

- **Systems transformation:**
  - Improving mental and behavioral health systems and support.
  - Reforming criminal justice approaches, centering community.
- **Economic competitiveness and inclusion:**
  - Funding transportation, including new revenues for transit, roads and bridges.
  - Investing in workforce supports for all residents.
  - Responding to climate change by prioritizing adaptation and resiliency.
  - Funding for Ramsey County bonding requests.

State Legislative Priorities 2023

- **County Program Aid (CPA) $30 M** for Ramsey County

  -HF Rep. Dave Lislegard/ SF Sen. Matt Klein (Statewide bill for both LGA/CPA city-county aids)

- **Heading Home Ramsey $75 M for 5 years** Unsheltered & Homelessness work
  - HF Rep. Athena Hollins / SF TBA

- **Park at RiversEdge $26 M** bonding bill ask
  - SF Sen. Sandra Pappas/HF Rep. Maria Isa Perez-Vega

- **Justice-Involved Youth Community-Based Homes $15 M**
  - SF 393 Sen. Murphy/HF 600 Rep. Kaohly Her

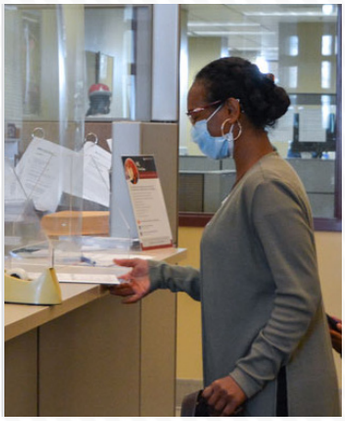
31

RAMSEY COUNTY

LEGISLATIVE PRIORITIES

2023 **STATE** PLATFORM





VIEW ONLINE RAMSEYCOUNTY.US/LEGISLATIVEPLATFORMS

RAMSEY COUNTY **STRATEGIC PRIORITIES**

Residents First: Effective, Efficient and Accessible Operations

Advancing Racial and Health Equity and Shared Community Power

Putting Well-Being and Community at the Center of Justice System Transformation

Advancing a Holistic Approach to Strengthen Families

Responding to Climate Change and Increasing Community Resilience

Intergenerational Prosperity for Racial and Economic Inclusion

Aligning Talent Attraction, Retention and Promotion

LEARN MORE ramseycounty.us/StrategicPriorities

LEGISLATIVE **TOP PRIORITIES**

Family and community stabilization:

- Investing in housing stability—affordability and transitions out of homelessness.
- Addressing racial disparities in out-of-home displacements.
- Preventing and responding to youth violence through innovative community programming and investments.
- Funding an increase in County Program Aid.

Systems transformation:

- Improving mental and behavioral health systems and support.
- Reforming criminal justice approaches, centering community.

Economic competitiveness and inclusion:

- Funding transportation, including new revenues for transit, roads and bridges.
- Investing in workforce supports for all residents.
- Responding to climate change by prioritizing adaptation and resiliency.
- Funding for Ramsey County bonding requests.

CAPITAL IMPROVEMENT **REQUESTS**

RAMSEY COUNTY BONDING REQUESTS

The Park at RiversEdge	**$26M**
Rice Street Revitalization	**$3.9M**
Bruce Vento Trail Extension	**$5M**

PRIORITY SUPPORT FOR OTHER BONDING REQUESTS

East bound Kellogg RiverCentre Bridge, City of Saint Paul **$26M**

SUPPORT FOR OTHER BONDING REQUESTS

Gibbs Farm-Pathways to Dakota & Pioneer Life, Ramsey County Historical Society **$9M**

Advancing Racial and Health Equity and Shared Community Power

INCREASED HEALTH CARE ACCESS

- Support legislation to address racial disparities in health care access, quality and outcomes.
- Support legislation to increase Minnesota Eligibility Technology System funding to develop needed technological improvements that help county financial aid workers more efficiently and accurately determine public program eligibility, amidst increased demands for services and state-mandated data matching activities.
- Oppose legislation that would change or remove key Affordable Care Act provisions such as coverage for dependents up to age 26 and prohibiting the denial of coverage for preexisting conditions and the use of lifetime caps for coverage.

MENTAL HEALTH

- Support legislation to develop additional community-based mental health placement options and services to shorten stays in state facilities and reduce costs after inpatient care is no longer necessary.
- Support legislation to address the comprehensive mental and behavioral health needs of the community, foster coordination among partners and ensure parity in services across populations.
- Support policy changes to provide clarity within the use of force protocol regarding transport holds for individuals experiencing a mental health crisis. Individuals who are in crisis due to mental illness where a transport hold is requested but not enforced are more likely to be arrested and funneled through the correctional system than given proper medical care.
- Support legislation to address student health needs, including increased reimbursement for school-based clinics as well as embedding social workers in schools to assess needs and support mental health. The social workers would also ensure families had information about and direct access to county services.
- Support legislation to resolve the gaps between the criminal court process and a person's access to mental health care when the court deems someone incompetent to participate in their defense due to a mental illness. This includes increased capacity for Rule 20 evaluations, increased community-based supports and increased local hospital capacities to quickly readmit people who either resume drug abuse, discontinue prescription medication compliance or otherwise decompensate, so that they can obtain necessary care and avoid any further police interactions.
- Pursue adequate ongoing funding support for the Youth Mental Health Urgency Room created by the 2022 legislature.

Ramsey County will develop a countywide approach to improve race-based disproportional outcomes by deconstructing systemic and institutional barriers to be more fair, inclusive and transparent in how we share decision-making power with residents, communities and employees to build a more equitable organization and remove organizational barriers to create fairer, more inclusive government.

COMMUNITY-CENTERED CRIMINAL JUSTICE REFORMS

- Support legislation that further reforms the investigation and prosecution of fatal shootings and wrongful actions by police, increases police accountability and transparency, raises standards of conduct and supports officer excellence, partners officers with the communities they serve, repairs and builds community trust, and enhances community-centered public safety.

EQUAL RIGHTS AMENDMENT

- Support the ratification of the ERA to bolster pay equity, domestic violence laws and pregnancy discrimination protections, among other equity goals.

INFECTIOUS DISEASE RESPONSE SUPPORT

- Support funding resources directed to infectious disease response, including, but not limited to: building and maintaining our workforce, specifically for our 24/7 facilities, community education, engagement and outreach, case investigation and contact tracing, testing, delivery of essential services, and distribution of vaccines with specific focus on underserved communities, kids, youth and young adults.

RACIAL EQUITY IN BUDGETING

- Support legislation to develop a state-based racial equity budgeting tool that will help provide racial equity impacts for legislative budgeting decisions.

Residents First: Effective, Efficient and Accessible Operations

DATA PRACTICES ACT AND PRIVACY REFORMS

- Support maintaining flexibility in local governments' data retention schedules and reporting requirements to avoid overwhelming local technical capabilities.
- Support legislation that considers local costs and improved public access when considering updates to the Minnesota Government Data Practices Act and address the use of intentionally disruptive and expensive data requests that provide little or no public benefit.

HUMAN SERVICES PROGRAM IMPROVEMENTS

- Support legislation to ensure state compliance with federal background check requirements that endanger Title IV-E reimbursements to foster care providers.
- Support continuing program modifications that demonstrate administrative efficiency and support the modernization of human services programs and processes to improve outcomes and service delivery.
- Support a health care eligibility system that serves as a sustainable platform for performing health care functions and fully integrates with other technology systems.
- Support legislation to simplify and modernize the Minnesota Family Investment Program (MFIP), General Assistance and Minnesota Supplemental Aid reporting requirements in order to align budgeting methods with nationwide best practices, encourage earned income and employment, and create equity across the program.This includes adjusting MFIP so that families report on their income every 6 months, rather than monthly. This will allow for longer periods of stability and decrease the likelihood of MFIP recipients becoming income-ineligible due to a brief increase in income.
- Support legislation, to address workforce challenges and resource shortages in the home and community-based services and disability services system, including increasing wage minimums and other incentives, to expand the worker pool of personal care assistants, nurses, social workers and other support staff, and county employees to enroll residents in these necessary services.
- Support substantial investment in new, modern technology infrastructure to streamline health care, financial assistance and social service program administration, enhance data and program integrity, and promote efficient service delivery, with a focus on programs connected to MNBenefits applications.
- Support funding to add triage capabilities and improve responsiveness for technology systems tied to the MNBenefits application program.

Ramsey County will center residents to meet the needs of community and ensure that county services, applications and programs are inclusive, accessible, efficient and provided with exemplary service.

FUNDING FOR LIBRARIES

- Support legislation to increase Regional Library Basic System Support funding for residents' access to digital and database resources.
- Support library construction and remodeling grants to fund safety and renovations at libraries.
- Oppose reductions to Arts & Cultural Heritage Legacy funding for regional public library systems to support arts, arts education and arts access, and to preserve Minnesota's history and cultural heritage.

LIBRARY GOVERNANCE CHANGE

- Pursue legislation, in partnership with Anoka County, to establish the county library board as an advisory committee to the county board, mirroring a governance structure currently used by five counties across the metropolitan area, that ensures that county services most effectively support residents and employees.

FUNDING FOR PARKS AND TRAILS

- Support legislation to ensure that the Ramsey County park system receives a fair share of revenues from Clean Water, Land and Legacy Amendment funding, Legislative-Citizen Commission on Minnesota Resources funding or other environmental stewardship grants.
- Pursue $5 million in bonding for the extension of the Bruce Vento Trail.
- Support inclusion of $50 million in state bonding for capital projects for Metropolitan Regional Parks and Trails, which leverages Metropolitan Council dollars and benefits projects in Ramsey County.

COUNTY PROCUREMENT CHANGES FOR SMALL BUSINESSES

- Support legislation that would authorize the county to expand the amount for bids to no greater than $500,000. Currently, the county can solicit small businesses for bids no greater than $250,000. This change will enable counties to increase its overall spending with small businesses, which includes businesses owned by women and people of color. Increasing county expenditures with small BIPOC-owned businesses is an important part of Ramsey County's overall strategy to reduce racial disparities.

DIGITAL INCLUSION

- Pursue and support state and federal efforts and funding for digital inclusion and equity to ensure all residents have access to affordable broadband choices, computing devices and training and internet-safety skills. This includes, but is not limited to: increasing the federal standard for broadband speeds; increasing the availability of high-quality and competitive broadband choices for residents in single-family homes, public housing, and apartment buildings and condominiums, particularly in urban digital desert census tracts; and supporting perpetual funding of the Affordable Connectivity Program (ACP) and other affordable, sustainable and subsidized device ownership programs and multilingual digital literacy navigation and skills training that ensure all residents can participate in the economy and digital life.

Advancing a Holistic Approach to Strengthen Families

CHILD PROTECTION REFORMS

- Support African American Family Preservation Act legislation encouraging county case management and support services to accommodate cultural differences, address challenges and build on strengths to remedy the disproportionate placements of children of color into foster care and other out-of-home displacements.
- Support Families First legislation allowing states and counties to use federal Title IV-E funds to focus child protection efforts on engaging families, building support networks and providing culturally informed services that help avoid compounding the trauma out-of-home displacements often cause.
- Pursue legislation to create an exception or variance to the background check policy, enabling county staff to make an informed placement decision without relying on the state.
- Pursue legislation to allow autonomy to determine which applicants to Ramsey County's Children's Services Review Panel have been impacted by our system, represent the community we serve and should be selected to participate on the panel. Current law requires approval from the county board and DHS to accept new members.
- Support legislation requiring coordination between law enforcement and county child protection agencies to occur prior to a child being removed.
- Support legislation to increase required training for law enforcement officers on child protection and the use of emergency holds, particularly regarding the impact of child protection removals on children and families.
- Support child protection and foster care systems change and reform developed in partnership with community.

CHILD CARE REFORMS

- Support child care licensing practice improvements to simplify rules and promote improved relations between providers and regulators.
- Support efforts to implement refinements to training, county liability insurance requirements and other requirements to foster best practices in all child care settings.
- Support additional state investments in child care infrastructure, wages and workforce needs.
- Support legislation to make permanent strategic waitlist changes that allow more families who have not used MFIP to access essential work-related support.

Ramsey County will strengthen families by expanding access to quality consistent early childhood care, education and access to nutritious foods, resources and opportunities.

HUNGER RELIEF

- Support additional funding and policy changes to address hunger and food insecurity relief needs in Ramsey County for children and adults. As a result of systemic racism and other long-standing issues exacerbated by the COVID-19 pandemic, food insecurity continues to disproportionately affect our racially and ethnically diverse communities.
- Support state funding to allow community-based organizations to significantly expand food and crisis services for people in Ramsey County.
- Support legislation to permanently provide no-cost school lunch to all children in Minnesota schools.

ECONOMIC SUPPORTS TO FAMILIES

- Support legislation to provide cash payments or other economic supports, like the federal child tax credit expansion, to families in a way that will not make them ineligible for income, food or medical assistance, with the goal of removing barriers so families can self-stabilize.

Intergenerational Prosperity for Racial and Economic Inclusion

THE PARK AT RIVERSEDGE

- Pursue $26 million in bonding for the Park at RiversEdge. RiversEdge is an innovative public-private project revitalizing the historic riverfront and expanding public access to the Mississippi River. The funds are for acquisition, design, furnishing and construction of a land bridge extension of the public realm space called The Park at RiversEdge. This new nine-acre urban park space includes: expanded public access to the river from the downtown bluff to the shoreline, community gathering space for public events, and trails that connect to the river and to other downtown destinations and park trail systems.

STATE-LOCAL FISCAL PARTNERSHIP

- Support efforts to maintain County Program Aid (CPA) with indexing funding and increasing the base appropriation after the COVID-19 economic recovery.
- Support an early 2023 omnibus bonding bill that addresses the backlog of the state's growing public infrastructure needs and invests in important regional projects.

REGIONAL WORKFORCE INVESTMENTS

- Support efforts to align local, regional and statewide investments for workforce development programs to ensure the unique needs of businesses are met while supporting job seekers with career pathways needed to obtain family sustaining wages and benefits.
- Support legislation to address existing economic, racial and gender disparities, especially among Black/African American, American Indian and other racially/ethnically diverse communities, by coupling training and education with equity efforts in housing, transportation, child care and other stabilizing factors.
- Support legislation to dedicate sufficient, ongoing state funding to provide workforce programming targeted to those who are unemployed, under-employed or under-represented in the workforce as a means to reduce disparities and to promote a diverse and inclusive workforce.

AFFORDABLE AND STABLE HOUSING

- Pursue legislation in partnership with the continuum of care Heading Home Ramsey to fund homelessness work over the next five years until more affordable housing comes online. This funding will support:
    - Shelter capacity for single adults.
    - Shelter capacity for families with children.
    - Day service shelter capacity.
    - Development of a "Familiar Faces" program to address frequent users of shelter and emergency services.
    - Critical supportive services for individuals and families seeking shelter.
- Support budget and bonding legislation that increases public funds and brings attention to the preparation for homeowners and the production and preservation of affordable housing.
- Support legislation that advances policy and practice reforms that reduce barriers to affordable homeownership, such as reducing the cost of production.
- Support new state funding of more loan counseling for the refinancing of special loans, such as rehab/down payment assistance. Currently there is not enough organizational capacity for the amount of refinancing that is happening in the market.

Ramsey County will create pathways to intergenerational prosperity for racially and ethnically diverse communities that have historically experienced wealth extraction, with an emphasis on Black/African American, American Indian and other racially/ethnically diverse communities. This countywide approach will focus on racial and economic inclusion in racially and ethnically diverse communities with intentional and strategic investments in residents and businesses.

- Support increased funding for affordable housing and housing programs focused on specific populations in need of additional assistance, including those experiencing mental illness, or other disabilities, individuals with criminal records, large families, families seeking reunification, veterans and those who are homeless.
- Support housing infrastructure bonds for buildings that are 50% Area Median Income (AMI) with at least 10% of units at 30% AMI in order to better leverage American Rescue Plan Act (ARPA) funding.
- Support legislation to create a dedicated fund for the development of affordable housing that enrolls private investors into the production of affordable housing to benefit local businesses, creates jobs and contributes to the overall growth of the economy.
- Support expanding the Housing Support Demonstration capacity to include all seven metro-area counties to increase access to Housing Support for traditional rental assistance and support services for people experiencing homelessness. Consider legislative changes that would allow distributing vouchers based off priority populations in order to maximize ARPA and Housing and Redevelopment Authority funding.

PROPERTY TAX ASSISTANCE

- Support transitioning the special property tax refund to a property tax credit that is automatically calculated and issued to qualifying homeowners on their annual property tax statement, thereby reducing property tax regressivity and helping keep home ownership affordable. Currently, state statute requires homeowners to apply for the special property tax refund.

ACCELERATED FORFEITURE FOR TARGETED NEIGHBORHOODS

- Pursue special legislation allowing Ramsey County to retroactively cancel forfeitures that occurred in 2022 under this program, and to apply the three-year redemption period to properties that will be impacted by this in the future. This special legislation will allow for all properties across Ramsey County to have the three-year redemption period uniformly applied, beginning in 2022, thereby eliminating the disparities caused by the statutory accelerated forfeiture provision.

FEDERAL IDENTIFICATION NUMBERS FOR HOMESTEAD APPLICATIONS

- Pursue legislation to allow use of Federal Identification Numbers in lieu of social security numbers on homestead classification applications to expand access to Minnesota's Property Tax Homestead Credit Refund.

INTEREST RATES ON TAX-FORFEITED PROPERTY

- Support legislation to allow flexible interest rates on contracts for deed for tax-forfeited properties to reduce barriers for low-income families interested in purchasing or repurchasing these properties and provide a low-barrier pathway to homeownership for those with more modest incomes.

EVICTION PROTECTIONS

- Support creating a right to counsel for tenants in cases brought by landlords alleging breach of lease in public housing evictions, which tend to raise more complicated issues that are harder for tenants to address without a lawyer's help.

TRANSPORTATION AND TRANSIT FUNDING

- Support statewide transportation funding that adequately invests in the long-term sustainability of local communities and addresses deferred basic maintenance, safety concerns, mounting congestion and missed economic growth opportunities for businesses and commuters. A comprehensive, balanced and sustainable transportation solution should include robust funding for a multimodal transportation system including roads, bridges, sidewalks/trails and transit and address the varying needs in different parts of the state.
- Pursue $3.9 million in bonding funds for reconstruction of the Rice Street Revitalization Project from Wheelock Parkway in Saint Paul to County Road B in Roseville and Maplewood. These funds would offset $7.805 million in county and city construction costs currently programmed in the Ramsey County 2021-2025 Transportation Improvement Program.
- Pursue legislation alongside Hennepin County to amend the Motor Vehicle Leased Sales Tax (MVLST) to include Ramsey and Hennepin counties as recipients so revenues can be spent in the metro-area counties where most funds are collected.
- Support investments in MnDOT's Local Bridge Replacement and Local Road Improvement Programs to fund the replacement, rehabilitation or removal of deficient bridges on the local road systems and for the construction or reconstruction of local roads.
- Oppose attempts to shift transit costs to counties. The Ramsey County Regional Railroad Authority has been approving the maximum levy for the last several years, and Ramsey County has adopted a 0.5% sales and use tax for the development of the transitways within the county, including:
    - Green Line Light Rail Transit.
    - Gold Line Bus Rapid Transit.
    - Purple Line (Rush Line) Bus Rapid Transit.
    - Riverview Transitway.
- Support federal and state funding for major transportation and transit projects in Ramsey County that are extremely complex in nature, involve multiple jurisdictions and communities, span many years for project development, and require funding from multiple sources to complete. Some of these include:
    - I-35E/County Road J interchange.
    - Highway 36/Century Avenue (Highway 120) interchange.
    - Purple Line (Rush Line) Bus Rapid Transit.
    - Riverview Corridor Transitway.
    - Rondo Community Land Bridge.
    - UP Railroad /BNSF Railway grade separation adjacent to Westminster Junction.
- Support for equity in funding of transportation development that helps to repair and acknowledge past wrongs with infrastructure investments.
- Support state legislation alongside MnDOT and the Great River Rail Commission to fund future operations of the Second Train to Chicago (TCMC).
- Support legislation that would authorize MnDOT to spend Infrastructure Investment and Jobs Act (IIJA) funding on state road construction and also provide new funding for state matching funds for IIJA grant programs.

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

Alongside the leadership of the community and systems, Ramsey County will strategically align its justice system transformation with community values.

RESPONSE OPTIONS FOR JUSTICE-INVOLVED YOUTH

- Pursue legislation to create culturally appropriate, intensely therapeutic, community-based home placement options for youth involved in the justice system.
- Pursue funding for the creation of family support groups and resources to support families during the time a young person is placed out-of-home and support the family through the period of post-placement reentry.
- Pursue funding for the creation of community-based sites for conflict or crisis de-escalation to prevent incarceration or further systems involvement.

COMMUNITY SUPERVISION FUNDING TRANSFORMATION

- Support changes to the community supervision funding model so that state fund allocations are transparent, needs-based, and equitable among county and state supervision providers. Counties need a substantial increase in community supervision funding to achieve this model.

PROBATION REFORMS

- Support legislation to codify the Sentencing Guidelines Commission guidance to cap probation lengths to five years, address racial disparities and give offenders the best shot at positive community and family involvement while improving public safety and saving taxpayer dollars.

EXTENSION OF POST-CONVICTION RELIEF

- Support legislation to extend the current two-year post-conviction relief time limit for immigrants who face deportation proceedings or are otherwise unable to apply for immigration benefits due to improper, defective or outdated misdemeanor convictions.

FELON VOTING RIGHTS

- Support legislation to clarify the reestablishment of voting rights for residents with felony convictions who are living, working and paying taxes in their home communities so they do not have to complete extensive probationary and supervised release periods before they are able to vote.

GUN SAFETY

- Support mandated background checks for all firearm purchases to reduce firearm-related crime.
- Support legislation to provide a legal means for families and others to initiate the temporary seizure of firearms from an individual who is exhibiting erratic and violent behavior.
- Support legislation that reduces gun violence through a community-centered approach to violence prevention, as well as supporting funding for the development of new response types and enhancements to dispatch countywide resources.

UNIFORM COLLATERAL CONSEQUENCES OF CONVICTION ACT

- Support legislation that gives those who have become permanently or temporarily ineligible for employment, housing or some licenses a means to apply for a restoration of their rights and notifies individuals when they are criminally charged, and again when they are sentenced and released, about the sanctions that apply to them.

FINES & FEES

- Support legislation to increase flexibility to waive fines and fees charged in the criminal justice system.
- Pursue legislation to eliminate the removal of a driver's license as a penalty for past due medical payments or allow counties the authority to waive the debt owed to them. Low-income workers whose drivers' licenses are suspended can lose their jobs, leaving them unable to earn the income necessary to pay their court debt or meet other basic expenses such as groceries and rent.

CASH BAIL REFORM

- Support legislation to eliminate the harm to community caused by the cash bail system by allowing the use of a risk assessment tool to release individuals back into the community if they are determined not to be a risk to society.

EXPUNGEMENTS

- Support legislation to centralize and automate the process of sealing criminal records for low-level felonies and lesser crimes after the waiting periods in the expungement statute. Criminal records and the collateral consequences that follow long after people have fulfilled their obligations to the justice system serve as barriers to jobs, housing, education and more, preventing people from serving as productive members of our community.
- Support legislation to align with federal action to pardon or expunge state convictions for people charged with having a small amount of cannabis in their possession, with no intent to sell or distribute it. The charge must also not be connected with any additional crime, such as robbery or assault.

PROSECUTOR-INITIATED RESENTENCING

- Pursue legislation to enable prosecutors to initiate a motion to the court to reduce a person's sentence based upon their success in programming, abiding by conditions of supervised release, furthering their rehabilitation, and/or other factors that have subsequently reduced the person's risk for recidivism or indicate that a sentence reduction is in the interest of justice.

Responding to Climate Change and Increasing Community Resilience

Climate change continues to impact the health and well-being of Ramsey County residents, with severity in racially and ethnically diverse and socioeconomically disadvantaged communities. Ramsey County is committed to leading in the mitigation of and adaptation to climate change, elevating environmental justice and fighting against the disparate impacts, particularly in Black/African American, American Indian and other underrepresented communities across the county.

EQUITABLE CLIMATE CHANGE MITIGATION AND RESILIENCE

- Support legislation that addresses climate change, protects and enhances natural environments, addresses the need to expand adaptation and resilience efforts, responds to the potential impact of severe weather events, and promotes sustainability in county operations.
- Support legislation that focuses on increasing use of local energy to create jobs and diversify the local economy.
- Support legislation and funding that addresses reforestation needs for local governments impacted by the Emerald Ash Borer.

WASTE AND ENERGY EFFORTS

- Support legislation to encourage the development and use of new technologies to address organic waste and create renewable energy resources, including by streamlining and adopting modern permitting requirements to implement new technologies.
- Support the legislative efforts of the Partnership on Waste and Energy and the Ramsey/Washington Recycling and Energy Board.

Aligning Talent Attraction, Retention & Promotion

Ramsey County will ensure that it is recognized as the premier public sector employer of choice within the Twin Cities region.

EMPLOYEE SUPPORTS

- Pursue legislation to make any necessary changes to Ramsey County statutes in order to implement initiatives that advance our primary goal of attracting, retaining and promoting talented employees across races, classes, cultures, genders, ages and abilities.
- Support legislation that allows county assessors to use more virtual and online tools in their appraisal work.

RAMSEY COUNTY **BOARD OF COMMISSIONERS**



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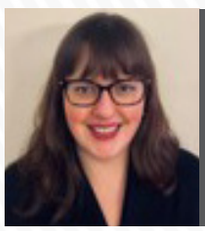


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RAMSEY COUNTY **SUPPORT OF OTHER POSITIONS**

In addition to the initiatives contained in this platform, the Ramsey County Board of Commissioners generally supports the legislative recommendations of the local units of government within the county and organizations in which it holds membership, including, but not limited to:

- Association of Minnesota Counties (AMC) and its associated professional organizations, including:
  - o Local Public Health Association of Minnesota (LPHA).
  - o Minnesota Association of County Social Services Administrators (MACSSA).
  - o Minnesota Association of County Officers (MACO).
  - o Minnesota Association of Community Corrections Act Counties (MCCAC).
  - o Minnesota County IT Leadership Association (MCITLA).
  - o Solid Waste Administrators Association (SWAA).
  - o Minnesota Association of County Veterans Service Officers (MACVSO)
- Association of Minnesota Emergency Managers (AMEM).
- Metropolitan Library Service Agency (MELSA).
- Minnesota Association of Watershed Districts (MAWD).
- Minnesota County Engineers Association (MCEA).
- Minnesota Association of Workforce Boards (MAWB).

The county board may choose to take a different position on individual items within the platforms of these and other organizations whose platforms they generally support. The county board may also consider additional positions in response to issues that emerge during the legislative session.



LEGISLATIVE **GUIDING PRINCIPLES**

These legislative guiding principles provide a foundation for the specific initiatives and support items that are included in the 2023 State Legislative Platform. In a field as dynamic as the legislative session, these basic tenets inform Ramsey County's response to legislative proposals as they are introduced and move through the process.

RESIDENTS-FIRST FOCUS

- Prioritize support for legislative proposals that clearly improve how government works with and serves Ramsey County residents.
- Evaluate the impact of legislative proposals on residents and provide opportunities for affected communities to publicly discuss and influence legislation.

RESPONSIBLE, RESPONSIVE GOVERNMENT

- Communicate openly with the public and operate transparently.
- Observe good data practices to protect individual privacy and provide access to public data.
- Equalize access to government resources, opportunities and services across all communities.
- Respond proactively to address the needs of vulnerable children and adults and at-risk families who are experiencing instability and difficulty in meeting basic needs.
- Tend to ongoing maintenance and planning for future infrastructure needs.
- Advance information/data technology and ongoing updates that support program integrity and efficient service delivery.
- Increase citizen access to the polls and voter participation.
- Engage in good stewardship of natural resources.
- Encourage inter-governmental collaboration built on the goals of improving performance, increasing efficiencies and building trust across programs, government agencies and communities.
- Support local authority to define local priorities.

STABLE, SUFFICIENT, FLEXIBLE FUNDING

- Allocate sufficient state funding to counties to carry out state mandates.
- Distribute funding equitably, based on fair and practical distribution formulas.
- Acknowledge county costs for existing or new state mandates.
- Support county innovations in the delivery of mandated service when efficiencies can be gained.
- Respect local government control of their resources and budgetary processes.
- Expend funds for the purposes for which they are collected or allocated.

PRACTICE-BASED POLICY

- Invest in practice-based policies that include ongoing assessment and adjustments to improve effectiveness of services and to save tax dollars.
- Emphasize prevention and early intervention.
- Promote stable families, safe neighborhoods, public safety, health and wellness by engaging individual and community strength.
- Foster economic development, broad access to education and training, and growth of living-wage jobs.
- Pursue policy that is not impinged by excessive, unnecessary regulation.

Vision

A vibrant community where all are valued and thrive.

Mission

A county of excellence working with you to enhance our quality of life.

Goals



WELL-BEING

Strengthen individual, family and community health, safety and well-being
through effective safety-net services, innovative programming, prevention and early intervention, and environmental stewardship.



PROSPERITY

Cultivate economic prosperity and invest in neighborhoods with concentrated financial poverty
through proactive leadership and inclusive initiatives that engage all communities in decisions about our future.



OPPORTUNITY

Enhance access to opportunity and mobility for all residents and businesses
through connections to education, employment and economic development throughout our region.



ACCOUNTABILITY

Model fiscal accountability, transparency and strategic investments
through professional operations and financial management.

Information about how the county is pursuing its mission and goals is available in the county's strategic plan at **ramseycounty.us/StrategicPlan**

Information about performance measures related to the county's mission and goals is available in the county's Open Data Portal at **opendata.ramseycounty.us**

RAMSEY COUNTY

GOVERNMENT RELATIONS 250 Courthouse, 15 West Kellogg Blvd, Saint Paul, MN 55102

ramseycounty.us

2023 Legislative Agenda

Jim Grathwol, Legislative Liaison

January 23, 2023 – Joint Property Tax Advisory Committee Meeting

Strategic Plan Priorities Drive Agenda

- **Stabilize Education Funding — General Education, EL, Special Education, Extended Year**
- **Increase Diversity and Retention of Teacher and School Workforce**
- **Provide Resources for Children and Family Stability and Support**
- **Ensure Safe School Environment**

53

Provide Resources for Child & Family Support

- Support additional resources for families who are highly mobile and homeless to reduce shelter and other short-term placements and provide stable housing
- Increase school linked mental health and full-service grants and other child and family support services for at risk families
- Increase community education general levy, adult disabled levy, school age childcare funding and other after school programs, including Ignite to provide options for families for life-long learning and high quality out of school activities.

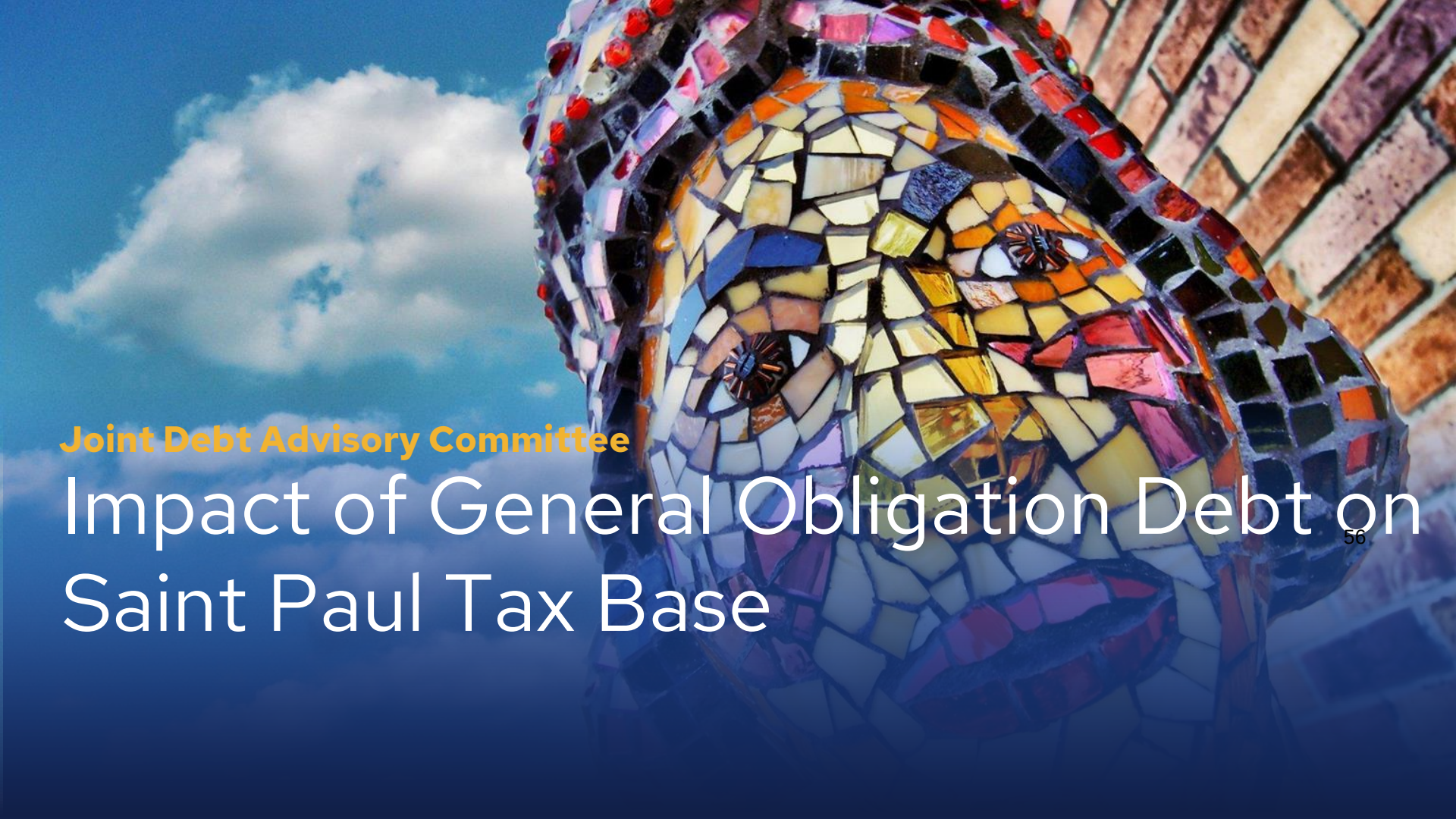
54

School Safety and Security

- Significantly increase safe school revenue to expand options to keep school safe, including more mental health, truancy prevention and intervention, and successful student leadership models that improve school climate and safety.
- Expand county revenue to provide intensive interventions for juvenile offenders
- Modify current law regarding lock down drills to allow flexibility for districts the option to perform and train staff without students present

55

- Support incentives and legislation that reduce the use of guns in our community, by focusing interventions to youth and individuals who are at risk of harm to self or others.



Joint Debt Advisory Committee

Impact of General Obligation Debt on Saint Paul Tax Base

Introductions

City of Saint Paul
- John McCarthy, Director, Office of Financial Services
- Neal Younghans, Debt Manager

Ramsey County
- Alex Kotze, CFO
- Dre Lindsey, Deputy Director of Property Tax, Records & Election Services
- Jeanette Boit-Kania, Debt and Investment Manager
- Pat Chapman, County Assessor

Port Authority
- Bruce Kessel, CFO

Saint Paul Public Schools
- Lisa Rider, Controller
- Tom Sager, Chief Executive of Financial Services

Joint Debt Advisory Committee

- Ad hoc subcommittee of JPTAC
- Cross-jurisdiction communication, planning and coordination to monitor impact of G.O. debt
- Comprised of:
  - Ramsey County
  - City of Saint Paul
  - Saint Paul Public Schools
  - Saint Paul Port Authority
  - Ramsey County Regional Railroad Authority

JDAC Mission Statement

- Monitor general obligation debt impact on property taxes in Saint Paul
- Manage debt levels to established targets
- Coordinate general obligation financings
- Jointly plan for meeting capital needs
  - Debt and Facility needs

Achieving Goals

- Identify property tax impact of Debt
- Maintained overlapping G.O. Debt ratios within several of the target ranges reported for:
    - 2017-2018 Actuals, as well as the majority of 2019 actuals
    - Some ratios exceeded targets in 2019 and are projected to exceed targets in 2020-2026 as debt issuances increase

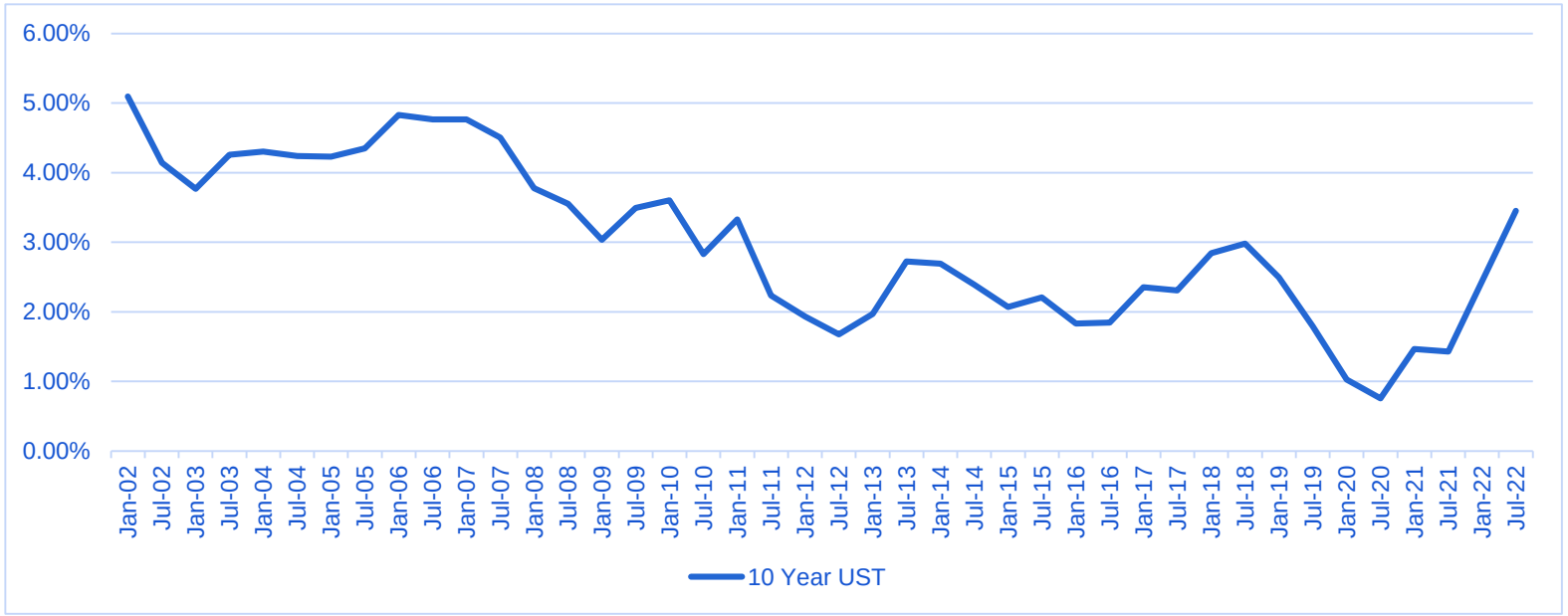
Credit Ratings

- Indicator of risk: ability to pay debt service in full and on time
- Higher ratings = lower borrowing costs

Jurisdiction	Moody's Investors Service	Standard & Poor's Ratings Services	Fitch
City of Saint Paul/Port Authority	n/a	AAA	AAA
County of Ramsey	Aaa	AAA	n/a
Saint Paul Public Schools	Aa2	AA+	n/a

Market Update

- Interest rates ramped up rapidly from July 2021 to July 2022.
- Fed Reserve is fighting inflation



62

Source Data and Debt Ratios

- Source Data
  - Net G.O. Debt
  - Debt Service Tax Levy

- Debt Ratios
  - Debt Burden (Net G.O. Debt / Economic Market Value)
  - Debt per Capita (Net G.O. Debt / Population)
  - Debt Affordability
    - Debt service levy for a Median Value Home
    - Debt service levy per capita to per capita income

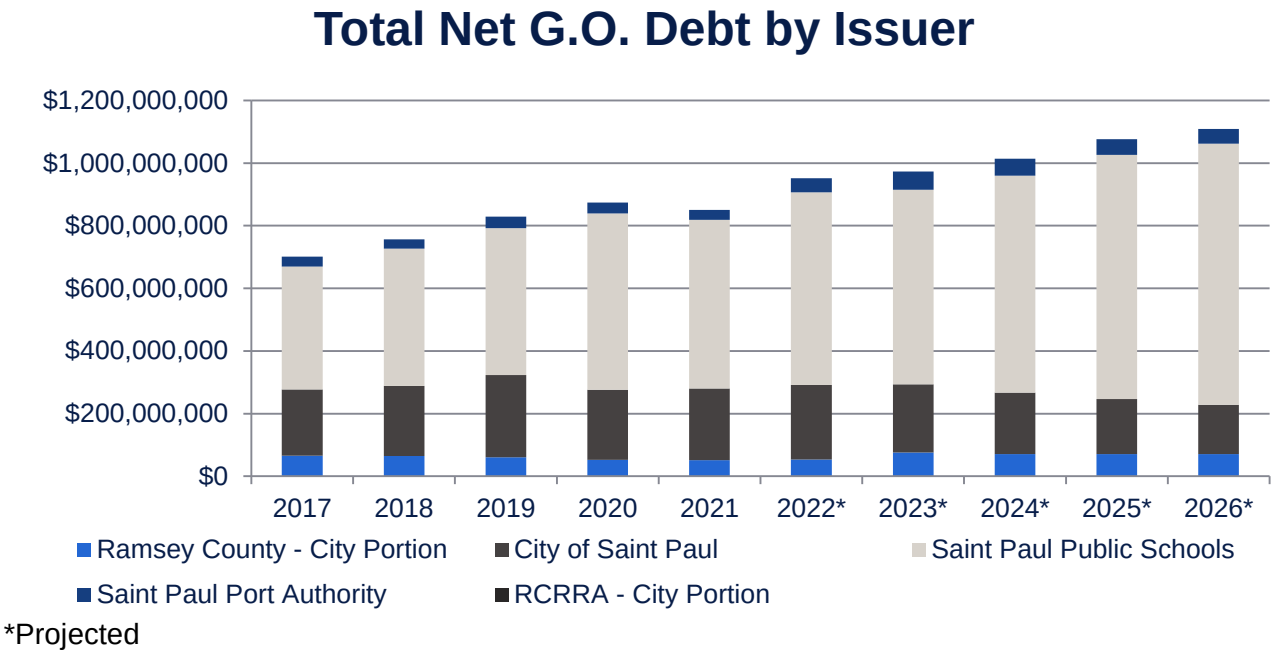
JDAC 2021 Report Results: (Actual: 2017-2021 and Projected: 2022-2026)

Goal	Result
• Combined net G.O. debt divided by indicated market value/economic market value not to exceed 3% - 6% range.	• Objective met. Economic market value projected to increase from 2022-2026, keeping pace with projected increases in G.O. debt outstanding.
• Total net G.O. debt per capita shall not exceed $2,500.	• Objective met for 2017-2018, while 2019 actuals begin to exceed the target and are projected to continue through 2026.
• Net G.O. debt service levy per household not to exceed $600.	• Objective met for 2017-2019, while 2020 through 2026 is projected to exceed the target.
• Net G.O. debt service levy per capita to per capita income not to exceed 1%.	• Objective met.
• Total effective tax rate for debt service on a median taxable value home in Saint Paul shall not exceed 0.5%.	• Objective met.

64

Table 1: Net Go Debt

- Increasing from 2017-2020, projected increase over the 2021-2026 period

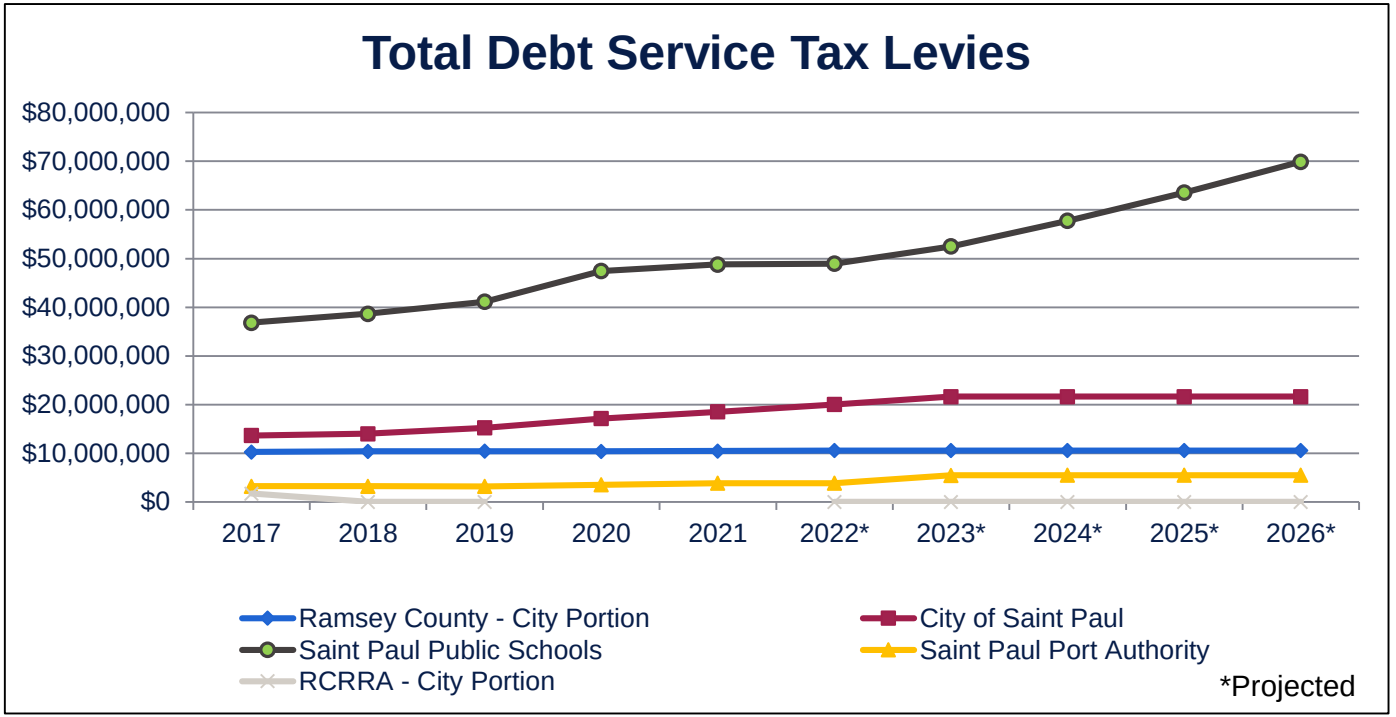


*Projected

65

Table 2: Debt Service Tax Levies

- The line graph below shows past, present, and anticipated total debt service tax levies



SPPS Perspective

- The JDAC report isolates one element of SPPS' total property tax levy.
  - Debt service levels represent 26 percent of SPPS' total property tax levy for 2023.

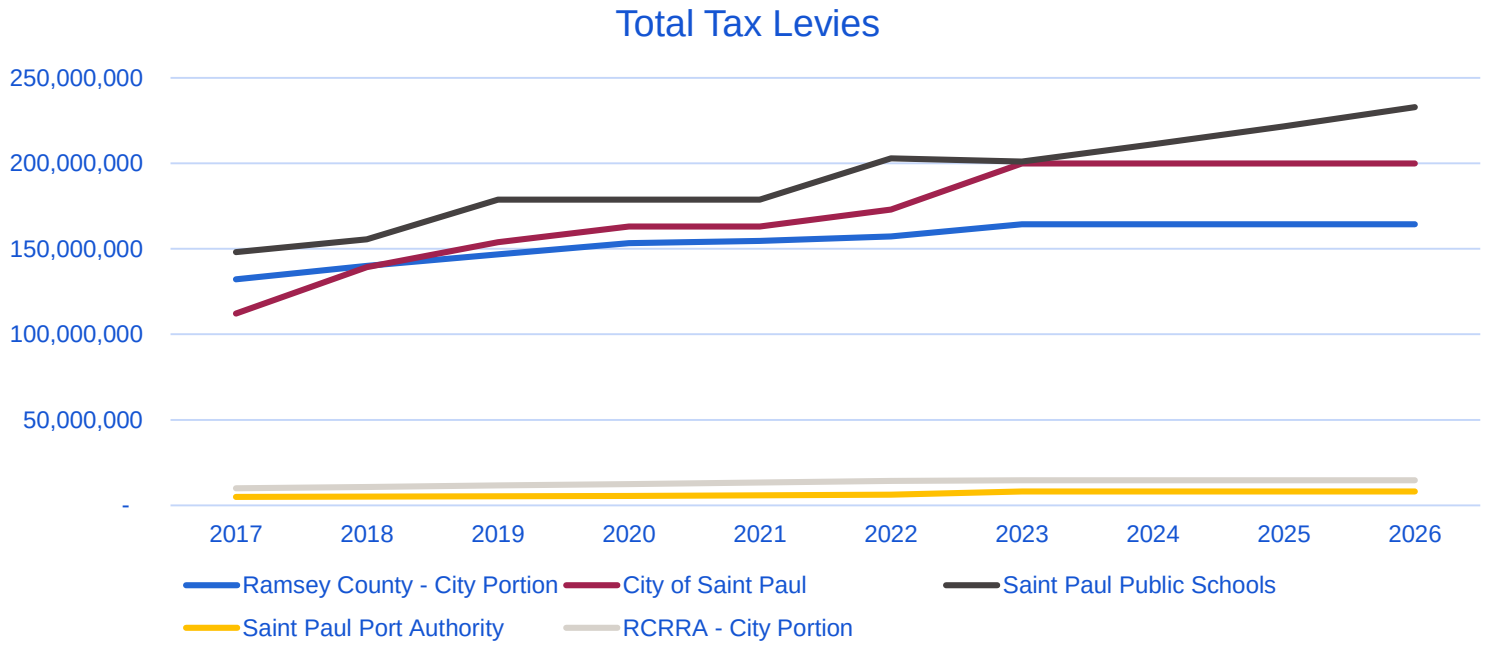
- In comparison, MPS' total property tax levy for 2023 is ~$244M while SPPS' is ~$201M.
  - All while, SPPS serves approximately 2,000 **more** students than MPS.

- SPPS has over 7.5 million square feet across 73 buildings.
  - Of which, the average age is 59 years old.
  - It requires ~$83 million for annual repair and maintenance.
  - This does NOT include new space or renovating or existing space.

- Recent improvements include projects such as replacement of dilapidated portable classrooms, renovation and addition to Frost Lake Elementary, and improved indoor air quality throughout the school district.

Table 3: Total Tax Levies

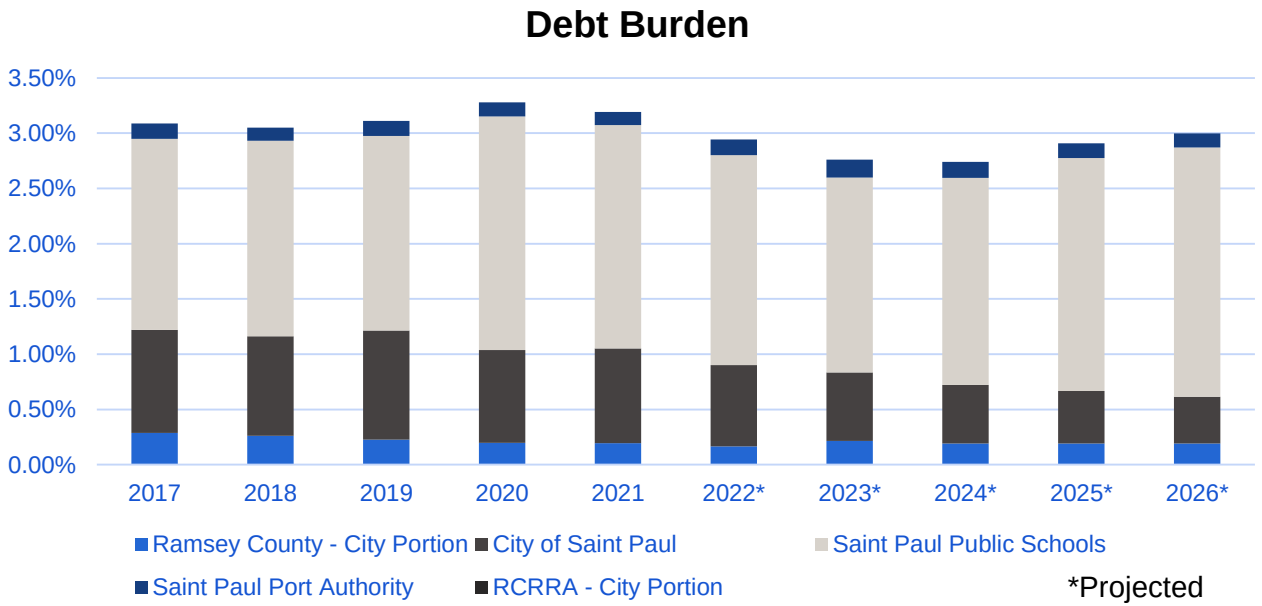
- The line graph below shows past, present, and anticipated total tax levies



68

Debt Burden

- Debt Burden is below 3-6% target range
- The relatively level debt burden from 2017 to 2026 primarily reflects change in valuation rather than debt levels

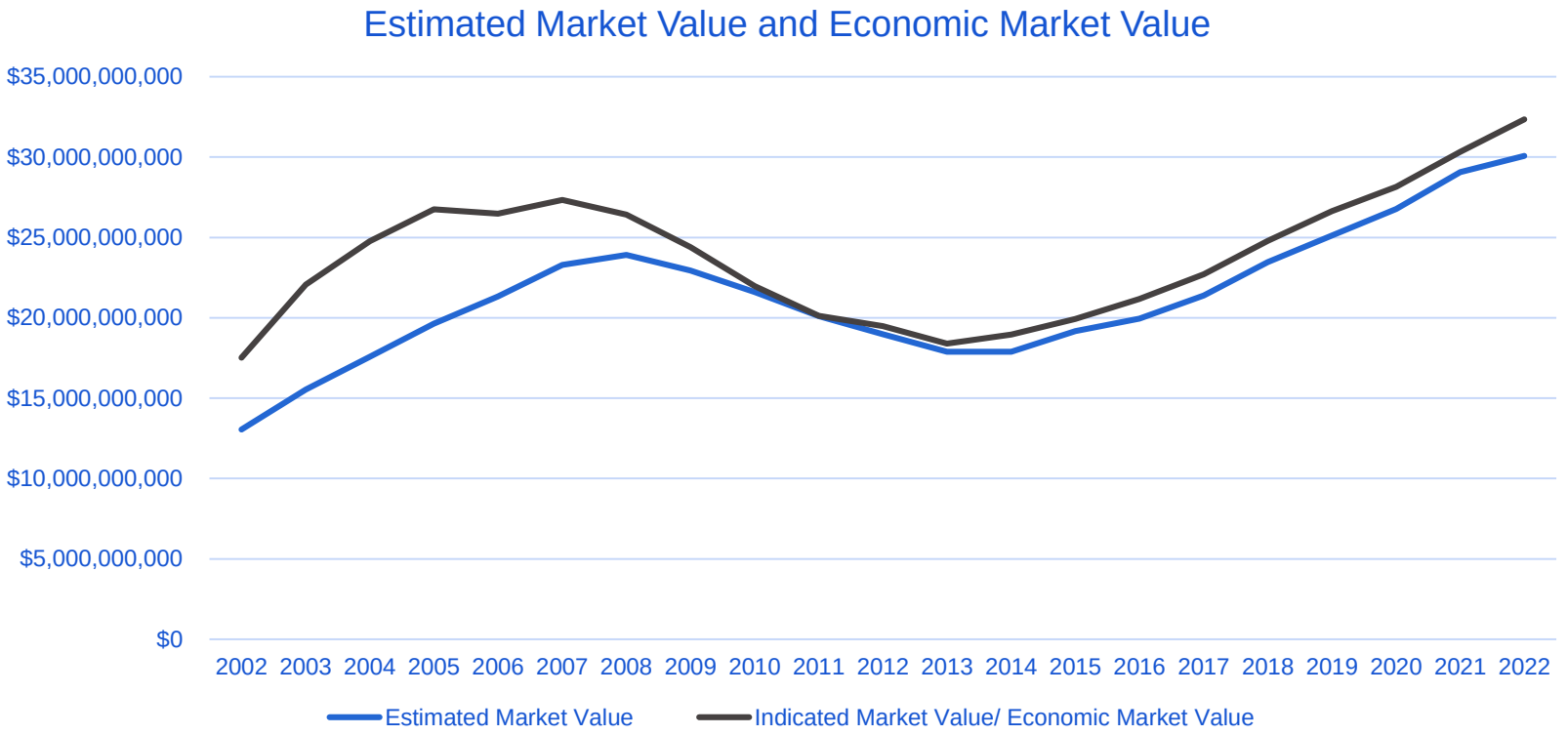


Debt Burden: Impact of Economic Market Value

- Property values are recovering and continuing to accelerate.

Assessment Year	Payable Year	Estimated Market Value	Real or Projected Estimated Market Value Change
2016	2017	$21,395,175,600	7.24%
2017	2018	$23,471,630,400	9.71%
2018	2019	$25,115,544,900	7.00%
2019	2020	$26,762,292,200	6.56%
2020	2021	$29,055,770,100	8.57%
2021	2022	$30,070,871,900	3.49%
2022	2023	$33,469,961,850	11.30%
2023	2024	$35,143,000,000	5.00%
2024	2025	$36,549,000,000	4.00%
2025	2026	$37,645,000,000	3.00%

Trends in Economic Market Value



71

Debt Service Tax Bill for a Median Valued Home

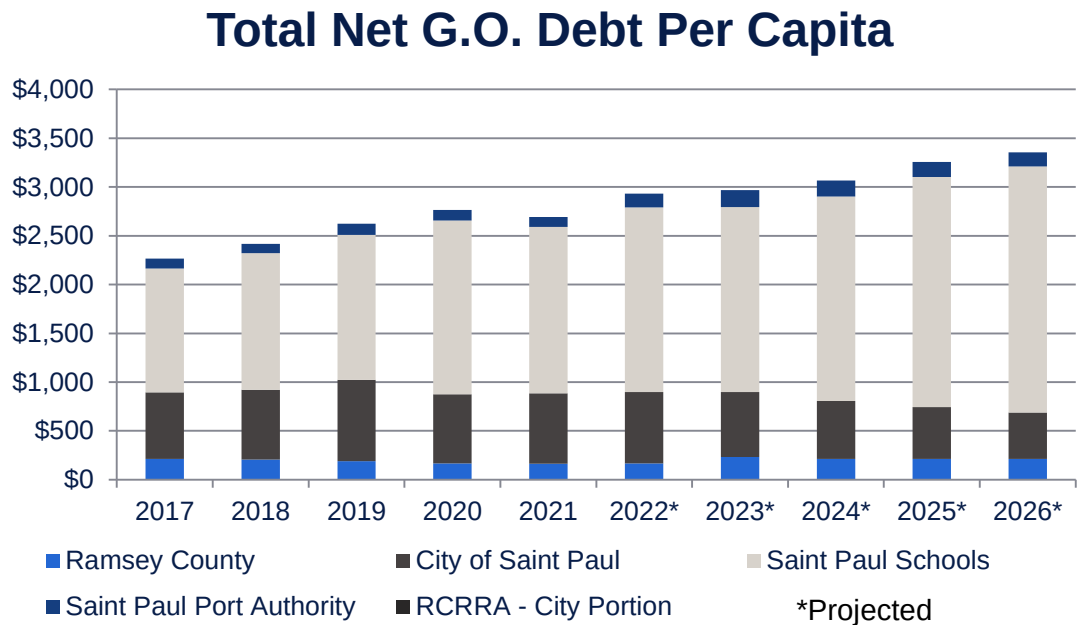
	2017	2018	2019	2020	2021	Average
Median Value Home	$161,400	$173,900	$186,200	$199,800	$215,800	$187,420
Taxable Value	$138,700	$152,300	$165,700	$180,500	$198,000	$167,040
Ramsey County - City Portion	$68	$69	$68	$68	$68	$68
City of Saint Paul	$90	$92	$100	$112	$121	$103
Saint Paul Schools	$243	$255	$269	$310	$319	$279
Saint Paul Port Authority	$21	$21	$21	$23	$25	$22
RCRRA - City Portion	$11	$0	$0	$0	$0	$2
Total Tax Bill	$432	$437	$457	$513	$533	$472
Effective Tax Rate for Debt	0.312%	0.287%	0.276%	0.284%	0.269%	0.286%

	2022*	2023*	2024*	2025*	2026*	Average
Median Value Home	$228,700	$266,300	$279,600	$290,800	$299,500	$272,980
Taxable Value	$212,000	$253,000	$267,500	$279,700	$289,200	$260,280
Ramsey County - City Portion	$72	$72	$72	$72	$72	$72
City of Saint Paul	$137	$149	$149	$149	$149	$146
Saint Paul Schools	$336	$361	$397	$436	$480	$402
Saint Paul Port Authority	$26	$37	$38	$38	$38	$35
RCRRA - City Portion	$0	$0	$0	$0	$0	$0
Total Tax Bill	$572	$619	$655	$695	$739	$656
Effective Tax Rate for Debt	0.270%	0.245%	0.245%	0.248%	0.255%	0.253%

*Projected

Debt Per Capita

- Within target range for 2017-2018, but 2019 actuals and projections through 2026 exceed targets as debt issuance is expected to increase



Projected Bonding Assumptions

Projected Annual General Obligation Bonding Assumptions

$'s in Thousands

Ramsey County	**2022**	**2023**	**2024**	**2025**	**2026**
Regular Projects	$6,000	$6,000	$6,000	$6,000	$6,000
Major Building Projects	13,000	13,000	13,000	13,000	13,000
Subtotal	$19,000	$19,000	$19,000	$19,000	$19,000
City of Saint Paul					
Capital Improvement	$11,000	$11,000	$11,000	$11,000	$11,000
Street Reconstruction	$12,500	$16,500	$16,500	$16,500	$16,500
Public Safety	-	-	-	-	-
Parks / Library Agency	-	-	-	-	-
Subtotal	$23,500	$27,500	$27,500	$27,500	$27,500
Saint Paul Public Schools					
G.O-Capital/LTFM/Refunding	$45,570	$41,000	$43,700	$43,100	$45,000
Certificates of Part.	$21,215	$31,000	$64,300	$98,900	$53,000
Subtotal	$66,785	$72,000	$108,000	$142,000	$98,000
Saint Paul Port Authority					
	-	-	$15,000	-	-
Subtotal	-	-	$15,000	-	-
Ramsey County Regional Railroad Authority					
	-	-	-	-	-
Subtotal	-	-	-	-	-
Total	$109,285	$118,500	$169,500	$188,500	$144,500

Standing Recommendations

- Update report and reevaluate indicators and targets bi-annually
- Adopt this report as a management tool
- Collaborative planning for joint use of facilities
- JPTAC annually review proposed debt
- Work to examine capital /bonding plans with the goal of maintaining recommended targets

QUESTIONS



Joint Debt Advisory Committee

2021 Impact of General Obligation Debt on Saint Paul Tax Base Report

City of Saint Paul
Ramsey County
Saint Paul Public Schools
Saint Paul Port Authority
Ramsey County Regional Railroad Authority

Acknowledgments

Joint Property Tax Advisory Committee

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http://www.stpaul.gov/

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Council President Amy Brendmoen
Councilmember Rebecca Noecker
Councilmember Mitra Jalali

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Commissioner Rena Moran
Commissioner Trista MatasCastillo
Commissioner Victoria Reinhardt
County Manager Ryan O'Connor

Saint Paul Public Schools

http://www.spps.org/

Superintendent Joe Gothard
Director Chauntyll Allen
Director Jim Vue
Director Halla Henderson

Table of Contents

Acknowledgments ii

Executive Summary 1

Background 2
- Mission Statement 2
- Achieving Goals 2
- Debt Ratios 2
- Methodology 3
- Standing Recommendations 5

JDAC Report Results 6

Overview of Debt 7
- Role of Debt 7
- 10 Year U.S. Treasury Yield - 20 Year History 7
  - Table 1: Net G.O. Debt by Issuer 8
  - Table 2: Total Debt Service Tax Levies 9
  - Table 3: Projected Change of Debt Service Tax Levies from 2017-2026 10

Debt Ratios 11
- Overview of Debt Ratios 11
- 1. Debt Burden: Net G.O. Debt divided by Indicated Market Value/Economic Market Value 12
  - History of Indicated Market Value & Economic Market Value 14
- 2. Net G.O. Debt per Capita 16
- 3. Tax Rate for Debt Service Tax Levies on Median Value Home 19
- 4. Debt Service Levy per Household 21
- 5. Debt Service Levy per Capita to per Capita Income 23
- 6. Debt Service Tax Levy as a Percentage of Total Tax Levy 25
  - Ramsey County 27
  - City of Saint Paul 28
  - Saint Paul Public Schools 29
  - Saint Paul Port Authority 30
  - Ramsey County Regional Railroad Authority 31

Capital Investment Strategies and Initiatives by Jurisdiction 32
- Ramsey County 32
- Ramsey County Regional Railroad Authority 33
- City of Saint Paul 36
- Saint Paul Public Schools 37
- Saint Paul Port Authority 41

Conclusion 42

Appendix 43
- Projected Annual General Obligation Bonding Assumptions 43
- Net General Obligation Debt by Issuer (Detail by Year) 44
  - Ramsey County 44
  - City of Saint Paul 47
  - Saint Paul Public Schools 48

Saint Paul Port Authority 49
Ramsey County Regional Railroad Authority 50
Economic Update for Saint Paul 51
Other Acknowledgments 61

Executive Summary

The Joint Debt Advisory Committee (JDAC) is an ad hoc sub-committee of the Joint Property Tax Advisory Committee (JPTAC). The 2021 JDAC report continues a longstanding tradition of cross-jurisdiction communication, planning and coordination between the City of Saint Paul, Ramsey County, Ramsey County Regional Rail-Authority, Saint Paul Public Schools and the Saint Paul Port Authority. JDAC's goal is to coordinate and monitor the impact of general obligation, property tax supported bonds on the City of Saint Paul proper.

To achieve this goal, this report uses actual statistics from 2017 – 2021, as well as projections for 2022 – 2026, and reports the resulting debt ratios. Statistical data was provided by each of the underlying jurisdictions.

Debt ratios are a key component to managing the Saint Paul area debt profile, and oftentimes they are the best measure of how general obligation (G.O.) debt impacts property taxpayers. In the past, some of the ratios have been used by rating agencies to determine the jurisdictions credit ratings, which directly impacts the cost of borrowing.

The actual and projected ratios show continued stability in the combined debt profile. Changes in debt ratios are a function of two things: factors in our control (e.g. amount of debt outstanding) and factors outside our control (e.g. the Indicated Market Value). As property values declined during the great recession, some debt ratios appeared to be higher even as no new debt was added. Now that values are back at pre-recession highs, many debt ratios look more favorable than they have in past years.

Despite economic uncertainty from the global pandemic that began in the spring of 2020, estimated market values continue to show strong growth with the Indicated Market Value increasing from 5.7% to 7.7% from 2020 to 2021 and from 2021 to 2022, respectively.

Over a ten-year period of time (2017 – projected 2026), the amount of total debt has stayed relatively stable for most jurisdictions with the exception of the Capital Improvement Plan for Saint Paul Public Schools.

The target goals for the six debt ratios have been met for the actuals shown for 2017-2021. Some of the debt ratios are projected to exceed targets for the projected years 2022-2026, as the School District begins a capital plan anticipated to include significant increases in bonding. JDAC recommends that JPTAC and the governing bodies of each jurisdiction:

- adopt this report as a management tool;
- expand current efforts at collaborative planning for joint use of current and future facilities, as well as opportunities to transfer facilities among them as facility needs change;
- meet every two years to update this analysis;
- JPTAC annually review proposed debt of all jurisdictions prior to setting levies; and,
- examine the debt ratios to ensure they remain pertinent in light of rating agency shifts and remain within the target ranges identified.

Background

The Joint Debt Advisory Committee (JDAC) is an ad hoc group of elected officials and professional staff of the City of Saint Paul, Ramsey County (including the Ramsey County Regional Railroad Authority "RCRRA"), Independent School District 625 (Saint Paul Public Schools) and the Saint Paul Port Authority, and has been active on a periodic basis since 1977. State legislation establishing the Truth in Taxation process spurred these jurisdictions to form the Joint Property Tax Advisory Committee (JPTAC) and initiate a number of cooperative ventures to control property taxes within the corporate limits of the City of Saint Paul. The JDAC serves as a subcommittee of the JPTAC to proactively manage the combined debt position of these entities. JDAC's objective is to mitigate the costs of capital financing by coordinating efforts.

Mission Statement

> *The City of Saint Paul, the Saint Paul Public Schools, the Saint Paul Port Authority, and Ramsey County (including the Ramsey County Regional Railroad Authority) agree to work together to: coordinate general obligation financing of the area's capital needs, keep such financing within agreed upon debt level targets, jointly plan for meeting the capital needs of each jurisdiction and monitor associated impacts on property taxes in Saint Paul.*

Achieving Goals

To achieve the goals set forth in the Mission Statement, the jurisdictions agree to work to:

- Maintain overlapping G.O. debt ratios within a range approved by these jurisdictions for the five-year period of 2022 through 2026;
- Notify other jurisdictions when unanticipated capital needs require that the jurisdictions confer on recommendations for rescheduling of debt issuance plans to keep within the adopted target ranges;
- Identify annually both the immediate and long range debt-related conditions of these jurisdictions which would impact property taxes of Saint Paul residents, and take appropriate action to remain consistently within the debt levy ranges approved by the jurisdictions; and
- Exchange information and expertise during each jurisdiction's capital improvement budget process, such that the jurisdictions can eliminate duplication, share facilities where appropriate, and provide the taxpayers with the greatest return for the jurisdictions' capital improvements.

Debt Ratios

JDAC has established the following six debt ratios to quantify whether goals are being met:

1. Debt Burden: Net G.O. Debt divided by the Market Value
2. Net G.O. Debt Per Capita
3. Tax Rate for Debt Service Tax Levies on Median Value Home
4. Debt Service Levy per Household
5. Debt Service Levy Per Capita to Per Capita Income
6. Debt Service Levy as a Percentage of Total Levy

Methodology

This report addresses the general obligation (G.O.) municipal debt profile within the corporate limits of the City of Saint Paul, and covers two distinct periods: historical ("Actual") for the years 2017 through 2021, and future ("Projected") for the years 2022 through 2026. These provide a long-term perspective for debt trends, occurring both within jurisdictions and combined among the jurisdictions. All figures, unless noted otherwise, are in nominal (current) dollars.

Using debt ratios, this report monitors three areas: debt position, financial operations and ability to pay. Each ratio is profiled as to definition and purpose, and trend/summary. Where available, a benchmark is given.

Source data for the analysis comes from each participating jurisdiction, including: financial reports, capital and operational budgets, and other adopted planning documents. Where such information did not exist, staff of that jurisdiction made determinations to ensure accurate data.

The report considers only G.O. debt which is repaid by taxpayer levies. G.O. debt which is repaid with non-levy revenue sources, such as traditional municipal utilities (water and sewer), or for which payment is guaranteed by an outside party, are excluded from this study. Debt that is included in this study will be referred to as Net G.O. Debt, and labeled as Total Debt Recognized for the JDAC Report. The Appendix contains a detailed listing of each jurisdiction's debt included in this study.

The City of Saint Paul, in particular, issues many types of debt which are secured by property taxes, but repaid solely from non-general property tax revenue sources. Revenue bonds, including those backed by utility, tax increment and parking revenues, and certain facility and equipment leases are excluded from the analysis.

Ramsey County has also excluded debt supported by non-property tax revenues. These include the 2001 Minnesota Public Facilities Authority note for the River Centre Pedestrian Connection Project which is supported by a lease agreement with St. Paul, portions of a 2016 Capital Improvement Plan refunding bond supported by Lake Owasso Residence and Care Center payments, a 2012 State Aid Street refunding bond, and a 2016 Solid Waste Facility G.O. revenue bond supported by payments from a recycling facility. Second, the County's remaining eligible debt is prorated based on the proportion of City property tax base (tax capacity) located within the County, both historical and projected. For 2021, the City's share of the Ramsey County tax base was 48.41%.

The Ramsey County Regional Railroad Authority (RCRRA) is a political subdivision of the State of Minnesota and is governed by the seven Ramsey County commissioners. It is reported as a component unit of Ramsey County. The RCRRA has the power to levy taxes, issue bonds and enter into contracts and agreements. The RCRRA is reported as a separate entity in this report. The RCRRA issued $20 million in debt in 2012 to finance obligations for the Green Line and a Union Depot project. This debt was fully retired in 2017.

Saint Public Schools debt consists of three programs that are authorized in statute. The first, allows the district to issue up to $15 million in general obligation bonds annually, secured by its full faith and credit and taxing power and repaid with ad valorem tax levies. Second, the district has the authority to issue certificates of participation for an installment purchase or least

purchase contract, if the district is in compliance with the state integration requirements and the projects contribute to the implementation of the integration plan. These special obligations are payable solely from rental payments made by the District pursuant to Lease-Purchase Agreements established between the District and Trustee. The District's obligation to make rental payments is unconditional and not subject to annual appropriation.

Finally, the legislature created a Long-Term Facilities Maintenance Program in 2015, to support facilities maintenance needs for school districts, charter schools, and cooperatives. To qualify for Long-Term Facilities Maintenance Revenue (LTFMR), a district must develop a ten-year facilities plan and submit that plan to the Commissioner of Education and updated annually. LTFMR must be reserved and may only be used for deferred maintenance projects, increasing facility accessibility, and health and safety purposes. LTFMR may not be used for the construction of new facilities, for the purchase of portable classrooms, to finance lease purchase agreements, for energy-efficiency projects, or for violence prevention and facility security, ergonomics, or emergency communications devices. A district may sell and issue general obligation bonds without voter approval to fund qualifying LFTMR projects and may use the annual revenue received under the program to repay the bonds.

The Port Authority debt consists of nine general obligation debt issuances: the first was originally issued in 1994, refunded in 2003 and again in 2014; the second was issued in 2008 for the Port Eastside Development Project and refunded in 2016; Additional issues of $8.05 and $8.46, were issued in 2013 and 2016 respectively, for development projects. Three issues of $14.5 million were issued in 2019: the first two (split between taxable and tax exempt) totaling $9.6 million was used to fund the purchase of the Hillcrest Golf Course1. The third issue of $4.9 million was used to refund the outstanding balance on the two 2009 issues. In 2022, two bonds (split between taxable and tax exempt) were issued to fund a program to remove and replace approximately 13,000 trees infested by the Emerald Ash Borer in the City of St Paul. The issues are payable solely from ad valorem taxes spread on all taxable property within the City. A pledge of the full faith and credit of the City backs the general obligation Port Authority issue, and tax levies by the Port Authority were certified upon the sale of the bonds. A bond issue which is payable from tax increments and project revenues is not included in the general obligation debt for the Port Authority. All other outstanding debt of the Port Authority is payable solely from various revenue sources, including revenues generated by financed projects, tax increment and reserve funds, and is therefore excluded for the purposes of this report.

In recognition of the fact that the jurisdictions' ability to repay debt is influenced by the strength and growth potential of its tax base, this report also includes an economic update for Saint Paul in the Appendix.

[1] In 2022, the Port issued two sustainability bonds (one taxable and the other tax exempt) to fund a program to remove and replace approximately 13,000 trees infested by the Emerald Ash Borer.

Each jurisdiction has maintained high credit ratings for their general obligation bond issues. The ratings are as follows:

Jurisdiction	Moody's Investors Service	Standard & Poor's Ratings Services	Fitch
City of Saint Paul/Port Authority	n/a	AAA	AAA
County of Ramsey	Aaa	AAA	n/a
Saint Paul Public Schools	Aa2	AA+	n/a

Standing Recommendations

The JDAC has established the following long-term recommendations:

- The Joint Property Tax Advisory Committee should adopt the report and each member organization should utilize it as a management tool for decision making regarding capital improvements and debt for the next five years;
- The City of Saint Paul, Saint Paul Public Schools, Ramsey County, RCRRA and the Saint Paul Port Authority expand current efforts at collaborative planning for joint use of current and future facilities, as well as opportunities to transfer facilities among them as facility needs change;
- The participating jurisdictions meet every two years to update this report and evaluate compliance within adopted target ranges;
- The JPTAC annually reviews the proposed debt of all jurisdictions prior to setting the proposed levy; and
- The JPTAC will examine the following debt ratios to ensure that they stay within the recommended ranges for the term of this report.
- Staff recommend reviewing the metrics and values used and update for the next report.

JDAC Report Results

JDAC 2021 Report Results: (Actual: 2017-2021 and Projected: 2022-2026)

Goal	Result
• Combined net G.O. debt divided by indicated market value/economic market value not to exceed 3% - 6% range.	• Objective met. Economic market value projected to increase from 2022-2026, keeping pace with projected increases in G.O. debt outstanding.
• Total net G.O. debt per capita shall not exceed $2,500.	• Objective met for 2017-2018, while 2019 actuals begin to exceed the target and are projected to continue through 2026.
• Net G.O. debt service levy per household not to exceed $600.	• Objective met for 2017-2019, while 2020 through 2026 is projected to exceed the target.
• Net G.O. debt service levy per capita to per capita income not to exceed 1%.	• Objective met.
• Total effective tax rate for debt service on a median taxable value home in Saint Paul shall not exceed 0.5%.	• Objective met.

JDAC 2019 Report Results: (Actual: 2015-2019 and Projected: 2020-2024)

Goal	Result
• Combined net G.O. debt divided by indicated market value/economic market value not to exceed 3% - 6% range.	• Objective met. Economic market value projected to increase from 2020-2024, keeping pace with projected increases in G.O. debt outstanding.
• Total net G.O. debt per capita shall not exceed $2,500.	• Objective met for 2015-2018, while 2019 actuals begin to exceed the target and are projected to continue through 2024.
• Net G.O. debt service levy per household not to exceed $600.	• Objective met for 2015-2019, while 2020 through 2024 is projected to exceed the target.
• Net G.O. debt service levy per capita to per capita income not to exceed 1%.	• Objective met.
• Total effective tax rate for debt service on a median taxable value home in Saint Paul shall not exceed 0.5%.	• Objective met.

JDAC 2017 Report Results: (Actual: 2013-2017 and Projected: 2018-2022)

Goal	Result
• Combined net G.O. debt divided by indicated market value/economic market value not to exceed 3% - 6% range.	• Objective met. Economic market value projected to increase from 2018-2022, keeping pace with projected increases in G.O. debt outstanding.
• Total net G.O. debt per capita shall not exceed $2,500.	• Objective met for 2013-2018, while 2019 through 2022 is projected to exceed the target.
• Net G.O. debt service levy per household not to exceed $600.	• Objective met.
• Net G.O. debt service levy per capita to per capita income not to exceed 1%.	• Objective met.
• Total effective tax rate for debt service on a median taxable value home in Saint Paul shall not exceed 0.5%.	• Objective met.

Overview of Debt

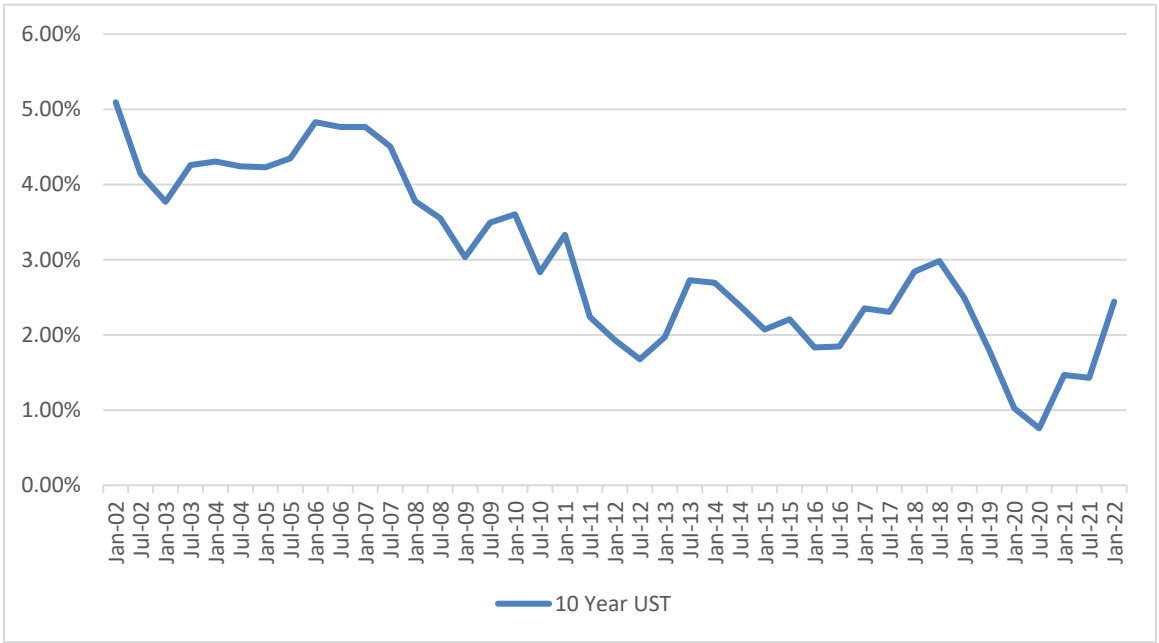
Role of Debt

Jurisdictions have multiple ways to pay for long-term capital assets. Debt is one important source of funding. It represents a long-term commitment of resources to repay obligations for long-term assets. Debt can be a useful tool as the repayment stream matches the useful life of the asset; the people who are benefitting from the asset are paying for it and it smooths expenditures – avoiding material property tax spikes and drops. If debt levels become too high, leading to increasing annual draws on the community's resources for debt service, local governments will be faced with critical choices as to their ability to fund operations and provide for future capital investment. Therefore, monitoring and managing the individual and combined levels of debt becomes central to assessing the overall financial health of the community.

This report focuses exclusively on property tax supported debt. Although jurisdictions normally use the property tax levy to finance debt service payments, they each have various authority to use other sources for financing as well.

Over the past several years, interest rates have remained near historic lows, lowering the cost of borrowing to entities. Below is a graph of the 10 Year Treasury, a standard benchmark for interest rates. The Federal Reserve increased interest rates from 2015 through 2018, and then began to lower rates through 2020. Since 2020, the Federal Reserve has been increasing interest rates in response to growing concerns over inflation. A low interest rate makes debt more affordable which encourages borrowing. Inversly, higher rates increase the cost of borrowing.

10 Year U.S. Treasury Yield - 20 Year History



Source: https://fred.stlouisfed.org/series/DGS10#0

Table 1: Net G.O. Debt by Issuer

Net G.O. Debt increases as Saint Paul Public Schools ("SPPS") projections include a large facilities renovation and capital improvement plan to be implemented over the next 10 years.

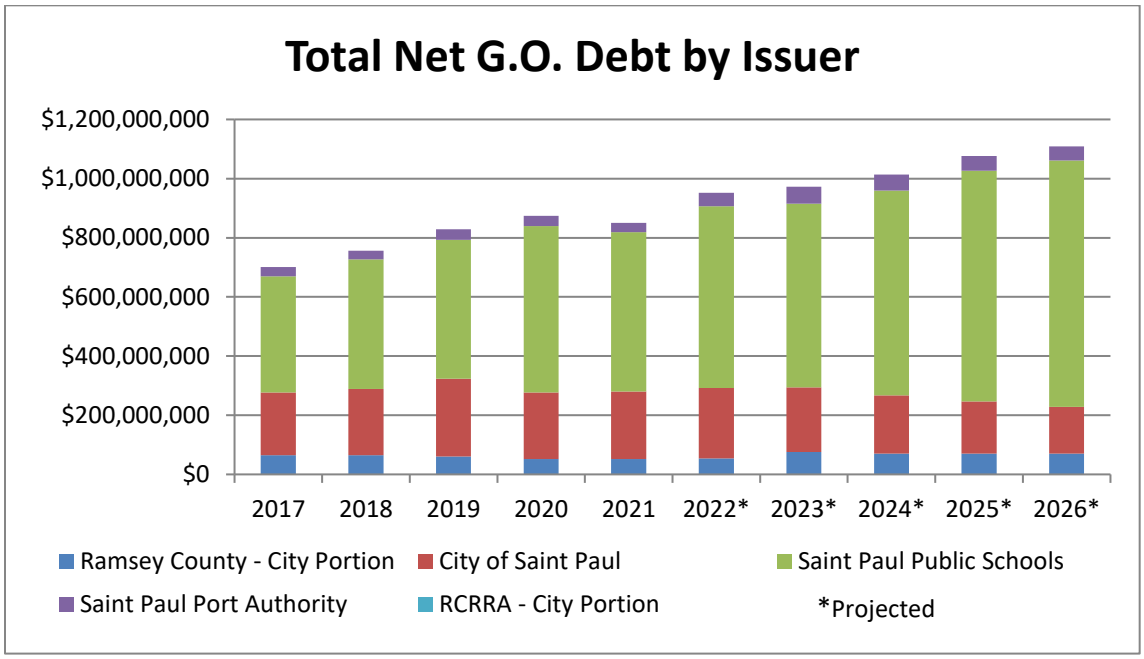


Table I

Total Net G.O. Debt:	2017	2018	2019	2020	2021	Average
Ramsey County - City Portion	$65,468,276	$64,767,582	$60,167,312	$52,410,953	$51,614,742	$58,885,773
City of Saint Paul	$211,527,000	$223,706,500	$263,091,409	$224,090,000	$228,310,800	$230,145,142
Saint Paul Public Schools	$392,675,000	$438,545,000	$469,320,000	$562,865,000	$538,605,000	$480,402,000
Saint Paul Port Authority	$31,215,000	$29,135,000	$36,530,000	$34,320,000	$32,040,000	$32,648,000
RCRRA - City Portion	-	-	-	-	-	-
Total	$700,885,276	$756,154,082	$829,108,721	$873,685,953	$850,570,542	$802,080,915

	2022*	2023*	2024*	2025*	2026*	Average
Ramsey County - City Portion	$53,744,549	$75,791,728	$70,819,829	$70,819,829	$70,819,829	$68,399,153
City of Saint Paul	$237,944,200	$218,273,550	$196,182,400	$175,730,800	$157,050,150	$197,036,220
Saint Paul Public Schools	$614,735,000	$621,195,000	$693,085,000	$779,675,000	$833,920,000	$708,522,000
Saint Paul Port Authority	$45,390,000	$42,625,000	$38,860,000	$35,995,000	$33,060,000	$39,186,000
RCRRA - City Portion	-	-	-	-	-	-
Total	$951,813,749	$957,885,278	$998,947,229	$1,062,220,629	$1,094,849,979	$1,013,143,373

*Projected

Table 2: Total Debt Service Tax Levies

To pay for the debt shown in Table 1, the jurisdictions levy for debt service, as shown in Table 2. Given the projected increase in SPPS bonding related to their capital plan, their debt service tax levy is projected to increase more significantly than other entities.

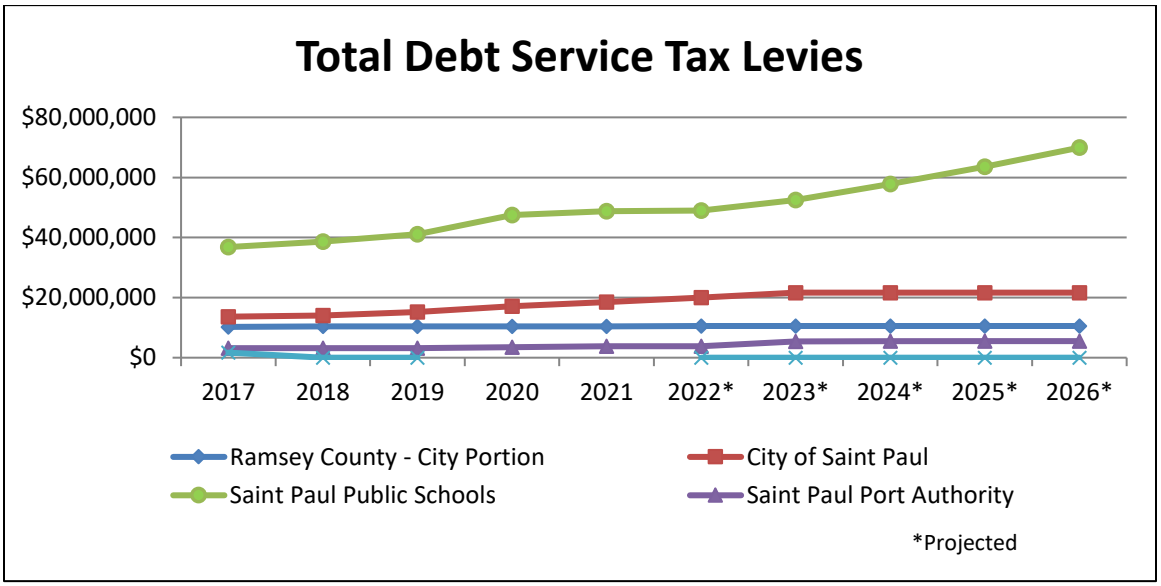


Table II

Total Debt Service Tax Levies	2017	2018	2019	2020	2021	Average
Ramsey County - City Portion	$10,247,982	$10,393,915	$10,420,739	$10,399,957	$10,443,762	$10,381,271
City of Saint Paul	$13,651,009	$14,009,268	$15,233,758	$17,121,513	$18,521,513	$15,707,412
Saint Paul Public Schools	$36,824,998	$38,671,095	$41,133,116	$47,453,188	$48,802,926	$42,577,065
Saint Paul Port Authority	$3,218,100	$3,222,700	$3,175,000	$3,503,037	$3,849,685	$3,393,704
RCRRA - City Portion	$1,689,533	-	-	-	-	$563,178
Total	$65,631,622	$66,296,978	$69,962,613	$78,477,695	$81,617,886	$72,397,359

Total Debt Service Tax Levies	2022*	2023*	2024*	2025*	2026*	Average
Ramsey County - City Portion	$10,547,996	$10,547,996	$10,547,996	$10,547,996	$10,547,996	$10,547,996
City of Saint Paul	$20,016,192	$21,648,845	$21,648,845	$21,648,845	$21,648,845	$21,322,314
Saint Paul Public Schools	$48,973,120	$52,530,836	$57,783,920	$63,562,312	$69,918,543	$58,553,746
Saint Paul Port Authority	$3,851,537	$5,448,989	$4,393,026	$4,383,123	$4,379,557	$4,491,246
RCRRA - City Portion	-	-	-	-	-	-
Total	$83,388,844	$90,176,665	$94,373,786	$100,142,275	$106,494,940	$94,915,302

*Projected

Table 3: Projected Change of Debt Service Tax Levies from 2017-2026

The City of Saint Paul has increased the levy utilized for debt service, in lieu of other supporting revenues that had repaid large portions of G.O. debt in the past, resulting in the increase seen below. Saint Paul Public Schools projections include a large facilities renovation and capital improvement plan to be implemented over the next 10 years. These improvements include opening up a new middle school, expansion of existing schools, entry renovations and various facility upgrades. Projected bonding to fund this plan results in the large projected change in their debt service tax levy.

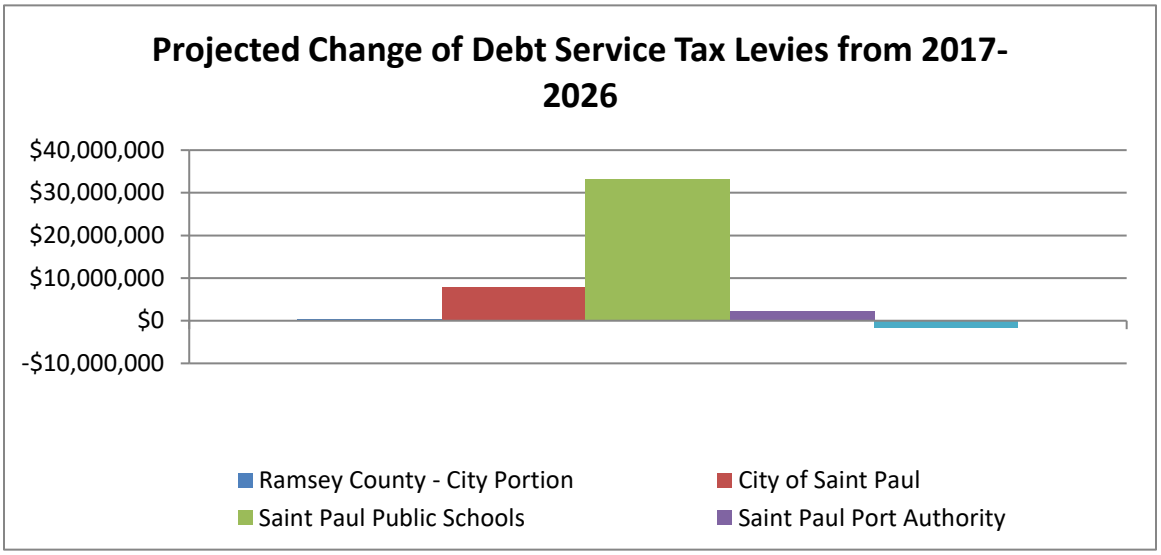


Table III

Change in Debt Service Tax Levies	2017	2026*	Projected 10 year Change	% Change
Ramsey County - City Portion	$10,247,982	$10,547,996	$300,014	2.94%
City of Saint Paul	$13,651,009	$21,648,845	$7,997,836	64.45%
Saint Paul Public Schools	$36,824,998	$69,918,543	$33,093,545	90.92%
Saint Paul Port Authority	$3,218,100	$5,479,557	$2,261,457	80.90%
RCRRA - City Portion	$1,689,533	-	$1,689,533	0.00%
Total	$65,631,622	$107,594,940	$41,963,318	67.91%

*Projected

Debt Ratios

Overview of Debt Ratios

Debt financing of public infrastructure affects the participating jurisdictions and their citizens in a variety of ways. The focus here is on the way in which the overlapping debt of participating jurisdictions affects property taxes paid by residents within the corporate limits of the City of Saint Paul and the credit ratings assigned to each jurisdiction. In order to examine such effects, the committee tracks several ratios designed to help the governing bodies understand the impact on the tax base.

1. Debt Burden: Net G.O. Debt divided by Indicated Market Value/Economic Market Value
2. Net G.O. Debt per Capita
3. Tax Rate for Debt Service Tax Levies on Median Value Home
4. Debt Service Levy per Household
5. Debt Service Levy per Capita to per Capita Income
6. Debt Service Tax Levy as a Percentage of Total Tax Levy

Detailed information relating to the specifics of each indicator is given in the individual profiles on the following pages.

1. Debt Burden: Net G.O. Debt divided by Indicated Market Value/Economic Market Value

Definition: Debt Burden is an industry standard ratio showing the total net principal amount of debt to the full value of real estate, as a percentage. It simply shows how leveraged the tax base is. This ratio is key, as ultimately, the tax base is repaying the debt in the form of levy. The higher the debt burden, the more leveraged a community is – with less flexibility to issue more debt in the future. Low debt burden is a credit positive. Estimated Market Value, Sales Ratio and Indicated Market Value/Economic Market Value are explained on page 14.

Factors: Since the time of the last report, market values have stabilized following a relatively large decline in value. As values declined almost all communities saw increases in their debt burdens due to national economic impacts. Since 2014 Saint Paul has seen increasing property values which paired with slightly increasing debt has led to a stable debt burden.

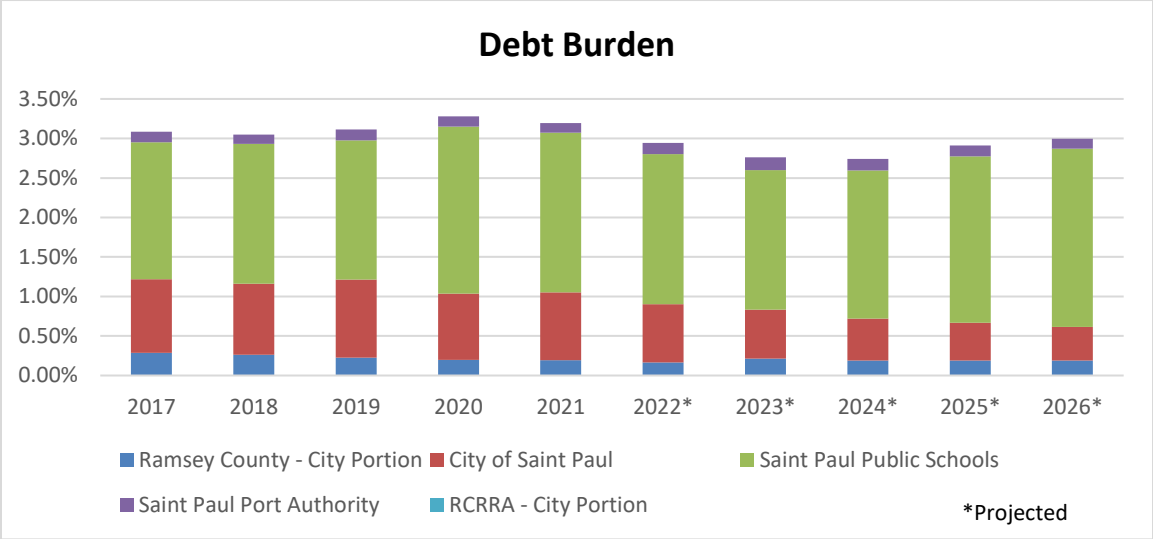
Target Range: 3% - 6%

Trend: The combined Net G.O. Debt to Indicated Market Value increased from 3.09% in 2017 to 3.19% in 2021, and averaged 3.14% over the 5 year period. This indicator is projected to increase from 2.94% in 2022 to 3.00% in 2026, with an estimated average of 2.87%.

The target range is met.

JDAC Established Ratios for Tax-Backed G.O. Debt	
Debt Burden	
Low	Below 3%
Moderate	3% - 6%
Moderately High	6% - 10%
High	Above 10%

The average for the ten year period 2017-2021 remained in the 3-6% target range. Beginning in 2022, the debt burden is projected to be slightly under the 3% for each year through 2026. As taxable market values have increased the debt burden has decreased back below the target range. While market values are projected to increase, the issuance of additional debt led to a flat projected debt burden.



Debt Burden	2017	2018	2019	2020	2021	Average
Ramsey County - City Portion	0.29%	0.26%	0.23%	0.20%	0.19%	0.23%
City of Saint Paul	0.93%	0.90%	0.99%	0.84%	0.86%	0.90%
Saint Paul Public Schools	1.73%	1.77%	1.76%	2.11%	2.02%	1.88%
Saint Paul Port Authority	0.14%	0.12%	0.14%	0.13%	0.12%	0.13%
RCRRA - City Portion	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	3.09%	3.05%	3.11%	3.28%	3.19%	3.14%
City I.M.V./E.M.V.	$22,703,227,849	$24,796,799,414	$26,638,348,827	$28,152,355,267	$30,331,226,096	$26,524,391,491

	2022*	2023*	2024*	2025*	2026*	Average
Ramsey County - City Portion	0.17%	0.22%	0.19%	0.19%	0.19%	0.19%
City of Saint Paul	0.74%	0.62%	0.53%	0.48%	0.42%	0.56%
Saint Paul Public Schools	1.90%	1.76%	1.87%	2.11%	2.25%	1.98%
Saint Paul Port Authority	0.14%	0.16%	0.14%	0.14%	0.13%	0.14%
RCRRA - City Portion	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	2.94%	2.76%	2.74%	2.91%	3.00%	2.87%
City I.M.V./E.M.V.	$32,349,610,500	$35,231,538,789	$36,992,631,579	$38,472,631,579	$39,626,315,789	$32,723,857,395

*Projected

History of Indicated Market Value & Economic Market Value

Indicated Market Value (IMV) has been replaced by a new metric, Economic Market Value, to better represent the true or full market value of the City. The Economic Market Value is based on the County Assessor's Estimated Market Value for the City divided by the sales ratio for each year. The ratio and values for payable years 2015-2019 were determined by the State Department of Revenue, and the ratio and values for payable years 2020-2024 were estimated by the County Assessor's Office. The sales ratio represents the overall relationship between the Estimated Market Value of property within the community and the actual arm's length selling price when the property changes hands.

Assesment Year	Payable Year	Estimated Market Value	Indicated Market Value 99-2010[1] Economic Market Value 2011-2022[2]	21 month Sales Ratios	Real or Projected Estimated Market Value Change	Change in Indicated Value
1999	2000	*$9,169,403,301*	*$11,237,013,849*	*81.60%*	*8.02%*	*14.90%*
2000	2001	*$11,065,165,900*	*$14,204,320,796*	*77.90%*	*20.67%*	*26.41%*
2001	2002	*$13,046,883,300*	*$17,512,595,034*	*74.50%*	*17.91%*	*23.29%*
2002	2003	*$15,532,144,700*	*$22,062,705,540*	*70.40%*	*19.05%*	*25.98%*
2003	2004	*$17,583,449,500*	*$24,765,421,831*	*71.00%*	*13.21%*	*12.25%*
2004	2005	*$19,629,226,000*	*$26,742,814,714*	*73.40%*	*11.63%*	*7.98%*
2005	2006	*$21,320,915,700*	*$26,485,609,565*	*80.50%*	*8.62%*	*-0.96%*
2006	2007	*$23,295,388,500*	*$27,342,005,282*	*85.20%*	*9.26%*	*3.23%*
2007	2008	*$23,923,671,700*	*$26,415,766,667*	*90.60%*	*2.70%*	*-3.39%*
2008	2009	*$22,948,136,700*	*$24,391,274,416*	*94.20%*	*-4.08%*	*-7.66%*
2009	2010	*$21,599,301,500*	*$21,972,839,776*	*98.30%*	*-5.88%*	*-9.92%*
2010	2011	*$20,108,527,900*	*$20,123,236,485*	*99.80%*	*-6.90%*	*-8.42%*
2011	2012	*$18,981,961,700*	*$19,483,213,536*	*99.20%*	-5.60%	-3.18%
2012	2013	*$17,895,675,800*	*$18,395,256,997*	*97.20%*	-5.72%	-5.58%
2013	2014	*$17,892,285,500*	*$18,961,254,913*	*94.36%*	-0.02%	3.08%
2014	2015	*$19,171,391,000*	*$19,935,679,209*	*96.17%*	7.15%	5.14%
2015	2016	*$19,950,961,400*	*$21,167,794,604*	*94.25%*	4.07%	6.18%
2016	2017	*$21,395,175,600*	*$22,703,227,849*	*94.24%*	7.24%	7.25%
2017	2018	*$23,471,630,400*	*$24,796,799,414*	*94.66%*	9.71%	9.22%
2018	2019	*$25,115,544,900*	*$26,638,348,827*	*94.28%*	7.00%	7.43%
2019	2020	*$26,762,292,200*	*$28,152,355,267*	*95.06%*	6.56%	5.68%
2020	2021	*$29,055,770,100*	*$30,331,226,096*	*95.79%*	8.57%	7.74%
2021	2022	*$30,070,871,900*	*$32,349,610,500*	*92.96%*	3.49%	6.65%
2022	2023	*$33,469,961,850*	*$35,231,538,789*	*95.00%*	11.30%	8.91%
2023	2024	*$35,143,000,000*	*$36,992,631,579*	*95.00%*	5.00%	5.00%
2024	2025	*$36,549,000,000*	*$38,472,631,579*	*95.00%*	4.00%	4.00%
2025	2026	*$37,645,000,000*	*$39,626,315,789*	*95.00%*	3.00%	3.00%

[1] Indicted market value calculated by dividing total estimated market value by the MN Dept Revenue school aid ratio for that year

[2] Economic Market Value calculated by Dept of Revenue utilizing appropriate ratio

Trend/Summary: The Indicated Market Value/Economic Market Value during the actual and

projected period from payable years 2018-2026 increased from $24.797 billion to $39.626 billion. Indicated Market Value/Economic Market Value increased by 30.5% from payable years 2018-2022. Economic Market Value is projected to increase by 25.19% from payable years 2022-2026.

2. Net G.O. Debt per Capita

Definition: Debt per capita is formulated by dividing the total Net G.O. debt by the total population. It depicts the overall debt burden placed on the citizens of Saint Paul, as both debt levels and populations change over time. However, this ratio can be skewed, minimizing its usefulness. Taxes to repay debt are levied on the tax base, not the population. For example, take two community's with the same tax base and same amount of debt. The bedroom community will have a lower debt per capita, while a well-diversified community with industrial, retail and residential will have a higher debt per capita. It is for this reason, that debt per capita, while helpful, can be skewed or misinterpreted. Thus, debt burden is relied upon more than debt per capita.

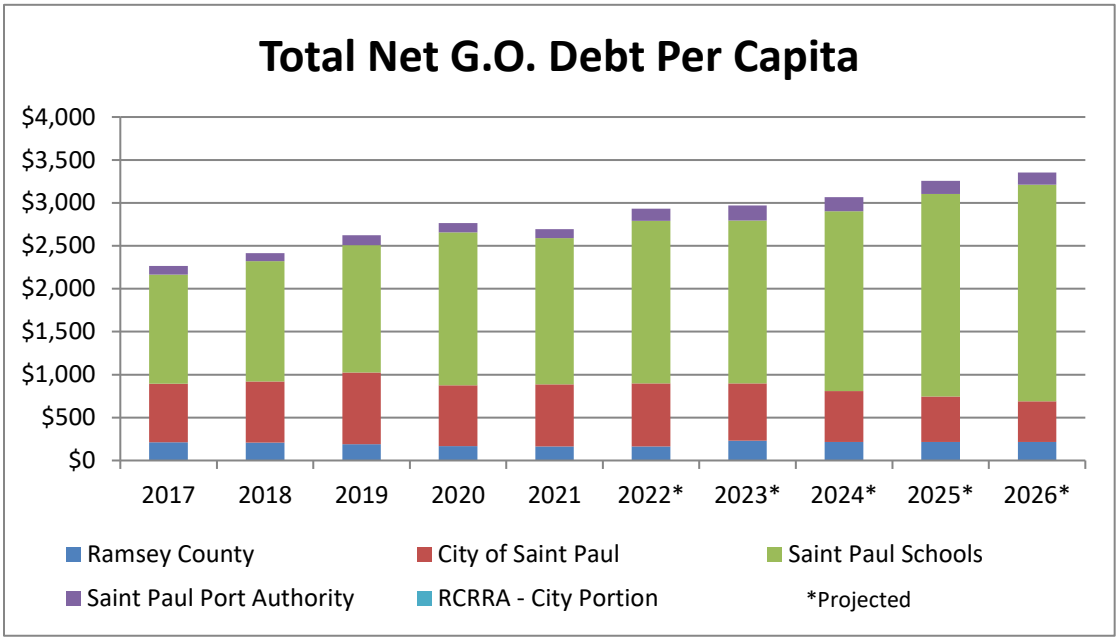
Target Range: Not to exceed $2,500

Trend: Net G.O. debt per capita increased from $2,267 in 2017 to $2,692 in 2021. Net G.O. debt per capita is projected to increase from $2,931 in 2022 to $3,354 in 2026, as outstanding debt increases more quickly than moderate projected increase in population.

The target range is met for the years 2017 and 2018, but the ratio is projected to exceed the target range from 2019 through 2026.

JDAC Established Ratios for Tax-Backed G.O. Debt	
Overall Net Debt per Capita	
Very Low	Below $1,000
Low	$1,000 - $2,000
Moderate	$2,000 - $5,000
High	Above $5,000

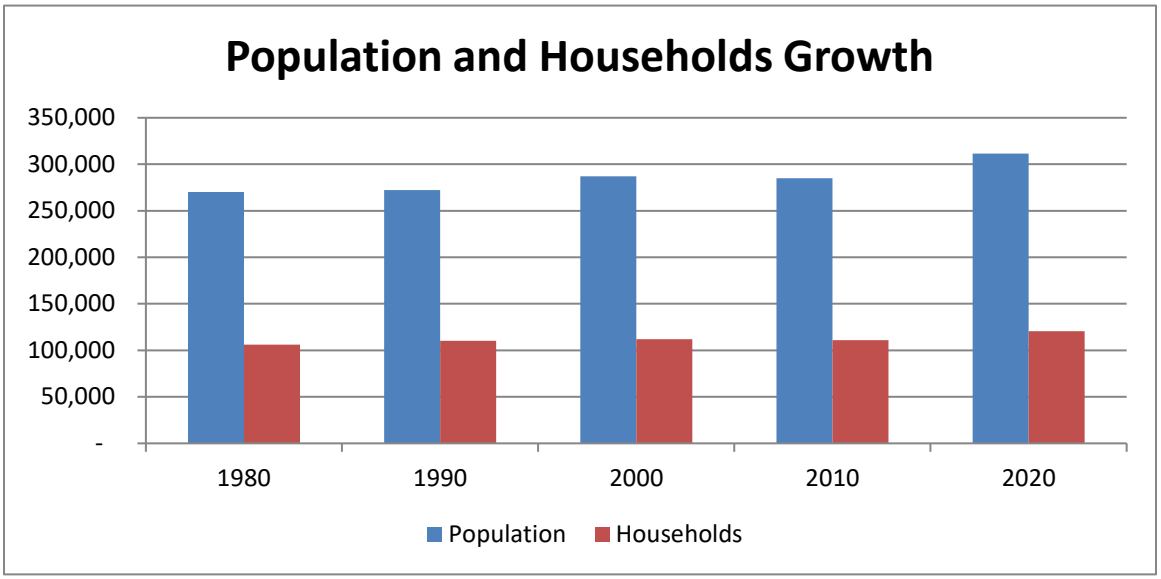
Net G.O. Debt per Capita averages just under $2,900 over the ten year period.



G.O. Debt per Capita	2017	2018	2019	2020	2021	Average
Ramsey County	$212	$207	$190	$166	$163	$188
City of Saint Paul	$684	$715	$833	$709	$723	$733
Saint Paul Schools	$1,270	$1,401	$1,485	$1,782	$1,705	$1,529
Saint Paul Port Authority	$101	$93	$116	$109	$101	$104
RCRRA - City Portion	-	-	-	-	-	-
Total Debt per Capita	$2,267	$2,416	$2,624	$2,765	$2,692	$2,553
City Population	309,180	313,010	315,939	318,868	321,797	315,759
	2022*	**2023***	**2024***	**2025***	**2026***	**Average**
Ramsey County	$166	$231	$214	$214	$214	$208
City of Saint Paul	$733	$666	$593	$532	$475	$600
Saint Paul Schools	$1,893	$1,896	$2,097	$2,358	$2,523	$2,153
Saint Paul Port Authority	$176	$162	$152	$142	$154	$176
RCRRA - City Portion	-	-	-	-	-	-
Total Debt per Capita	$2,931	$2,969	$3,066	$3,257	$3,354	$3,115
City Population	324,726	327,655	330,584	333,513	336,442	330,584

*Projected

Population Trends



Population Trends

	Population		Households	
Year	**Metro***	**Saint Paul**	**Metro***	**Saint Paul**
1980	1,985,873	270,230	721,357	106,223
1990	2,288,721	272,235	875,504	110,249
2000	2,642,062	286,840	1,021,456	112,109
2010	2,855,060	285,068	1,117,749	111,001
2020	3,163,104	311,527	1,239,526	120,572

**Seven-county metropolitan area*
Source: U.S. Census 1980, 1990, 2000, 2010, Metropolitan Council Estimates for 2020

Trend: Population and households in the City of Saint Paul have shown stable growth but below the growth rate in the 7 County Twin Cities Metropolitan area since 1980. Similarly, from 2010 and 2020 the growth rate for Saint Paul was slightly below the growth rate of the metropolitan area as population growth in Saint Paul has increased. The increasing rate of growth causes the debt per capita ratio to decrease if debt issuance remains stable.

3. Tax Rate for Debt Service Tax Levies on Median Value Home

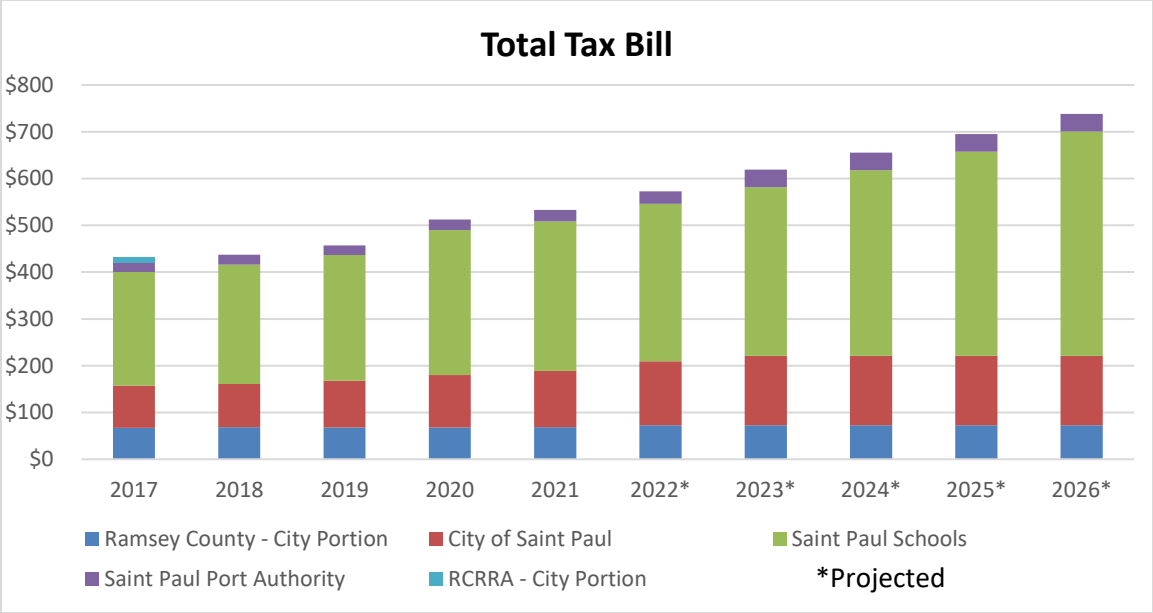
Definition: This ratio estimates the change in property tax rates for debt service for a residential property with the annual median value in Saint Paul. This ratio is not used by rating agencies or investors – so there are no industry standards by which to compare.

Target Range: Effective Tax Rate of less than 0.5%

Trend: Over the period from 2017 to 2021, the fluctuation in the debt service tax bill for a median priced house in Saint Paul reflected the increases in the Median Taxable Value and change in the debt service tax levies. The effective tax rate decreased from 0.312% to 0.269% during this time. The five year average annual increase is 0.286%. It is projected to decrease from 0.270% to 0.255% for the years 2022 through 2026 as market values are projected to continue to rise.

For the years 2022 through 2026, the median value home is assumed to increase from 228,700 to 299,500.

The target range is met.



Tax Rate for Debt Service Tax Levies for Median Value Home in St. Paul by Payable Year.

	2017	2018	2019	2020	2021	Average
Median Value Home	$161,400	$173,900	$186,200	$199,800	$215,800	$187,420
Taxable Value	$138,700	$152,300	$165,700	$180,500	$198,000	$167,040
Ramsey County - City Portion	$68	$69	$68	$68	$68	$68
City of Saint Paul	$90	$92	$100	$112	$121	$103
Saint Paul Schools	$243	$255	$269	$310	$319	$279
Saint Paul Port Authority	$21	$21	$21	$23	$25	$22
RCRRA - City Portion	$11	$0	$0	$0	$0	$2
Total Tax Bill	$432	$437	$457	$513	$533	$472
Effective Tax Rate for Debt	0.312%	0.287%	0.276%	0.284%	0.269%	0.286%

	2022*	2023*	2024*	2025*	2026*	Average
Median Value Home	$228,700	$266,300	$279,600	$290,800	$299,500	$272,980
Taxable Value	$212,000	$253,000	$267,500	$279,700	$289,200	$260,280
Ramsey County - City Portion	$72	$72	$72	$72	$72	$72
City of Saint Paul	$137	$149	$149	$149	$149	$146
Saint Paul Schools	$336	$361	$397	$436	$480	$402
Saint Paul Port Authority	$26	$37	$38	$38	$38	$35
RCRRA - City Portion	$0	$0	$0	$0	$0	$0
Total Tax Bill	$572	$619	$655	$695	$739	$656
Effective Tax Rate for Debt	0.270%	0.245%	0.245%	0.248%	0.255%	0.253%

*Projected

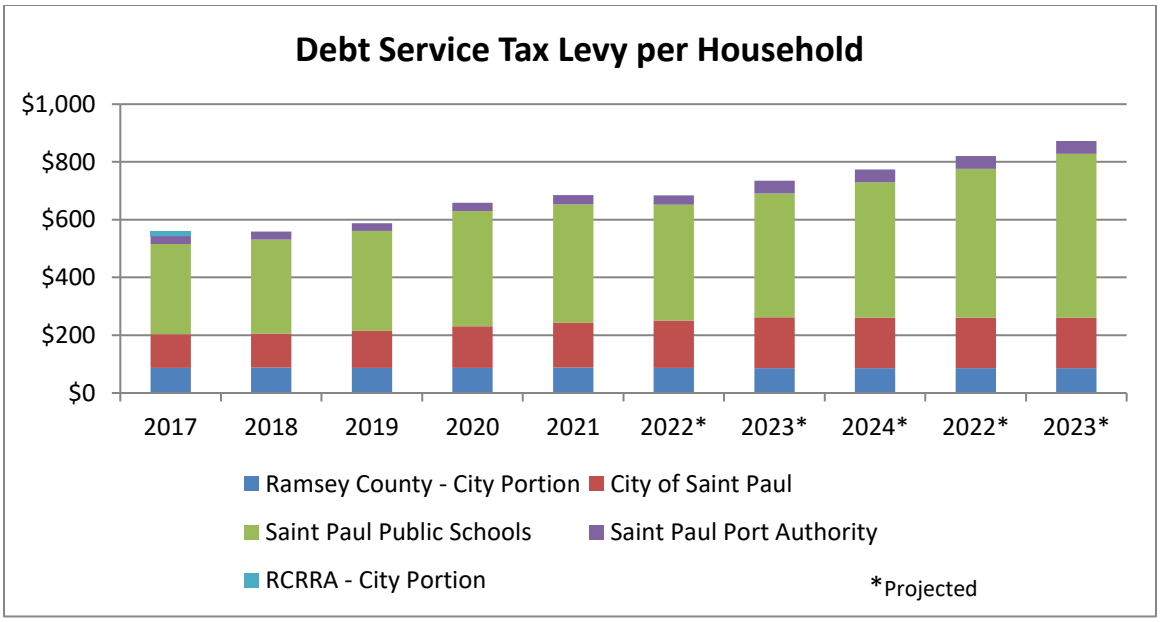
4. Debt Service Levy per Household

Definition: The property tax can be viewed as the price government charges for its services. These services are broadly divided into operations (such as public safety, street maintenance, etc.) and infrastructure investment (such as pay-as-you-go capital and debt service). This ratio measures the annual debt service levy per household (annual price of debt). The purpose is to show how the amount paid by households for debt service changes over time with annual debt service levy variations. This indicator is not a representation of the tax rate for debt service (which is based on property values). Similar to debt per capita, this ratio is helpful, but can be incorrectly misconstrued and misleading. Nonetheless, it is another metric to assess how leveraged the tax base is.

Target Range: Not to exceed $600.

Trend: The combined debt service levy per Household increased from $557 to $685 from 2017 to 2021, with a five year average of $610. The combined debt service levy per household is projected to increase from $684 to $863 in the years 2022 to 2026, with a five year average of $777.

The target range is met from 2017 to 2019, but actuals and projections exceed the target range from 2020 through 2026.



Debt Service Tax Levies per Household	2017	2018	2019	2020	2021	Average
Ramsey County - City Portion	$87	$88	$87	$87	$88	$87
City of Saint Paul	$116	$118	$128	$144	$155	$132
Saint Paul Public Schools	$313	$326	$345	$398	$410	$358
Saint Paul Port Authority	$27	$27	$27	$29	$32	$29
RCRRA - City Portion	$14	$0	$0	$0	$0	$3
Total	$557	$559	$587	$659	$685	$610
Number of Households	117,745	118,666	119,113	120,572	121,270	119,473

Debt Service Tax Levies per Household	2022*	2023*	2024*	2025*	2026*	Average
Ramsey County - City Portion	$86	$86	$86	$86	$86	$86
City of Saint Paul	$164	$176	$175	$175	$175	$173
Saint Paul Public Schools	$402	$428	$468	$515	$567	$476
Saint Paul Port Authority	$32	$44	$45	$44	$44	$42
RCRRA - City Portion	$0	$0	$0	$0	$0	$0
Total	$684	$735	$774	$821	$872	$777
Number of Households	121,968	122,666	123,364	124,062	124,760	123,364

*Projected

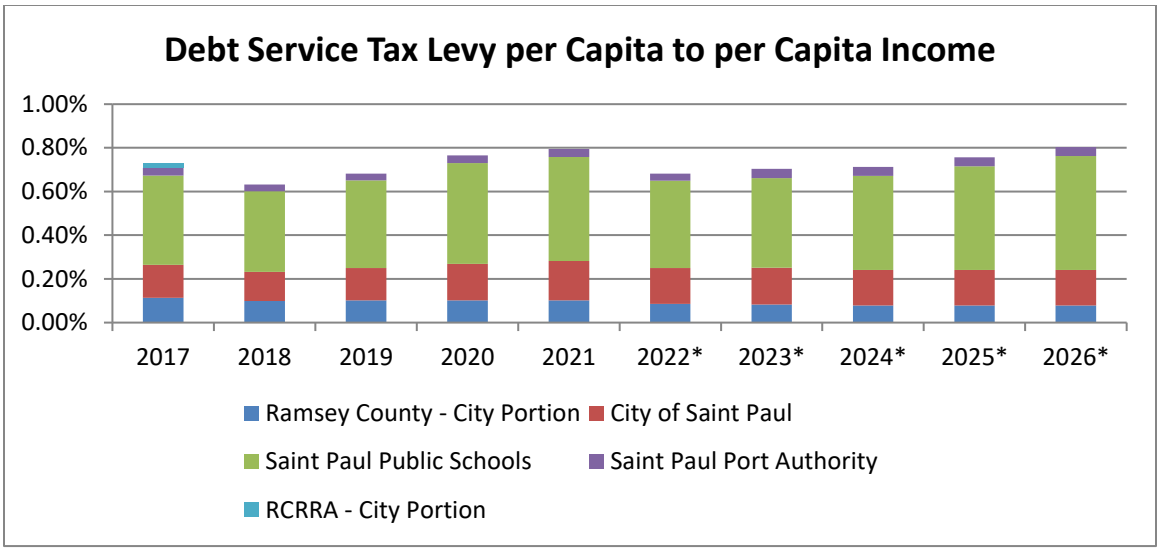
5. Debt Service Levy per Capita to per Capita Income

Definition: This indicator is formulated by dividing the Debt Service Property Tax Levy per Capita by per Capita Income. It depicts the annual debt service property tax levy burden placed on the income capacity of Saint Paul citizens as both debt and income levels change over time. Low ratios are viewed as a credit positive, demonstrating affordability.

Target Range: Not to exceed 1%.

Trend: Debt Service Property Tax Levy per Capita to per Capita Income increased from 0.76% in 2017 to 0.85% in 2021, and the five year averages was 0.77%. For 2022 to 2026, the projected percent increases from 0.80% to 0.97%, with a five year projected average of 0.88% as wages and population are projected to increase over the next five years.

The target range is met.



Debt Service Tax Levy per Capita to per Capita Income

	2017	2018	2019	2020	2021	Average
Ramsey County - City Portion	0.11%	0.10%	0.10%	0.10%	0.10%	0.10%
City of Saint Paul	0.15%	0.13%	0.15%	0.17%	0.18%	0.16%
Saint Paul Public Schools	0.41%	0.37%	0.40%	0.46%	0.48%	0.42%
Saint Paul Port Authority	0.04%	0.03%	0.03%	0.03%	0.04%	0.03%
RCRRA - City Portion	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0.73%	0.63%	0.68%	0.76%	0.80%	0.72%
City per Capita Income	29,198	33,489	32,477	32,779	36,313	32,851

	2022*	2023*	2024*	2025*	2026*	Average
Ramsey County - City Portion	0.09%	0.08%	0.08%	0.08%	0.08%	0.08%
City of Saint Paul	0.16%	0.17%	0.16%	0.16%	0.16%	0.16%
Saint Paul Public Schools	0.40%	0.41%	0.43%	0.47%	0.52%	0.45%
Saint Paul Port Authority	0.03%	0.04%	0.04%	0.04%	0.04%	0.04%
RCRRA - City Portion	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	0.68%	0.70%	0.71%	0.76%	0.80%	0.73%
City per Capita Income	37,662	39,060	40,511	42,015	43,576	40,565

*Projected

6. Debt Service Tax Levy as a Percentage of Total Tax Levy

Definition: The total tax levy is comprised of an operating levy and a debt service levy. This indicator shows the proportional share that represents the debt service component and illustrates over time any pressure it may exert, either on the total levy or on the operational components. This indicator is specific to each jurisdiction and not applicable to the combined jurisdictions.

Trend: The County's ratio of debt service to total tax levy decreased from 2017-2021. The ratio range decreased from 7.7% to 6.8%, and the five year average was 7.2%. For the projected period 2022-2026, the ratio is expected to decrease from 6.7% to 6.4%. The five year average is 6.5%.

The City's ratio decreased from 12.2% in 2017 to11.4% in 2021 for a five year average of 10.8%. For the Projected period 2022-2026 the total is expected to decrease from 11.6% to 10.8%. The five year average is 11.0%.

The School District's ratio increased from 24.9% in 2017 to 27.3% in 2021. The five year average is 25.3%. For the Projected period 2022-2026 the total increases from 24.1% to 30.0%. The five year average is 27.3%.

The Port Authority's ratio of debt service to total tax levy increased from 64% in 2017 to 64.6% in 2021. The five year average is 62.6%. For the Projected period 2022-2026 the total increases from 62.0% to 67.1%. The five year average is 66.0%.

The RCRRA annual levy funds operations and capital budgets. When the RCRRA issued bonds in 2012 the levy was used for the repayment of debt. The ratio ranged from 36.1% in 2015 to 16.9% in 2017, for a five year average of 17.3%. Since the bonds were paid off in 2017, the ratio is 0.0% for the projected period 2020-2024. The five year average is 0.0%.

Actual

Total Debt Service Tax Levies	2017	2018	2019	2020	2021	Average
Ramsey County - City Portion	$10,247,982	$10,393,915	$10,420,739	$10,399,957	$10,443,762	$10,381,271
City of Saint Paul	$13,651,009	$14,009,268	$15,233,758	$17,121,513	$18,521,513	$15,707,412
Saint Paul Public Schools	$36,824,998	$38,671,095	$41,133,116	$47,453,188	$48,802,926	$42,577,065
Saint Paul Port Authority	$3,218,100	$3,222,700	$3,175,000	$3,503,037	$3,849,685	$3,393,704
RCRRA - City Portion	$1,689,533	-	-	-	-	$337,907
Total	$65,631,622	$66,296,978	$69,962,613	$78,477,695	$81,617,886	$72,397,359

Projected

Total Debt Service Tax Levies	2022*	2023*	2024*	2025*	2026*	Average
Ramsey County - City Portion	$10,547,996	$10,547,996	$10,547,996	$10,547,996	$10,547,996	$10,547,996
City of Saint Paul	$20,016,192	$21,648,845	$21,648,845	$21,648,845	$21,648,845	$21,322,314
Saint Paul Public Schools	$48,973,120	$52,530,836	$57,783,920	$63,562,312	$69,918,543	$58,553,746
Saint Paul Port Authority	$3,851,537	$5,448,989	$5,493,026	$5,483,123	$5,479,557	$5,151,246
RCRRA - City Portion	-	-	-	-	-	$0
Total	$83,388,844	$90,176,665	$95,473,786	$101,242,275	$107,594,940	$95,575,302

Actual

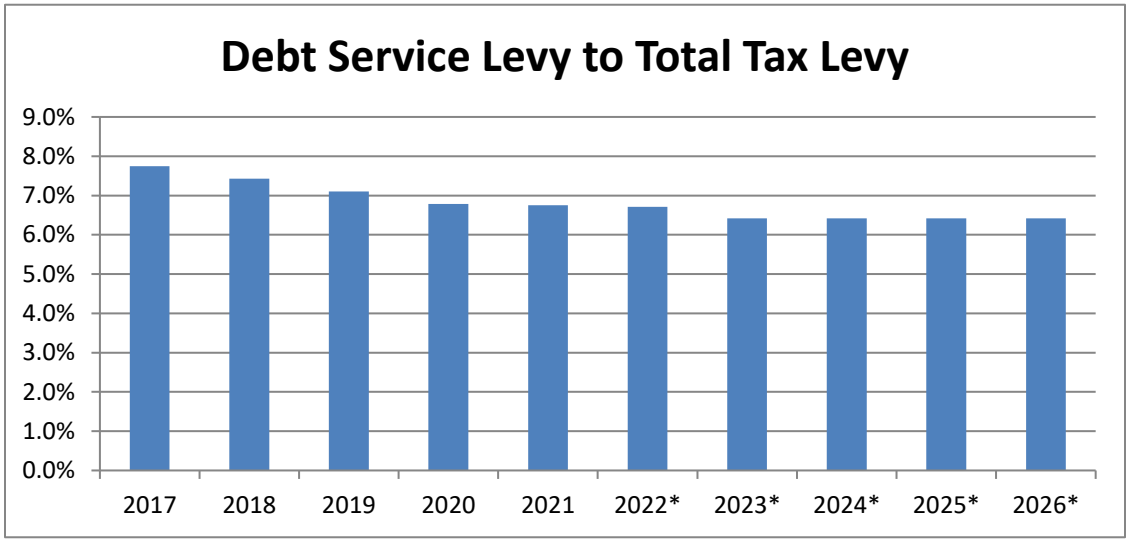
Total Tax Levies	2017	2018	2019	2020	2021	Average
Ramsey County - City Portion	$132,241,089	$139,993,782	$146,743,711	$153,268,955	$154,642,562	$145,378,020
City of Saint Paul	$112,178,553	$139,312,120	$153,940,838	$163,069,911	$163,069,911	$146,314,267
Saint Paul Public Schools	$148,069,656	$155,464,946	$178,694,998	$187,629,747	$196,588,254	$173,289,520
Saint Paul Port Authority	$5,029,800	$5,184,400	$5,286,700	$5,614,737	$5,961,385	$5,415,404
RCRRA - City Portion	$10,016,358	$10,802,620	$11,670,725	$12,457,543	$13,346,823	$11,658,814
Total	$407,535,456	$450,757,868	$496,336,972	$522,040,893	$533,608,935	$482,056,025

Projected

Total Tax Levies	2022*	2023*	2024*	2025*	2026*	Average
Ramsey County - City Portion	$157,177,077	$164,422,914	$164,422,914	$164,422,914	$164,422,914	$162,973,746
City of Saint Paul	$173,010,135	$199,910,874	$199,910,874	$199,910,874	$199,910,874	$194,530,726
Saint Paul Public Schools	$202,788,045	$201,032,248	$211,083,860	$221,638,053	$232,719,956	$213,852,432
Saint Paul Port Authority	$6,213,237	$8,139,099	$8,183,042	$8,173,260	$8,169,519	$7,775,631
RCRRA - City Portion	$14,363,941	$14,757,098	$14,757,098	$14,757,098	$14,757,098	$14,678,467
Total	$553,552,435	$588,262,233	$598,357,788	$608,902,199	$619,980,361	$593,811,003

*Projected

Ramsey County



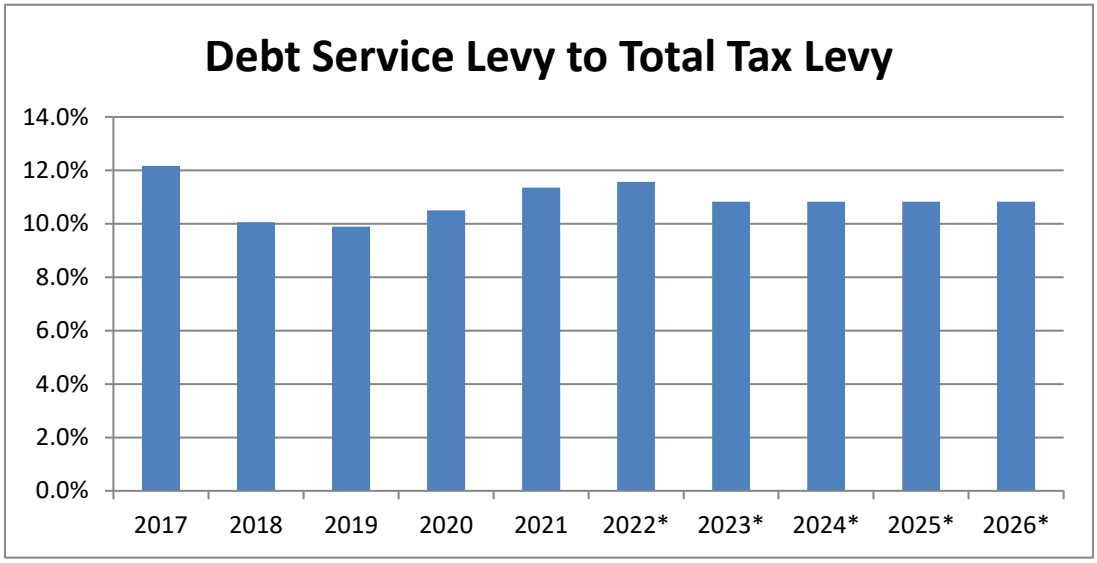
Ramsey County City Portion	2017	2018	2019	2020	2021	Average
Debt Service Tax Levy	$10,247,982	$10,393,915	$10,420,739	$10,399,957	$10,443,762	$10,381,271
Total Net Tax Levies	$132,241,089	$139,993,782	$146,743,711	$153,268,955	$154,642,562	$145,378,020
Debt Service Levy to Total	7.7%	7.4%	7.1%	6.8%	6.8%	7.2%

Ramsey County City Portion	2022*	2023*	2024*	2025*	2026*	Average
Debt Service Tax Levy	$10,547,996	$10,547,996	$10,547,996	$10,547,996	$10,547,996	$10,547,996
Total Net Tax Levies	$157,177,077	$164,422,914	$164,422,914	$164,422,914	$164,422,914	$162,973,746
Debt Service Levy to Total	6.7%	6.4%	6.4%	6.4%	6.4%	6.5%

*Projected

Note: Figures reported are for the years taxes are payable. Does not include library debt as this levy is suburban only.

City of Saint Paul



City of St Paul	2017	2018	2019	2020	2021	Average
Debt Service Tax Levy	$13,651,009	$14,009,268	$15,233,758	$17,121,513	$18,521,513	$15,707,412
Total Tax Levies	$112,178,553	$139,312,120	$153,940,838	$163,069,911	$163,069,911	$146,314,267
Debt Service Levy to Total	12.2%	10.1%	9.9%	10.5%	11.4%	10.8%

City of St Paul	2022*	2023*	2024*	2025*	2026*	Average
Debt Service Tax Levy	$20,016,192	$21,648,845	$21,648,845	$21,648,845	$21,648,845	$21,322,314
Total Tax Levies	$173,010,135	$199,910,874	$199,910,874	$199,910,874	$199,910,874	$194,530,726
Debt Service Levy to Total	11.6%	10.8%	10.8%	10.8%	10.8%	11.0%

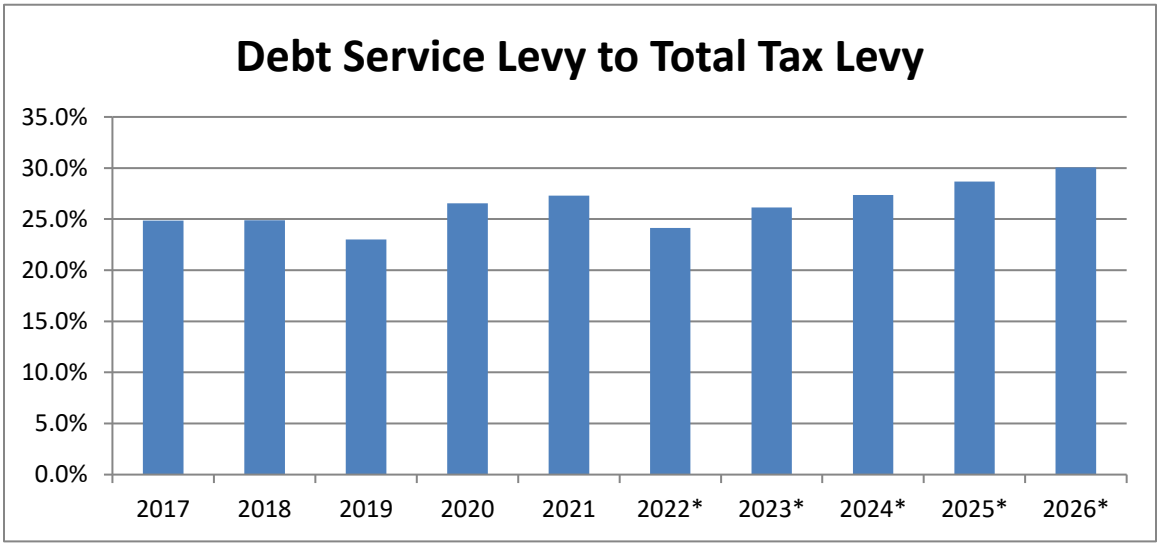
*Projected

Note: Consistent with the City's debt fund policy the City is using a combination of fund balance and levy to pay net G.O. debt.

Beginning in 2014 the Saint Paul Public Library G.O. debt levy was added to the City's G.O. Debt Levy. In the past the Total Net Tax Levy has included the mandatory/discretionary levy imposed by the City on behalf of the Port Authority, this levy is now included in the Port Authority total on subsequent tables.

Figures reported are for the years taxes are payable.

Saint Paul Public Schools



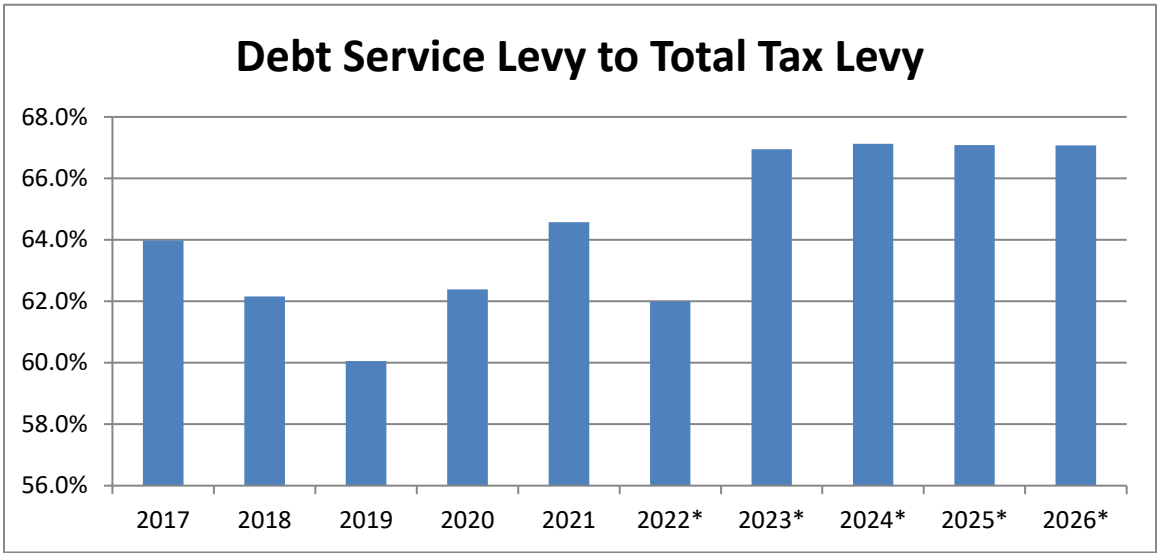
Saint Paul Schools	2017	2018	2019	2020	2021	Average
Debt Service Tax Levy	$36,824,998	$38,671,095	$41,133,116	$47,453,188	$48,802,926	$42,577,065
Total Tax Levies	$148,069,656	$155,464,946	$178,694,998	$187,629,747	$196,588,254	$173,289,520
Debt Service Levy to Total	24.9%	24.9%	23.0%	25.3%	24.8%	24.6%

Saint Paul Schools	2022*	2023*	2024*	2025*	2026*	Average
Debt Service Tax Levy	$48,973,120	$52,530,836	$57,783,920	$63,562,312	$69,918,543	$58,553,746
Total Tax Levies	$202,788,045	$201,032,248	$211,083,860	$221,638,053	$232,719,956	$213,852,432
Debt Service Levy to Total	24.1%	26.1%	27.4%	28.7%	30.0%	27.3%

*Projected

Note: Figures reported are for the years taxes are payable.

Saint Paul Port Authority



Saint Paul Port Authority	2017	2018	2019	2020	2021	Average
Debt Service Tax Levy	$3,218,100	$3,222,700	$3,175,000	$3,503,037	$3,849,685	$3,393,704
Total Tax Levies	$5,029,800	$5,184,400	$5,286,700	$5,614,737	$5,961,385	$5,415,404
Debt Service Levy to Total	64.0%	62.2%	60.1%	62.4%	64.6%	62.6%

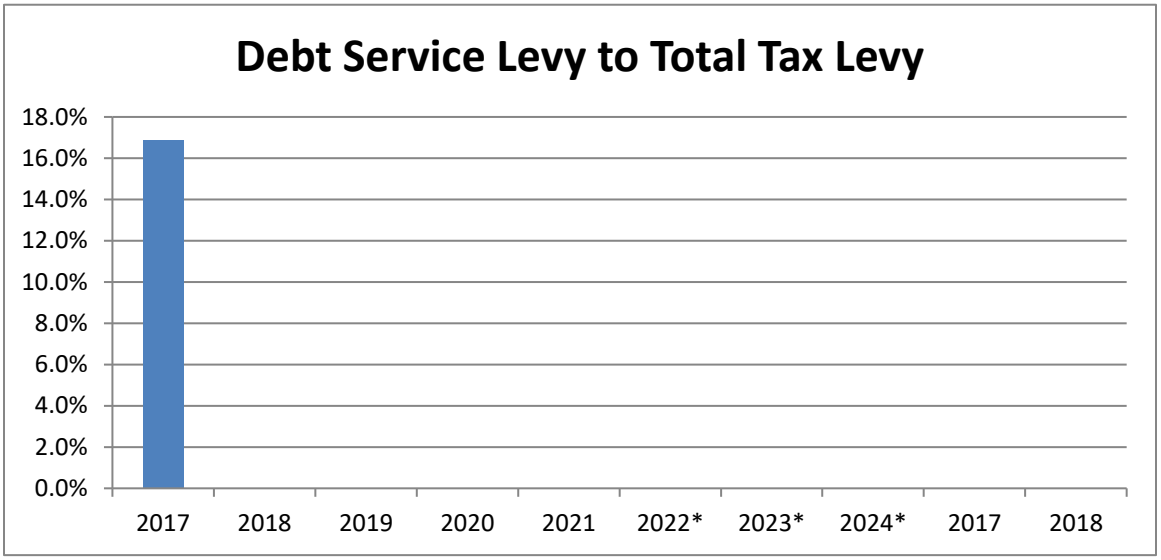
Saint Paul Port Authority	2022*	2023*	2024*	2025*	2026*	Average
Debt Service Tax Levy	$3,851,537	$5,448,989	$4,393,026	$4,383,123	$4,379,557	$4,491,246
Total Tax Levies	$6,213,237	$8,060,689	$7,004,726	$6,994,823	$5,991,257	$6,852,946
Debt Service Levy to Total	62.0%	66.9%	67.1%	67.1%	67.1%	66.0%

*Projected

Note: The Total Net Tax Levy includes the mandatory/discretionary levy imposed by the City on behalf of the Port Authority.

Figures reported are for the years taxes are payable.

Ramsey County Regional Railroad Authority



Ramsey County Regional Rail Authority - City Portion	2017	2018	2019	2020	2021	Average
Debt Service Tax Levy - City portion	$1,689,533	$0	$0	$0	$0	$337,907
Total Tax Levies - City Portion	$10,016,358	$10,802,620	$11,670,725	$12,457,543	$13,346,823	$11,658,814
Debt Service Levy to Total	16.9%	0.0%	0.0%	0.0%	0.0%	3.4%

Ramsey County Regional Rail Authority - City Portion	2022*	2023*	2024*	2025*	2026*	Average
Debt Service Tax Levy - City portion	$0	$0	$0	$0	$0	$0
Total Tax Levies - City Portion	$14,363,941	$14,757,098	$14,757,098	$14,757,098	$14,757,098	$14,678,467
Debt Service Levy to Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

*Projected

Note: The RCRRA annual levy funds the operating and capital budget. Debt service is paid out of this total.

Capital Investment Strategies and Initiatives by Jurisdiction

Each participating jurisdiction is making investments in capital projects to accomplish its specific initiatives. These initiatives are based on the individual conditions and objectives of each jurisdiction. This section summarizes—by participant—these conditions, objectives and initiatives.

Ramsey County

More than 550,000 Minnesotans make their homes in Ramsey County. Located in the heart of the seven-county Twin Cities metropolitan area, it is the second-most populous county in Minnesota with about 10 percent of the state's residents. Ramsey County was established on October 27, 1849, one of the original counties of the Minnesota Territory. Predominantly urban, Ramsey is Minnesota's smallest and most densely populated county, spanning 170 square miles.

For more information see: https://www.ramseycounty.us/

Ramsey County provides services to its residents via five major departments: Health and Wellness, Safety and Justice, Economic Growth and Community Investment, Information and Public Records and Administration.

Capital Improvement Plan

The County biennially adopts a 2-year Capital Improvement Program (CIP) Budget and a 6-year Capital Improvement Program Plan which align strategically with the county's biennial operating budgets. The Ramsey County Board of Commissioners sets forth and administers the policy and affairs of the Capital Improvement Program Plan.

Ramsey County's capital investments in facilities aligns with operational investments in people, processes and technology to further the county's vision of welcoming, accessible, equitable and modern service delivery. The CIP budget development process seeks to align longer-range capital planning and prioritization with the two-year focus of the Ramsey County operating budget; it is in this alignment that Ramsey County will create, implement and sustain its efforts to building a community in which all are valued and thrive.

The Board of Ramsey County Commissioners also created a fourteen-member Capital Improvement Program Citizens' Advisory Committee (CIPAC), composed of two residents from each of the seven county commissioner districts appointed by the appropriate County Commissioner, to assure citizen participation in the CIP decision making process. CIPAC members, along with a group of raters assembled by the County Manager, listen to project presentations, rate, and rank all submitted CIP projects for recommendation. The results are compiled and the County Manager uses this information in preparing the Capital Improvement Project Budget which is presented to the Ramsey County Board of Commissioners. The Plan provides long-term projections of potential new capital projects and the funding needed to preserve and maintain existing capital assets.

For more informations on the County's CIP program see: https://www.ramseycounty.us/your-government/budget-finance

Major Initiatives:

- **Riversedge** - an innovative public-private project that will create jobs, revitalize our capital city's historic riverfront and expand public access to one of Minnesota's greatest natural resources – the Mississippi River. Developer-partner AECOM's proposed $788 million development includes four new towers and will transform how downtown residents, workers and visitors connect with the river. The signature component of Riversedge is a nearly 9-acre land-bridge extension of public realm space over Shepard Road and the adjacent railway, extending downtown Saint Paul directly to the Mississippi River and maximizing the development potential of the ~5-acre site of the former Adult Detention Center and West buildings.

- **Goodrich and Manitou Ridge Golf Course** -This project is for the upgrade of the irrigation system and for the addition of forward tee boxes for seniors and women at Manitou Ridge Golf Course. Also, the funding is for the replacement of irrigation systems and reconstruction of bunkers at Goodrich Golf Course.

Ramsey County Regional Railroad Authority



The Ramsey Regional Railroad Authority (RCRRA) was formed in 1987 for the purpose of planning and providing transit services in Ramsey County. RCRRA is a political subdivision of Minnesota governed by the seven Ramsey County Commissioners. Recognizing the importance of transit for mobility and economic development, RCRRA plans, educates, coordinates, implements and funds transit options that serve Ramsey County. Regional Railroad Authority leadership and Ramsey County Public Works employees are active participants in planning and developing other transit corridors that will serve the region.

Long Range Capital Plan

A long-range capital plan was adopted by RCRRA in 2005 that included the construction of the METRO Green Line Light Rail Transit corridor, the development of a multi modal transit and transportation hub at Union Depot, the purchase of right-of-way segments to preserve options for future transit corridors, which also include planning, engineering and construction of the METRO Gold Line Bus Rapid Transit, METRO Purple Line Bus Rapid Transit and the Riverview Corridor Modern Streetcar. The capital plan is reviewed annually and updated as needed.

Major Initiatives

The METRO Green Line Light Rail Transit corridor between downtown Saint Paul and downtown Minneapolis is complete and operational. Economic development along the route is strong and many expected benefits are now being realized. The RCRRA leadership and staff team led the planning effort for the METRO Green Line Light Rail Transit corridor before transferring responsibility for engineering, construction, and operation to the Metropolitan Council. RCRRA committed to pay 7% of the total project cost, up to $67 million. Payments began in 2009. In 2012 and 2013, annual payment amounts of $11,200,000 were made. The funding commitment was fulfilled in December 2014.

Construction at Union Depot is complete. The majestic historic landmark's renovation, restoration and new construction was finished in 2012, ahead of schedule and under budget. More than 2,200 skilled workers were on-site during the construction project and 2,200 off-site jobs, including architects, engineers, fabricators and truck drivers were also created. The total project cost was $243 million, including $105 million of RCRRA levy. In 2012, RCRRA borrowed $20 million from US Bank for cash flow purposes to fund the METRO Green Line Light Rail Transit corridor obligation and Union Depot renovation costs. Interest payments began in 2012 and the final interest/principal payment was made in February 2017.

Union Depot re-opened as a multi-modal transit and transportation hub on December 8, 2012 and recognizes 10 years of operation on December 3, 2022. Various public programs and activities will mark the anniversary celebration.

Union Depot currently serves bus services by Metro Transit, Minnesota Valley Transit Authority, Jefferson Lines, Greyhound and Megabus.com. Amtrak began passenger rail service in 2014. Light

rail service began in June 2014 at the METRO Green Line Light Rail Transit's Union Depot station near the North Plaza. Hertz Car Rental service began in 2016. Bicycle repair and sales retailer, Lowertown Bike Shop, also began services in 2016 and expanded their offerings in 2022 to include coffee service. They offer indoor bike storage through contracts and bicyclists also have access to parking options across the property, including the bus platform, to encourage multi-modal trips. Connections to two regional bike trails exist from Union Depot. Additional transportation amenities at Union Depot include four electric vehicle charging stations and preferred parking for low-emission vehicles. Occupied tenant spaces include a restaurant, Station 81, operated by Appetite for Change, Spinning Wylde, a retail store and gift shop, transportation provider ticket offices and traditional offices.

Indoor spaces at Union Depot provide commuters with comfortable access to buses, electronic charging, meeting spaces and free Wi-Fi. Visitors can enjoy picnic areas, a rail fan observation area and a wide range of public events. The indoor/outdoor public events include arts and cultural festivals, concerts, yoga classes, games, tours and more. Union Depot is also the venue for private events such as weddings, anniversaries, conferences and meetings.

With completion of the METRO Green Line and Union Depot's renovation, RCRRA efforts are focused on continuing the development of METRO Gold Line Bus Rapid Transit, METRO Purple Line Bus Rapid Transit and the Riverview Modern Streetcar projects that will connect at Union Depot, as well as the Red Rock and high speed rail.

The METRO Gold Line Bus Rapid Transit is a 10-mile line that will connect Union Depot to Maplewood, Oakdale and Woodbury. Construction began in August, 2022 with service anticipated to start in 2025.

The METRO Purple Line Bus Rapid Transit is a 15-mile line between Union Depot and downtown White Bear Lake. Construction is anticipated to begin in 2024 with service anticipated to start in 2026.

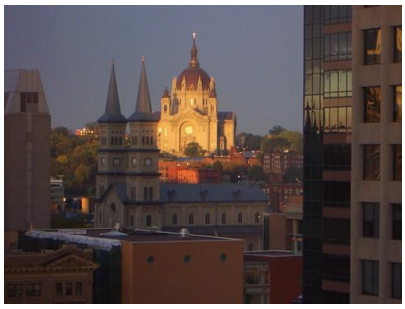
The Riverview Corridor Modern Streetcar is a 12-mile line connecting Union Depot to the Minneapolis-St. Paul International Airport and the Mall of America. Construction is anticipated to begin in 2029 with service anticipated to start in 2032.

The Red Rock Corridor runs 20 miles from Hastings to Union Depot. This project is focusing on improving existing bus service before furthering its planning for bus rapid transit for the corridor.

RCRRA is a member of the Great River Rail Commission that is comprised of officials from local and regional agencies that advocate for increasing passenger rail options along the Mississippi River Route between the Twin Cities and Chicago. Current advocacy is centered around the introduction of the Twin Cities-Milwaukee-Chicago train offering a second daily round trip between these destinations. This service is anticipated to begin in 2023.

Debt service, such as bonding, by both the RCRRA and Ramsey County is being considered in order to cash flow all of these very expensive transit projects.

City of Saint Paul



Saint Paul (the City) is the capital and second largest city in Minnesota. The City covers an area of 56 square miles, and is situated wholly in Ramsey County.

Saint Paul is committed to strong financial management. The City adopts an annual operating budget and an annual Capital Improvement Budget.

Capital Improvement Plan

The City maintains its infrastructure and facilities through a Capital Improvement Budget (CIB) process that involves resident volunteers in ranking and recommending projects through an open and competitive process. The CIB process is built on the philosophy that the City must preserve the fiscal integrity of its operating, debt service and capital improvement budgets by engaging in careful and thorough analysis of each capital improvement proposal, including the long-range impact on operating costs and revenue generation.

City departments, district councils, community organizations and residents annually submit proposals for capital projects. These proposals are evaluated and prioritized by the Saint Paul Long-Range Capital Improvement Budget Committee (CIB Committee) and its task forces. Based on the recommendations of the CIB Committee, the City Council adopts an annual capital budget and a five-year *Tentative Program of Commitments*, which estimates future appropriations needed to complete initiated projects. Projects are categorized with one of eleven capital functions: Streets, Street Lighting, Traffic Engineering, Bridges, Sewers, Parks and Open Spaces, Libraries, Housing and Economic Development, Police, Fire and Safety, and Special Facility Support. More information about the CIB process can be found here: https://www.stpaul.gov/departments/financial-services/capital-improvement-process.

Major Initiatives:

- **North End Community Center** - The North End Community Center project includes construction of a new 25,000 square foot building and enhancements to the existing 5.6-acre park in St. Paul's North End neighborhood. The project provides state-of-the-art amenities to encourage social and physical activity. The shared spaces include multipurpose community rooms, a teaching kitchen, youth and teen rooms, a gymnasium, dance room, fitness room, and outdoor courtyard.

- **Ford Site/Highland Bridge** - The Ford Site is 135 acres of land along the Mississippi River and the former home of Ford Motor Companies' Twin Cities Assembly Plant. After closure, the City of Saint Paul and multiple partners spent a decade engaging with the community, studying environmental impacts, and approving a final plan for the site's redevelopment. Ryan Companies, as master developer of the site, has been charged with executing the City's plan of a new connected, livable, mixed-use neighborhood with clean technologies and high-quality design for energy, buildings, and infrastructure. It will be woven into the existing community; support walking, biking, and transit; and provide services, jobs, and activities that every generation can enjoy.

Saint Paul Public Schools



Saint Paul Public Schools is the largest urban district in the state of Minnesota and the second largest school district serving more than 36,000 learners from birth through adulthood. Highly trained and deeply dedicated staff, cutting-edge academic programs and strong community support are among the district's hallmarks. The District's mission is to "Inspire students to think critically, pursue their dreams and change the world."

In 2018, Saint Paul Public Schools (SPPS) released its strategic plan, *SPPS Achieves*. Covering the years 2018-2023, the plan focuses squarely on outcomes for the district's PreK-12 students with its goals to:

- Decrease disparities in achievement based on race, ethnicity, culture and identity.
- Increase achievement of English Learners and students receiving special education services.
- Improve kindergarten readiness.
- Increase academic growth in reading and math for all students.
- Prepare all graduates for college, career and life.

In response to the pandemic and the racial reckoning brought on by the murder of George Floyd, in 2021, the district added a new focus area: Systemic Equity. While equity has been embedded in the plan from the beginning, it became clear that equity needed to be elevated as a primary focus area. This important work to remove barriers and interrupt practices that disproportionately impact SPPS students of color will continue to be refined through new ways that build consciousness and awareness around fairness, justice and equity throughout the district.

A recent outcome of *SPPS Achieves* related to its objective to allocate resources based on program effectiveness and organizational priorities was to align school facilities with well-rounded programs. As a result of the related Envision SPPS initiative, the Board of Education voted on December 1, 2021, to close six under-enrolled elementary schools and merge five of those programs with other under-enrolled schools as a means to pool resources to create more viable programs that can provide more students with equitable access to a well-rounded education. Another outcome of Envision SPPS was the opening of the district's first-ever Hmong Language and Culture Middle School and two early learning hubs, all of which had been determined to have strong parent demand for these programs.

Schools and Buildings

To serve its diverse student population, the District operates schools located throughout the City of Saint Paul that function not only as educational hubs, but also as community gathering spots where meetings, elections, and celebrations are held throughout the year.

Facilities:

TYPE OF FACILITY	NUMBER*	AREA (SF)
ELEMENTARY SCHOOLS	37	3,310,797

JUNIOR HIGH/MIDDLE SCHOOLS	8	960,225
SENIOR HIGH SCHOOLS	9	2,269,804
NON-TRADITIONAL	7	351,693
ALTERNATIVE PROGRAMS	7	377,761
SUPPORT SERVICE FACILITIES	4	385,129
INACTIVE	1	52,451
LEASED SPACE	0	0
TOTAL:	73	7,707,890

* Numbers refer to physical buildings, not schools/programs within

Facilities Management and Funding

Saint Paul Public Schools launched the development of a 10-year Facilities Master Plan (FMP) to ensure school buildings are able to meet the 21st century learning needs of students. The initial FMP planning process was completed in December 2015 and provided key information to proactively manage 73 facilities, 7.7 million square feet of space, and over 500 acres of land. This data-driven decision making process will ensure continued wise investment of capital bonds sales to address facilities needs in coordination with all facilities revenue. Some of the FMP's preliminary indications were the need to sell one property (the result of which was the District going through a rigorous proposal review process and entering into a purchase agreement for the sale); the need for a significant intervention to support growth in grades 6-8, and identified opportunities within our existing portfolio to accommodate long term growth for Prekindergarten space in anticipation of legislative changes.

The implementation of this long-term vision is through SPPS Builds, the District's five year maintenance and capital implementation plan, which is adopted annually. The most recent iteration of the plan, which covers fiscal years 2023 - 2027, was adopted by the Board of Education on May 24, 2022 and included many of the outcomes from the Envision SPPS strategic planning process. Through SPPS Builds, the District has been able to eliminate the use of dilapidated portable classrooms, create high performing learning environments, and overall manage the strategic needs of a portfolio of buildings valued at over $3 billion.

The Commissioner of Education, pursuant to Minnesota Statutes 126C.40, subdivision 6, authorized funding of capital projects totaling $446,635,639 through the issuance of Certificates of Participation for the maintenance and upgrade of District buildings. As of July 2020, the District has issued Certificates totaling $236,410,000 of the authorized total. These funds have been used for improvements and expansions at the following sites:

Adams Spanish Immersion Elementary
Education and Operation Services (formerly known as District Service Facility)
Horace Mann Elementary

Humboldt High School
Global Arts Plus Upper
Global Arts Plus Lower
Como Park Senior High School
Humboldt High School
Phalen Lake Hmong Immersion School

The majority of the $70,000,000 proceeds from the most recent sale of Certificates of Participation in February 2020 are being used for renovations at American Indian Magnet School, Phalen Hmong Immersion Elementary and at the District Service Facility.

The following major projects are currently in process (more information can be found at spps.org/builds):

Site	Budget	Projected Completion
American Indian Magnet	$51,630,000	2024
Barack and Michelle Obama School	$62M - $73M	2025
Bruce Vento	$80M - $90M	2027
Hidden River	$54,200,000	2025
Jie Ming Mandarin Immersion	$26,840,000	2023
Johnson High School	$18,843,758	2023

A separate authorization in 2018 of $18,060,000 was utilized for the purchase and renovation of the E-STEM Middle School to address capacity issues in grades 6-8.

$15 Million Annual Capital Bond Program

The capital bond program provides for the completion of capital improvement projects for the acquisition and betterment of school facilities throughout the District.

- Facility Modifications Supporting the District Strategic Plan
- Infrastructure Upgrades Supporting the Technology Integration Plan
- Contingency for Unforeseen Miscellaneous Capital Improvement Needs
- Building Remodeling and Renovation
- Security Improvements
- Energy Efficiency Improvements
- Architectural Staff Costs

Annual Funding Plan

On an annual basis, the District anticipates budgeting for an average of $130 million for facility improvements and deferred maintenance. The table below shows a preliminary delineation (as of May 24, 2022) of the combination of Capital Bonds, Certificates of Participation, and combination of Long Term Facilities Maintenance(LTFM) Aid and Levy to achieve the desired outcomes for the District. The amount will be dependent upon alignment with overall budgetary and property tax impact.

	FY23	FY24	FY25	FY26
Capital Bonds	$15,000,000	$15,000,000	$15,000,000	$15,000,000
LTFM PayGo	$25,000,000	$25,000,000	$25,000,000	$25,000,000
LTFM Bonds	$26,000,000	$28,700,000	$28,100,000	$30,000,000
COPs	$31,000,000	$64,300,000	$98,900,000	$53,000,000
Total	**$97,000,000**	**$133,000,000**	**$167,000,000**	**$123,000,000**

Note: This table does not reflect $28,340,000 in federal American Recovery Plan funding which has already been secured and approved.

Saint Paul Port Authority

The Saint Paul Port Authority, authorized by the Minnesota Legislature and organized in 1932, contributes to the Twin Cities East Metro area growth and prosperity by providing businesses with clean land on which to expand, space on the Mississippi River to receive and ship commodities efficiently, loans for real estate and equipment purchases and workforce development programs for businesses.



A seven-member Board of Commissioners governs the Port Authority. The Mayor, with the approval and consent of the Saint Paul City Council, appoints the Board to overlapping six-year terms. Two Board members must also be City Council members.

The Port Authority provides four primary business lines for its industrial customers: Brownfield redevelopment, asset-based financing, workforce development and harbor management. The Port Authority also is active in East Metro economic development through partnerships with neighboring communities and regional organizations.

The Port Authority may, after holding a public hearing, create development districts within its area of jurisdiction, make public improvements, and acquire and lease or sell land and buildings for industrial uses. The Port Authority also may acquire, construct, lease and sell industrial commercial and other revenue-producing projects, enter into revenue agreements for the financing thereof, and issue bonds payable from revenues derived from such agreements. State-delegated Port Authority powers include: (1) Acquiring property by condemnation and (2) Levying ad valorem taxes to pay debt service on general obligation bonds. City Council consent is required prior to the issuance of general obligation bonds, or the creation of development districts.

The Port Authority has 21 business centers. A summary of several of the more recent is as follows:

	Acres	Developed	Jobs	Taxes*
Beacon Bluff	65	90%	493	$832
Arlington	28	100%	214	$3832
Chatsworth	4	100%	93	$189
Crosby Lake	30	100%	315	$905
Great Northern North & South	32	100%	875	$1,700
River Bend	22	100%	450	$772
Westminster Junction	20	100%	916	$2,400
Williams Hill	27	100%	518	$2,600

*In thousands.

[2] A tax exempt parcel will be taxable in 2023 increasing taxes.

Conclusion

The actual and projected ratios show continued stability. After economic weakness from the 2007-2009 recession, property values are back towards previous highs. Despite the uncertainty from the global pandemic, it did little to inhibit the growth in market values from 2020 to 2022. Now that values are back at previous highs, many debt ratios look more favorable than they have in past years. Over a 10-year period of time (2017 – projected 2026), the amount of total debt by all jurisdictions has stayed relatively stable.

The target goals for the six debt ratios have been met for the years 2017-2021. Some of the debt ratios have begun to exceed targets for the projected years 2022-2026, as the School District begins a capital plan anticipated to include significant increases in bonding.

JDAC recommends the governing bodies of each jurisdiction:

(1) adopt this report as a management tool;
(2) expand current efforts at collaborative planning for joint use of current and future facilities, as well as opportunities to transfer facilities among them as facility needs change;
(3) meet every two years to update this analysis;
(4) JPTAC annually review proposed debt of all jurisdictions prior to setting levies; and
(5) examine the debt ratios to ensure they remain pertinent in light of rating agency shifts and remain within the target ranges identified.
(6) Staff recommend reviewing metrics, and values, used and update for the next report.

Appendix

This Appendix contains statistical data, sources and detailed footnotes that support the analysis contained in this report, as well as recent additional information on the Economy in Saint Paul.

Projected Annual General Obligation Bonding Assumptions

$'s in Thousands

Ramsey County	**2022**	**2023**	**2024**	**2025**	**2026**
Regular Projects	$6,000	$6,000	$6,000	$6,000	$6,000
Major Building Projects	13,000	13,000	13,000	13,000	13,000
Subtotal	$19,000	$19,000	$19,000	$19,000	$19,000
City of Saint Paul					
Capital Improvement	$11,000	$11,000	$11,000	$11,000	$11,000
Street Reconstruction	$12,500	$16,500	$16,500	$16,500	$16,500
Public Safety	-	-	-	-	-
Parks / Library Agency	-	-	-	-	-
Subtotal	$23,500	$27,500	$27,500	$27,500	$27,500
Saint Paul Public Schools					
G.O-Capital/LTFM/Refunding	$45,570	$41,000	$43,700	$43,100	$45,000
Certificates of Part.	$21,215	$31,000	$64,300	$98,900	$53,000
Subtotal	$66,785	$72,000	$108,000	$142,000	$98,000
Saint Paul Port Authority					
	-	-	$15,000	-	-
Subtotal	-	-	$15,000	-	-
Ramsey County Regional Railroad Authority					
	-	-	-	-	-
Subtotal	-	-	-	-	-
Total	$109,285	$118,500	$169,500	$188,500	$144,500

Net General Obligation Debt by Issuer (Detail by Year)

Ramsey County

The following table consists of Ramsey County general obligation debt outstanding as of December 31, 2021, with the exception of outstanding library bonds which are paid by taxes collected outside of Saint Paul. Also excluded are bond issues, or portions of bond issues, that are supported by non-property tax revenues. These include the 2001 Minnesota Public Facilities Authority note for the River Centre Pedestrian Connection Project, a portion of the 2016 CIP refunding bonds for the Lake Owasso Residence, a portion of the 2016 CIP refunding bonds for the Nursing Home, the 2012 State Aid Street refunding bonds, and the 2016 General Obligation Solid Waste Facility Revenue bonds.

Outstanding Debt Table

Ramsey County
General Obligation Debt Outstanding – 12/31/2021

Issue	Principal	Debt Service Payment Source
2011B Ref 2002A CIB	2,760,000	Property Taxes
2011B Ref 2002A Golf	225,000	Property Taxes
2012A 2012 Annual Program - 10 Years	275,000	Property Taxes
2012A Other Projects - 20 Years	755,000	Property Taxes
2012B Ref 2003B - CIP	2,955,000	Property Taxes
2014B TCAAP	420,000	Property Taxes
2014D Ref 2004D - CIP	2,325,000	Property Taxes
2015A CIP	1,300,000	Property Taxes
2016B Regular CIP Projects	2,415,000	Property Taxes
2016C Ref 2006A (Correctional Facility)	1,215,000	Property Taxes
2016C Ref 2007A (Correctional Facility)	3,800,000	Property Taxes
2016C Ref 2007A (Records and Revenue)	1,965,000	Property Taxes
2018A Regular Projects	2,970,000	Property Taxes
2018A Major Projects	6,435,000	Property Taxes
2018C Ref 2008A (Adult Corrections Facility)	1,270,000	Property Taxes
2018C Ref 2008A (Crescent Electric Property)	235,000	Property Taxes
2018C Ref 2009A BABS - CIP	1,650,000	Property Taxes
2018C Ref 2010C RZEDB - CIP	7,280,000	Property Taxes
2019A Regular Projects	3,305,000	Property Taxes
2019A Major Projects	5,805,000	Property Taxes
2020A Current Refunding of Series 2011A Bonds	8,585,000	Property Taxes
2020A Current Refunding of Series 2013A Bonds-Other	4,605,000	Property Taxes
2020A Current Refunding of Series 2013A Bonds-Annual	1,020,000	Property Taxes
2020A Current Refunding of Series 2013A Bonds-Broadband	1,975,000	Property Taxes
2020A Current Refunding of Series 2013A Bonds-CAD	1,465,000	Property Taxes
2020B Advance Refunding of Series 2012A Bonds	10,380,000	Property Taxes
2020B Current Refunding of Series 2013B Bonds (TCAAP)	8,210,000	Property Taxes
2020B Advance Refunding of Series 2014B Bonds (TCAAP)	6,520,000	Property Taxes
2021B Regular Projects	4,000,000	Property Taxes
2021B Major Projects	10,500,000	Property Taxes
Total Debt Recognized for JDAC Report	**$111,820,000**	
2001 MPFA Tunnel	$2,952,000	City of St Paul
2012A Library Projects	$10,000	Library
2012C State Street	$1,590,000	State
2014A Ref 2004D Library	$140,000	Library
2014A Ref 2004E Library	$1,840,000	Library

2014C Library	$140,000	Library
2015B Library	$11,660,000	Library
2016A Solid Waste	$15,265,000	Recycling Facility
2016B Lake Owasso	$875,000	Lake Owasso
2016C Ref 2007A (Nursing Home)	$790,000	Nursing Home
2018B Ref 2009B Library	$6,900,000	Library
2020B Advance Refunding of Series 2014C Bonds	2,535,000	Library
2021A Ramsey County Portion (73%) - Solid Waste	23,980,000	Recycling Facility
2021A Washington County Portion (27%) - Solid Waste	8,740,000	Recycling Facility
Total Debt Excluded (Other Revenue Sources)	**$77,417,000**	
Total G.O. Debt	**$189,237,000**	

City of Saint Paul

The following types of debt are included in this report:

- Capital Improvement Bonds
- Special assessment street improvement (levy portion, typically 80%) and street reconstruction bonds
- Public Safety
- Capital notes payable from property tax

The following types of debt are excluded from this report:

- Debt which is not secured by the City's G.O. pledge
- Water and sewer revenue debt
- Debt supported by other sources (parking and tax increment)
- Special assessment street improvement (assessment portion, typically 20%)

Outstanding Debt Table
City of Saint Paul
General Obligation Debt Outstanding – 12/31/2021

Issue	Principal	Debt Service Payment Source
Capital Improvements	$77,330,000	Property Taxes
Street Improvements	$85,246,500	Property Taxes
Street Reconstruction	$36,163,293	
Library Agency Bonds	$10,000,000	Property Taxes
Public Safety Bonds	$28,320,000	Property Taxes
Capital Notes	$5,860,000	Property Taxes
Total Debt Recognized for JDAC Report	**$242,919,793**	
Street Improvements (Assessments)	$22,551,450	Street Assessments
Lease Appropriation	$366,132	Tax Increments: Koch-Mobil, Lawson, Ford
Lease Payments	$4,249,500	Water Utility Revenues
Tax Increments	$33,335,000	Sewer Utility Revenues
Water Loan (PFA)	$40,413,000	Local Option Sales Tax
Sewer Loan (PFA)	$86,815,000	Recycling and Solid Waste Utility Revenue
Sales Tax Bonds	$87,450,000	State Grant Revenue
Recycling/Solid Waste	$1,697,000	TIF Revenues
State Grant	$23,435,000	Street Assessments
HRA Parking	$23,990,000	Leases
Total Debt Excluded (Other Revenue Sources)	**$324,302,082**	
Total G.O. Debt	**$567,221,874**	

Saint Paul Public Schools

Saint Paul Public Schools debt consists of all the School District general obligation debt outstanding as of December 31, 2021, including Certificates of Participation.

Outstanding Debt Table
Saint Paul Public Schools
General Obligation Debt Outstanding – 12/31/2021

Issue	Principal	Debt Service Payment Source
2009D Qualified School Construction Bonds	$ 16,115,000	Property Taxes
2010C Qualified School Construction Bonds	$ 18,250,000	Property Taxes
2013A School Building Bonds	$ 17,410,000	Property Taxes
2013B Refunding Bonds (05A, 06A)	$ 17,260,000	Property Taxes
2014A School Building Bonds	$ 11,270,000	Proprety Taxes
2015A School Building Bonds	$ 12,050,000	Property Taxes
2016A School Building Bonds	$ 11,770,000	Property Taxes
2016B Refunding Bonds (7A,8A, 9B)	$ 27,990,000	Property Taxes
2017A School Building Bonds	$ 12,680,000	Property Taxes
2017B COPs (Lease Levy)	$ 21,645,000	Property Taxes
2017C Certificates of Participation	$ 50,830,000	Property Taxes
2017D Refunding Bonds (11A)	$ 15,520,000	Property Taxes
2018A School Building Bonds	$ 13,370,000	Property Taxes
2018B Certificates of Participation	$ 49,080,000	Property Taxes
2018C Certificates of Participation	$ 16,880,000	Property Taxes
2019A School Building Bonds	$ 13,815,000	Property Taxes
2019B Certificates of Participation	$ 21,410,000	Property Taxes
2019C Taxable Certificates of Participation	$ 38,545,000	Property Taxes
2020A School Building Bonds	$ 14,525,000	Property Taxes
2020B Refunding Bonds (10B,11C)	$ 6,925,000	Property Taxes
2020C Certificates of Participation	$ 63,155,000	Property Taxes
2020D Refunding Bonds (12A, 12B)	$ 24,895,000	Property Taxes
2020E Refunding Bonds (13A)	$ 15,585,000	Property Taxes
2021A School Building Bonds	$ 15,000,000	Property Taxes
2021B Facility Maintenance Bonds	$ 25,850,000	Property Taxes
2021D Taxable Certificates of Participation	$ 8,425,000	Property Taxes
Total Debt Recognized for JDAC Report	**$560,250,000**	

Saint Paul Port Authority

Saint Paul Port Authority debt consists of all Port Authority general obligation debt outstanding as of December 31, 2019 and excludes all revenue debt.

Outstanding Debt Table
Saint Paul Port Authority
General Obligation Debt Outstanding – 12/31/2021

Issue	Principal	Debt Service Payment Source
2014-1 (GO 2003-8 Refund) (1994 Go Crossover)	$4,515,000	G.O Debt Levy
2016-3&4 3M Plant acquistion - 2008-6	$5,235,000	G.O Debt Levy
2009-15 3M Plant Redevelopment	$3,330,000	G.O Debt Levy
2009-16 3M Plant Redevelopment	$2,055,000	G.O Debt Levy
2013-1 General Obligation Taxable Improvement	$6,560,000	G.O Debt Levy
2016-2 General Obligation Taxable Improvement	$5,280,000	G.O Debt Levy
2022-1 Emerald Ash Borer	$15,385,700	G.O Debt Levy
2022-2 Emerald Ash Borer	$6,699,350	G.O Debt Levy
Total Debt Recognized for JDAC Report	**$49,060,050**	
2010-2 Crossover Refunding of Series 2002-4 - WH	$2,205,000	Tax Increments/G.O. Credit Enhancement
Total Debt Excluded	**$2,205,000**	
Total G.O. Debt	**$51,265,050**	

Ramsey County Regional Railroad Authority

The Ramsey County Regional Railroad Authority (RCRRA) was organized in 1987 for the purpose of planning and providing transit services in Ramsey County. The RCRRA is a political subdivision of Minnesota and governed by the seven Ramsey County Commissioners. Any debt issued will be independent of Ramsey County's debt and need not have the County's rating, but it will overlap Saint Paul.

Currently, the RCRRA does not have any outstanding debt.

Economic Update for Saint Paul

Several factors weigh into the ability of an issuer to repay its debt. The report in large measure focuses on the amount of debt outstanding – which is in the issuers' control. Additional factors include the local economic condition – as the local tax base ultimately pays the debt service on the bonds. However, this factor is somewhat outside the immediate control of the issuer.

Defining characteristics of St. Paul:

- Diverse, local economy
- Stable metro population
- Well-educated population
- High income levels
- Real estate and tax trends
- Unemployment rate consistently below U.S. average

The diverse local economy is evidenced by the 2019 NAICS Super-Sector data.

NAICS Super-Sector[(a)]	Employment	% of Total Employment by NAICS Super-Sector
Education and Health Services	62,186	37.52%
Public Administration	24,455	14.75
Professional and Business Services	19,694	11.88
Trade, Transportation and Utilities	16,802	10.14
Financial Activities	13,715	8.27
Leisure and Hospitality	11,709	7.06
Manufacturing	6,375	3.85
Other Services	5,704	3.44
Construction	4,478	2.70
Information	3,571	2.15
Natural Resources and Mining	32	0.02
Total	165,763	100.00%

(a) State and Federal data confidentiality restrictions preclude the release of information that, directly or indirectly, can be attributed to a specific employer. Second quarter 2021 data.

Source: Minnesota Department of Employment and Economic Development, http://www.apps.deed.state.mn.us.

Saint Paul benefits from its diverse private employers as well as its strong government and non-profit presence.

Private Employers

Employer	Product/Service	Approximate Employment
3M Company	Industrial and consumer products	16,500
U.S. Bancorp	Financial Services	3,346
Securian Financial Group	Insurance and annuities	2,750
Ecolab Inc.	Chemical products and cleaning systems	2,500
The Traveler's Companies, Inc.	Insurance	2,100
Abbey Care Inc.	Home health care services	1,300
Marsden	Janitorial services	1,100
Ditech Mortgage Group (formerly, Green Tree Servicing LLC)	Mortgage Lending Services	700
Datasite (formerly, Merrill Corporation)	Management consulting	691
People Incorporated	Mental Health Services	716
Infor, formerly Lawson Software	Computer consulting/software development	575
Hubbard Broadcasting	Television station	550
Canadian Pacific Railway	Transportation	499
WestRock*	Recycled paper products	366

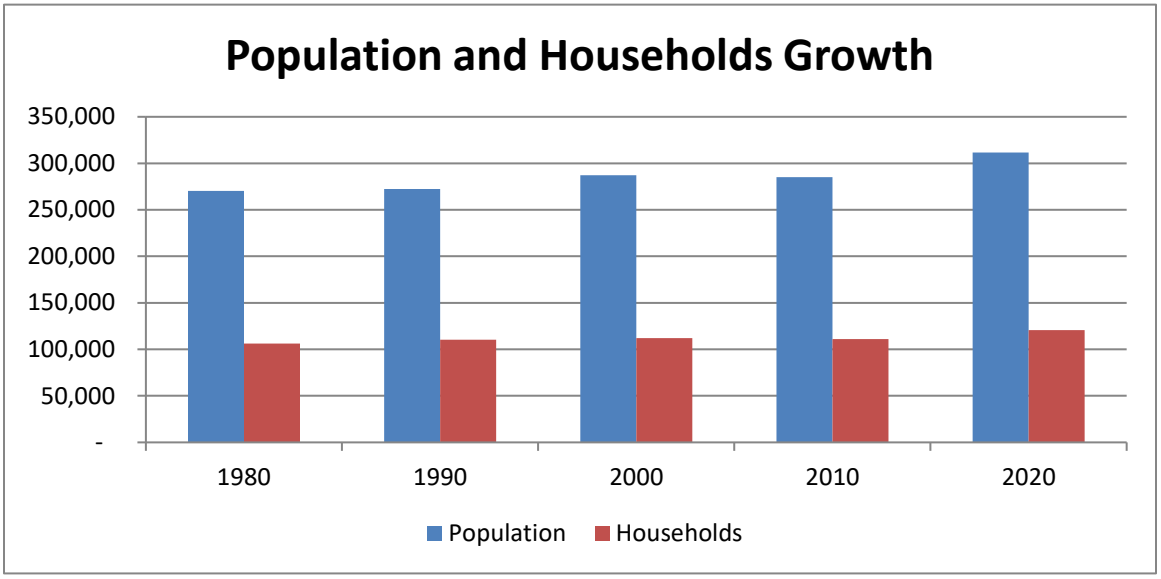
** formerly known as RockTenn and Waldorf*

Non-Profit and Government Employers

Employer	Product/Service	Approximate Employment
University of Minnesota	Post-secondary education	18,000[(a)]
State of Minnesota	State government	14,122[(a)]
MN Health Fairview (formerly, HealthEast)	Health care	7,500[(a)(b)]
Independent School District No. 625	Public education	5,981
Regions Hospital	Health care	5,593[(a)]
Ramsey County	County government	4,471[(a)]
United Hospital	Health care	3,600
City of Saint Paul	City government	3,026[(a)(c)]
University of St. Thomas	Post-secondary education	1,712[(a)]
Children's Hospital and Clinics of Minnesota	Health care	1,376
Science Museum of Minnesota	Museum	515

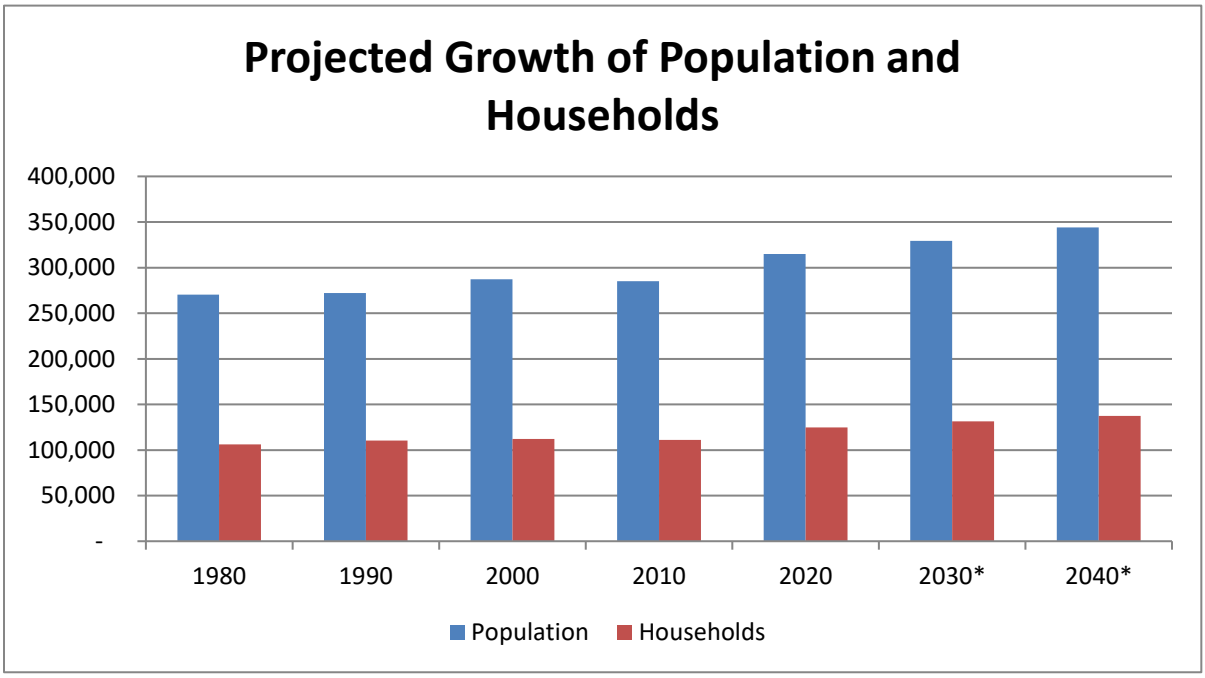
(a) Includes full- and part-time employees.
(b) Includes all home care clinics in its network.
(c) Includes 1,060 sworn police and fire employees.
Source: This does not purport to be a comprehensive list and is based on an May 2020 best efforts telephone survey of individual employers. Some employers do not respond to inquiries.

Saint Paul has grown since 1980, with stable growth in both population as well as households.



Source: US Census data 1990, 2000, 2010, Metropolitan Council estimate for 2020

The Metropolitan Council projects steady and manageable population growth for Saint Paul through 2040, typical for a fully mature City.



Source: Metropolitan Council "Thrive MSP 2040" Projections

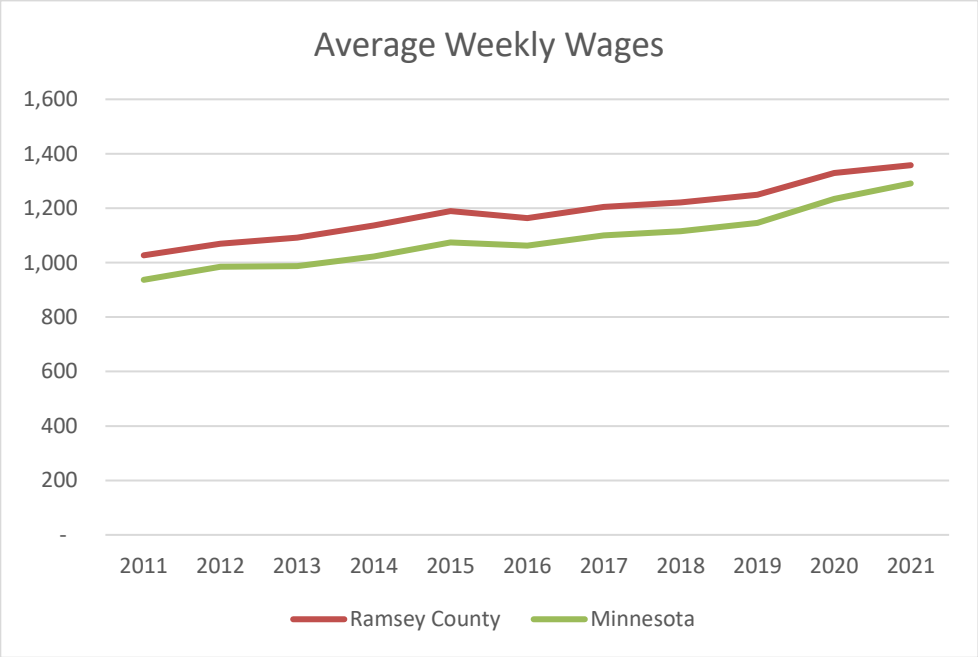
The number of colleges and universities within the City and surrounding area ensure a source of well-educated employees for local employers.

Colleges and Universities Located in the City

College/University	Fall 2017 Enrollment[a] (Head Count)
University of Minnesota (metro campuses)	58,106
University of St. Thomas[b]	9,807
Metropolitan State University	8,142
Saint Paul College	6,923
St. Catherine University[b]	4,706
Concordia University	4,815
Hamline University	3,738
Macalester College	2,134
Mitchell/Hamline School of Law	1,087
Luther Seminary	500

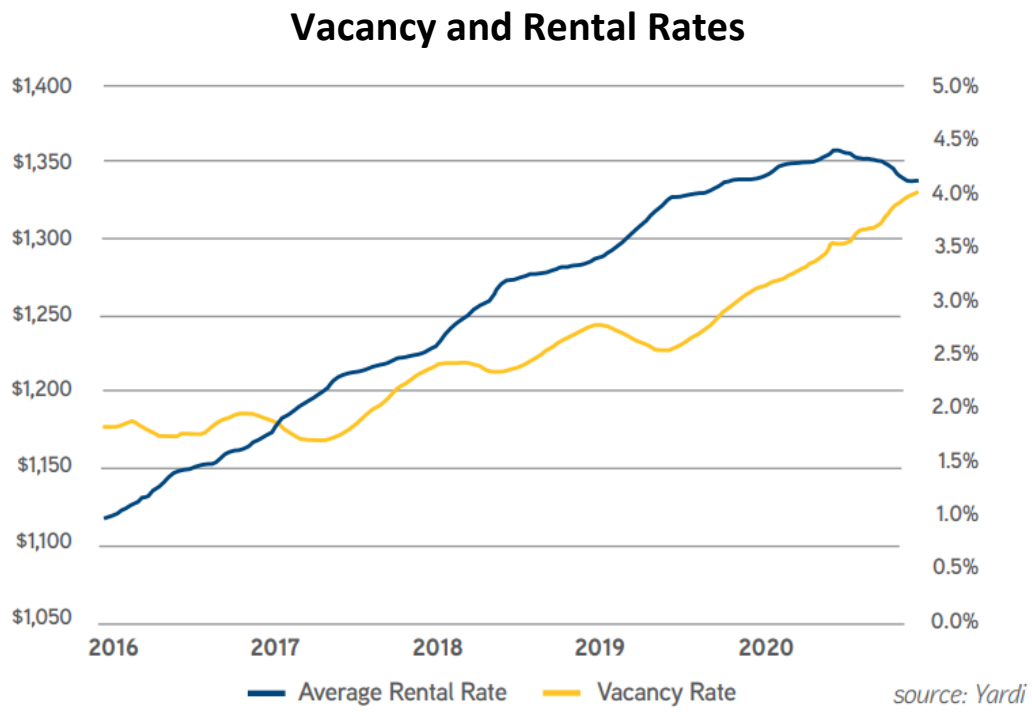
(a) Includes full- and part-time students.
(b) Includes both Minneapolis and Saint Paul campuses. The main campuses for both the University of St. Thomas and St. Catherine University are located in Saint Paul.
Sources: Basic Data Series 2017 (posted September 2018) by the Minnesota Office of Higher Education, http://www.ohe.state.mn.us; and Luther Seminary, http://www.luthersem.edu. Latest information available.

Average weekly wages in the City have remained consistently above those for Minnesota.



Source: MN Department of Employment & Economic Development

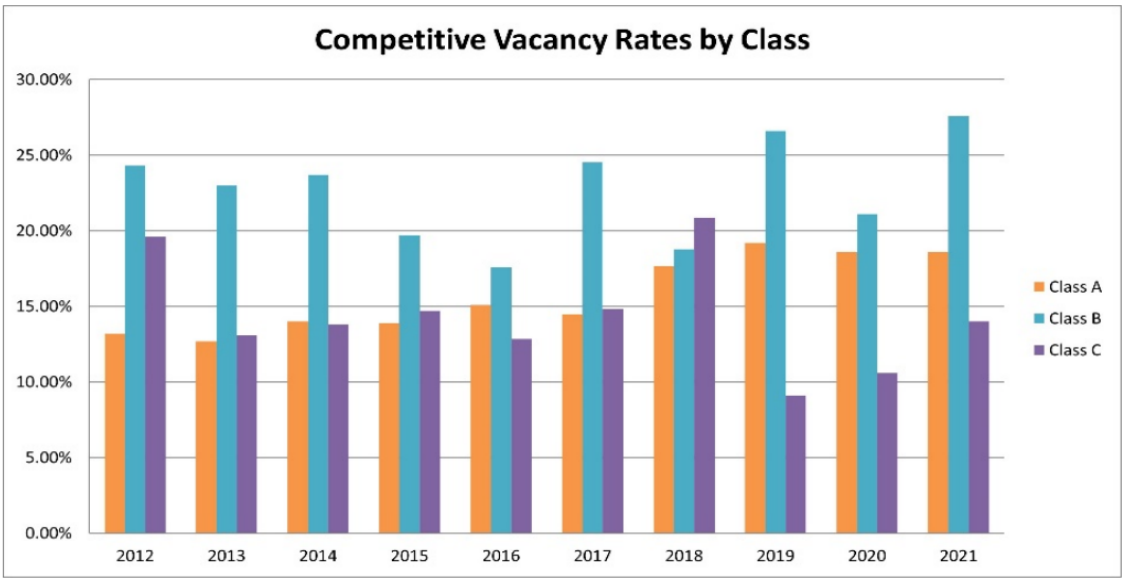
Similar to national trends, apartment vacancy rates have decreased, while rents have increased.



Source: Colliers International Multifamily Market Report "Minneapolis-St. Paul 2020 Year in Review & 2021 Outlook"

Note: Data for Saint Paul-Minneapolis Metropolitan Area

Office rents have proven resilient during the economic recession, while vacancy rates have been relatively stable.

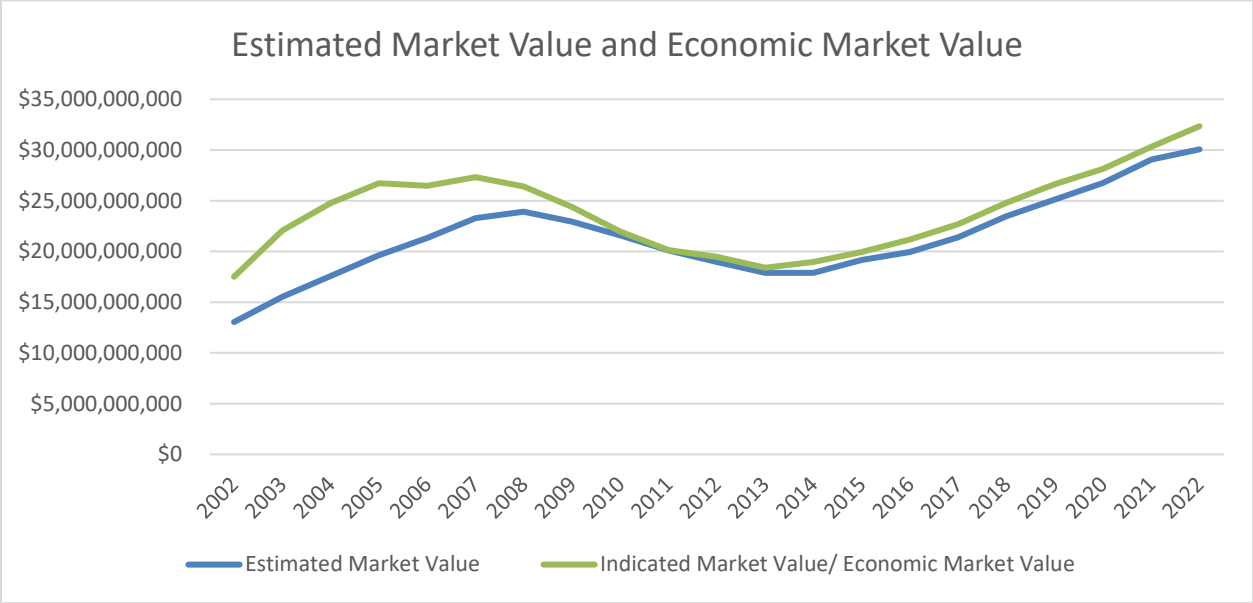


Source: Greater Saint Paul Building Owners and Managers Association Market Reports 2021

Following years of strong housing value appreciation, median values for homes in Saint Paul declined every year since 2008 in line with nationwide trends. Values began to stabilize in 2013 and assessed values have since rebounded significantly, highlighting the strength of the housing market in the City.

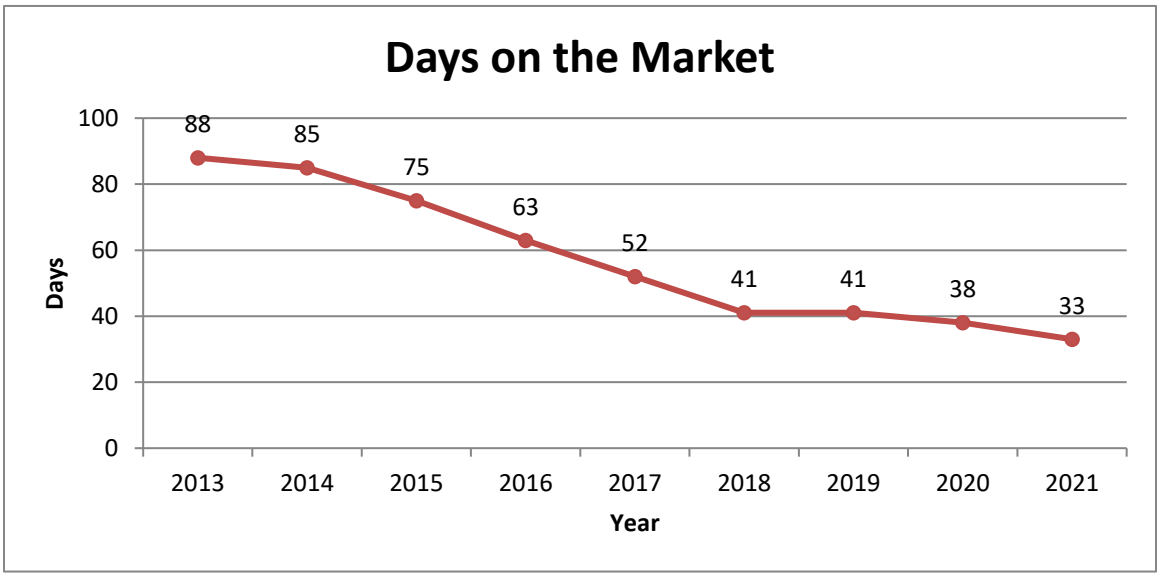
Year	Median Assessed Value	%Change
2007	**199,500**	
2008	**184,300**	-7.6%
2009	**168,100**	-8.8%
2010	**155,500**	-7.5%
2011	**149,300**	-4.0%
2012	**133,700**	-10.4%
2013	**130,500**	-2.4%
2014	**145,000**	11.1%
2015	**151,500**	4.5%
2016	**161,400**	6.5%
2017	**173,900**	7.7%
2018	**186,200**	7.1%
2019	**199,800**	7.3%
2020	**215,800**	8.0%
2021	**228,700**	6.0%
2022	**266,300**	16.4%

The City's estimated market value and economic market value stabilized in 2013 and began to recover in 2014 with significant increases realized in 2015-2017. Market values are projected to continue to grow.

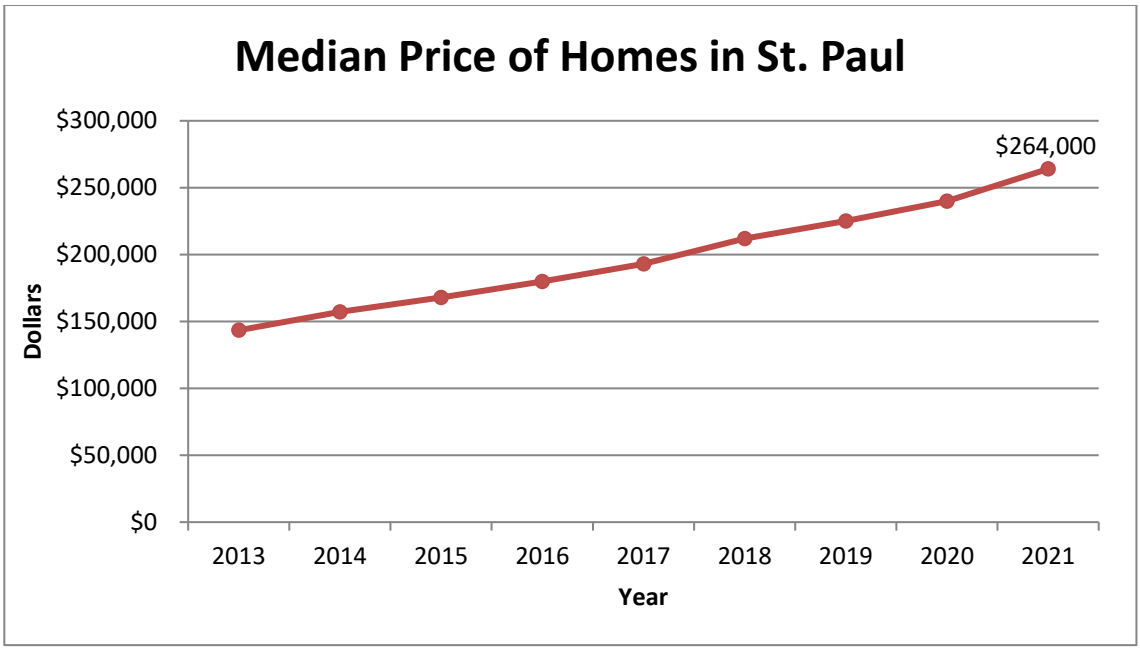


Source: Ramsey County Assessor
Figures reported are for the years taxes are payable.

Homes are selling more quickly as shown by the decline in average number of days on the market and at higher prices as shown by the median sales price data.

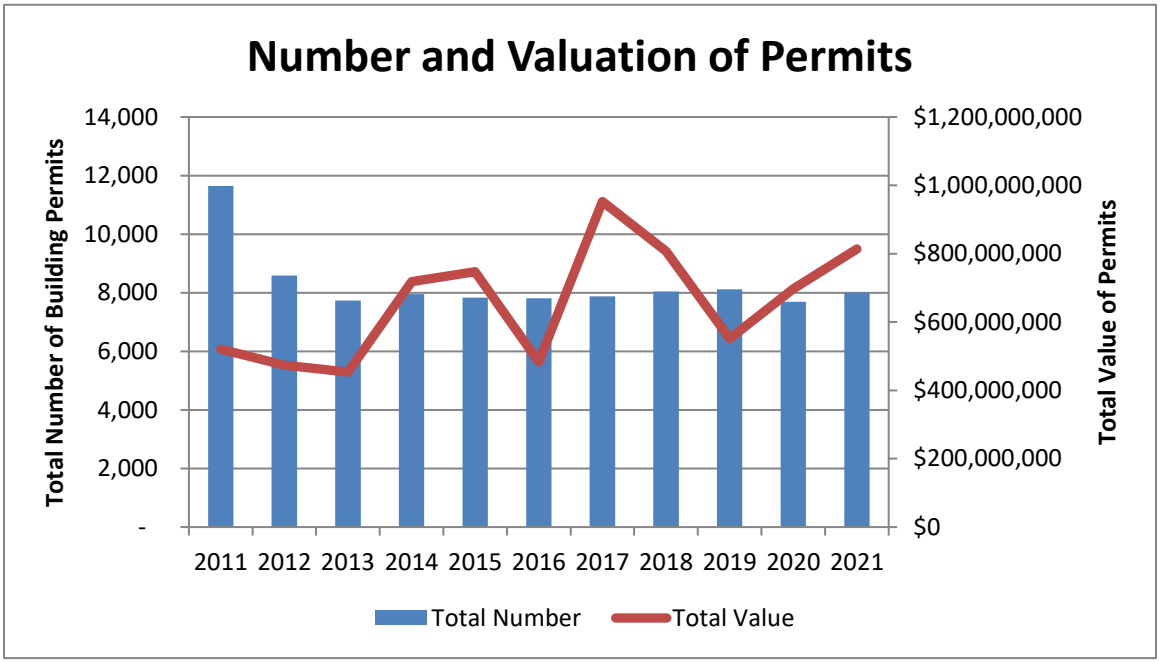


Source: MLS data from the Minneapolis Area Association of Realtors and 10K Research.



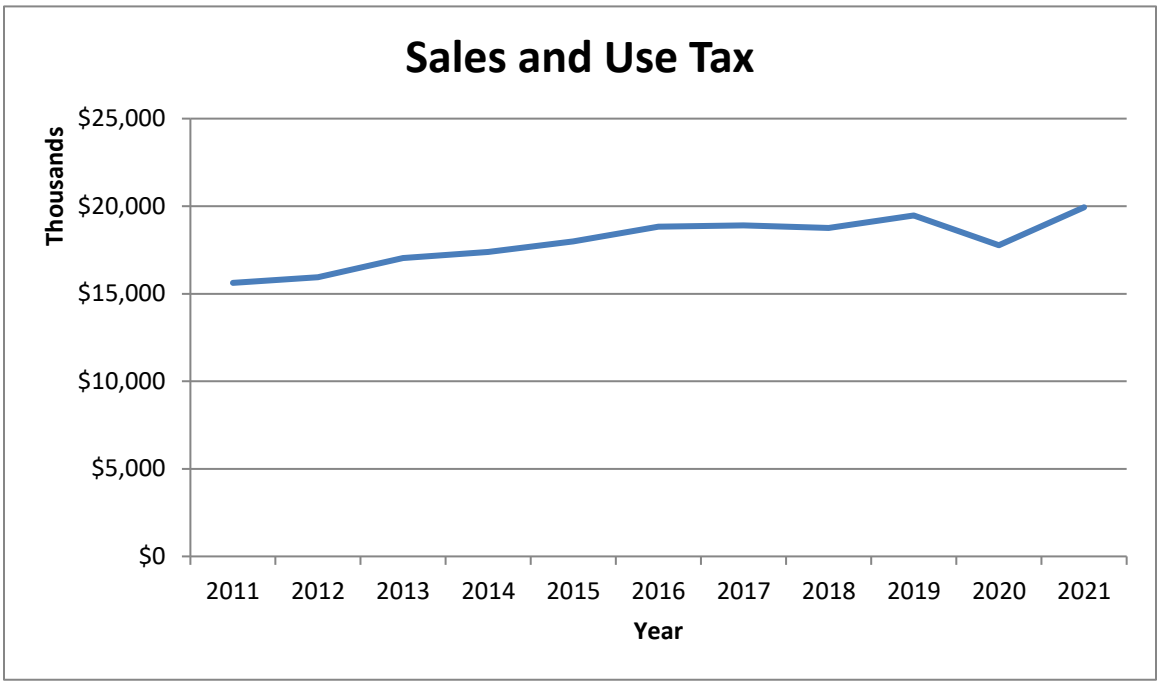
Source: MLS data from the Minneapolis Area Association of Realtors and 10K Research.

Since reaching a low point in 2009, the valuation of permits issued in the City has fluctuated. There was a high point in 2017 from the construction of the MN United's $200M Major Leasuge Soccer Stadium.

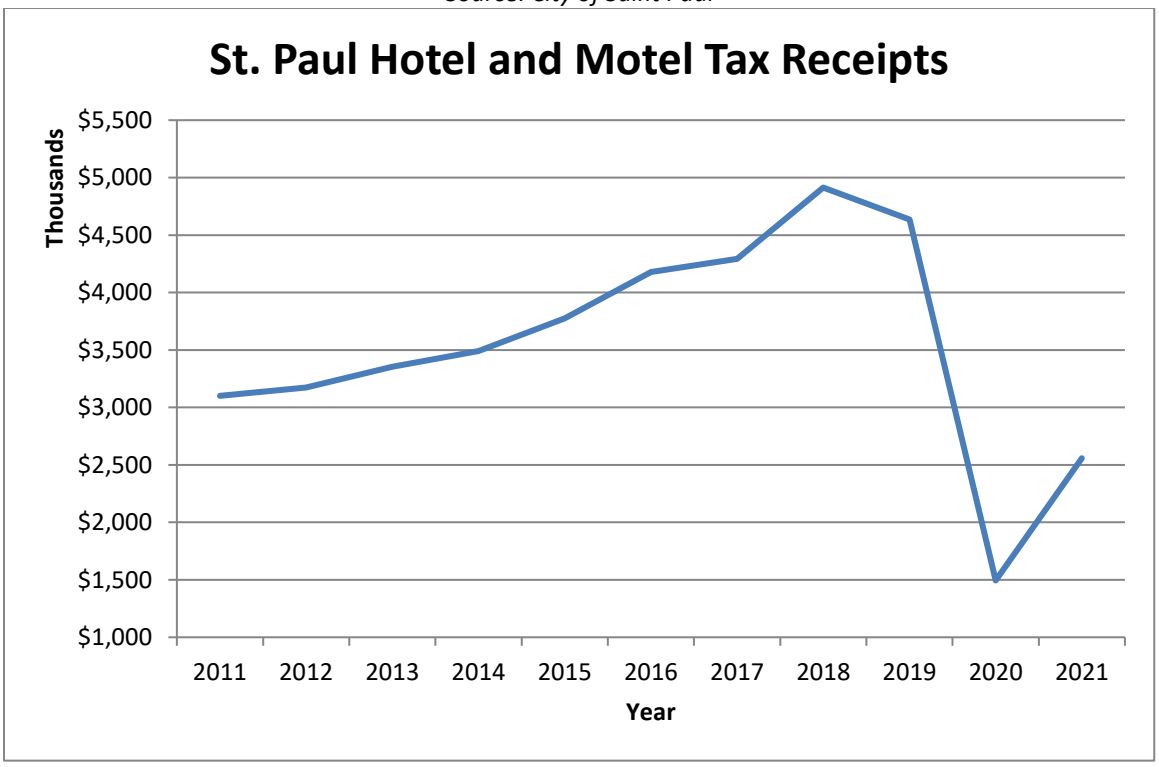


Source: City of Saint Paul Department of Safety and Inspections

Another sign of economic recovery and the strength of the local economy, Saint Paul's Sales and Use Tax receipts have grown significantly, despite the national economic downturn, as has the city's Hotel and Motel tax receipts since 2009.

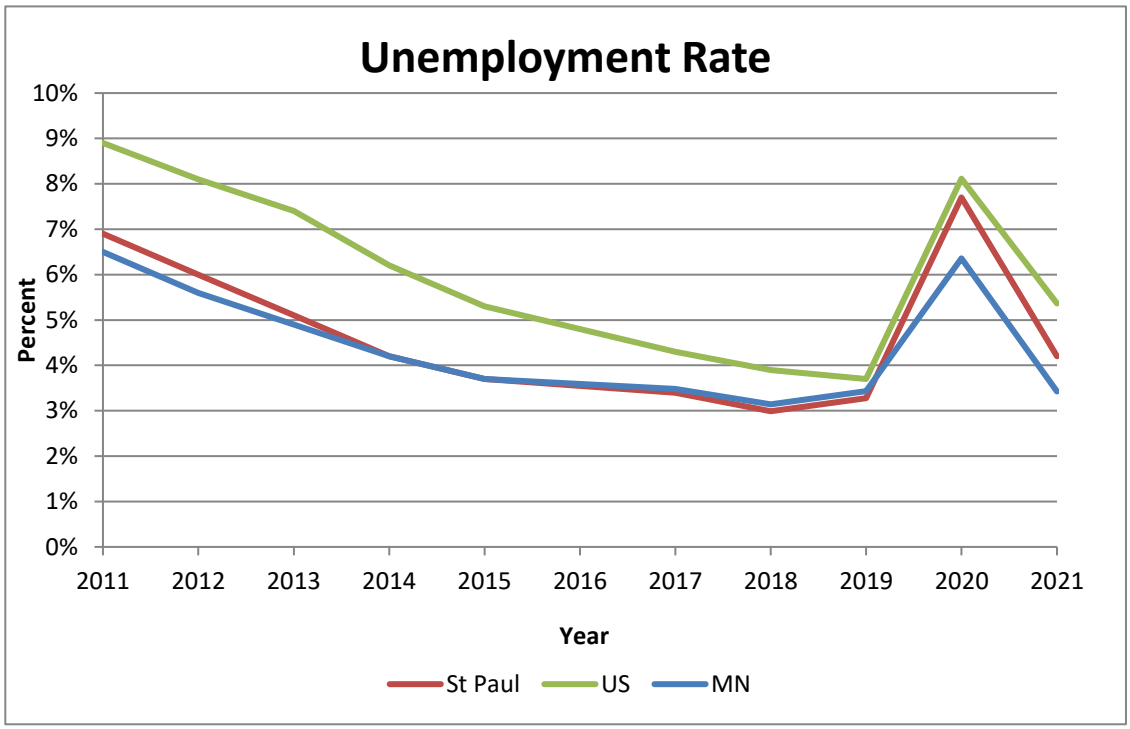


Source: City of Saint Paul



Source: City of Saint Paul

A final indicator of Saint Paul's economic condition is unemployment. As shown below, unemployment rates are on a consistent decline while remaining significantly below the national average.



Not Seasonally Adjusted, Annual Average
Source: MN Department of Employment & Economic Development LAUS Data

Other Acknowledgments

Professional Staff

City of Saint Paul
John McCarthy, Finance Director
Sarah Brown, Treasurer
Neal Younghans, Debt Manager

Ramsey County and Ramsey County Regional Railroad Authority
Heather Bestler, Director and Auditor-Treasurer of Property Tax, Records & Election Services
Chris Samuel, County Auditor/Treasurer | Director of Property Tax, Records and Election Services
Jeanette Boit-Kania, Investment/Debt Manager
DeAndre Lindsey, Deputy Director of Property Tax and Election Services
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Tim Graul, Supervisor of Appraisal Services

Saint Paul Public Schools
Lisa Rider, Controller
Tom Parent, Executive Director of Operations and Administration
Lori Doehne, Director of Finance and Administration
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Saint Paul Port Authority
Bruce Kessel, Chief Financial Officer
Cathy Mohr, Controller
Linda Tran, Accountant