

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, April 28, 2015, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

- 6:30 p.m. **1. Introductions/Roll Call/Swearing in of New Members**
- 6:35 p.m. **2. Election of Officers**
- 6:45 p.m. **3. Public Comments**
- 6:50 p.m. **4. Approval of March 24, 2015 Meeting Minutes**
- 6:55 p.m. **5. Communication Items**
- 7:05 p.m. **6. Eureka Recycling Annual Report**
- 7:25 p.m. **7. I-35W Interchange Project**
- 7:45 p.m. **8. Review Path Master Plan Status**
- 8:05 p.m. **9. Possible Items for Next Meeting – May 26, 2015**
- 8:15 p.m. **10. Adjourn**

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**Roseville Public Works, Environment and
Transportation Commission**

Agenda Item

Date: April 26, 2015

Item No: 3

Item Description: Approval of the March 24, 2015 Public Works Commission Minutes

Attached are the minutes from the March 24, 2015 meeting.

Recommended Action:

Motion approving the minutes of March 24, 2015 subject to any necessary corrections or revision.

March 24, 2015 Minutes

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, March 24, 2015, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1 **1. Introduction / Call Roll**

2 Chair Dwayne Stenlund called the meeting to order at approximately 6:30 p.m.
3 and Public Works Director Schwartz called the roll.
4

5 **Members Present:** Chair Dwayne Stenlund; Vice Chair Steve Gjerdingen;
6 Members Brian Cihacek, Joe Wozniak, Sarah Brodt Lenz,
7 Joan Felice, and Duane Seigler
8

9 **Staff Present:** Public Works Director Duane Schwartz and City Engineer
10 Marc Culver

11 **2. Public Comments**

12 None.
13

14 **3. Approval of February 24, 2015 Meeting Minutes**

15 Member Cihacek moved, Member Felice seconded, approval of the February 24,
16 2014, meeting as amended.
17

18 **Corrections:**

- 19 • **Page 4, Line 134 (Gjerdingen)**
20 Lower case “Wye” for consistency throughout document
- 21 • **Page 11, Lines 469 – 483 (Gjerdingen)**
22 Member Gjerdingen expressed concerns with the intent of his comments and
23 transcribed wording of this paragraph; and with consent of the body, advised
24 that he would provide staff with his preferred wording.
- 25 • **Page 16, Lines 681 and 699 (Stenlund)**
26 Line 681: Change “not” to “now”
27 Line 699: Change “2-3 acre lot” to “2/3 acre lot”
28

29 **Ayes: 7**

30 **Nays: 0**

31 **Motion carried.**
32

33 **4. Recognition of Outgoing Members**

Chair Stenlund expressed his personal thanks and gratitude for the services of Commissioners Felice and Gjerdingen as they completed their terms on the PWETC. Chair Stenlund noted their invaluable knowledge of the City's pedestrian and bicycle trails in the community, as well as those segments still needed. Chair Stenlund stated that he had been honored to serve with both Commissioners; and encouraged them to be present at the April 6, 2015 City Council meeting for a formal recognition of their service.

Public Works Director Schwartz concurred, and included staff's appreciation of Commissioners Felice and Gjerdingen.

5. Communication Items

Mr. Schwartz and Mr. Culver each briefly reviewed project updates and maintenance activities listed in the staff report and attachments dated March 24, 2015.

Mr. Culver expanded on the comments regarding the City Council's rejection, at staff's recommendation, of all bids recently received for the Evergreen Stormwater Re-use Project due to their wide variation in pricing and bids coming in higher than the engineer's estimate. Mr. Culver advised that staff had met with the contractor, but with the uptick in the economic situation, contractor prices were based on their increased business and private projects, with them no longer being as needy for work. Mr. Culver noted that this system is relatively deep compared to a typical system, and extra depth and complexity of the project included the need to run it underneath the sanitary sewer line, increasing unknowns for estimating by contractors, as well as their additional risk involved. At the request of the PWETC, Mr. Culver advised that, while staff was still reviewing the situation, it may be determined that it would not be prudent to rebid the project later in the year, given the proximity to the ballfield and the actual scope of a project that would not negatively impact the construction work planned there; and while it may be possible, it would be challenging to find a design that could work. Under the circumstances, Mr. Culver noted that the City would most likely be returning the \$300,000 grant awarded for the project.

Further discussion included a report by staff that spring street sweeping had been done in approximately half of the City; a review of types of curbs and annual replacement as applicable and as funds allow; staff changes within the Public Works Department with City Council approval of organizational changes related to building maintenance management by a private firm on a one-year trial basis, allowing for creation of an Office Assistant position for entry-level clerical duties; and upcoming retirements of the Utility Working Foreman, as well as the retirement of Public Works Director Schwartz at the end of April.

6. Leaf Pickup Program Discussion

Mr. Schwartz provided a presentation on the current program and anticipated cost impacts for equipment replacement in the next budget cycle. Mr. Schwartz

80 advised that staff anticipated a discussion with the City Council at their April
81 Work session and was seeking input from the PWETC before that time.

82
83 Mr. Schwartz reviewed the background of this program since it was initiated in
84 the 1970 subsequent to the state-wide burning ban, and noted that Roseville was
85 one of the only cities in the metropolitan area offering such a service. Mr.
86 Schwartz further noted the change to a fee-based service in 1998, dramatically
87 reducing annual participation from approximately 4,500 participants prior to that
88 time. The City Council has adopted a 2015 fee of \$55 per property to fully cover
89 the cost of the program, Mr. Schwartz advised that the drop in registrations has
90 occurred at the same time we are seeing an increase in residential use of the City's
91 recycling site.

92
93 Mr. Schwartz noted that among the challenges with and costs of the program
94 include weather due to short window available for the services, typically three
95 weeks, while requiring having sufficient resources available to stay on schedule.
96 Mr. Schwartz advised that this requires most of the street division staff in addition
97 to temporary labor for clean-up raking; and in some years making it difficult to
98 meet customer expectations based on those challenges.

99
100 Regarding the decline in participants from 2000 to 2014, Mr. Schwartz reported
101 that it had been reduced from 2,313 registered users to 694 users. Mr. Schwartz
102 noted that there was an impact to the City's stormwater system if leaves are not
103 disposed of properly, but advised that residents were finding alternatives to the
104 City's leaf pickup program.

105
106 Mr. Schwartz advised that total program costs for 2014 were \$88,696 with 694
107 participants, or approximately 7% of the City's single-family residents; with
108 \$39,325 in user fees collected. For 2014, Mr. Schwartz advised that the total cost
109 required a significant storm utility subsidy due to bad weather.

110
111 Discussion included the cost of the program defined by the number of
112 participants, as well as administrative and preparation costs, and the need to
113 increase fees as the number of users decreases to cover actual costs of the
114 program (e.g. equipment).

115
116 Further discussion included City Code violation for leaves raked onto City streets;
117 whether or not more leaves ended up in the wastewater system from leaving them
118 on boulevards while waiting for pickup and depending on weather conditions.

119
120 At the request of Chair Stenlund, Mr. Schwartz advised that staff had not yet
121 determined the demographics (e.g. elderly residents) using the program and
122 whether or not they would be significantly impacted if the program were
123 eliminated. Mr. Schwartz did advise that staff had observed that typical smaller
124 and less treed lots did not use the program as much as those larger area lots with
125 more trees.

Member Lenz opined the way the program was promoted did not serve to encourage interest its use, and suggested better promotion of the program if it was to continue.

Member Cihacek questioned if better promotion would bring numbers up sufficiently to make the program viable; stating that he personally transported his leaves to the compost site and then returned in the spring to pick up compost, noting that he found that of value as well.

Member Lenz suggested promotion of both the leaf pickup program and availability of compost for residents to help the environment either way.

Mr. Schwartz briefly reviewed anticipated replacement equipment needs in 2015 and 2016 at a total of \$350,000 specific to the leaf program itself, and not including extraneous equipment such as dump trucks and equipment used for other applications as well. Mr. Schwartz advised that, the reason staff was seeking input from the PWETC was due to the current equipment being at the end of its useful life, leaving no alternative but to replace it if the program was to continue.

Specific to labor for the leaf program alone, Mr. Schwartz advised that in 2014, the City documented 1,026 crew hours for this program. Other Street Division activities at that time of year (e.g. tree trimming, tree storm damage removal, sign maintenance, patching, sweeping and other preventative maintenance) are put on hold.

At the request of Member Cihacek, Mr. Schwartz confirmed that hours currently used for the leaf pickup program could be allocated to those other areas. Mr. Schwartz noted that, if trees were not consistently and properly trimmed, it created additional maintenance costs to the City when additional tree damage occurs during storms.

At the request of Member Seigler, Mr. Schwartz advised that more users didn't necessarily mean a direct incremental cost to the City as the current smaller number of participants required more travel time between stops for the crew.

While recognizing that promotion often impacted participation, in this case Member Wozniak opined that it wouldn't be highly evident. Personally, Member Wozniak opined that, while a nice service, the program was not worth the money required; and without a large population turnover in the community that might increase participation or indicate a newer demographic not aware of or alert to the program, he could see no major increases in the program through additional or more enticing promotion of it.

Member Felice observed that if no other municipalities were offering such a program, new residents may not be looking for such a service, or even thinking about using the service based on past experience.

Public Comment

Kathy Clink, 535 Ryan Avenue

As a current user, Ms. Clink spoke in support of the program, even though she wasn't sure the City should spend \$350,000 on the program to update equipment. Ms. Clink stated that when she mentions the Roseville program to residents in other communities, they're impressed with such a service being available. Ms. Clink opined that, if you had a small property in Roseville, it probably wouldn't be cost-effective to pay a fee to have the leaves picked up by the City, but for those with larger lots choosing to use the program, it was appreciated.

Chair Stenlund asked staff to determine if the primary users of the program were Roseville's elderly residents; and if so, if there may be a way to offer the service through a privatized service outside the City. Chair Stenlund further questioned if there was perhaps a correlation between mulching mowers and the decline in participants, or if it was simply based on the cost to homeowners for the previously no-cost program.

Mr. Schwartz noted that there were many alternative options now available for residents, including backyard composting, mulching mowers, free access to the recycling center and/or Ramsey County yard waste sites, or curbside pickup by private trash haulers, even though some haulers may charge a fee for that service.

Member Felice suggested interesting civic or service organizations in providing a leaf raking service versus offering car washes as a way to raise money.

Member Lenz suggested staff running the GIS program to determine ages of users; and if senior citizens were predominantly using the program, it may suggest a different approach since they would represent a different market and need and eliminating the program may significantly impact their quality of life.

Member Seigler noted that 92% of residents were already using other options; and his personal observation in his neighborhood was that only those with larger lots used the program which he attributed to an economy of scale issue in the current cost.

At the request of Chair Stenlund to provide staff's recommendation, Mr. Schwartz advised that the program had a high impact on existing resources of the department, making it difficult to contract out a program of this magnitude, particularly with the specialty equipment required. Given the alternatives currently available for residents, Mr. Schwartz stated that staff's recommendation would be to discontinue the program and reallocate staff resources in other areas where additional time was needed.

At the request of Member Cihacek, Mr. Schwartz advised that the additional resources for the 2014 program, were redirected from the Stormwater Fund. If the leaf program was eliminated, Mr. Schwartz advised that those funds would stay in the Stormwater Fund and go toward other programs to improve water quality including increasing compost education efforts.

Member Wozniak stated that he would much rather see use of the compost site increase in participation versus continuing the leaf program.

At the request of Member Gjerdingen, and recognizing the other tasks for staff during that compressed period of time used for leaf pickup, Mr. Schwartz advised that staff would continue to clean gutters at various times during the year to prevent or reduce their impact to the stormwater system.

Chair Stenlund stated his gut feeling would be to look at alternatives in eliminating the program.

With the upcoming additional equipment replacement costs, Member Gjerdingen opined it would be worthwhile at this time to discontinue the leaf collection program.

Member Seigler concurred that the program should be eliminated and replacement equipment should not be purchased.

Member Cihacek agreed with his colleagues, but asked that staff explore alternatives to the program and the demographics of those residents currently using the program, with that request duly noted by staff.

Member Lenz recommended giving the program one more opportunity for 2015 with additional marketing and promotion, and if those efforts saw no significant community support, then not replace the specific equipment.

At the request of Member Seigler, Mr. Schwartz advised that staff may be able to provide the program with the existing equipment for the 2015 season.

While there was no formal action taken by the PWETC, by consensus, Chair Stenlund noted that the body recognized that there were apparently not enough users to justify the program with additional costs to replace existing equipment specific to the leaf pickup program.

7. Pavement District Issues Discussion

Mr. Culver advised that staff would be presenting this information to the City Council in April for their input as well as this initial presentation to the PWETC.

Mr. Culver reviewed the overall purpose of a Pavement Condition Index model where roads are periodically rated and an inventory taken of cracks, potholes, or other distresses and a subsequent calculation based on the condition index based on those distresses, providing an ongoing and consistent projection for maintenance and/or replacement.

Mr. Culver reviewed the City's current maintenance program from when new pavement was installed, and a following program of seal coating in years 2 or 3, a second application of seal coating in years 7 to 10; a third application in years 15 to 8; a mill and overlay to a depth of two inches when the condition index reaches 35-60, with a full depth mill and overlay with any condition indexes found under 30. Mr. Culver noted that staff did annual crack and joint sealing ahead of seal coat projects, and other patching with a goal to maintain an average condition index of 75. However, Mr. Culver noted that budget factors often dictated the amount of roadway in miles that could be addressed in any given year based on available resources. Therefore, Mr. Culver advised that those budget ramifications and limitations had created a funding backlog under the current policy and current goals of the average condition index.

Mr. Culver advised that another factor and new reality to consider was the delamination problem being experienced in the area, with distressed pavements from the top layer peeling off in strips. Mr. Culver noted that this was being found exclusively on roadways with a seal coat application; and the current theory in the industry was that moisture is being trapped by the seal coating and eroding the wear course (top layer of pavement). Since it was a difficult thing to duplicate in a laboratory setting, Mr. Culver admitted that the definitive cause and a complete range of pavements affected remain an unknown at this time, but the biggest issue seen to-date is delamination in early stages followed by a rapid acceleration at that point. Mr. Culver noted further research was needed to determine if this issue was exclusive to Minnesota pavement mixes only, and determining how and where the problem is in the interaction between the pavement mix and seal coating.

As background information, staff advised that since 2005, local agencies including the City began using a different "super pavement" mix versus the previous low and mid-volume pavement mixes, with the hopes that switching would eliminate delamination issues. Mr. Culver advised that MnDOT and Ramsey County had begun using the super mix earlier than local municipalities; and since most counties as well as MnDOT didn't do seal coating, they were not experiencing the same problems but whether or not it was a seal coating issue or pavement mix was difficult to determine from their experiences.

Mr. Culver provided photos taken earlier today of this issue in various areas throughout the City, as well as a map showing the street segments affected and showing the City's potential exposure. Based on the City's potential exposure, Mr. Culver reviewed the new reality of a future condition index curve as the

backlog increases from current assumptions as index levels reduce from 70 to 60 within the 2014 to 2034 timeframe.

Mr. Culver reviewed the City's current maintenance budget for seal coating at \$220,000 annually from the General Fund, and an annual budget of \$960,000 for a two inch and/or full depth mill and overlay, with an average \$100,000 from State Aid funds. However, Mr. Culver noted that the budget also needed to provide for any annual sidewalk or curb & gutter installations, or other elements that came from that Local Street Maintenance Fund.

Mr. Culver advised that staff's recommendation, which they would present to the City Council at their April 13, 2015 Work session, would be to suspend the current seal coat program, and shift the current allotted seal coat funds of \$220,000 to the annual mill and overlay program to accelerate this corrective action, and starting in 2015. Mr. Culver admitted that staff remained unsure when the City would stop seeing the delamination distress; and clarified that typically staff remained a strong proponent of the advantages of performing regular seal coat applications. Mr. Culver advised that it should be known within one to two years if the delamination was going to stop, but probably not before then. Mr. Culver noted that typically, the City got a longer life from seal coating than for this current delamination issue.

Discussion included staff's intent to continue crack sealing of lateral cracks forming due to expansion and contracting of pavement; results by 2016 and/or 2017 for existing pavements not exhibiting delamination if not seal coated; other communities experiencing the same issue and taking similar actions to determine the cause and effect; and an annual review of the seal coating issue for future funding.

Further discussion included those other agencies and communities in the same situation, and the attention of MnDOT and research boards in defining the problem and recommended changes if beyond the scope proposed.

Beyond using the super pavement mix, Mr. Culver advised that staff had taken additional steps for decreasing air voids in current specifications along with experiences and recommendations gleaned from other agencies.

At the request of Member Cihacek, Mr. Culver reviewed the information available from analysis and cost analyses from modeling, with staff firmly believing that the current seal coating program is hurting more than helping the roads.

Mr. Schwartz opined that staff may be able to make a connection based on future pavement index modeling and pavement maintenance practices.

At the request of Member Seigler, Mr. Schwartz advised that \$220,000 would apply to approximately one mile of mill and overlay costs.

Mr. Culver advised that the City was currently at the point where they were performing mill and overlay on the roads with the worst condition index, and if spending \$1.1 to \$1.5 million annually, could accomplish 4 to 5 miles each year. Further discussion included impacts of second and third seal coating in the delamination situation; staff's recommendation for elimination of seal coating on post-2005 constructed roads pending results.

Mr. Schwartz noted that a few pavements, done in the early 1980's or late 1970's with 3-4 coats of seal coating were showing no problems, but it started showing up in the 1990's when refining processes were changed during that time as well, but not addressed by the industry as a potential factor as of yet.

Mr. Culver concurred, noting that there were constant adjustments being made to the refining process to squeeze out as much crude oil as possible, with the resulting byproduct available for residential or other uses.

Additional discussion included impacts of further delaying maintenance based on past budget constraints already putting a strain on the pavement management program (PMP) and potential ramifications as previously reviewed by the PWETC 4-5 years ago; typical depth of seal coating by the time of a third lift of approximately one inch; and city pavements typically 4 inches in depth with larger volume roadways of 7 – 10 inches in depth.

Discussion ensued confirming that neither Ramsey or Hennepin Counties performed sealcoating; differing pavement conditions from one segment to another frequently based on jurisdictional ownership of a particular roadway; impacts of higher traffic volumes on county roadways, but all experiencing the same climate conditions, and other agencies (e.g. MnDOT and/or Ramsey County) using different pavement mixes than that used by the City of Roseville.

Mr. Schwartz noted that those agencies typically plan for mill and overlay in shorter periods of time (e.g. 15 – 20 years) while the City had not done so in the past before a road reached a thirty year life cycle.

Further discussion included experimentation with other types of repair of those delamination issues, including the Cities of Woodbury and Maple Grove, with no obvious long-term solutions found to-date either from a thin mill and overlay or seal coating of delaminated streets; whether preparation of the roadway before seal coating application was of any impact, with limited failures observed based on observations on a case by case basis.

Chair Stenlund noted that many variables, including silt and sand components, and emulsification of oils used.

Member Cihacek stated that he had no problem in shifting funds to determine if staff's hypothesis is accurate, which should be known within the next three years; however, he further stated that he would not support a forever shift in that funding, and asked that staff make the annual review of the situation a standing communication item on the PWETC agenda as additional information becomes available to staff.

Chair Stenlund concurred, asking that staff provide an annual Pavement Condition Report to the PWETC.

As a frequent bicyclist in the community and area, Member Gjerdingen opined that it was really great to not have seal coating on roadways in their first 5 – 8 years, but after that roads deteriorated faster, noting that there is a tradeoff in each situation.

Chair Stenlund noted that, in the PWETC's occasional field trips, this would continue to be a topic of interest during such a tour.

8. Sewer and Water Utility Lateral Ownership Discussion

Mr. Schwartz provided a presentation on sewer and water laterals, as a follow-up to information provided at the last PWETC meeting. In response to questions raised by the PWETC at that meeting, staff provided the following update:

- Cleanout construction cost is estimated at \$1,000 per connection, depending on site conditions.
- Current plumbing code requires cleanouts every 100' and the City could require a clean out at the property line if the City owned the lateral under the right-of-way.
- There were 45 permits issued for sewer repairs at residential properties in 2014, which was average.
- There was only one permit issued in 2014 for a water lateral repair.

At the request of Member Cihacek, Mr. Schwartz advised that the City's plumbing code could be changed to make it more relative to setback space, but it relied on the State's Plumbing Code requirements.

- Permit information is retained in City records, but in various formats from database to paper, depending on its age and available technologies or data retention systems in use at that time.
- Point of sale requirements could be whatever the City wanted in its code, subject to existing legal restrictions, but it was very controversial, and needed to be considered from a standpoint of what was reasonable from that legal standpoint and in consideration of property owner rights.
- While previous homeowners are subject to disclosure laws, responsibility can be difficult to prove.

- Based on information received from the City's Finance Director, if the City implemented an extension of ownership by the City of laterals, the existing base rates would need to increase by \$17.20 per month for water, \$11.80 per month for sewer, or a total of 29.00 per month added to the existing base rate for all utility payers. By the City needing to absorb that new lateral liability, the total base rate for a customer would be \$36.12 per month for water, \$20.06 per month or sewer; for a total of \$56.18 per month total, nearly double the current rate to absorb that additional risk.

At the request of Member Seigler, Mr. Schwartz advised that the City's liability in taking over laterals from the property line to the main would be very significant, with the overall estimated liability over \$72 million over the next fifty years, whether borne by the City or by individual property owners as part of that overall amount.

Mr. Schwartz further reported that findings were that each property owner was spending from \$4,000 to \$10,000 to repair individual laterals as indicated from those 45 properties identified in 2014. Mr. Schwartz noted that those repairs were variable due to the time of year (e.g. winter) when repairs were needed, pavement restoration types and costs. Mr. Schwartz advised that part of the \$72 million could be addressed for both water and sewer projects if and when economies of scale were available for multiple projects or timing of lateral repairs as part of larger projects. In addition to other liability issues for the City, Mr. Schwartz advised that there were other unforeseen property damages that could be encountered, further adding to those liabilities, making it more difficult to clearly identify the actual costs.

Discussion included how to calculate annual assumptions if the City took over lateral liability; building of the water sewer funds to incorporate any added liability if the City assumed liability; city versus private property ownership costs of lateral line replacements/repairs; new construction versus repairs/replacement of older existing systems; and variables for costs in private yards from the property to the home depending on landscaping (e.g. retaining walls, vegetation, etc.).

Member Cihacek suggested an annual utility fee to build the funds over time, eventually revising the City's current policy to take over the lateral lines once funds were allotted.

Chair Stenlund stated his issue was in being responsible for the laterals up to the property line, when he was not the owner of the line up to the main when located in the City's right-of-way, yet still having to pay for any problems, whether due to age, poor connections/construction, or compaction of soils. Chair Stenlund noted the difficulty in a private property owner being able to control or address that maintenance until a system failure, since he was not the property owner of a segment of the line from the property line to the main, in addition to the variables

in location of the main depending on which side of the street you lived compared to the side the main was located in.

In response to questions of Member Gjerdingen, Mr. Schwartz advised that currently contractors work with property owners with lining technologies for sanitary sewers during a specific project; however, he clarified that for economies of cost, they needed 100% participation from homeowners from one manhole to the next, resulting in an approximate cost for homeowners of \$3,000 for each lateral from the main to the property line using robotic equipment. Mr. Schwartz estimated that for an additional \$1,000, barring collapsed pipes or other issues, this lining could gain the property owner an additional 50 plus years in life for their laterals. In comparison to the expected lifespan of a roadway, Mr. Schwartz confirmed that that was typically 50 years or more, depending on another set of variables.

If the goal is to make the sanitary sewer and water laterals last that same amount of time, Member Gjerdingen opined it was a benefit to do this.

In response to Chair Stenlund's concerns with compaction issues and service lines compromising or creating structural issues with roads compromising private lines, Mr. Culver advised that generally compaction resulted from installation of a service line at the time a home was constructed and connected to the main, or when the sewer line was initially installed. Mr. Culver advised that the location of the laterals, or determining who was at fault or error was not always easy to define, since it could be both or either the City and private contractor working within the right-of-way.

Member Felice asked if lining of older sewer lines could be offered to homeowners when the City was going in to redo sewer lines.

Mr. Schwartz responded that the question also came up at the City Council level, and clarified that there are two different lining processes for the main and the laterals, which can be followed one after the other, but typically done during the same timeframe. Mr. Schwartz advised that typically the main was lined followed by lining of laterals. However, Mr. Schwartz reiterated that, under current policy, laterals can only be done when homeowners are interested in doing so and if the contractor was only doing 1 or 2 from manhole to manhole, they estimated their cost would escalate to approximately \$8,000 each due to that economy of scale.

Member Cihacek noted that an option under a new policy could be for homeowners to pay upfront in an escrow account or in increments amortized over a certain timeframe to ensure funding is available. However, Member Cihacek noted one issue is that the City could not determine which pipes would fail first without having the information on pipe size and type loaded in its recordkeeping system.

Mr. Schwartz reiterated that the information exists, but may be buried depending on the age of the system, type of materials, but not immediately available for a city-wide analysis in an efficient manner.

Member Cihacek opined that the question was whether as a utility customer/homeowner, would he prefer to pay incrementally for a commodity that he may never realize any benefit and to support a long-term program with a sinking fund. Member Cihacek noted that, without the benefit of records and permit, and code applicability, and only less than 1% of the City's properties pulling permits now for this work, it appeared not to be an issue at this time, but was foreseen to be in the future, even though that remained an unknown. Member Cihacek expressed appreciation for the information from the Finance Department, but in order for him to support the City taking on this liability and increasing water and sewer base rates to fund that liability, he would need information on the structure and disclosure versus that projected rate increase. Member Cihacek stated that personally he would accept a rate increase without that information being available, with the monies raised to be used to consolidate the current City recordkeeping data.

Member Seigler opined there were too many scenarios where a homeowner could get the short end of the stick depending on the location of the main, opining that he therefore preferred the City assuming liability of the laterals from the property line to the main.

Member Cihacek asked Member Seigler if he was willing to accept an additional \$20 per month fee for that change in policy.

Member Seigler responded that he would support building a fund via fees to cover long-term over the next year, unless the City performed clean-outs on a wholesale level, otherwise he would support fees increasing sufficiently to cover costs over the next year and over time grow that fund, with a line item on utility bills defining that fee to cover the City assuming liability for lateral lines.

Mr. Schwartz responded that, if that were to occur, the City would need to further determine its risk in terms of damage, since this would put the onus on the City for future failures and sewer backups and other issues if proven negligent in keeping mains cleaned out. Mr. Schwartz clarified that currently the City is not typically liable for a lateral line failure provided it had documented maintenance of the main and the problem was in the lateral and not the main.

Chair Stenlund noted that televising the lines can be accomplished, but usually not all the way into the home due to difficult turns in the lines.

Mr. Culver noted that it was often difficult to make a determination where the blockage was at when property damage occurred, making it difficult to prove where responsibility laid. Mr. Culver questioned the shift for that responsibility

and issues that could arise if the City assumed liability of laterals, creating more potential for liability and costs.

In response to Member Seigler, Mr. Schwartz advised that this additional unknown liability would also need to be built into the fee increases to cover those potential costs.

In response to Member Cihacek, Mr. Schwartz confirmed that the approximate cost to install a clean-out for a residential property was \$1,000 up to the property line. Member Cihacek calculated that, with 9,000 residents in Roseville, this would result in \$90 million just for that portion alone. Member Cihacek opined that he saw a series of steps, including first the installation of clean-outs to help solve liability problems and maintenance concerns, and asked staff to determine a potential fee per household for clean-outs as step one, followed by mandated correlating steps in the future to improve capacity flow for both homeowners and the city.

Member Seigler questioned if the clean-out would affect the failure ratio.

Chair Stenlund questioned what the PWETC would recommend for moving forward: to continue status quo since the city did not have a lot of new road construction slated for some time, or penalizing those paying one house at a time versus installing a whole new infrastructure, or moving toward a completely new model.

Chair Stenlund suggested continuing the status quo.

Member Cihacek disagreed with Chair Stenlund, opining that clean-outs should be installed first, since the City would then know the status of its infrastructure and current records or liability database may or may not be accurate at this point. After that, Member Cihacek opined a better infrastructure database would be developed and could be disclosed with home ownership and any changes, with liability concerns being upfront allowing a homeowner to remedy the situation versus an unexpected expense. Member Cihacek opined that this also allowed the City in the future to target infrastructure development to move from a just in time solution to a shared ownership. Member Cihacek stated that steps could be taken now to move away from the status quo without the city assuming ownership and full liability at this time.

Mr. Schwartz responded that this was still a monumental task, and if ownership of a property changed during clean-out installation, it would need to be addressed within the confines of State Statute, and could be a significant task.

Member Wozniak asked if the City could consider a pilot approach for different segments of the city to draw conclusions about how and when the lines were constructed, and their current condition to use as a basis to model expectations,

627 while not doing the whole city but selecting only several areas that were
628 representative.

629
630 Mr. Schwartz responded that it could be done, but again required significant staff
631 time reviewing records, doing research and other duties, even though that
632 approach would certainly be less daunting.

633
634 Member Seigler opined that, given the traditional Roseville housing stock and its
635 age and probably coming to the end of life for infrastructure systems, perhaps a
636 cap should be placed on the cost a homeowner or customer would need to bear
637 versus the city taking on the liability. Member Seigler used an example of the
638 city bringing in a contractor to perform the work, and absorbing costs after that
639 capped number, but absorbing no ownership, while yet protecting the
640 homeowners and limiting overages for the city and resident.

641
642 At the request of Member Gjerdingen, Mr. Culver clarified that the Twin Lakes
643 Parkway extension was a commercial area and would include clean-outs as part of
644 any new construction.

645
646 Mr. Schwartz suggested, at a minimum, the PWETC might want to consider
647 recommending enactment of a policy that laterals for any new homes would be
648 constructed to the City's standards and defining ownership and liability at that
649 time, even though that would still require managing two different types of
650 laterals, those existing and those newly constructed.

651
652 At the request of Member Cihacek, Mr. Schwartz advised that typically there was
653 a total of 10-15 new homes constructed annually in Roseville, unless a larger
654 development project was involved.

655
656 Member Cihacek opined that he thought the current code should be revised, but
657 recognized that most of the City's aging housing stock is likely to hit at any time
658 in the near future, causing his concern that something needed to be put in place
659 soon to seriously look at those code changes, while also providing some type of
660 remedy for those lines needing replacement in the meantime. Member Cihacek
661 noted that \$1,000 can be generated much faster by a property owner if there was a
662 maintenance incentive, and then phasing in other options as secondary issues to
663 better target and communicate issues. Based on projected costs and their relative
664 overall value, Member Cihacek stated that he would be interested in seeing the
665 feasibility of clean-out phasing and reduced maintenance costs to provide
666 additional life to existing laterals; and to have more accessible infrastructure data
667 available to determine pipes for information to homeowners to allow them to plan
668 ahead.

669
670 Chair Stenlund recognized the reason the City of Golden Valley had instituted
671 such an aggressive stance with their water and sewer system requirements.

Additional information requested of staff for further and future discussion:

- Cost variables for private contractors and a mass city project from the property line to city main as well as cost from the property line to the residence
- Lateral insurance available for private parties; would the City want to be in competition; and how costly would that be to administer

9. Possible Items for Next Meeting – April 28, 2015

- **Eureka Recycling Annual Report (Schwartz)**

Mr. Schwartz advised that this would be the firms' first report since implementation of the single sort system, as well as future planning ahead.

- **Swearing of New Members/Election of Officers (Stenlund)**

- **Recap of the Service of Mr. Schwartz (Stenlund)**

- **I-35W Interchange Project Update (Culver)**

- **Refresher on the Parkway Plan and the PWETC's interaction with the Parks & Recreation Commission (Lenz)**

Member Gjerdingen questioned who maintained the institutional knowledge of the pathway plan with current staffing plans and retirement.

Mr. Schwartz advised that the information was available on the City's GIS and database data.

- **Impacts of Mandating Clean-outs for New Construction (Cihacek)**

- **Parking Lots (Cihacek)**

- **Twin Lakes Redevelopment Area Developer Interest (Seigler)**

While some of that information is confidential at this point, Mr. Culver offered to provide information on those developers already having submitted applications.

Member Cihacek asked for an update on the Twin Lakes Parkway: funding sources; etc.

- **MN Built Solar Grant Status (Stenlund)**

Mr. Culver advised that staff should know by early April, and would provide that update to the PWETC. Mr. Culver noted that three times the number of typical applications had been submitted, reducing the City's odds for an award.

10. Adjourn

Chair Stenlund reminded members of upcoming ethics training and encouraged participation.

Member Cihacek moved, Member Lenz seconded, adjournment of the meeting at approximately 8:38 p.m.

Ayes: 7

719
720

Nays: 0
Motion carried.

DRAFT

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 28, 2015

Item No: 5

Item Description: Communication Items

Projects update:

- Victoria Street Reconstruction and Sidewalk Project: Bids for this project were opened on Thursday, April 9th. Staff received four bids for this project with the lowest bid coming in approximately 3% higher than the engineer's estimate. The City Council awarded this project on Monday, April 20th and staff is working with the contractor to set up the preconstruction meeting. Once that meeting occurs a mailing will be sent to the residents along the project corridor to inform them of the proposed schedule and other details related to the project.
- Pavement Maintenance Program follow-up: At the April 13th City Council meeting, staff presented the same information on Pavement Maintenance to the Council that was presented to the PWET Commission at their March meeting. As a review, due to the proliferation of a new distress that we call delamination, staff was advising the suspension of the seal coat program for likely several years until we know that the interaction between the seal coat and the top layer of pavement is no longer an issue. Staff further recommended transferring the funds that were dedicated to the seal coat program and use them to accelerate our mill and overlay program. The Council received the presentation and, after some discussion, ultimately voted to suspend the seal coat program and apply those funds to the annual Pavement Management Program.
- 2015 PMP Project: Bids for the annual Pavement Management Project were opened on Wednesday, April 15. Staff received four bids for the project. The low bid was approximately 3% higher than the engineer's estimate. This project involves a full depth mill and overlay (reclaim) of Roselawn Ave as well as performing a 2" mill and overlay on about 4 miles of street. With the additional funds from the seal coat program, staff will work with the contractor to add some additional mill and overlay sections to the project. However, the pavement prices were slightly higher than expected for this this projects (as well as Victoria Street) so we may not use all of those funds in 2015 if we feel we can get better pavement prices in 2016.
- 2015 Sanitary Sewer Lining Project: The contractor, Insituform, has begun lining sanitary sewer. They are working on Segment 1, which consists of streets that are part of the 2015 PMP. Pre-lining cleaning has begun on Segment 2. Newsletters were sent out to all of the project areas.
- Twin Lakes Parkway Extension: The design for the extension of Twin Lakes Parkway to Fairview Ave is underway. Staff anticipates being ready to advertise for bids in August with construction possible beginning in September. There may be some building demolition and soil remediation that occurs before that time. Given the complex nature of the area particularly considering the potential for soil contamination, this timeframe may need to be adjusted.

- St. Croix Storm Sewer Lift Station and Wagner Sanitary Sewer Lift Station Projects: The consultants are preparing final plans for these lift station projects. We anticipate advertising these projects for bids in early May.
- Upper Villa Stormwater Improvements (B-Dale): This project is being led and managed by Capitol Region Watershed District, and consists of underground infiltration and re-use system. The bid opening for this project is April 24. Construction is scheduled to begin in October, after the end of the softball season.

Attachments:

A: Victoria St Council Action

B: 2015 PMP Council Action

C: PMP Project map

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date: April 20, 2015

Item No.:

Department Approval



City Manager Approval

Item Description: Approve Resolution Awarding Bid for Victoria Street Reconstruction Project

BACKGROUND

The Victoria Street reconstruction project involves reconstructing approximately one mile of roadway from Larpenteur Avenue to County Road B. The project also involves constructing a new pathway along this same stretch of roadway and also extending a new sidewalk from County Road B to County Road B2 as part of the Park Renewal Program.

A portion of this project will be assessed to benefiting properties. A public hearing was held on February 23, 2015 to receive public comment on the proposed assessments after which the City Council voted to approve the project. Assuming Council votes to award the contract this evening, construction will commence in May and be complete by the end of the 2015 construction season. Staff would then propose to hold a final public hearing in September of 2016 to certify the final assessments based on the final construction costs for the project.

On Monday, March 2, 2015, City Council approved the Victoria Street Reconstruction Project plans and specifications and authorized staff to advertise for bids. Staff opened bids at 10 a.m. on Thursday, April 9th. The following bids were received:

Contractor	Bid
North Valley, Inc.	\$1,809,925.93
Dresel Contracting	\$1,812,435.74
T.A. Tschifsky & Sons, Inc.	\$1,948,804.15
Park Construction Company	\$2,051,232.50

The engineer's estimate for the project was \$1,753,411. The low bid is approximately 3.2% higher than the engineer's estimate and can be primarily attributed to higher than expected bituminous prices and storm sewer construction costs.

POLICY OBJECTIVE

Based on past practice, the City Council has awarded the contract to the lowest responsible bidder. For the Victoria Street Reconstruction Project, the apparent low bid is North Valley, Inc. of Nowthen, Minnesota.

FINANCIAL DISCUSSION

Staff received four bids for this project. The low bid submitted by North Valley, Inc., in the amount of \$1,809,925.93, is 3.2% higher than the engineer's construction estimate of

\$1,753,411. The higher cost is attributed to higher than anticipated bituminous paving prices and storm sewer construction costs. This will require use of additional Municipal State Aid funds and Stormwater enterprise funds.

This project is proposed to be paid for using approximately \$1.2 million in Municipal State Aid funds, approximately \$150,000 in assessments, approximately \$290,000 from the storm water fund, approximately \$62,000 from the Water/Utility fund, approximately \$48,000 Ramsey County cost participation on the sidewalk north of County Road B and approximately \$60,000 from the Parks Renewal Program.

This project is proposed to be completed by September of 2015.

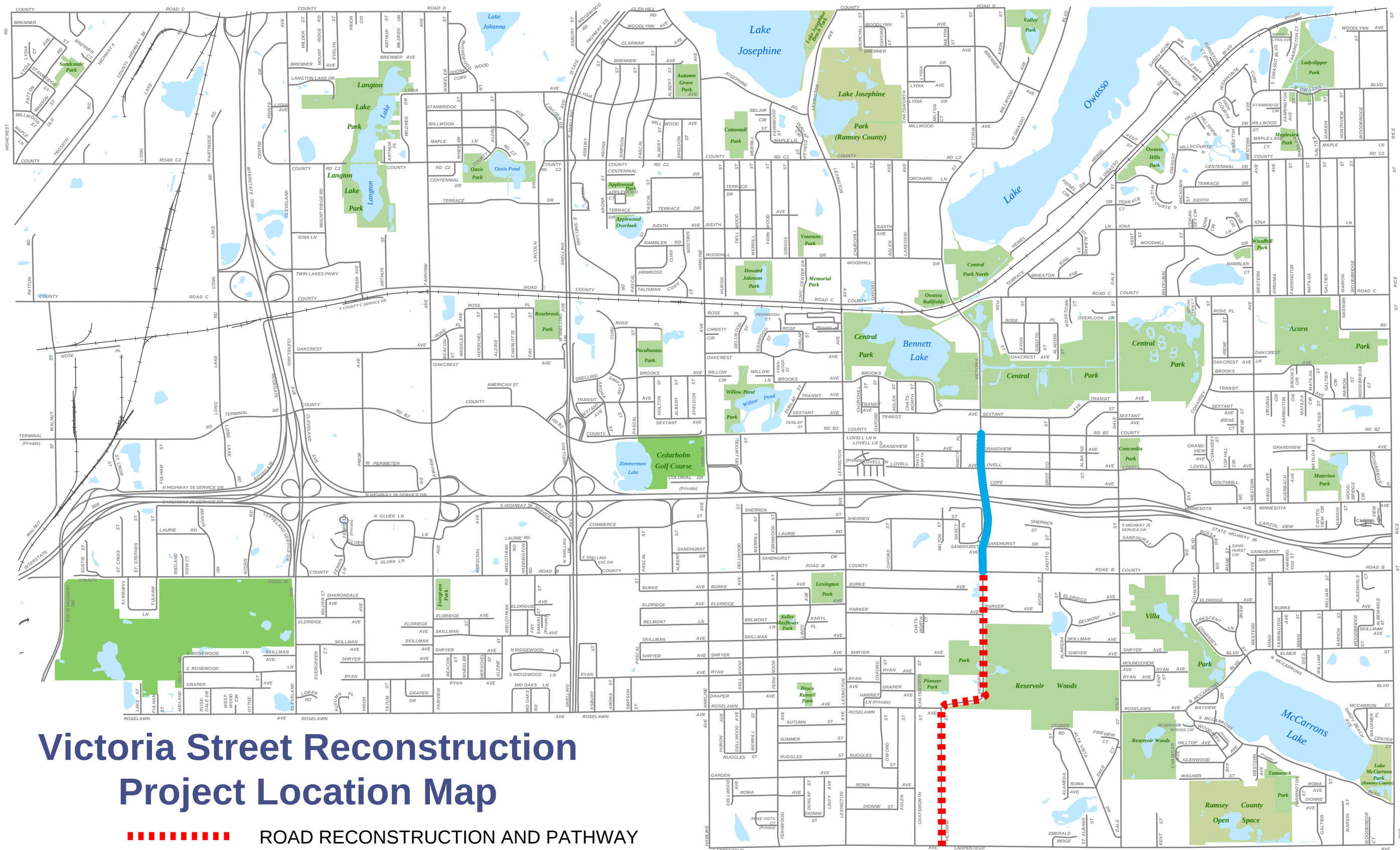
STAFF RECOMMENDATION

Staff recommends approval of a resolution awarding bid for the Victoria Street Reconstruction Project in the amount of \$1,809,925.93 to North Valley, Inc., of Nowthen, Minnesota.

REQUESTED COUNCIL ACTION

Approve resolution awarding bid for the Victoria Street Reconstruction Project in the amount of \$1,809,925.93 to North Valley, Inc., of Nowthen, Minnesota.

Prepared by: Marc Culver, City Engineer
Attachments: A: Resolution
B: Map of Project Area



Data Sources and Contacts:
* Ramsey County GIS Base Map (12/02/13)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-782-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

0 500 1000 1500 2000 Feet

mapdoc: 15-02 Project Map.mxd
map: 15-02 Project Map.pdf



ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date: April 20, 2015

Item No.:

Department Approval



City Manager Approval

Item Description: Approve Resolution Awarding Bid for 2015 Pavement Management Project

BACKGROUND

The 2015 Pavement Management Project consists of all street mill and overlay projects. Plans and specifications were developed for the project and bids were solicited in March. This year's PMP project also includes Roselawn Avenue which is a border road with the City of Falcon Heights. As such, Falcon Heights does have a cost contribution to this project.

The bids were opened at 11 a.m. on Wednesday, April 15, 2015. Four qualified bids were received for this year's project. After thorough review of the bids received staff recommends awarding the following work as a part of the 2015 Pavement Management Project:

P-15-04 Mill and Overlay Project – Approximately 4.7 miles of roadway (See Attachment B for the street segments in the 2015 Pavement Management Program)

P-15-04 WATERMAIN REPLACEMENT

- Roselawn Ave (Fairview Ave to Snelling Ave)
- Ryan Ave (Hamline Ave to Fernwood Ave)
- Draper Ave (Hamline Ave to Fernwood Ave)

P-15-04 STORM WATER IMPROVEMENTS

- Millwood Ave (near Victoria Street)
- Mid Oaks Lane (near Roselawn Ave)
- Ryan Ave (near Aldine St)

POLICY OBJECTIVE

Based on past practice, the City Council has awarded the contract to the lowest responsible bidder. For the 2015 Pavement Management Project, the apparent low bid is Park Construction Company of Minneapolis, Minnesota. The following is a summary of the bids received for this project:

Contractor	Bid
Park Construction Company	\$2,312,776.03
T.A. Schifsky & Sons, Inc.	\$2,357,569.98
North Valley, Inc.	\$2,411,733.56
Hardrives, Inc.	\$2,636,077.75

26 **FINANCIAL DISCUSSION**

27 Staff received four bids for this project. The low bid submitted by Park Construction Company,
28 in the amount of \$2,312,776.03, is 2.8% higher than the engineer's construction estimate of
29 \$2,249,711.50. Bids were slightly higher than anticipated for bituminous paving, watermain
30 replacement, and storm sewer utility work. The increased costs will be funded from Roseville
31 and Falcon Heights MSA funds, the Street Infrastructure Fund, and Water and Stormwater Utility
32 enterprise funds.

33 This project is proposed to be paid for using approximately \$395,000 of Municipal State Aid
34 funds, approximately \$914,000 from the Street Infrastructure Fund, approximately \$290,500
35 from the City of Falcon Heights, approximately \$581,000 from the Water/Sanitary Sewer Utility
36 funds, and approximately \$131,500 from the Street Infrastructure fund.

37 This project is proposed to be completed by September of 2015.

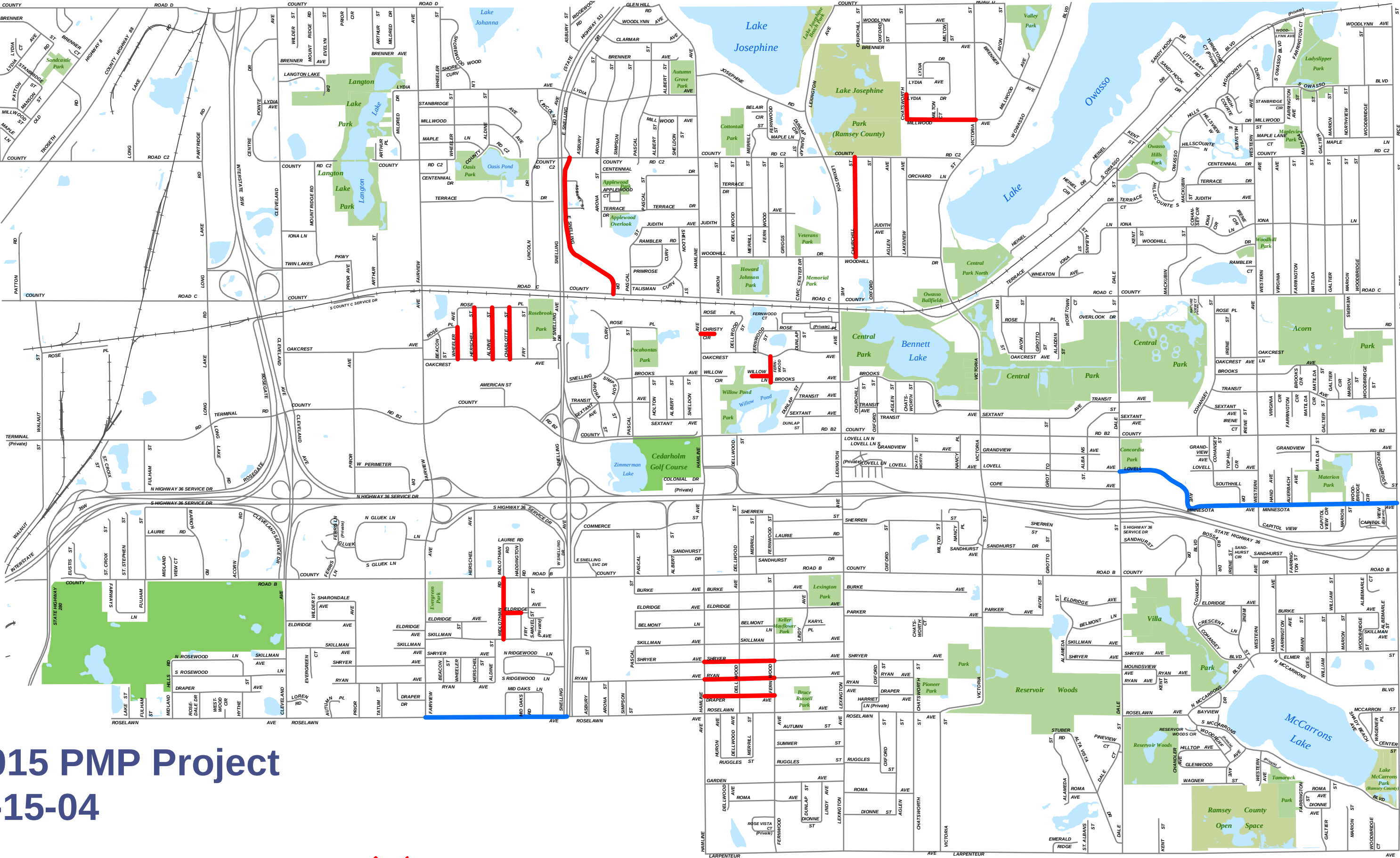
38 **STAFF RECOMMENDATION**

39 Staff recommends approval of a resolution awarding bid for the 2015 Pavement Management Project
40 in the amount of \$2,312,776.03 to Park Construction Company of Minneapolis, Minnesota.

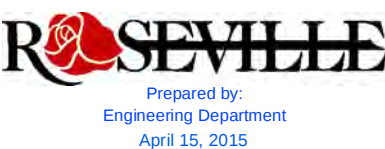
41 **REQUESTED COUNCIL ACTION**

42 Approve resolution awarding bid for the 2015 Pavement Management Project in the amount of
43 \$2,312,776.03 to Park Construction Company of Minneapolis, Minnesota.

44 Prepared by: Marc Culver, City Engineer
Attachments: A: Resolution
B: Map of 2015 PMP Area



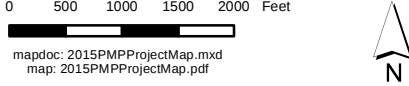
2015 PMP Project P-15-04



-  2015 PMP- CITY (3.17 miles)
-  2015 PMP- MSA (1.57 miles)

Data Sources and Contacts:
* Ramsey County GIS Base Map (9/2/14)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
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2660 Civic Center Drive, Roseville MN

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**Roseville Public Works, Environment and
Transportation Commission**

Agenda Item

Date: April 28, 2015

Item No: 6

Item Description: Eureka Recycling 2014 Annual Report and 2015 Plan

Background:

Eureka Recycling has recently produced the annual recycling report. Staff from Eureka will be on hand at the meeting to review the highlights of the report and future recycling efforts. This is an important juncture in the recycling program with the rollout of single sort recycling in February of last year. There will be copies of the report available at the meeting or sent electronically once staff receives it. The recycling contract requires the report to be reviewed by this commission per the following language: **6.04 Annual Performance Review Meeting to Discuss Recommendations for Continuous Improvement**

Upon receipt of the Contractor's annual report, the City shall schedule an annual meeting with the Contractor and the City's Public Works Environment and Transportation Committee.

The objectives of this annual meeting will include (but not limited to):

- Review Contractor's annual report, including trends in recovery rate and participation.
- Efforts the Contractor has made to expand recyclable markets.
- Review Contractor's performance based on feedback from residents to the Committee members and/or City staff.
- Review Contractor's recommendations for improvement in the City's recycling program, including enhanced public education and other opportunities.
- Review staff and Committee recommendations for improving Contractor's service.
- Discuss other opportunities for improvement with the remaining years under the current contract.
- Discuss actions Contractor is taking to reduce its carbon footprint.

Let us know if you have specific questions you would like staff to follow up on prior to the meeting.

Recommended Action:

Discuss recycling program with Eureka staff.

Attachments:

- A. Annual Report
- B. Appendix A, Multifamily Recycling Tonnage
- C. Appendix B, Composition Method
- D. Appendix C, Participation Methodology
- E. Outreach and Education

City of Roseville 2014 Year-End Recycling Report



2014 was a big year for the recycling program in Roseville. The switch to single sort collection and the inclusion of many additional types of plastic demonstrated the City's major commitment to improving the recycling program and getting to zero waste.

(651) 222-SORT (7678)
www.eurekarecycling.org

This transition resulted in a 16% increase in the volume of material collected in the city. Additionally the participation rate increased by 17% and at 93% is now among the highest in the state.

Our mission is to reduce waste today through innovative resource management and to reach a waste-free tomorrow by demonstrating that waste is preventable, not inevitable.

In addition to the major transition to single sort there were also other important actions that the City of Roseville and Eureka Recycling took together to continue our excellent partnership and our commitment to reducing waste. This included Roseville's Night to Unite, reuse via the Twin Cities Free Market, and work towards making the Taste of Rosefest a zero waste event. (See the Outreach and Education section of the report for additional information on this work in 2014).

Transition to the New Single Sort Recycling Program

In late 2013 Eureka Recycling mailed a postcard to all Roseville households announcing the new single sort recycling program. It also provided a mail-back survey in which residents could choose a larger or smaller cart than the 64 gallon default size. The changes to the program and the survey were also announced via an article in the Roseville City Newsletter.

Surveying residents in advance of the roll-out helped to promote not only the changes that were coming, but also greatly reduced the amount of anxiety some residents had about not having space for a large recycling cart. Many townhouse associations penalize their residents if they do not put away their carts or if their carts are visible on any day other than their collection day. This represented the most common source of concern we heard from residents. The ability to request a smaller cart even before the roll-out occurred helped decrease resident worry and provided an opportunity to select the right cart before one showed up on their driveway.

As a result of the transition, Eureka Recycling spoke with over 2,561 Roseville residents on our zero-waste hotline. That is a 266% increase in calls over 2013, and a 526% increase over the number of calls in 2012 before the program changes were announced. This increase can be attributed to curbside households looking for more information on what items can be recycled, what happens to their material once we collect it, and how they can choose the right carts to better serve their families. (See the Outreach and Education section of the report for more data about the transition).

An affirmative action, equal opportunity employer.

♻️ Printed on 100% postconsumer recycled paper that was processed without the use of chlorine.

Specific Data about Roseville's Successful Zero Waste Recycling Program in 2014

This yearend report contains information on several areas that Eureka Recycling tracks the success of Roseville's zero waste recycling program over the course of each year. Much of this information would not be tracked or reported by for-profit haulers. As a non-profit social enterprise organization we believe tracking and reporting this data for each city is an essential way to ensure program transparency. It also gives Eureka Recycling and city staff the tools needed to successfully manage the program.

Eureka Recycling reports on the following categories of information:

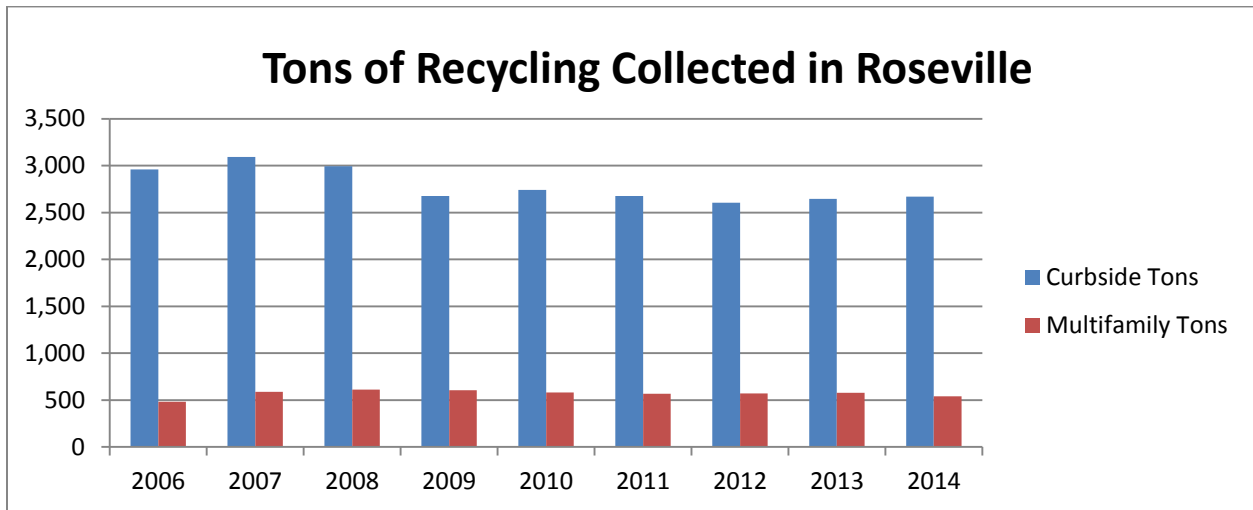
- Tonnage collected
- Resident participation in the program
- Composition of the materials being recycled
- Revenue earned from the sale of recycled material and shared with the city
- Environmental benefits from the material recycled by residents
- Education and outreach activities (see Education and Outreach section)
- Tonnage recycled by each multifamily building and city building (see Appendix A)

TONS OF MATERIAL RECYCLED

As heavier items like newspaper, phonebooks, and glass bottles leave the system and are replaced by bulky, but lighter items like plastic and aluminum, the volume of that material goes up but the weight of that material goes down. Programs see more people recycling more material but the weights don't tell that story.

This is the result of the composition of the material also changing. Manufacturers are continuing to find lighter and lighter weight packaging options. Products once bottled in glass are now bottled in plastic or aluminum. Aluminum and plastic bottles are getting thinner and lighter. Also, fewer and fewer households subscribe to physical newspapers and magazines, opting instead to get their news and entertainment on computers, tablets, and phones.

The number of tons of material set out for recycling by residents has decreased slightly this year. While new materials were added to the program with the switch to single sort recycling, these new items are all very light weight plastics. They add bulk to the recycling but not much weight. We have seen a 16% increase in the volume of recycling collected at the curb. This has not translated to an increase in weight.



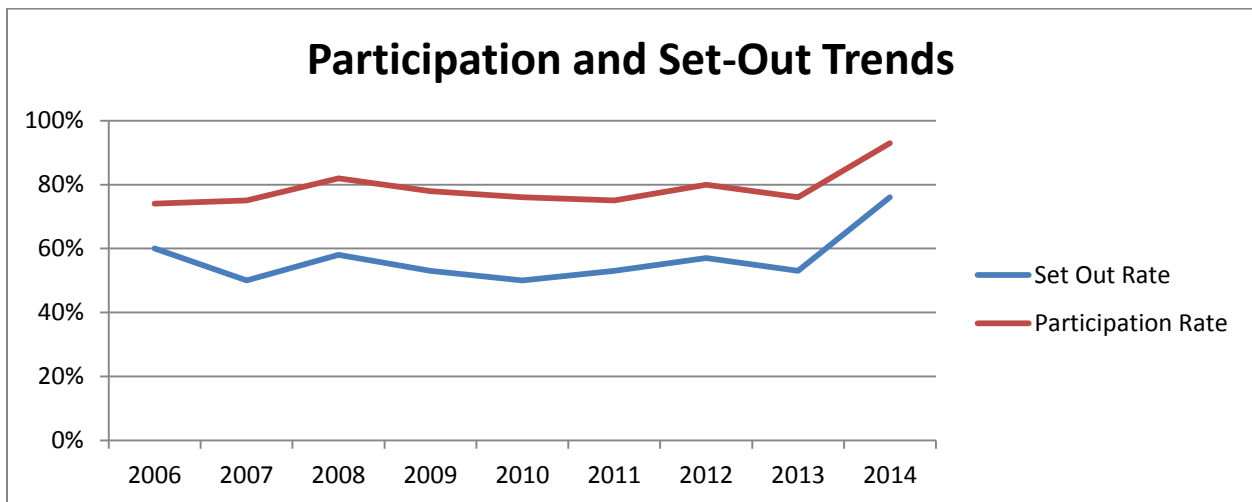
PARTICIPATION

Roseville is one of the few cities in the metropolitan area in which the actual city-specific participation trend information is gathered and made available. Each year in the same areas of the city Eureka Recycling counts set-out rates on each collection day for four straight collection weeks. Since Roseville currently has every other week collection the study period is 8 weeks long. This study yields information on how many residents set out material in any given week, as well as the total percentage of residents that take part in the program.

This year there have been increases in Roseville's already high participation rate. There were three important changes to the program that led to this increase:

1. The delivery of a new recycling cart to each house
2. The switch to single sort recycling
3. The addition of more types of plastics

In years past, Roseville had a participation rate of 75-80%. This was among the highest in the state and demonstrated Roseville's leadership in waste reduction. By delivering a brand new recycling cart to each house and switching to single sort recycling the already thriving program saw a boost in the number of people participating in the program. In 2014 Roseville had a 93% participation rate, meaning that over two months 93% of households set out some amount of recycling. This is the highest rate of any city Eureka Recycling works with and one of the highest rates in the country. In any given week 76% of households participate in the program, which is referred to as the "set-out rate".



Eureka Recycling conducted the annual participation and set-out rate trend study in the fall of each year. (See Appendix C for the definitions, and methodologies of the participation, and set-out rate studies.)

COMPOSITION OF MATERIALS

Eureka Recycling's role as the Zero-Waste Lab demonstrates our commitment to serving as a testing ground for how single-stream recycling impacts our ability to get to zero waste. We're not just *doing* single-stream recycling—we are tracking and reporting the impacts of single-stream on the materials that we collect, process, and sell. With this information, we advocate for policy change, improve our own single-stream system—and help others do the same, so that each bottle, can, and piece of paper that cannot first be prevented can be recycled to its highest environmental use.

Type of Material	2006	2007	2008	2009	2010	2011	2012	2013	2014
	% of Total Tonnage	% of Total Tonnage	% of Total Tonnage	% of Total Tonnage	% of Total Tonnage	% of Total Tonnage	% of Total Tonnage	% of Total Tonnage	% of Total Tonnage
Total Annual Tons	3,441	3,681	3,556	3,281	3,322	3,244	3,173	3,225	3,212
Papers									
News Mix	63.98%	56.46%	66.00%	61.65%	59.68%	51.53%	56.86%	54.40%	56.27%
Cardboard	6.71%	13.23%	4.50%	5.48%	7.34%	10.33%	9.09%	8.78%	8.59%
Boxboard	2.37%	7.60%	2.60%	5.48%	3.79%	7.04%	5.81%	2.54%	4.48%
Wet Strength	0.36%	0.10%	0.50%	0.00%	1.77%	0.46%	0.50%	0.58%	0.84%
Phone Books	1.33%	0.11%	0.10%	0.02%	0.12%	0.14%	0.28%	0.37%	0.00%
Milk Cartons & Juice Boxes	Not collected	Negligible	Negligible	Negligible	0.02%	0.03%	0.47%	0.07%	0.31%
Textiles	0.40%	Negligible	Negligible	0.02%	0.02%	Negligible	0.20%	0.09%	0.11%
Residual	0.24%	0.11%	0.50%	0.06%	0.07%	0.27%	0.19%	0.07%	N/A
TOTAL	75.40%	76.60%	74.20%	72.72%	72.81%	69.79%	73.40%	66.90%	70.60%
Containers									
Total Glass	14.89%	15.15%	16.70%	17.54%	17.31%	18.08%	16.94%	18.78%	17.58%
Steel Cans	2.64%	2.00%	2.40%	2.43%	2.65%	2.49%	2.38%	3.30%	2.09%
Aluminum	1.48%	1.10%	1.40%	1.40%	1.43%	2.10%	1.37%	1.99%	1.13%
Total Plastics	4.70%	4.01%	4.60%	5.75%	5.67%	6.94%	5.63%	7.29%	6.13%
Residual	0.89%	0.15%	0.70%	0.17%	0.12%	0.60%	0.28%	1.74%	N/A
TOTAL	24.60%	22.40%	25.80%	27.28%	27.19%	30.21%	26.60%	33.10%	26.93%
Total Residual	1.13%	0.26%	1.20%	0.23%	0.19%	0.91%	0.47%	1.81%	2.47%

For more information on the methodology of the composition analysis done by Eureka Recycling, please see Appendix B.

Residual Rates in Single-Sort Recycling Programs

“Residual” refers to the amount of material collected from residents that is not actually recycled. One of the concerns that cities have when they make the move from a multi- or two-sort program to a single-sort program is that more non-recyclable material will end up contaminating

the recycling. Roseville's two-sort program always had a residual rate below 2%. Many single-sort programs have residual rates well over 10%. After the transition to single-sort in Roseville, Eureka Recycling conducted the annual composition analysis of the material collected just in this city. What we found was that while the residual rate did go up slightly to 2.47%, Roseville still has a residual rate lower than most cities in the country.

Engaging with residents through education, including the Guide to Recycling, educational tags and postcards, continues to lead to a lower residual rate. This outreach and education also creates buy-in, inspiring people to support and participate in their zero-waste recycling program. Regular communications, our zero-waste hotline, and household-specific education efforts make it easy for Roseville residents to stay informed, and be clear about what is and is not recyclable in their city.

The most common non-recyclable materials found in Roseville are plastic bags, black plastic packaging, and bulky plastic items like buckets and toys. In the past the driver collecting the material set out at each house would have been able to see these items in the recycling bins and leave them behind with a tag letting the resident know why they could not be taken. This also referred the resident to our zero waste hotline and website for more information.

If decreasing the amount of unrecyclable items set out by residents is best accomplished through direct education at the curb then moving to carts can be a challenge. There is a gain in convenience by using carts which leads to more people are recycling. But, there is a loss in the ability to educate residents on a house-by-house basis. Instead, Eureka Recycling and the City used the city newsletter, our zero waste hotline, and the guide to recycling to help residents understand what items to leave out of their recycling.

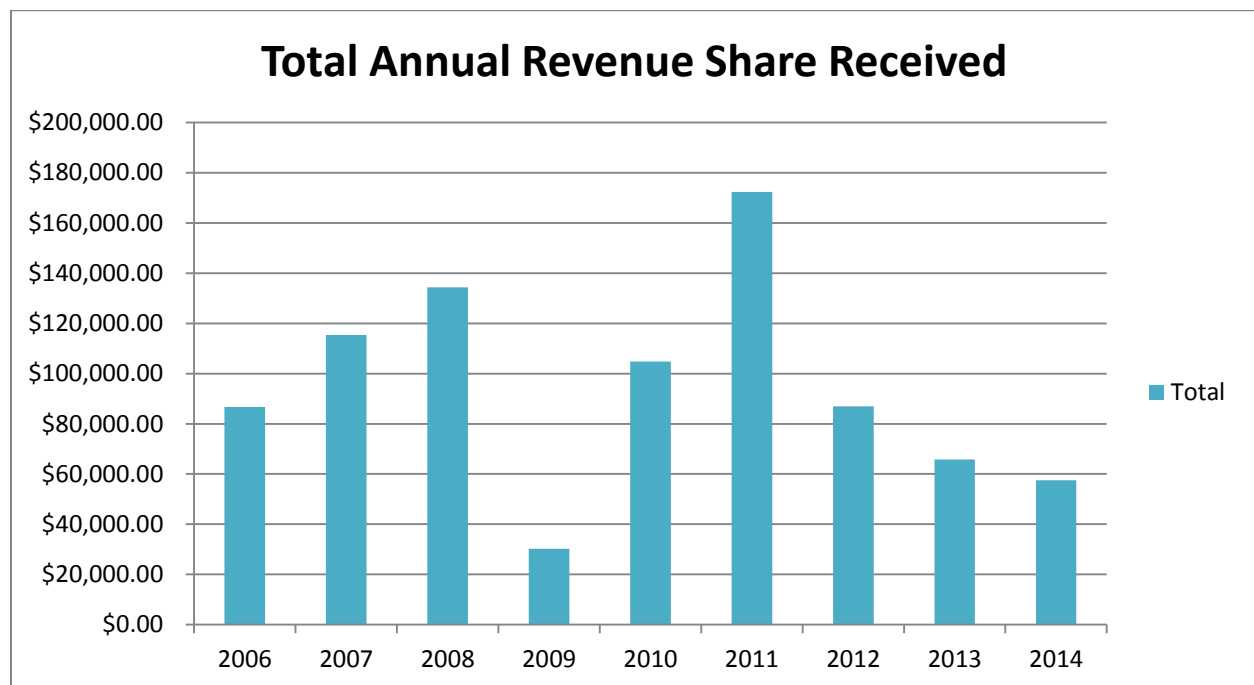
A residual rate under 2.5% shows that those efforts are successful. But more can be done here to help residents. By continuing to educate them about non-recyclable items and the problems they pose for processing facilities and end market manufacturers we can continue to build awareness and reduce the amounts of the items they put in their recycling. Additionally, we can continue to work with, and if necessary put pressure on, manufacturers to make sure all of the packaging they make is recyclable or compostable.

REVENUE

Since 2006, the City of Roseville has received more than \$853,000 in revenue from the sale of its recyclables. The materials that Roseville residents set out are valuable. They required tons of natural resources, a great deal of energy, and hours of labor to produce. Much of that value still remains in the items after they are used. Recycling this material captures that value and reinvests it into the next generation of products reducing costs and creating significant environmental benefit. The market for recycled material generates billions of dollars each year in the United States alone. This material is highly sought after by manufacturers who want to make new products out of it.

The monetary value created by the set-out, collection, processing, and sale of recyclable material in Roseville is shared with the residents who protected that material from being trashed.

This revenue gives the city the resources to continue to support the zero-waste recycling program, zero-waste services at events, the citywide clean-up program, backyard composting workshops, and other additional engagement and education opportunities.



Global, Regional, and Local Market Conditions Affecting Prices

Eureka Recycling provides this analysis to give context to why revenue received by the city goes up or down. For profit haulers do not do this. We do it because it is important information to have as the city plans their budgets each year.

Recycled materials are commodities just like other products such as, corn, cotton, and oil. In our modern, global economy things that happen near and far can impact the prices paid for material on the open market. The following are the major factors influencing the prices paid for recycled

materials. Some are very local issues affecting glass prices. Others are more global in nature and involve the economies of other countries like China.

Summary of Current Market Conditions

In 2014, the overall prices paid by end markets for the material recycled in the city's program continued a steady decline, due mostly to the decrease in prices for fiber material, which makes up 70% of the material recycled in Roseville. Overall prices paid by end markets for material experienced a significant decline in the fall of 2014 due a loss of 200% of the value of glass, which makes up 17.58% of Roseville's material. This significant drop was the result of the Twin Cities losing half of its glass recycling capacity from the shutdown of one of the two glass processors in the state.

Prices for plastics and metals saw an increase mid-year and then prices for plastics experienced a sharp decline in the last couple months of the year, due to the significant drop in the price of oil. This will continue to affect prices going into 2015. Plastics make up around a quarter of the value of Roseville's recyclables.

In addition, organized work slowdown at most west coast shipping ports impacted the decline in fiber prices at the end of the year. .

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DETAILED ANALYSIS OF SPECIFIC ISSUES AFFECTING REVENUE

Slowdown in China's Economic Growth – China is the world's largest consumer of recycled paper. They use it to create the packaging for all of the goods that they manufacture and then ship back to consumers all over the world. As a result, if China stops buying recycled paper the supply quickly jumps up and the prices fall. The stagnation and decline in revenue share in the second half of the year is due in large part to the slow-down in China's economic growth, thus demand from China for all that recycled paper has plummeted. Although Eureka sends nearly 100% of its fiber material to a local market in Saint Paul, the price is connected to global commodity pricing trends.

China's Demand for Scrap Plastics – China has also slowed their demand for scrap plastics as well. In 2013 a major policy shift in China that has come to be called the "Green Fence" slowed the import of plastics. China had been one of the world's largest importers of plastics. Many of these plastics were in the end not recyclable and the negative financial, environmental, and human health impacts of these waste plastics were felt by the Chinese people. As a result the new leadership in China began enforcing existing laws in China about the prohibition of importing solid waste from other countries into China. This caused an immediate stoppage of shipping containers entering the ports in China with each container having to be checked to assure that it did not contain solid waste (including non-recyclable plastic). This has resulted in a slowdown of imports of mixed plastic loads to China and caused additional downward pressure on the prices paid for various types of plastic.

Plastics and the Price of Oil – There has been, and continues to be a great deal of volatility in the plastics markets. Unlike paper, and metal recycling, which has been around for decades, plastic is in many ways still an evolving market. Many new companies continue to enter the market. While one company will seek a certain composition of different types of plastics; others will want a different blend. Eureka Recycling continues to work with existing and new markets to ensure that any plastics we send to market are made into new products and the chain of custody can be followed and verified.

The price of oil affects all plastic manufacturers. Recycled plastics compete for a share of the market with plastics made from virgin oil. Manufacturers can either choose to make their products out of post-consumer recycled plastics or from virgin material. If the price of oil is high then manufacturers will move to more recycled content. But as the price of oil continued to fall in the last months of 2014 and into 2015 more and more manufacturers are using virgin oil. This in turn causes the price that manufacturers are willing to pay for recycled plastic to drop as well. Plastics prices climbed to significant highs in the summer and fall of 2014, and then fell by almost 40% between December 2014 and February 2015.

West Coast Shipping – As a result of disputes between the longshoreman's union and the ship-owners there has been an organized slowdown of work at west coast ports. This limits what comes in and goes out of the west coast ports as many ships sit idle as they wait for an opportunity to load or unload goods. Much of the recycled paper in the U.S. is shipped to paper mills overseas. While this does not inhibit Eureka Recycling's ability to move material because we use local markets, it does mean that the price for paper products is pushed down, and the glut of

material that cannot leave via the west coast pushes its way back into the middle and east of the country.

In December of 2014 prices for cardboard for example were down 30% from a high of \$100 per ton in March. This trend is expected to continue to bring downward pressure on paper prices into early 2015 because even after the longshoreman's labor dispute is brought to an end it will take time for the backlog of shipments to be handled and the normal flow of material to be restored.

Changes in the Glass Processing Industry – Recent changes in recycled glass processing capacity in the Twin Cities has put glass bottle recycling back in jeopardy. Glass bottles have been an icon of recycling since the earliest curbside programs started. Compared to materials like plastic, glass is a model recyclable material. Glass can be melted down for recycling over and over again infinitely, without degrading the quality of the raw material, which provides tremendous environmental benefits. With growing concerns about the impacts plastic packaging may have on our health when it leaches into our foods, glass once again looks like a good alternative.

The advent of commingled recycling (first dual stream and now single stream collection) has posed significant ongoing problems for glass recycling. Eureka Recycling has worked to maintain the viability of bottle-to-bottle glass recycling in the Twin Cities throughout these changes in collection methods. After years of work and a large financial investment from Eureka with many partners, including the State, County, Cities, and residents, we were successful in attracting two major glass processors (e-Cullet and Strategic Materials) to our marketplace. They entered the market because of the demonstrated commitment to keep glass out of the landfills and in the recycling stream while we maintained quality. While many other parts of the country faced a complete loss in bottle-to-bottle glass recycling options during this time, the Twin Cities continued to enjoy strong glass markets.

Recently one of the glass processors, e-Cullet, closed their Twin Cities facility, leaving a significant gap in processing capacity. It appears that SMI, the remaining processor, cannot handle all of the current glass supply. If current conditions do not change, a large portion of the glass that was being recycled will be lost. It is time again for all parties to work together to find short and long term solutions to this problem.

Why does it matter?

Without immediate planning and action, some of Minnesota's recycled glass will end up in landfills or dropped from programs all together, and without a long-term solution that requires responsibility and some investment from producers, like bottle deposit legislation, glass may cease to be recycled at all. Glass collected for recycling that needlessly ends up in a landfill will end up costing the cities and their residents more money while reducing their recycling programs' environmental benefits.

There are significant, undisputable environmental and economic benefits achieved from recycling glass. These include energy savings, reduction of air and water pollution, and a reduced need to mine new resources. Furthermore, State, municipal and environmental advocates agree that environmental benefits reduce dramatically the further we stray from the highest and best use of recycled glass, so – glass bottles recycled into glass bottles should be the primary goal and then

the next best markets for the smaller glass and fines need to be developed. These environmental impacts are the reason Eureka Recycling has been committed to finding a solution to keep bottle-to-bottle recycling viable despite changes in collection methods.

- Glass bottles and jars are 100% recyclable and can be recycled endlessly without any loss in purity or quality.
- Over a ton of natural resources are saved for every ton of glass recycled.
- Energy costs drop about 2-3% for every 10% cullet used in the manufacturing process.
- One ton of carbon dioxide is reduced for every six tons of recycled container glass used in the manufacturing process.

ENVIRONMENTAL BENEFITS

The environmental benefits of Roseville's zero-waste recycling program are quantified transparently using widely-accepted environmental models. This ensures that all residents have a chance to see how their efforts can be measured and quantified.

There are many ways to calculate the benefits of recycling. To better explain these benefits in commonly understood terms, government agencies, research scientists, and economists have created several "calculators" to translate the amounts of recycled materials collected, and processed into equivalent positive societal and environmental benefits.

Because of the increasing societal focus on causes of, and solutions to, climate change, it has become imperative to measure waste reduction (and all of our activities) in terms of its impact on the environment. This allows us to speak in a common language, understand the impact of our choices, and help us prioritize the personal, and policy actions that we take. Many cities around the country work with the International Council for Local Environmental Initiatives (ICLEI) to quantify and now register the climate change impacts of their city. It is also important to calculate the carbon impact of waste reduction as the global effort continues to enact a carbon "cap and trade" system.

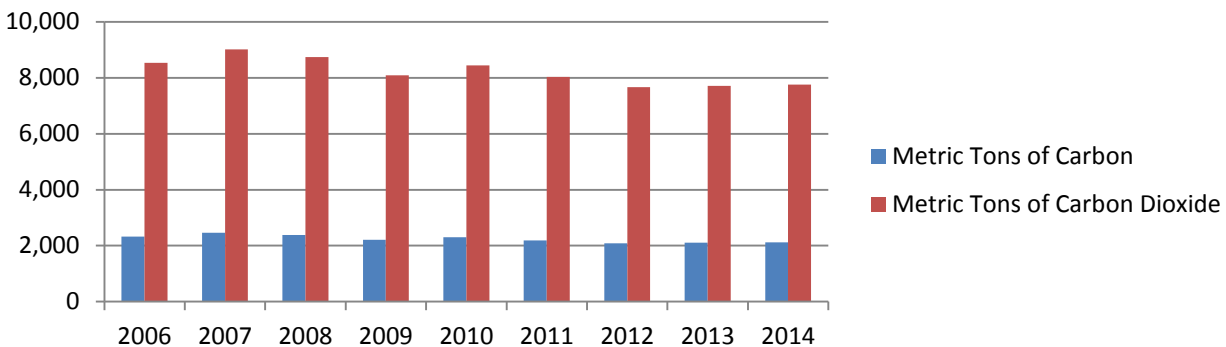
In addition to climate change mitigation, there are other environmental benefits to recycling, including saving energy and protecting air quality, water quality, natural resources, natural beauty, habitat, and human health.

The Environmental Protection Agency (EPA) WARM Calculator

The equations used in environmental calculations try to take into account the "full life cycle" of each material—everything from off-setting the demand for more virgin materials (tree harvesting, mining, etc.) to preventing the pollution that would have occurred if that material were disposed of (burned or buried). Different calculators may include some or all of the many factors that contribute to the "full life cycle" so results will vary from calculator to calculator.

While there are many models emerging to calculate greenhouse gas reductions, the most recognized, and standard model is the U.S. Environmental Protection Agency's Waste Reduction Model (WARM). WARM was designed to help solid waste planners, and organizations track, and voluntarily report greenhouse gas emissions reductions from several different waste management practices. WARM, last updated in June 2014, recognizes 46 material types.

WARM Model Analysis of Impact on Climate Change



MTCE (Metric tons of carbon equivalent), and MTCO₂E (Metric tons of carbon dioxide emissions) are figures commonly used when discussing greenhouse gas emissions. For more information about the process of measuring the environmental benefits of waste reduction, visit <http://epa.gov/climatechange/wycd/waste/measureghg.html#click>

What do all these numbers mean?

In addition to preventing pollution, an important impact of recycling is that it conserves a huge amount of energy. Making products and packaging from raw materials harvested from nature uses a much larger amount of energy than using recycled materials.

Every manufactured item has the energy used to make it “embedded” into it. Recycling takes advantage of that energy, as it is easier and more energy efficient to make a glass bottle from another glass bottle than from raw materials.

The WARM model and other calculators measure the difference between recycling all these tons of materials and using them to make new products versus sending them to an incinerator and making replacement products from raw materials. This difference is expressed as the amount of CO₂ that was not produced because we did not have to make and use all the energy that would have been needed if we used raw materials.

The numbers above help municipalities calculate and track their environmental footprint. For more information about the process of measuring the environmental benefits of waste reduction, visit <http://epa.gov/climatechange/wycd/waste/measureghg.html#click>.

These numbers, however, don’t have much meaning to the average person. To help recyclers understand the significance of their actions, the EPA has also developed tools to translate these numbers into equivalent examples that people can more easily understand.

- For example, using the figures above, the EPA estimates that **Roseville would have had to remove 1,521 cars from the road for one year to have had the same environmental impact in 2013 as they did by recycling.** To achieve this, approximately 10% of Roseville’s households would have had to give up one car for a year.

Although WARM is the most widely peer-reviewed, and accepted model, it is considered to have several flaws. Many believe the use of this calculator is conservative, and understates the real impact of waste reduction efforts, but it offers a conservative starting place to measure our impacts, and work towards our goals. Even with these conservative calculations, the impacts of Roseville's recycling program prove to be quite significant.

Measuring Environmental Benefits Calculator (MEBCalc™)

Jeffrey Morris, Ph.D., Economist at Sound Resource Management in Seattle, has developed a calculator that begins with the EPA's WARM calculator, and expands upon it to gather information on not just carbon, and CO₂, but also several other important environmental, and human health indicators. Although not yet widely used, this calculator shows the significant benefits that WARM does not consider.

The MEBCalc™ model expands, and shows the benefits other than just energy savings, and carbon savings. Recycling materials with zero waste in mind recognizes not just the value in the resource itself, but the contribution to the health of the community when materials are kept out of landfills, and incinerators, avoiding the toxic, and carcinogenic emissions.

Roseville	2006	2007	2008	2009	2010	2011	2012	2013	2014
Total Recycling	3,441 tons	3,682 tons	3,556 tons	3,281 tons	3,322 tons	3,243 tons	3,173 tons	3,225 tons	3,212 tons
Carbon Dioxide Equivalent Reduction (eCO ₂)	9,437.3 metric tons	9,619.0 metric tons	9,683.5 metric tons	8,814.0 metric tons	8,739.3 metric tons	8,425.1 metric tons	8,106.2 metric tons	8,478.7 metric tons	8,386.3 metric tons
Human Health— Carcinogens Reduction (eBenzene)	1.9 metric tons	1.9 metric tons	1.9 metric tons	1.9 metric tons	1.9 metric tons	2.0 metric tons	1.8 metric tons	1.9 metric tons	1.7 metric tons
Human Health— Non-Carcinogen Toxins Reduction (eToluene)	4,609.7 tons	5,253.0 tons	4,665.7 tons	4,452.0 tons	4,518.0 tons	4,699.6 tons	4,375.0 tons	4,280.1 tons	3,953.0 tons
Human Health— Particulates Reduction (ePM _{2.5})	4.4 metric tons	6.6 metric tons	4.2 metric tons	4.4 metric tons	4.8 metric tons	5.9 metric tons	5.1 metric tons	4.2 metric tons	3.6 metric tons
Acidification Reduction (eSO ₂)	26.9 tons	27.0 tons	27.3 tons	25.3 tons	25.5 tons	27.1 tons	24.3 tons	25.7 tons	22.7 tons

Appendix A

Roseville Multi-Family Tonnage by Property - 2014

Property Name	Primary Address	# Units	2006 Total lbs.	2007 Total lbs.	2008 Total lbs.	2009 Total lbs.	2010 Total lbs.	2011 Total lbs.	2012 Total lbs.	2013 Total lbs.	2014 Total lbs.
1144 Dionne Street	Dionne Street, 1144	23	7,150	8,457	5,961	5,167	6,906	5,892	5,539	5,557	5,957
1363 County Road B	County Road B, 1363	11	1,892	1,910	2,744	2,629	2,255	2,090	2,426	2,296	2,487
161 McCarrons Street	McCarrons Street, 161	11	439	198	-	-	-	-	-	-	-
161 Minnesota Avenue	Minnesota Avenue, 161	6	148	678	423	646	1,076	1,264	1,258	1,226	1,582
Rose Park Commons _	County Road B, 1610	11	2,266	2,324	1,967	2,396	2,079	1,858	1,827	1,808	1,865
1614 Eldridge Avenue	Eldridge Avenue, 1614	11	1,424	1,280	2,651	4,237	3,583	3,858	3,230	1,457	1,983
Rose Park Apartments	Eldridge Avenue, 1615	11	1,809	1,091	1,721	2,076	1,922	1,678	1,479	1,336	1,574
1624 Eldridge Avenue	Eldridge Avenue, 1624	11	2,541	2,029	1,996	2,629	2,249	1,842	4,753	3,897	3,596
1629-1635 Skillman Avenue	Skillman Avenue, 1629-1635	14	2,505	3,002	2,951	2,686	2,151	1,981	2,897	1,929	1,674
1635 Eldridge Avenue	Eldridge Avenue, 1635	11	3,284	1,702	1,650	2,333	2,380	2,026	1,881	1,912	2,210
1705 Marion Street	Marion Street, 1705	0	1,437	1,578	224	291	1,370	840	587	523	844
1750 Marion Street	Marion Street, 1750	24	3,511	3,576	4,317	3,906	3,386	2,741	1,617	2,080	
2125 Pascal	Pascal Street, 2125-2133	22	2,514	3,184	5,239	4,717	4,829	5,007	5,093	5,538	5,517
2180 Haddington Road	Haddington Road, 2180	5	964	1,285	737	1,690	1,484	1,214	1,749	1,784	1,560
2275 Rice Street ^	Rice Street, 2275	8	1,924	2,830	2,852	2,973	869	-	-	-	-
2447 County Road B	County Road B, 2447	17	2,584	2,867	3,143	2,519	2,567	2,572	2,642	2,098	2,522
2610 Snelling Curve	Snelling Curve, 2610	17	2,929	2,696	3,164	3,113	3,284	3,323	3,678	3,055	2,890
2900 Highcrest Road	Highcrest Road, 2900	11	4,581	4,436	2,715	2,534	3,597	3,512	3,720	3,444	2,049
2950 Highcrest Road	Highcrest Road, 2950	12	2,980	2,295	2,486	2,685	2,496	1,742	1,817	1,209	1,331
Applewood Pointe	Applewood Court, 1480	94	47,799	58,215	46,499	39,220	36,217	30,640	25,912	23,956	23,819
Applewood Pointe at Langton Lake	Langton Lake Drive, 1996	48	-	-	-	-	-	7,419	16,144	24,786	27,487
Aquarius Apartments	County Road C2, 2425	99	-	-	15,391	17,449	12,570	11,702	13,094	15,157	14,376
Bonaventure	Lexington Avenue North, 3090	30	7,490	8,105	7,033	5,367	5,497	5,281	5,033	4,465	6,023
Centennial Gardens East & West	Centennial Drive, 1400-1420	190	26,759	21,852	22,677	23,021	21,122	20,025	20,137	20,888	20,374
Cherrywood Pointe	Cleveland Ave North, 2966	50	-	-	-	-	-	-	3,962	8,407	10,995
Coventry Seniors Apartments	Snelling Avenue, 2820	196	19,939	19,110	22,729	24,917	22,952	21,268	21,247	21,275	20,041
Dale Terrace Apartments	County Road B, 720	42	9,360	7,793	12,033	13,323	12,343	11,572	10,371	9,892	9,997
Dellwood Condominiums	Dellwood Street, 1725	12	1,226	1,923	2,650	2,630	2,721	3,298	2,891	2,439	2,887

Property Name	Primary Address	# Units	2006 Total lbs.	2007 Total lbs.	2008 Total lbs.	2009 Total lbs.	2010 Total lbs.	2011 Total lbs.	2012 Total lbs.	2013 Total lbs.	2014 Total lbs.
Eagle Crest	Lincoln Drive, 2925	216	13,892	60,799	56,057	57,249	64,086	67,291	70,827	68,040	70,991
Executive Manor Condos	Old Highway 8, 3153-3155	72	12,385	14,530	17,674	17,185	15,918	16,897	19,637	18,055	16,322
Garley Apartments	County Road B, 1634	11	2,153	1,161	1,415	1,547	1,420	1,793	1,897	1,487	1,524
Greenhouse Village	Larpenteur Avenue, 1021	102	19,032	37,098	28,751	24,581	30,384	25,402	22,453	25,797	23,539
Hamline House Condos	Hamline Avenue, 2800	150	34,102	33,973	32,182	29,441	24,522	22,481	20,586	21,206	21,171
Hamline Terrace	Terrace Drive, 1360-1410	102	12,817	12,230	17,366	19,233	23,416	23,105	20,080	20,639	19,132
Heritage Place	County Road B West, 563	50	21,892	23,110	17,258	16,066	19,781	18,879	16,649	18,963	18,189
Hillsborough Manor	Woodbridge Street, 2335-2345	206	16,298	17,755	28,418	35,852	29,398	21,312	19,284	24,054	25,407
Karie Dale Apartments	Dale Street North, 2355-2393	44	6,691	7,455	9,794	8,483	7,508	7,910	6,931	7,151	8,711
Lake Josephine Condominiums	Lexington Avenue North, 3076	23	9,411	8,313	7,040	6,632	6,179	6,603	6,389	5,817	5,175
Lar Dale Apartments	Larpenteur Avenue West, 655	17	2,068	2,189	2,348	1,546	2,472	2,865	3,326	3,224	3,431
Lexington Court	Lexington Avenue, 2192-2206	52	3,390	2,970	4,293	5,076	4,092	4,808	5,924	7,020	6,743
Lexington Twin Apartments	Lexington Avenue, 1890	22	5,674	5,519	5,456	5,689	5,014	5,371	5,791	5,549	5,971
Lexlawn/Roselawn Apartments	Lexington Avenue, 1943	34	3,142	2,888	3,774	4,033	3,788	4,074	3,788	3,369	2,711
Marion Street/ Brittany Apartments	Larpenteur Avenue, 175	277	11,980	16,150	17,191	17,485	18,645	11,838	11,263	8,711	2,627
McCarrons Apartments	McCarrons Boulevard North, 166-204	67	5,092	4,919	5,543	5,039	4,939	4,172	3,743	3,884	5,867
McCarrons Lake Condos	McCarons Boulevard N., 185	42	-	-	-	-	-	5,076	7,757	9,407	9,584
Midland Grove Condos	Midland Grove Road, 2200-2250	174	48,162	60,937	50,758	45,718	48,159	50,575	54,288	49,123	43,548
MSOCS - Group Home	Huron Street North, 1898	0	-	-	-	615	4,326	3,717	2,452	2,369	3,185
Northwestern College Apartments	Lydia Avenue, 1610	40	6,061	7,839	4,941	4,379	4,055	4,111	3,418	3,653	3,775
Northwestern College/Snelling Terrace	Snelling Drive East, 2906	48	7,386	16,027	12,542	12,253	12,443	10,702	11,261	11,308	6,879
Palisades	Sandhurst Drive West, 535-570	330	40,078	41,635	55,306	51,667	45,972	47,910	40,893	45,973	49,821
Parkview Estate Condominiums	Oxford Street, 2670-2680	204	28,447	29,206	30,816	29,683	24,738	24,793	23,440	25,588	26,361

Property Name	Primary Address	# Units	2006 Total lbs.	2007 Total lbs.	2008 Total lbs.	2009 Total lbs.	2010 Total lbs.	2011 Total lbs.	2012 Total lbs.	2013 Total lbs.	2014 Total lbs.
Parkview Manor	Dale Street North, 2202-2210	34	4,931	4,553	5,085	5,612	4,698	4,518	4,242	4,799	4,586
Parkview Terrace Condos	Oxford Street, 2690-2700	105	3,960	33,244	28,285	23,919	21,702	19,169	17,420	16,521	16,706
Ramsey Square Condos	Dale Street North, 2700-2730	192	-	35,796	34,991	35,127	41,288	38,930	37,992	40,702	44,247
Riviera Apartments	Highway 36 West, 925 & 965	64	12,473	13,597	19,108	17,369	15,204	15,900	14,110	15,255	14,406
Rose Hill Estates	County Road B, 591	51	4,341	4,904	5,880	5,345	3,775	5,514	5,281	7,552	7,743
Rose Mall Apartments	Albert Street, 2201-2221	54	37,328	41,412	43,984	47,376	41,250	42,786	39,486	37,841	35,987
Rose Park Apartments	Fry Street, 2128-2136	22	4,757	5,426	6,065	6,466	4,253	4,591	5,084	4,510	4,540
Rose Vista Apartments	Rose Vista Court, 1222-1263	175	19,697	18,366	24,634	26,822	23,830	23,146	20,789	20,499	24,767
Rosedale Estates North	Rice Street, 2835 & 2855	180	21,885	24,253	33,475	34,083	26,954	22,234	19,283	20,899	21,290
Rosedale Estates South	Rice Street, 2735	180	20,750	23,864	26,581	27,377	23,770	21,632	19,071	20,251	21,867
Roselawn Village	Roselawn Avenue, 1074	32	5,576	5,950	5,616	5,417	4,730	5,563	5,633	4,792	4,880
Rosepointe	Hamline Avenue North, 2545 & 2555	190	32,645	29,485	33,312	31,688	31,195	29,229	27,706	28,977	29,948
Roseridge Estates	Samuel Street, 2086-2090	18	2,653	3,099	3,829	4,537	3,744	5,739	6,519	5,255	6,084
Rosetree Apartments	Highway 36, 655	48	12,251	12,394	12,654	11,831	10,236	8,515	8,026	7,421	7,075
Roseville Apartments, LLC	Eldridge Avenue, 1625	11	2,037	2,546	1,833	2,106	1,730	2,172	2,538	3,764	3,745
Roseville Arms Condos	Elmer Street, 160-170	34	789	1,565	3,269	3,068	2,074	2,780	3,049	3,148	3,459
Roseville Commons	County Road C2 West, 2496	30	8,332	7,515	8,281	9,065	6,415	6,470	5,999	6,841	8,233
Roseville Estates	Lexington Avenue, 2599	107	5,593	9,842	12,312	10,028	7,472	6,588	9,453	8,345	6,433
Roseville Seniors	Larpenteur Avenue, 1045	127	25,581	33,600	30,521	27,577	23,698	24,268	20,647	24,456	24,314
Roseville Terrace	Dunlap Street, 1759	36	5,363	4,785	5,032	5,469	4,658	4,167	3,876	3,671	3,965
Roseville Townhomes	Old Highway 8, 3085	40	-	13,423	20,619	24,021	23,733	22,322	29,349	23,836	23,976
Rosewood Estates (Roseville)	Victoria Street, 2750	106	20,205	22,122	23,413	21,614	20,340	18,408	17,719	16,316	15,000
Rosewood Village	Highway 36 West, 1630	201	44,374	41,062	34,271	43,368	38,264	36,605	39,188	41,640	37,574
Sienna Green Apartments*	Snelling Avenue, 2225	120	9,199	9,683	9,659	11,486	7,813	13,325	15,008	19,042	21,103
South Oaks Apartments	County Road D West, 1080	25	4,067	5,951	6,751	5,930	5,969	4,886	4,344	4,101	3,942
Sun Place Apartments	Marion Street, 1721	30	5,169	4,093	4,926	6,107	6,451	5,942	4,896	5,678	5,318
Sunrise Assisted Living	Snelling Avenue North, 2555	77	17,031	16,647	15,869	16,693	13,118	11,330	12,300	14,856	17,900
Talia Place	Old Highway 8, 3020	11	2,790	1,683	1,761	2,569	2,620	1,892	1,891	1,868	1,701
Terrace Park	Terrace Drive, 1420	36	12,784	13,045	9,853	8,911	10,533	11,067	9,371	8,640	8,494

Property Name	Primary Address	# Units	2006 Total lbs.	2007 Total lbs.	2008 Total lbs.	2009 Total lbs.	2010 Total lbs.	2011 Total lbs.	2012 Total lbs.	2013 Total lbs.	2014 Total lbs.
The Lexington (Roseville)	Lexington Avenue North, 2755	150	37,081	30,796	35,417	35,409	38,816	39,023	42,959	40,501	41,026
The Riviera 2	Highway 36 West, 885	32	6,562	6,602	8,968	8,053	6,740	5,431	6,168	6,773	8,576
Valley 8 Apartments	Old Highway 8, 3050	85	11,085	9,910	12,626	13,491	11,637	12,593	12,702	10,655	10,204
Victoria Place	Victoria Street North, 2250	58	-	14,911	16,130	14,015	14,647	15,396	16,260	15,389	14,975
Villa Park Community Condominiums	County Road B, 500	95	15,890	14,276	18,589	16,924	17,962	15,178	11,537	13,001	13,006
Villas at Midland Hills	Fulham Street, 2001	32	2,873	11,653	12,600	11,506	11,375	11,722	12,318	13,667	13,647
Total Pounds - Residential		6,049	889,659	1,103,172	1,161,075	1,154,984	1,095,854	1,065,358	1,059,275	1,084,263	1,087,022

Municipal Buildings

Property Name	Primary Address	Sites	2006 Total lbs.	2007 Total lbs.	2008 Total lbs.	2009 Total lbs.	2010 Total lbs.	2011 Total lbs.	2012 Total lbs.	2013 Total lbs.	2014 Total lbs.
Acorn Park	County Road C, 286	1	-	-	-	-	-	184	761	487	493
Central Park Lexington	Lexington Ave North, 2540	1	-	-	-	-	-	-	-	33	-
Central Park Victoria West	Victoria Street North, 2495	1	-	-	-	-	-	46	741	628	-
City Hall (Roseville)	Civic Center Drive, 2660	1	28,244	28,474	24,682	20,562	21,228	21,590	18,786	16,775	15,317
Evergreen Park Ballfield	County Road B West, 1810	1	497	515	456	818	305	336	404	190	789
Fire Station 1 Roseville**	Lexington Avenue, 2701	1	3,226	3,630	2,134	2,058	2,063	1,890	**	214	555
Fire Station 3 Roseville***	Dale Street North, 2335	1	1,564	2,786	3,604	2,960	3,968	3,437	2,911	2,568	-
Golf Course (Roseville)	Hamline Avenue, 2395	1	2,729	2,654	2,080	2,149	2,689	2,048	2,093	1,671	1,532
License Center	Lexington Avenue, 2737	1	79	178	10	38	31	26	-	-	-
Owasso Ballfields	Victoria Avenue, 2659	1	120	36	400	361	295	-	171	134	149
Public Works Garage (Roseville)	Woodhill Drive, 1140	3	8,341	12,089	13,916	13,566	16,863	16,644	17,608	17,680	16,398
Skating Center	Civic Center Drive, 2661	2	4,877	5,038	5,244	3,938	5,057	7,514	6,692	8,806	11,046
State Farm Insurance	Lexington Avenue North, 2201	1	-	-	705	1,758	718	759	241	480	746
Wildlife Rehabilitation Center	Dale Street North, 2530	1	14,607	13,948	12,726	12,513	11,840	10,509	9,158	9,649	8,536
Total Pounds - Municipal		17	64,283	69,348	65,957	60,720	65,057	64,983	59,566	59,315	55,561

Nonprofits

Property Name	Primary Address	Sites	2006 Total lbs.	2007 Total lbs.	2008 Total lbs.	2009 Total lbs.	2010 Total lbs.	2011 Total lbs.	2012 Total lbs.	2013 Total lbs.	2014 Total lbs.
Keystone Foodshelf (Roseville)	Hamline Ave North, 2833	1	-	-	-	-	-	14,258	27,119	29,787	27,282
Total Pounds - Nonprofits		1	-	-	-	-	-	14,258	27,119	29,787	27,282

	2006 Total lbs.	2007 Total lbs.	2008 Total lbs.	2009 Total lbs.	2010 Total lbs.	2011 Total lbs.	2012 Total lbs.	2013 Total lbs.	2014 Total lbs.
MultiFamily & Non-Residential Totals	953,942	1,172,520	1,227,032	1,215,704	1,160,911	1,144,598	1,145,960	1,173,365	1,169,865

Total Units in 2014	6,049
Total Units in 2013	6,049
Total Units in 2012	6,049
Total Units in 2011	5,999
Total Units in 2010	5,781
Total Units in 2009	5,781
Total Units in 2008	5,781
Total Units in 2007	5,662
Total Units in 2006	5,367

*Har Mar Apartments changed name to Sienna Green Apartments as of November 2010

** Fire Station 1 was demolished and is being rebuilt. Will reopen in 2013

***Fire Station 3 was closed in the fall of 2013 when Fire Station 1 was reopened

In 2013, two property names were updated in our records. 1610 County B is now Rose Park Commons and 1615 Eldrige is now Rose Park Apartments

2275 Rice Street canceled September 2010. Building is demolished

1705 Marion is a building with no units, this was corrected in 2011. In 2010 it was reported with 3 units.



Eureka Recycling Composition Analysis Methodology

Eureka Recycling collects materials in a single sort collection system with all paper, cardboard, metal and plastic, steel, aluminum and glass containers combined by residents into one cart. Each year we conduct an annual composition study of the single sort material to determine the percentage each material represents in the overall composition.

(651) 222-SORT (7678)

www.eurekarecycling.org

Our mission is to reduce waste today through innovative resource management and to reach a waste-free tomorrow by demonstrating that waste is preventable, not inevitable.



Composition by Commodity of Each Recycling Stream

During the composition study we weigh each truck before and after to determine the weight of the material. Each truck has a stored weight that is updated regularly for accuracy. This process allows us to determine the initial weight of the material set out by residents during the period being analyzed.

The composition study starts with Eureka Recycling storing all of the materials collected in the city during a one-week period. These materials are stored in a separate bunker from all other materials at the facility. We sort the material separately from all other recycling at the facility.



The sorted materials are then baled or put into a hopper and transported with a forklift to the truck scale to be weighed. Finally, we weigh the total amount of each sorted material grade including the non-recyclable material (residual) to establish the percentage of the total tonnage that each material type represents in the overall composition.

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Participation Trend Analysis Methodology

Eureka Recycling conducts an annual participation study in which both set-out and participation rates are analyzed and documented.

(651) 222-SORT (7678)
www.eurekarecycling.org

The **set-out rate** is the average number of households that set materials out for recycling collection on a given day. For example, every Monday for four straight collection days, Eureka Recycling staff counts the number of households that set out recycling on that day. Then the four numbers are averaged to determine the average number of households who set out recycling on any given Monday.

Our mission is to reduce waste today through innovative resource management and to reach a waste-free tomorrow by demonstrating that waste is preventable, not inevitable.



The **participation rate** is the number of households who set materials out for recycling collection at least once over a period of four collection days. The participation rate is a better indication of overall recycling participation because it includes households that recycle at least once over the course of four opportunities, recognizing that some households may not set out recycling every week. It more accurately indicates how many households are participating in the recycling program overall, as opposed to the number of participants on a specific day.

Summary of Process

The study spans four collection weeks, 4 weeks for every week collection and 8 weeks for every other week collection. Eureka Recycling selects random sections to study for each daily recycling route, each section being comprised of about 200 households per day, for a total study of over 1,000 households. These same sections will be studied every year for consistency. Over a four collection day period, Eureka Recycling tallies the exact number of households that set out recycling for collection in the morning of their collection day, before the driver services the section. The four collection week study tracks recycling set-outs over the five days of collections during the week totaling 20 days of set-out tracking.

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City of Roseville Outreach and Education Summary 2014

Roseville's recycling program continues to be a leader in the country. Outreach and education elements of the program are an important part to ensuring good participation and helping residents understand the benefits of recycling. In 2014, Eureka Recycling and the City of Roseville continued to support the efforts of the city of Roseville to make city events zero-waste. This was the third year we distributed recycling bins and educational material at Night to Unite parties. The Living Smarter Fair, Wild Rice Festival, and Earth Day celebration were also successful events—bringing Roseville residents' attention to zero-waste issues while diverting nearly 98% of event materials from the waste stream. These successes continue to show the City of Roseville's leadership and its commitment to zero waste and sustainability.

Roseville residents continue to participate in their zero-waste recycling program at rates that are among the highest in the State. In 2014, Eureka Recycling and the City completed a successful transition of the recycling program from a two-sort system of collection to a single-sort system removing the need for residents to sort their material. We also added several new types of plastics to the program and delivered tall recycling carts for each household to store their recycling.

Roseville's Transition to Single Sort Recycling

Roseville has many townhouse developments with small garages. This meant that many households preferred a smaller cart. Others with busy, active families generate a large amount of recycling and needed the largest cart. In order to assure a smooth roll-out of new carts we wanted to make sure we heard from residents who wanted a larger or smaller cart before the default medium sized cart showed up on their driveway. To do this we sent a survey to all residents in the mail and invited them to contact us via a postcard mailer, an electronic survey on the City's website or by calling Eureka Recycling's hotline and let us know if they wanted to change their cart. Eureka Recycling received over 3,500 mailed responses, emails, or calls requesting changes to their cart size or confirming that they did want the medium cart. This 38% response rate for this survey demonstrates the high level of engagement Roseville residents have with their recycling program.

Cart Size Requested	Survey Responses
96	1205
64	1534
32	829
Total	3568

Mailing in the response was the most popular method.

Pre Cart Roll-Out Survey Analysis	
Total Curbside HH	9400
# of Survey Responses	3568
% of HH Responding to Pre-Roll-Out Survey	38%
% of Survey Responses by Mail	80%
% of Survey Responses by Web/email	17%
% of Survey Responses by Phone	3%

Post Roll-Out Cart Swap Requests

As with any major program change it can be hard to know what you will need before actually living with the change for a while. Cart size was no exception. Many residents found that after they had lived with the new program for a while they wanted a different cart size. More than a few households found that they were recycling so much more material that they wanted a second cart. All of this recycling represents a decrease in the amount of trash residents are generating and in the cost they have to pay to have that waste collected. This creates not only the environmental benefit from recycling, but also a financial benefit for each participating household.

After the initial cart roll-out in February 2014 Eureka Recycling received an additional 444 requests to swap out existing carts for different sizes.

Post Roll-Out Cart Size Swap Requests	
# of Requests	444
% of HH Requesting Post Roll-Out Swap	5%
Requests for 96	245
Requests for 64	96*
Requests for 32	103

* 64 gallon carts were the default size delivered if no change was requested. This number represents the number of people who requested a larger or smaller cart, and then called to change back to a 64 gallon cart.

Zero-Waste Hotline

In 2014 Eureka Recycling's hotline staff had 2,476 conversations with Roseville residents who live in single-family homes (or duplexes) about their zero-waste recycling program.

Hotline staff also answered 94 calls from apartment and townhouse residents and building managers who participate in the zero-waste recycling program with questions unique to their program. Eureka Recycling worked with these residents and building staff to help them manage their multi-family recycling set-ups, add carts or collection days, provide them with education materials for their residents, and help improve their service in many other ways.

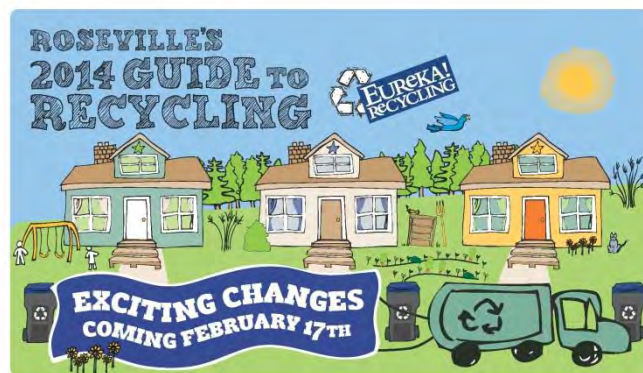
	2007	2008	2009	2010	2011	2012	2013	2014
Hotline Calls								
Curbside Calls	425	540	480	410	330	415	885	2476
Multi-family Calls	49	78	35	74	81	72	94	85
Total Calls	474	618	515	484	411	487	979	2561
Requests for Printed Materials								
Curbside	41	74	21	43	47	33	41	556

Requests for Printed Education Materials

Throughout the year, Eureka Recycling mailed specific curbside recycling schedules, sorting information, and clothes and linens and recycling day stickers to 556 Roseville residents in response to their questions and calls.

Curbside Program Guide to Recycling

2014 was a major year of transition to the recycling program. The 2014 guide to recycling provided all of the information needed for each household to participate in the new single sort program. It also gave details on the new plastics added to the program and the types of items that are not a part of the program. Many residents appreciated this additional information and chose to call the Zero-Waste Hotline to learn more.



Direct Education

Our experience has shown that the absolute best place to educate residents about their zero-waste recycling program is right at the curb. Eureka Recycling and the City of Roseville share a value that all the material that can be recycled should be and material that cannot be recycled should not be collected. Taking non-recyclable items on a ride in a recycling truck and through a processing facility not only wastes the fuel and energy to transport and process the material, but also leaves the residents with the mistaken impression that the material can be recycled.

Eureka Recycling drivers educate residents at the curb using educational tags for specific problems. In 2014, drivers left approximately 1,833 educational tags in recyclers' bins. This number is much lower than previous years. Non-recyclable plastics, not sorting material correctly, or using an oversized container were the most common reasons residents received a tag in the past. By simplifying the program to a single sort process, using carts provided to the household, and by adding additional plastics we eliminated many of the issues that generated tags in the past.

The most common reason residents received a tag in 2014 were:

1. Repeatedly having excess recycling placed next to cart while having a small or medium sized cart. The tag recommended that the resident call the hotline to request a larger, or even a second cart.
2. Cardboard not been broken down to a size that will fit in the cart. To collect extra cardboard the driver tips the cart and then puts the extra cardboard into the cart and tips it again. Cardboard too big for the cart is difficult for the driver to collect.
3. Placing cart too far from the curb or backwards with the handle facing the street. This makes it hard for the material to fall in the truck and causes litter.

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Driver Tags	9,540	10,156	7,367	13,565	13,010	50,061	9,736	20,341	1,833
Postcards	650	822	451	742	559	1,136	951	7,576	0
Personalized Letters	30	51	0	3	10	41	179	20	151

We work with our drivers to ensure they take every opportunity to provide additional education to residents. The value of this approach is that begins a conversation with residents and eliminates confusion. All of Eureka Recycling's tags encourage residents to call our hotline where zero-waste educators are available to clear up confusion about why certain items are not recyclable or to explain how residents' efforts at the curb have an important impact on the value of the material and the environmental benefits of recycling.



Sample Tags

Postcards

In the previous two-sort system of collection, if a resident did not have a blue bin to leave a tag in the driver would write up the address and our customer service staff would send a postcard with the same images and messaging to the home to inform them about the issue. In the new single-

sort system every house now has a cart so the driver always has a place to leave a tag, which eliminates the need for postcards.

Letters

Personalized letters are another form of communication about programs and services.. There are two types of personalized letters we send to residents:

1. Chronic problem letters provide detailed information and instructions about setting out recycling. These letters are used when previous letters have not been successful in correcting repeated problems. Drivers keep a daily record of the addresses that have received tags but still need further education. Addresses that have received tags for three consecutive collection weeks with no change in how they are recycling receive a personalized letter that encourages the resident to contact us so we can have a more in-depth conversation.
2. Letters to update service information for Special Pickup Instruction (SPI) customers. These letters are sent when SPI residents have changed the location of their recycling, or if it appears the resident has moved out of the home and no longer needs the service.

In 2014 Eureka Recycling sent 151 personalized letters to residents. This is an increase over previous years and is in line with the increase in calls that were made to the hotline. As people first begin using a new system they can become confused about some aspects of the program. A letter can help them understand the issue, while inviting them to call the hotline with additional questions or concerns. The most common issues that generated letters were cardboard not broken down, repeatedly having extra material outside the carts while using a smaller cart, and not having the cart out by 7 a.m.

Special Pickup Addresses

To ensure every resident has the opportunity to recycle, Eureka Recycling offers to collect recycling from locations other than the curb for residents who request special pickup service due to short- or long-term physical limitations. This service is provided free of charge to ensure that anyone who would like to recycle has the opportunity to do so by helping remove any physical barriers. 30 residents added this service in 2014 for a total of 167 total residents.

Multifamily Zero-Waste Recycling Program

The City of Roseville has a very successful multifamily zero-waste recycling program. We now have a total of 176 multifamily complexes, 164 residential buildings, and 11 city buildings/parks, 1 business and 1 nonprofit for a total of 6,049 units being serviced in Roseville's multifamily program.



In February 2014 Eureka Recycling mailed reports to all of Roseville's multifamily building managers, providing them with data on the tonnage recycled for their building(s), a comparison of the amount of tonnage recycled for the whole city's multifamily program, and the environmental benefits of the entire City's effort in recycling. This communication provides the building

managers the tools to work with their residents to inspire and motivate them to increase their recycling rate.

One of the challenges with recycling in multifamily properties is turnover. Residents move in and out all the time and even property managers and caretakers turn over constantly. Not having a reliable contact at each property makes it difficult to manage problems that may arise or to communicate the successes to residents. This challenge is one of the reasons most cities do not include apartment and condo buildings in their residential recycling programs. Eureka Recycling's staff also updated building managers' contact information whenever possible. If it were not for the time Eureka Recycling staff takes each year to ensure correct and updated data, effective and timely communication would not be possible and the quality of the program would be in jeopardy.

Multifamily Educational Materials and Customer Service

Eureka Recycling constantly monitors the performance of each account to improve participation. Our drivers track issues so our staff can immediately follow up with suggestions to address any identified building needs and to provide educational materials for residents. Eureka Recycling provided 540 pieces of recycling education (instructional posters, brochures, schedules, etc.) to building management and residents of existing and newly established multifamily accounts in 2014.

We continue to monitor the performance and service issues with each account to adjust service levels on an ongoing basis. We ensure that we are providing appropriate service levels to all buildings by working with our drivers and involved on-site contacts to add more carts as residents recycle more.

Special Education and Outreach

Outreach at Roseville Events

In 2014 Eureka Recycling and the City of Roseville partnered during three events to give residents an opportunity to learn about recycling, while also experiencing that waste is preventable. Eureka Recycling provided Zero-Waste Event Services, which included staff helping to monitor zero-waste stations and educate residents about recycling and zero-waste issues.

At the Roseville Living Smarter Fair on February 15, 2014, Eureka Recycling had a table where we had many conversations with people about how they can incorporate zero waste practices such as, backyard composting, using the Twin Cities Free Market, and preventing wasted food to reduce the amount of trash they produce at home. These are simple things that can have a positive environmental impact and save residents money on their trash service. Additionally, we provided information on changes to the recycling program and answered questions related to materials added to the program, challenging materials and the problems they cause.

On April 19, 2014 at the Roseville Earth Day event Eureka Recycling and the City had a table where our staff shared information about the changes to the recycling program. Residents interested in getting rid of their old blue recycling bin were able to drop them off to be recycled. Many other Roseville residents came asking if they could take more bins for use as storage boxes in their homes. In the end, with the exception of a handful of broken bins, every bin dropped off

found a new home with one of their neighbors. Recycling the old bins would have been great but reusing them takes full use of their lifecycle and is the best environmental benefit.

Roseville Residents Experience Zero Waste For Themselves!

Public events tend to be huge waste generators. This year Eureka Recycling's continued sponsorship of zero-waste events in Roseville provided residents with the opportunity to witness zero waste in action. Eureka Recycling helped make the following events zero-waste:

- The Living Smarter Fair
- The Earth Day Celebration at Harriet Alexander Nature Center
- The Wild Rice Festival

Roseville's efforts to address this problem, and the 93-99% diversion of waste from these public events, continues to show the city's incredible leadership. Eureka Recycling receives consistent requests from other cities to help them develop the knowledge and build the commitment to waste reduction that would make them as successful as Roseville.

Night to Unite

We again joined the City of Roseville at Night to Unite celebrations all over the city. Together, we recognized it as an opportunity to connect with Roseville residents on a night where the community gathers. The City and Eureka Recycling see this event as a great opportunity to bring resources to residents, while taking the time to build community and answer questions. At 14 neighborhood gatherings Roseville city staff and Eureka Recycling staff distributed educational materials to help individuals learn how to recycle more. Staff spent time answering recycling questions and talking to residents about the environmental and economic benefits of recycling. Residents were responsive to not only the recycling information, but also additional recycling bins and to have conversations around zero-waste.

Leading up to this event, Eureka Recycling once again supported the city's effort to encourage block party organizers to register their parties with the City by offering a free backyard composting bin to any registered neighborhood party that wanted one. A total of 13 compost bins were given to leaders of Roseville block parties. Registering parties helps the City to retain the information about who the energized and engaged residents are. This makes it easier to develop stronger relationships with those residents and allows them to help get community feedback and to help disseminate information on important community initiatives to their neighbors. Several parties raffled the bins off to party attendees, while others used them to compost the food scraps. We also provided fact sheets about making neighborhood events zero-waste. This fact sheet is available on our composting website: <http://bit.ly/1EBgK6n>

Twin Cities Free Market

Residents of the City of Roseville have the opportunity to exchange reusable materials via the Twin Cities Free Market (www.twincitiesfreemarket.org). The Twin Cities Free Market is a great way for residents to give and get free, reusable items while keeping them out of the landfill or incinerator. In 2014 Eureka Recycling completely redesigned the Free Market website to provide users an easier format. In 2014, 719 Free Market users from Roseville listed over five tons (10,703 pounds) of usable items that were made up of mostly furniture, electronics, and appliances that were spared from the landfill or incinerator.

**Roseville Public Works, Environment and
Transportation Commission**

Agenda Item

Date: April 28, 2015

Item No: 7

Item Description: I-35W Interchange Project Update

Background:

In 2012, the City of Roseville was awarded federal surface transportation funding for the reconstruction of the interchange with I-35W Northbound at Cleveland Ave; Twin Lakes Parkway also intersects at this location.

The project involves widening out the northbound lanes of Cleveland in order to provide two left turn lanes onto I-35W north as well as widening and realigning the existing on and off ramps to better align with the Twin Lakes Parkway leg of the intersection.

Staff will make a short presentation updating the Commission on the project elements as this project nears completion of the final design and construction.

Recommended Action:

Receive presentation.

Attachments:

A. None

**Roseville Public Works, Environment and
Transportation Commission**

Agenda Item

Date: April 28, 2015

Item No: 8

Item Description: Pathway Master Plan Review

Background:

The City's Pathway Master Plan was first developed in 1975 and has been updated a number of times in the last 38 years. The most recent update was in 2008. This plan is the result of input from a City Council appointed volunteer advisory committee that worked with staff to develop a comprehensive vision for non-motorized transportation needs throughout the City. The advisory committee was made up of fourteen Roseville residents and three staff members.

A citizen survey conducted as a part of the Parks Master Planning Process indicates that the residents of Roseville rank pathways, sidewalks and trails as a high priority in the community and are interested in pursuing the expansion of the system focusing on creating improved linkages and connections.

Attached is a ranking that the 2013 PWET Commission agreed to in October of 2013. While this priority list was not adopted by Council, it is still a useful document to use in order to review the status of the Pathway Master Plan implementation.

Staff will discuss segments that have been completed, what is on the horizon and the next steps for formally updating the Pathway Master Plan.

Recommended Action:

Receive presentation.

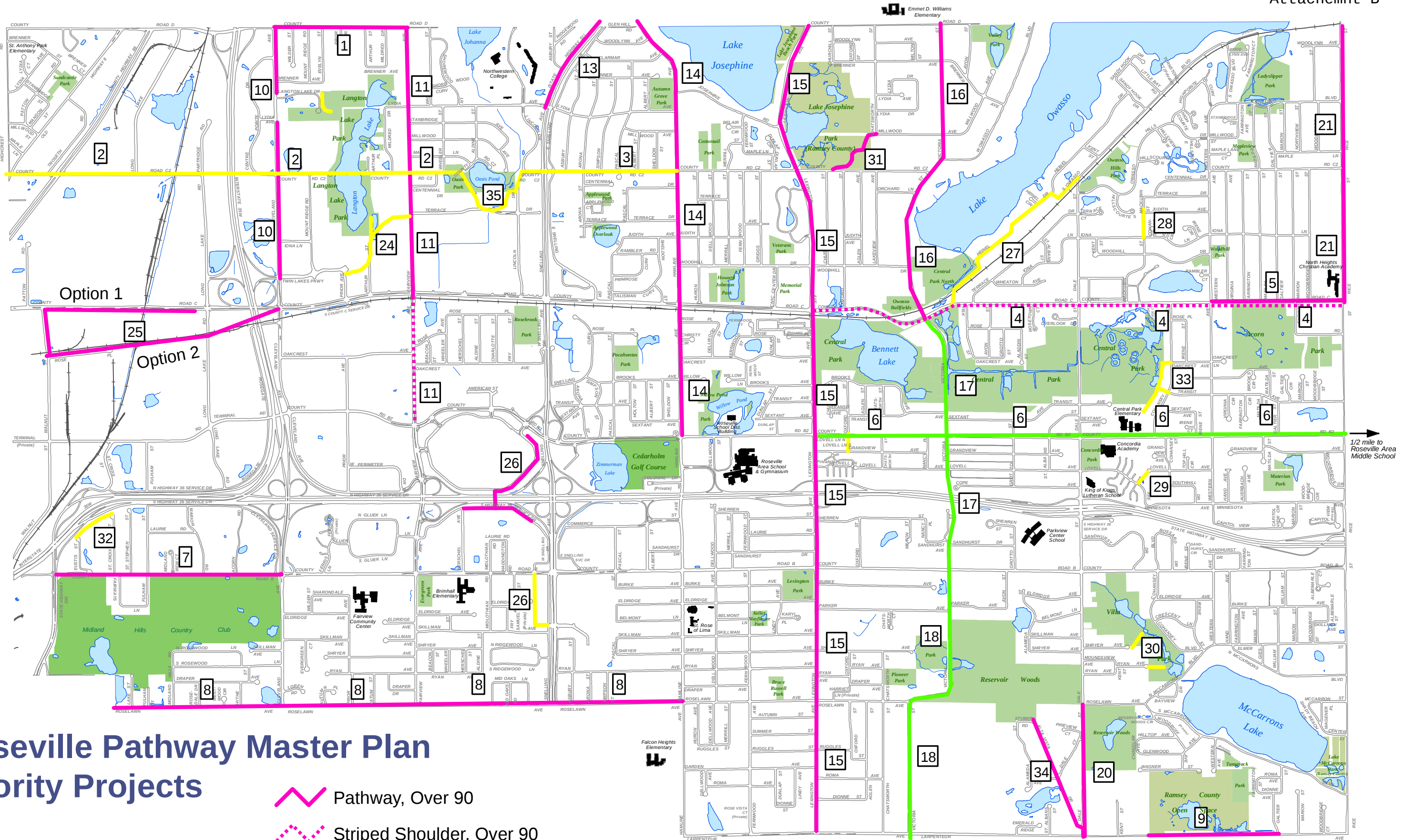
Attachments:

- A. Pathway Master Plan Priority table- sorted by 2013 PWET Commission ranking
- B. Pathway Master Plan Priority Project Map

Pathway Master Buildout Plan- SORTED BY RANK													
Map #	Street Name/ Segment Description	Between	Length (Miles)	Estimated Cost	Subtotal in ~\$1M increments	Build Year	Funding Source	Rank (1-5)	DeBenedet	Vanderwall	Gjerdingen	Felice	Stenlund
25	Northeast Diagonal Trail Connection (Option 1- County Road C/ Walnut)												
		Long Lake Road to Walnut Street	0.55	\$ 372,386.36				1.76	1.8	3	1	2	1
		County Road C to NE Diagonal Trail	0.17	\$ 109,166.67				1.76	1.8	3	1	2	1
20	Dale Street (Option 1: Combination)												
		Roselawn to Pineview Court	0.13	\$ 89,700.00				1.78	1.9	3	2	1	1
16	Victoria Street (North of Co Rd C) (Option 1: Combination)												
		County Road C2 to Millwood	0.2	\$ 121,900.00				2.00	1.5	2	2.5	3	1
		County Road C to County Road C2	0.6	\$ 365,700.00	\$ 1,058,853.03			2.00	1.5	2	2.5	3	1
15	Lexington Ave- Park Connection	Shryer to County Road B	0.4	\$ 243,800.00				2.04	1.7	1	2.5	2	3
21	Rice Street												
		McCarron Street to County Road B	0.5	\$ 81,050.00				2.04	1.2	1.5	1.5	1	5
		Larpenteur Ave to McCarron Street	0.5	\$ 81,050.00				2.04	1.2	1.5	1.5	1	5
5	Acorn Park Pedestrian Crossing	north- south crossing at Galtier	NA	\$ 15,000.00				2.18	1.4	1	2	1.5	5
21	Rice Street												
		County Road C to County Road C2	0.5	\$ 81,050.00				2.20	1	2	2	1	5
		County Road C to County Road C2	0.5	\$ 329,750.00				2.20	1	2.5	1.5	1	5
21	Rice Street	County Road C2 to County Road D	0.5	\$ 329,750.00	\$ 2,220,303.03			2.32	1.1	2.5	2	1	5
5	County Road C- Sidewalk	Western Avenue to Rice Street	0.5	\$ 335,500.00				2.48	1.4	1.5	3	1.5	5
10	Cleveland Avenue	Twin Lakes Parkway to County Road C2	0.4	\$ 261,040.00				2.64	3.2	2.5	2.5	3	2
9	Larpenteur Avenue	Reservoir Woods to Galtier Street	0.5	\$ 326,300.00				2.70	3	2.5	2	2	4
21	Rice Street	County Road C2 to County Road D	0.5	\$ 81,050.00	\$ 3,224,193.03			2.72	1.1	3	2.5	2	5
15	Lexington Avenue	Roselawn to County Road B2	0.5	\$ 304,750.00				2.78	4.4	1	2.5	1	5
3	County Road C2 (E of Snelling)	Snelling to Hamline	0.5	\$ 347,000.00				2.80	2.5	2.5	4	4	1
11	Fairview Ave												
		County Road C2 to County Road D	0.5	\$ 316,250.00				2.94	2.7	5	4	2	1
		County Road B2 to County Road C	0.5	\$ 316,250.00	\$ 4,508,443.03			2.00	1		2.5	2.5	2
18	Victoria St (South of B)	Larpenteur Ave to County Road B	1.25	\$ 747,500.00		2014-2015	MSA	2.94	1.7	2	3	3	5
15	Lexington Avenue												
		County Road B to County Road B2	0.5	\$ 304,750.00	\$ 5,560,693.03			2.98	4.4	1	3.5	1	5
		Larpenteur Ave to Roselawn	0.5	\$ 304,750.00				2.98	4.4	1.5	2	2	5
3	County Road C2 (E of Snelling)	Lexington to Victoria	0.5	\$ 347,000.00				3.00	2.5	2.5	5	4	1
10	Cleveland Avenue	County Road C2 to County Road D	0.45	\$ 293,670.00	\$ 6,506,113.03			3.04	3.2	2	5	3	2
14	Hamline Avenue	County Road C to County Road C2	0.5	\$ 304,750.00				3.10	2.5	3	3	4	3
27	Heinel Dr Connection (Option 2- Off Road)	Heinel Drive to Victoria Street	0.35	\$ 242,900.00	\$ 7,053,763.03			3.10	4	2.5	3	4	2
26	Rosedale to HarMar Connection	North South connection over TH 36	1	\$ 2,145,000.00	\$ 9,198,763.03			3.20	2	5	2	2	5
14	Hamline Avenue	County Road C2 to City Bdry	0.75	\$ 457,125.00				3.22	2.6	2	4.5	4	3
31	Lake Josephine Park Connection	Millwood to County Road C2	0.25	\$ 155,250.00				3.28	2.9	4	4.5	4	1
29	Concordia Connection	Lovell Ave to Minnesota Ave	0.1	\$ 69,400.00				3.30	5	2.5	5	3	1
34	Alta Vista Drive (Option 2- Off Road)	Dale Street to Reservoir Woods Parking lot	0.45	\$ 312,300.00	\$ 10,192,838.03			3.40	5	5	5	1	1
15	Lexington Avenue	County Road B2 to County Road C	0.35	\$ 213,325.00				3.48	4.4	2	4	2	5
8	Roselawn Avenue												
		City Boundary to Cleveland	0.75	\$ 121,575.00				3.50	4.5	3	5	4	1
		Cleveland to Fairview	0.5	\$ 81,050.00				3.50	4.5	3	5	4	1
		Fairview to Snelling	0.5	\$ 81,050.00				3.50	4.5	3	5	4	1
		Snelling to Hamline	0.5	\$ 81,050.00				3.50	4.5	3	5	4	1
14	Hamline Avenue	County Road B2 to County Road C	0.5	\$ 323,250.00				3.88	2.4	5	5	4	3

Pathway Master Buildout Plan- SORTED BY RANK													
Map #	Street Name/ Segment Description	Between	Length (Miles)	Estimated Cost	Subtotal in ~\$1M increments	Build Year	Funding Source	Rank (1-5)	DeBenedet	Vanderwall	Gjerdingen	Felice	Stenlund
32	Eustis to St Croix Connection	Eustis to St Croix Connection	0.2	\$ 93,800.00	\$ 11,187,938.03			3.90	5	4	4.5	3	3
2	County Road C2 (W of Snelling)	Lincoln Dr to Wheeler (around the south side of Oasis Pond)	0.32	\$ 297,080.00				3.92	4.1	5	4.5	5	1
1	County Road D	Cleveland to Fairview	0.5	\$ 301,300.00				4.06	2.3	5	4	5	4
15	Lexington Avenue	County Road C2 to County Road D	0.5	\$ 304,750.00				4.08	4.4	4	3	4	5
2	County Road C2 (W of Snelling)												
		Langton Lake Park to Cleveland	0.45	\$ 312,300.00	\$ 12,403,368.03			4.16	4.3	3	4.5	5	4
		Centre Pointe Drive to Long Lake Road	0.13	\$ 1,690,220.00	\$ 14,093,588.03			4.20	5	5	5	5	1
8	Roselawn Avenue												
		Fairview to Snelling	0.5	\$ 329,750.00				4.20	5	4	5	4	3
		Snelling to Hamline	0.5	\$ 329,750.00				4.20	5	4	5	4	3
28	Mackubin Street	Judith Ave to Iona Ln	0.1	\$ 63,250.00			Parks Renewal	4.30	5	3.5	4	4	5
2	County Road C2 (W of Snelling)												
		Long Lake Road to Long Lake Road	0.25	\$ 173,500.00				4.36	4.8	4	5	5	3
		Long Lake Road to Highway 88	0.3	\$ 208,200.00				4.36	4.8	4	5	5	3
		Highway 88 to Highcrest	0.2	\$ 138,800.00	\$ 15,336,838.03			4.36	4.8	4	5	5	3
8	Roselawn Avenue												
		City Boundary to Cleveland	0.75	\$ 494,625.00				4.40	5	5	5	4	3
		Cleveland to Fairview	0.5	\$ 329,750.00				4.40	5	5	5	4	3
15	Lexington Avenue	County Road C to County Road C2	0.5	\$ 304,750.00	\$ 16,465,963.03			4.60	4.4	4	5		5
7	County Road B (Option 2- On Road)	Highway 280 to Cleveland Avenue	1	\$ 339,600.00	\$ 16,805,563.03	2015-2020		4.64	4.2	5	5	4	5
7	County Road B (Option 1- Off Road)	Highway 280 to Cleveland Avenue	1	\$ 579,500.00	\$ 17,045,463.03	2015-2020		4.84	4.2	5	5	5	5

Any segement included in a road CIP should be considered on its merits at that time.
All on road facility improvements should be considered at the next scheduled pavement rehabilitation project.



Roseville Pathway Master Plan Priority Projects

- Pathway, Over 90
- - - Striped Shoulder, Over 90
- Pathway, Under 90
- Planned Pathway



Prepared by:
Engineering Department
July 17, 2013

Data Sources and Contacts:
* Ramsey County GIS Base Map (6/05/13)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

DISCLAIMER:
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0 500 1000 1500 2000 Feet

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map: PathwayMasterPlan2008withUpdates.pdf



Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 28, 2015

Item No: 9

Item Description: Look Ahead Agenda Items/ Next Meeting May 26, 2015

Suggested Items:

- Annual NPDES Stormwater Public Meeting
-
-

Recommended Action:

Set preliminary agenda items for the May 26, 2015 Public Works, Environment & Transportation Commission meeting.

ROSEVILLE UNIVERSITY

2015

MAY



Administration Department

One Session

Session One | Thursday, May 7 | 6:30 p.m. - 8:30 p.m. | City Council Chambers at City Hall

Government 101 (first hour)

The nuts and bolts of city government. Find out how cities work and where your voice fits in with this intro to local government.

Civic and Community Engagement – How to Get Involved (second hour)

What does it take to make a city succeed? Its residents, of course. Find out why it is important to get involved and learn ways you can get engaged in the community.

Finance Department

Two Sessions

Session One | Thursday, May 21 | 6:00 p.m. - 7:00 p.m. | City Council Chambers at City Hall

Budget 101: Understanding Roseville's Budget

Money comes in; money goes out. Get an overview of Roseville's budget including the budget process and how spending priorities are set, review the 2015 Council-Adopted Budget, and learn how the budget impacts your property tax and water & sewer bill.

Session Two | Thursday, May 28 | 5:30 p.m. - 6:30 p.m. | City Council Chambers at City Hall

Property Tax 101: Understanding your City Property Tax Bill

Get the lowdown on your taxes. Join us for an overview of your property taxes: how property value is calculated, why your taxes increase or decrease, and how your city taxes are determined. Learn how Roseville's property taxes compare to other cities and why they can vary significantly from one city to the next.

May/June/July

Police Department

Four Sessions

Session One | Thursday, May 28 | 6:30 p.m. - 8:30 p.m. | Willow Room at City Hall

Identity Theft and Fraud (first hour)

Collectively identity theft is multimillion dollar business. Individually it costs a victim about \$1,500 and 175 hours to clean up their credit report. We'll share lots of information on what you can do to lower your chances of becoming a victim of identity theft.

Substance Abuse (second hour)

Misuse and abuse of prescription drugs and other substances can have a devastating effect on the person using the drugs, as well as on the family and society. Learn how a person illegally gets prescription medications, signs to look for abuse and what you can do to help.

Session Two | Thursday, June 4 | 6:30 p.m. - 8:30 p.m. | Willow Room at City Hall

K9 Teams On the Job

What makes our K9s so special? Meet two of our topnotch handlers and their K9 partners. They'll demonstrate the skills needed to get the job done and the bonds that K9 teams share. Participants will learn about the important skills the K9s bring to the Roseville Police Department.

Session Three | Sunday, June 7 | 6:30 p.m. - 8:30 p.m. | Willow Room at City Hall

Officer Use of Force

What goes into the decision-making process with the Use of Force? Use of Force Instructors will explain the training and thoughts behind each of their decisions. Participants will get hands-on experience Use of Force decision-making using an interactive video system that has been provided by the Columbia Heights Police Department.

Session Four | Tuesday, July 14 | 6:30 p.m. - 8:30 p.m. | Fire Station

Traffic Safety and Simulated Traffic Stops

What happens when you run a red light or push the speed limit? Get the facts on traffic stops. Officer Travis Steinberg and Officer Juan Toran will walk you through the ins and outs of a traffic stop and role play actual traffic stops.

Register at www.cityofroseville.com/RosevilleU or call 651-792-7023

Please register at least three (3) days in advance of each session.

2015

August/September

Parks & Recreation

One Session

Session One | Wednesday, August 19 | 6:00 p.m. - 8:00 p.m. | Lexington Park Building

We've Got the Greatest Parks in the Country

See for yourself on a tour of some of Roseville parks and facilities. We'll start the tour at the newly built Lexington Park building site and then we'll provide transportation to the Roseville Skating Center and learn about our geothermal refrigeration systems. After that we'll head over to Muriel Sahlin Arboretum grounds and visit several other facility and natural resource locations.

Fire Department

Four Sessions

Session One | Tuesday, September 22 | 6:00 p.m. - 7:30 p.m. | Fire Station

Home Fire Prevention for the Whole Family (Bring the Kids!)

We've designed a special evening with two classes: one for kids and one for adults. Kids will learn about fire prevention in a kid-friendly setting. Adults will get an in depth look at fire dangers and what you can do to keep safe including installing smoke detectors and CO detectors, how to use a fire extinguishers and other fire safety techniques.

Session Two | Wednesday, September 23 | 6:00 p.m. - 7:30 p.m. | Fire Station

Roseville Fire Department- Operations 101

Get a behind the scenes look at how the Roseville Fire Department works. Find out where the firefighters sleep, get a tour of the fire station, ride on a fire truck, and see what it feels like to use a fire hose. This is a must see, hands-on, firefighting experience.

Session Three | Thursday, September 24 | 6:00 p.m. - 7:30 p.m. | Fire Station

When Disaster Strikes

Whether a storm, fire, or disaster that takes you off the grid, you should be prepared for the worst, and hope for the best. We'll provide you with basic information to prepare your family before a disaster hits. Get basic training on how to properly use a fire extinguisher, search and rescue, shutting off electric, water and gas utilities, and basic first aid.

Session Four | Tuesday, September 29 | 6:00 p.m. - 7:30 p.m. | Fire Station

Fire 101

What are the leading causes of fire? What can you do to prevent a fire? What do you do if you have a fire? Lots of questions, and we've got the answer. Firefighters will provide useful information to help a fire victim to deal with insurance companies, salvage companies, and fire investigators. We'll provide insight to document your experience and what you need to do to get on the road to recovery.



October

Public Works Department

One Session

Session One | Thursday, October 8 | 6:30 p.m. - 8:30 p.m. | Chambers City Hall

Street Smarts - Pavement Management (first hour)

Bituminous, mill and overlay, asphalt – what are we talking about? Learn how the City maintains nearly 120 miles of streets. Get an overview of Roseville's pavement management strategies and learn everything from annual maintenance to full road reconstruction.

Sanitary Sewers (second hour)

You flush and it disappears, but do you ever wonder what really happens? Find out how Roseville maintains over 145 miles of sanitary sewer pipes with more 9,000 service laterals connected to that system. Learn about the issues the City faces in maintaining this infrastructure.

November

Community Development Department

Two Sessions

Session One | Thursday, November 5 | 6:30 p.m. - 8:30 p.m. | Willow Room at City Hall

Rental Licensing in Roseville (first hour)

With a population of 33,600, Roseville has nearly 5,000 rental units. What does that mean for our city? We'll take a photographic look at problems that can develop in a first-ring suburb if a city does not proactively manage its housing stock. Then we'll explain Roseville's Rental License Program and why it is necessary to keep our city strong.

Public Nuisance Code Enforcement/Neighborhood Enhancement Program (second hour)

What are the top complaints we get about code violations? Get an overview of the most common public nuisances and what that means to the community. Learn why most cities have a code enforcement program and find out how Roseville's Code Enforcement Program works. We'll provide photographic examples of problems that can develop if a city does not have a vigorous public-nuisance code enforcement program. Come also learn how you can maintain property appeal and property value with the Neighborhood Enhancement Program!

Session Two | Thursday, November 19 | 6:30 p.m. - 8:30 p.m. | Willow Room at City Hall

Planning, Zoning and Development: How, Why and Where in Roseville

Who decides what gets built and where it gets built in Roseville? The Comp Plan and the City Code spells it out... it's a little more complicated than that. Roseville's Planning and Zoning Division guides the city planning process. We'll explain all that's involved to meet our infrastructure, housing, economic development, recreation, environmental protection, transportation and other needs to remain a vibrant community. We'll provide an introduction into the planning, zoning, and development activities, and information on specific developments currently under review.

Register at www.cityofroseville.com/RosevilleU or call 651-792-7023

Please register at least three (3) days in advance of each session.

Pick and choose, attend as many classes as you are interested in but registration is required, because space is limited. Most classes are designed for participants over age 18. *Special prize for those who attend more than half of the 15 sessions in 2015.*