Roseville Public Works, Environment and Transportation Commission
Meeting Agenda

Tuesday, July 26, 2016, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

6:30 p.m.	**1.**	**Introductions/Roll Call**
6:35 p.m.	**2.**	**Public Comments**
6:40 p.m.	**3.**	**Approval of June 28, 2016 Meeting Minutes**
6:45 p.m.	**4.**	**Communication Items**
7:00 p.m.	**5.**	**City Campus Solar**
7:20 p.m.	**6.**	**Asset Management System Review**
8:15 p.m	**7.**	**City Council Joint Meeting Review**
8:25 p.m.	**8.**	**Possible Items for Next Meeting – August 23, 2016**
8:30 p.m.	**9.**	**Adjourn**

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Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 26, 2016 **Item No: 3**

Item Description: Approval of the June 28, 2016 Public Works Commission Minutes

Attached are the minutes from the June 28, 2016 meeting.

Recommended Action:
Motion approving the minutes of June 28, 2016 subject to any necessary corrections or revision.

Move**:** _____

Second**:** _____

Ayes**:** _____

Nays**:** _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, June 28, 2016, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1. Introduction / Call Roll / Swearing in of New Members

Chair Cihacek Lenz called the meeting to order at approximately 6:30 p.m. and at his request, Public Works Director Marc Culver called the roll.

Present: Chair Brian Cihacek; Vice Chair Sarah Brodt Lenz; and Members Joe Wozniak, John Heimerl, Kody Thurnau, and Duane Seigler

Excused: Member Thomas Trainor

Staff Present: Public Works Director Marc Culver; Environmental Engineer Ryan Johnson

2. Public Comments

None.

3. Approval of May 24,2016 Meeting Minutes

Comments and corrections to draft minutes had been submitted by PWETC commissioners prior to tonight's meeting and those revisions were incorporated into the draft presented in the meeting materials; with Member Heimerl's corrections submitted as a bench handout at the meeting as part of the record.

Member Lenz moved, Member Heimerl seconded, approval of the May 24, 2016 meeting minutes as amended.

Corrections:

- **Page 6, Line 231 (Heimerl)**
  Correct to read: "…replacement trees versus expending ***[cash]*** in lieu of ***[planting trees.]***
- **Page 10, Line 421 (Cihacek)**
  Typographical Correction: Change "phosphorus" to "nitrates"
- **Page 11, Lines 455-456 (Heimerl)**
  Correct to read: "…noting that the City of Roseville was the recipient of a lot of [sediment] coming through the system from Shoreview."
- **Page 11, Line 458 (Heimerl)**

Correct to read: "Mr. Johnson opined that they are as aggressive, and mentioned several joint…"

- **Page 13, Lines 547 - 548 (Heimerl)**
  Correct to read: "…A-Line[bus] rapid ~~bus~~ transit ~~came and~~ passenger numbers
- **Page 13, Line 550 (Heimerl)**
  Correct to read: "Green" Line rather than "Grey" Line

Ayes: 6
Nays: 0
Motion carried.

4. Communication Items

Public Works Director Culver provided additional comments and a brief review and update on projects and maintenance activities listed in the staff report dated June 28, 2016.

Discussion included recognition by commissioners that even though funding for some of the shorter sidewalk/pathway connections was not coming from Safe Routes to Schools, similar criteria was being used; identification on the map of missing gaps and scheduled pathway infrastructure improvements as part of the annual construction season when possible. Staff clarified that some of the connections had been made through use of remaining Park Renewal Program bond funds and timing for that spending obligation as part of bond protocol for 2016 and 2017 as possible.

Specific to last month's tree replacement discussion, clarification was sought from staff on what was actually involved in relocating trees, their size and species; and whether during mass grading efforts; and success rates in moving larger trees depending on the size of their root structure and overall health.

5. Stormwater Impact Fund

Mr. Culver deferred to Environmental Engineer Ryan Johnson for this presentation of a proposed Draft Impact Fund (policy) and Draft Management Standards.

Mr. Johnson advised that while current city's stormwater management policies and practices provided standards and guidance to avoid degradation of water bodies, parts were still missing and needed updating, thus staff's recommendation for implementing a Stormwater Impact Fund. Mr. Johnson noted this fund would allow residents that apply for a Residential Stormwater Permit (ReSWP) to purchase treatment through a city-installed regional system in lieu of providing treatment onsite through rain barrels, raingardens, or other site management systems. Mr. Johnson noted the fund would also allow developers unable to treat stormwater onsite to purchase treatment credits based on a dollar per cubic foot rate. Mr. Johnson noted there was no city current cit policy in place to address

those situations, whether due to site constraints, contaminated soil, or no available storm sewer system.

Mr. Johnson noted regional watershed districts had similar requirements for a fund as developers met certain criteria if no optional treatment methods are available. Mr. Johnson noted this fund would allow the pooling of management funds to mitigate drainage issues through a larger area or region that would also help mitigate stormwater management issues on a particular site paying into the fund.

Mr. Johnson's presentation highlighted a draft policy, mitigation sequencing, fund tracking, and next steps.

Mr. Johnson advised that during his tenure with the city, he had only been aware of 1 or 2 development sites that had no feasible way for the development to proceed and meet total stormwater management requirements. Mr. Johnson further advised that the draft policy was intended to address the following:

- Provide a stormwater alternative for permitted projects that can't mitigate onsite;
- Provide a stormwater alternative for residential stormwater permits (ReSWP's) for properties that meet standards set in city code; and
- Suggested a proposed rate of $15/cubic foot based on average citywide stormwater projects to-date.

At the request of Member Seigler, Mr. Culver clarified that this addressed those properties developed 20-30 years ago or before, and where improvements or development could not comply with the current impervious surface coverage on residential properties at 30% or less allowable. At the further request of Member Seigler, Mr. Johnson affirmed that this draft policy was comparable to those of surrounding communities.

Member Seigler provided an example of lots similar to his personal situation, where ramblers built in the 1950's or 1960's with a desire of current owners to expand the homes and/or garages to a minimum two-stall garage, and questioned if this proposed policy allowed reasonable recourse for them to do so.

Mr. Culver responded that staff recognized there were numerous older lots were smaller and didn't meet current city standards due to those prior lot sizes. Unlike the City of Edina with larger homes but lots wider or deeper, Mr. Culver noted some of these initial options were developed about ten years ago to address some of those limitations.

At the request of Chair Cihacek, Mr. Johnson clarified that this proposed policy applied to residential properties established twenty years ago or before; and further clarified that commercial lots used design standards for 85% impervious coverage due to the nature of those businesses.

At the request of Chair Cihacek, Mr. Johnson provided a more detailed explanation of how staff identified an average citywide stormwater calculation for larger area projects based on what the city has experienced for those projects in recent years (e.g. Upper Villa, Sherran/Dellwood, Corpus Christi Church projects). Mr. Johnson noted that this impact fund would provide funding for those larger projects that would benefit the entire city as well as developments in the immediate area.

At the request of Member Wozniak, Mr. Johnson clarified that residents would pay a one-time fee and would actually prove more beneficial and easier than maintenance of rain gardens or recertification costs of those installations.

Continuing with his presentation, Mr. Johnson reviewed mitigation sequencing and stormwater districts in the city. Mr. Johnson noted that staff's suggestion was to apply that funding as near to development sites as possible to alleviate stormwater issues on the site and the immediate area, or at least within the immediate drainage area or that particular watershed district at a minimum to protect major water bodies and address ongoing flooding areas to lessen the overall impact.

Specific to the upper limit for impervious coverage on residential lots, Mr. Culver explained that the city's Public Works and Engineering staff was currently working with the city's Community Development Department to modify current zoning ordinance language to address a standard or upper cap (currently 30%) for impervious coverage. Mr. Culver opined that from his personal perspective, he thought 50% impervious coverage limit was more reasonable; but advised that needed further research and vetting by the Planning Commission and City Council along with public input before any decision was made.

Mr. Johnson's presentation continued with tracking of the proposed impact fund through creation of a special code and database for tracking, whether minor or major districts and their respective priorities and their location within the city and/or watershed district as regional benefits and localized flooding area addressed by priority.

For next steps, Mr. Johnson sought further feedback from the PWETC for presentation to the City Council in July.

Chair Cihacek asked how the Impact Fund was going to fund mitigation steps if those funds were not comparable to costs.

Mr. Johnson advised that the fund took into consideration regional impact funds with profits intentionally built into smaller projects with tighter constraints, allowing leveraging form larger projects.

With the observation by Chair Cihacek that the numbers would only work on large-level sequencing, Mr. Johnson agreed, noting that the intent was to look at larger mitigation efforts that were not currently cost-effective for the city to pursue under realistic budget constraints. However, Mr. Johnson noted the advantages for the broader community as those larger projects are implemented, in addition to reducing maintenance costs for the city, such as re-inspection of smaller best management practice (BMP) efforts (e.g. raingardens) and their recertification.

Mr. Culver further clarified that a likely scenario for sequencing would be triggered by the city as its stormwater mitigation requirements for a specific project were addressed. At that point, Mr. Culver noted funding could be allocated from the Impact Fund to allow a mitigation feature to be larger and therefore treat more water, and provide a better cost benefit for a broader area.

Understanding that it may be years before the city was able to get to smaller projects based on sequencing and limited time spans, Chair Cihacek questioned if this fund was a good deal if raingardens or other mitigation efforts providing immediate stormwater management were easier to implement and more cost-effective.

Mr. Culver noted that was a good point, but also addressed some of those smaller mitigation efforts that were permitted when triggered by a structure expansion and may work in year one or shortly thereafter, but after that without continual monitoring by city staff and upkeep by residents once their final permit and Certificate of Occupancy were approved, there was no guarantee they remained effective. Mr. Culver noted that while the city was attempting to implement a five-year recertification program it was still pending, and was proving to be a massive effort. Mr. Culver listed several situations beyond rain garden maintenance, such as removal of rain barrels by those residents or new purchasers of a home, allowing drainage on adjacent properties, ineffective or inoperable rain gutter installations. Mr. Culver noted these all impacted mitigation efforts in an area, and concerned not only that property owner but those adjacent as well, and ultimately the broader drainage area. While those smaller devices can help in the bigger picture, Mr. Culver noted if individuals were not committed to those devices and their maintenance, they didn't provide any long-term benefit. Mr. Culver recognized that some residents were passionate about maintaining the devices, but for those not as committed or selling their home, it was necessary for staff to monitor the devices before the five-year recertification time, and re-educate those new owners on the operation of the system. To address those less-effective and smaller devices, Mr. Culver advised that other options were being pursued.

Chair Cihacek stated his agreement with the principle, but questioned if the cost issue was simply being moved elsewhere, and whether or not it needed to be addressed from a zoning perspective or other conceptualization, such as a balance

between accessibility and the investment and pragmatics of reality. Chair Cihacek stated that was a policy concern from his perspective, and how to adjust other city policies to maintain good water standards and recognizing there are significant problems requiring this mitigation and change to what is no longer working. Chair Cihacek asked if this Impact Fund and policy produced what the city needed from the perspective of efficiencies and effectiveness of long-term resources.

Mr. Culver expressed staff's appreciation of tonight's PWETC feedback and the points raised. Mr. Culver agreed there was a need to balance long- and short-term benefits including addressing additional impervious on a residential site or finding a more ideal situation.

Using his personal property as an example, Member Seigler again noted a lot of residents having extreme easements that couldn't be counted as part of the impervious calculations, causing them to be over the 30%. Member Seigler opined it was ridiculous for those residents to pay money into this fund when they were already willing to spend money to improve Roseville's housing stock and increase its tax base accordingly. Member Seigler noted the cost for this fund may be sufficient enough for a resident to avoid improving their housing stock, and look to another community for a home. Member Seigler further opined if residents were willing to improve their homes and increase its value, thereby increasing property taxes, the city should take that additional money to apply to stormwater relief. Member Seigler reiterated there may be impediments to additional green space on a property that can't be taken into consideration in calculating impervious surfaces; and thereby causing homeowners to move elsewhere.

Mr. Culver recognized the points made by Member Seigler; but clarified this impervious coverage requirement for mitigation if over 30% is currently in city code, and was not proposed for changes. Mr. Culver further clarified that this addressed homes already twenty years old or older and was being enforced accordingly. Mr. Culver noted this option was an alternative to that requirement, and an entirely different conversation would be needed if city code standards were proposed to be changed to remove that requirement altogether. Mr. Culver noted this proposal was to modify those standards to allow a resident to purchase credits.

Specific to Member Seigler's personal property situation, Mr. Culver clarified if there was a utility drainage easement on his property, the square footage of that easement area was indeed counted in calculations. Mr. Culver noted calculations are based from neighbor to neighbor parcels or from one property line to another property line, not between the property line and curb where an easement would be located.

Member Seigler questioned why the property calculations were not measured from the road; with Mr. Culver responding that the road was not the property of the property owner, but the city. Mr. Culver suggested Member Seigler consult with staff outside meeting confines to address specific square footage outside right-of-way square footages.

Member Thurnau asked staff for examples of partnership opportunities with watershed districts or other jurisdictions or agencies outside city limits to address regional drainage issues but of benefit to a larger, non-jurisdictional area.

Mr. Johnson reviewed some of those more recent partnership opportunities the city had used for regional drainage mitigation by providing cost participation by the city as an example. As noted by Member Thurnau, Mr. Johnson agreed that drainage and stormwater issues didn't respect city limit boundaries. However, Mr. Johnson noted the limits for the city at this time and going forward without a fund such as the proposed Impact Fund and policy to fund or participate in those larger projects. Therefore, Mr. Johnson noted the current practice or priority consideration is to retain the majority of those funds locally, but noted when possible the city would participate in those cost-share opportunities with other agencies for stormwater treatment as funds allowed.

Chair Cihacek asked if the intent was to use the fund as a replacement or for allocation from other funding resources.

Mr. Culver agreed the funds would allow some flexibility for expanding stormwater treatment and projects that the city would otherwise be unable to do, and enlarge mitigation efforts and programs accordingly.

Specific to sequencing projects outside the city addressed by Chair Cihacek, Mr. Culver noted it was only logical to connect the dots and address those bodies of water that the city's stormwater drained into even if outside the city, still benefiting everyone. Mr. Culver noted this would be based on those water resources of concern that Roseville stormwater flowed into and based on current versus future sequencing consideration and as permitted by the City Council depending on the situation.

At the request of Member Wozniak, Mr. Culver agreed to review those areas highlighted on Attachment A to further clarify the language.

Mr. Culver thanked the PWETC for their comments, and sought direction from the body as to whether they wished to make a formal recommendation to the City Council, or if staff should direct their comments to them accordingly.

Member Wozniak stated his support for the Impact Fund as an alternative; and encouraged staff to continue discussion with the Community Development department to identify the maximum impervious coverage percentage.

6. Recycling Services Proposals Review and Recommendations

Mr. Johnson provided a presentation on 2017 recycling services proposals received, reviewed and staff recommendations. Mr. Johnson noted that at this point, while four recycling contractors had provided proposals, tonight's discussion would identify contractors as "Vendor A,", Vendor B," "C" or "D." The four contractors providing a proposal, in no particular order, included Waste Management, Walters Recycling & Refuse, Republic Services, and Eureka Recycling, d/b/a Neighborhood Recycling Corporation.

Mr. Johnson's presentation provided an overview of the Request for Proposals (RFP) process, review criteria, best value procurement process and review of proposals received, cart ownership options, three or five year contract terms and associated costs, and scoring used during the review of proposals. In addition to the contact term and differentials, Mr. Johnson noted other value added criteria included weekly versus bi-weekly curbside pick-up, zero waste event staffing, cost for the addition of organic curbside collection, and educational efforts for residents.

Discussion ensued as to the PWETC's role in the process in making a recommendation to the City Council. Mr. Culver noted staff would be making a recommendation to the City Council, but encouraged the PWETC to do so as well, or at least provide their feedback on the results of the RFP.

Mr. Johnson's presentation provided contract terms and components reviewed in detail for each proposer 1 through 4; costs for city ownership versus contractor ownership of carts and logistics for the contractor to store carts and perform roll-out either way. Discussion continued with amortizing cart costs and cart life estimated at ten-years, investment costs and depreciation of the carts over that timeframe; and various cost scenarios for the initial cart cost and savings for repurchasing carts after year ten.

At the request of Chair Cihacek, Mr. Culver explained that what was unique about the Recycling Fund at this point was there were very minor capital costs within those fund costs since the city didn't own the carts. If the city was to take on cart ownership, Mr. Culver noted there would be a significant capital cost to the city at some point to replace carts, and additional risk to replace broken carts during the ten year life span before replacement at year 11, or for any other damage (e.g. storms) that would also become a cost for the city. Therefore, Mr. Culver noted there would be the need for an annual fund collection to build up that capital fund to make those capital purchases. At this point, Mr. Culver noted staff anticipated Ramsey County's grant to support 50% of the initial purchase prices for carts to offset that initial cost. However, Mr. Culver noted that the city didn't know if that program or a similar one would be available at the end of the ten year timeframe; and therefore needed to project actual potential costs at that time.

Chair Cihacek asked if the replacement cost projected included an accelerated rate for broken carts (e.g. storm damage or vehicle collision) or if a higher percentage was applied so the cost reflected an actual attrition rate versus only the replacement rate.

Mr. Johnson clarified that was just the replacement rate itself; with an anticipated 10% cart replacement allotment annually due to breakage, with staff not making any assumptions related to natural disaster losses of carts. Mr. Johnson estimated 11,000 carts were currently in service citywide.

Mr. Culver advised that the projections provided in the presentation charts were for the purpose of example only; and noted staff would work with the city's Finance Department and research other vendors and their experiences to estimate the percentage of annual cart loss and replacement that should be planned for.

At the request of Chair Cihacek, Mr. Johnson advised that the initial contract had a built-in 1,000 carts allotted.

At the request of Member Lenz, Mr. Johnson clarified that whoever the contractor was, whether or not the city owned the carts or the vendor, the contractor would manage and store the carts at their location, including roll-out, and advised that the city would not be responsible for storing carts at city facilities.

Member Lenz noted among the cost proposals, there was a significant price difference in the city versus contractor owned carts; and expressed concern in following staff's analysis at this point.

Member Wozniak asked if the cart cost was dependent on frequency of service or if that frequency level would require larger carts; and asked how that affected the cost of acquisition initially.

Mr. Johnson responded that, based on the research to-date by Ramsey County and city staff, if service were accelerated to weekly pick-up the same sized carts would be used. Mr. Johnson noted that one of the benefits of weekly service was the anticipation of potential recovery increasing, with more volume, but clarified there was no intent to downsize cart sizes for weekly service.

Mr. Johnson continued the presentation with a cost matrix for each proposer and their various options, and criteria used in that comparison.

Mr. Culver clarified the baseline used (current recycling program with bi-weekly service for single family homes, weekly service to multi-family buildings of more than four units needing fewer carts) and key differences and intent of the RFP to allow viable comparisons.

Costs criteria and comparison included the city's revenue share percentage, service frequency, cart ownership, contract terms, processing costs per ton of materials collected, tipping fees based on the 2015 commodity share averages.

Discussion included proposals providing flat fees versus floor prices without further explanation by some of the proposers or not applicable for some proposers should commodities not cover the cost of processing. Mr. Johnson advised that determining whether revenue share would be done quarterly or monthly would be part of any future negotiation process and that detail would be determined later.

Mr. Culver noted there was a risk for revenue share especially without a floor commodity identified due to industry fluctuations and recycling materials sale prices depending on the national and/or international market for those goods. Based on that consideration, Mr. Culver opined that proposer 1 and 3 put the city in a much better position to absorb the risk with lower processing costs proposed.

Mr. Johnson explained that the 2015 year was used to base revenue share numbers on given their fluctuations and market impacts since 2010, anticipating a hopefully slow, steady growth as a starting point for this contract term.

Mr. Johnson continued the presentation comparing costs for three year and five year terms from each proposer and their options for various components, with or without park service and including ownership of carts, contract terms, pick-up frequency, with and without park pick-up and options for logistics of park service and corresponding schedules.

Regarding next steps, Mr. Johnson advised that after tonight's meeting and PWETC feedback, staff would then move forward to the City Council seeking their authorization to start negotiations with the identified selected contractor.

Discussion ensued regarding container types and sizes for park service; consideration of the challenges for park service; and areas yet to be determined based on the negotiation process once a contractor is chosen.

Member Seigler suggested park service costs could be reduced by programs such as the "Adopt-A-Highway" program or Scout Troops or churches volunteering by park and participating by receiving money for aluminum cans while they brought bottles to a central location in the various parks. Member Seigler opined this could provide those groups with a revenue source and save the city a significant amount of money based on the time as represented in the average annual base pick-up costs versus the annual cost for park recycling.

Member Lenz expressed concerns with contamination of recyclables beyond what is now even found.

Mr. Culver noted the feedback received from the recent community survey and citizen desire to expand recycling in parks, in addition to the mandates from Ramsey County encouraging municipalities to increase those recycling efforts. Mr. Culver admitted that staff found a considerable amount of recycling in garbage from city parks, and noted it was an ongoing challenge to address and balance those efforts, anticipating that contamination would continue to be a risk. However, Mr. Culver noted that to-date, Roseville has a good reputation for low residuals in the waste stream, and advised a goal would be that park recycling not hinder that high rate. Mr. Culver suggested it may require experimentation on where containers were located, differences in remote parks versus the heavily-used Central Park, frequency of pick-up depending on the use frequency at each park. Mr. Culver stated it would be a learning curve based on those experiences moving forward, including how frequently for pick-up at parks, the number and location of bins, and other considerations to reduce the risks.

Member Lenz opined it would require a massive public education process.

Member Seigler suggested signing near trash containers explaining recycling options and locations of containers (e.g. parking lots).

Continuing the contract terms for five year consideration and various proposals and options, Mr. Johnson reviewed the cost details for that longer term with or without the park component, ultimately changing the ranking of proposers accordingly.

Discussion ensued regarding park collection fees based on the vendor retrieving carts or city staff bringing carts to a central location for vendor pick-up.

Mr. Johnson clarified that the RFP designated the contractor retrieving materials and carts, opining that provided valuable information for the vendor to perform versus park staff doing so for central pick up at a parking lot. Mr. Johnson noted costs were reflected accordingly for that service type and while noting recycling costs at parks would be costly, he admitted he hadn't expected such a big swing between high and low vendors and the wide range of costs. Mr. Johnson noted the biggest difference appeared in retrievals from parks and pathways.

At the request of Member Heimerl, Mr. Johnson noted the additional slide showing values applied and cost differences for proposers in using biodiesel fuel or CNG, as well as zero waste events and revenue share; resulting in a shift from one apparent low proposer to another. Mr. Johnson thanked Member Heimerl for suggesting that additional detail.

Mr. Johnson noted actual cart pick-up on trails proved the most expensive component versus parking lot pick-up or building walk-up. However, Mr. Johnson noted if city staff collected recyclables from trails or brought carts to a central location, it now saved $80,000 to $90,000.

Discussion ensued staff costs to provide that service versus contractual costs; need for clarification on costs for carts located on paths and/or contractors picking them up.

Member Heimerl suggested the potential for changes in pick-up based on seasonal collection.

Mr. Johnson clarified that the proposals for park pick-up were based on a "per pull" basis and seasonal use depending on the particular park, and reviewed current practice versus potential future practice. Mr. Johnson advised that staff would work with vendors to pull and set-out carts seasonally, and target those higher use areas during winter months.

Mr. Johnson concluded by reviewing proposal scoring and averaged scores for 3 and 5 year contracts, averaging them within base collections. Using that as a base without the park collection component, Mr. Johnson noted the ranking for proposers as follows: Proposer 1, 3, 2 and 4 respectively. For the base collection with the park collection component, Mr. Johnson ranked the proposals as follows: Proposer 3, 2, 1 and 4.

Mr. Culver briefly reviewed the best value scoring process and criteria used when using the highest rankings based on average fees using the base collection. Using that method, Mr. Culver noted Proposer 3 ranked as the highest scoring contractor by including the park component to the base collection proposal; but without the parks component, Mr. Culver noted Proposer 1 was the highest scoring contractor. Mr. Culver noted using the best value criteria didn't preclude picking outside of the cost perspective, but using the best cost as well as knowing Proposers 1 and 3 are both giving good value, as well as Proposer 2 if the park component was deleted.

Chair Cihacek noted that, based on the estimated 1,600 carts, rankings could change if not addressed prior to making a recommendation.

Mr. Culver advised that consideration would be wrapped into staff's recommendation. When scoring proposals form the best value perspective and prices were still sealed, Mr. Culver noted some details came out when reviewing scoring sheets. However, Mr. Culver spoke in support of the value perspective scoring before considering the prices, with the result being that only a bi-weekly multi-unit service impacted the costs, or bi-weekly park service. Mr. Culver noted an argument could be made that such a proposal didn't meet RFP criteria.

Member Seigler opined it was necessary to determine if it was better for the city to look into a three year contract and negotiate or whether to consider the five year contract at a higher score.

Mr. Johnson noted that additional research needed; and advised specific to fees, he looked at that average of collections and average net costs to the city for three or five years.

Member Seigler suggested locking in a lower price for three years or a higher price for five years; but opined the need to discuss and consider which was most beneficial to lock into given the unknowns for year four.

Mr. Culver asked if Member Seigler was looking at base fees or base plus parks; with Member Seigler responding he was looking at either or. Mr. Culver noted there were more than two choices; with Member Seigler responding the five year contract term was higher due to the contractor risk (e.g. 1.d on matrix slide).

Mr. Johnson clarified that some had annual averages with the five year contract term lower (Proposer 3) that required additional thought, noting that just because the term was three versus five years, didn't necessarily mean it was more expensive.

To conclude, Mr. Johnson reviewed proposal scenarios and pricing with and without the parks recycling component.

Member Seigler asked staff if they thought the city should own the carts or not.

Based on the proposals and staff's review, and taking into account the additional capital costs, Mr. Culver advised he would recommend that the contractor own the carts. Mr. Culver noted several individual Councilmembers had already expressed concerns in the city taking on additional capital costs. Mr. Culver referenced the scenario and prices. Mr. Culver advised that he would also recommend including the parks recycling component at full service. Mr. Culver opined that Proposer 3 offered a good proposal for that service for a five year contract term as a whole and including those items, and overall providing a significant value to the city.

Given the increased cost for recycling inside parks, Chair Cihacek asked Mr. Culver if he had a sense of the cost potential for regular trash pick-up that may offset it.

Mr. Culver advised that he did not, and was not aware of the cost to parks at this time for their trash service. Mr. Culver suggested there may be some potential savings if their trash vendor didn't have to service trash bins as frequently and if recycling removed a majority of that waste. While it may be a possibility, Mr. Culver advised he had no firm numbers to offer at this time.

Member Wozniak asked if staff had a sense of the type of vendor service and outreach as per their proposals or if one was more capable of doing specific

outreach than another vendor that would encourage more park recycling as opposed to littering recyclables throughout the park and/or trail system.

Mr. Johnson noted that several of the proposals focused on education, and suggested either of those two proposers could help with park education, and working collaboratively with city staff and its Communications Department (e.g. newsletters and social media posts). If a solid program was put in place by the city for parks to pursue that education, Mr. Johnson opined that if the contractor could and would seek to do a good job posting parks and carts, in addition to an annual mailing by contractors as the current educational component, he saw good results from those efforts. Mr. Johnson suggested a spring focus on recycling at city parks and pathways, which had not yet been done, and focused on single-family homes and multi-family units as a part of that educational outreach.

Member Thurnau stated he preferred the contractor versus city staff perform the educational component at parks as they worked to change the behavior at the site.

Mr. Culver suggested collaborating with Ramsey County as well as the contractor, given the number of resources available from the county based on their significant recycling goals. Mr. Culver noted recycling involved citizen behavior at home and outside the home as well. Mr. Culver thanked the PWETC for their valid points, and agreed the program could be improved, especially the outreach and educational components and efforts.

As for next steps, Mr. Culver advised the topic was currently scheduled for the July 11, 2016 City Council agenda.

Member Heimerl noted the need to review current successes and failures with current vendors and learn from those to make sure as we go forward whatever is deemed not to be working is not being pushed hard in a new proposal or gathering successes from the current system to ensure carrying forward in new proposal. Member Heimerl noted the need to learn from those lessons to build the program not just to beat a dead horse.

Mr. Johnson responded that within each proposal, there was not sufficient detail to see those opportunities. However, from staff's perspective, Mr. Johnson noted they saw the results and complaints from partial dumps sporadically happening even though proposers may say they'll completely empty recycling containers. Mr. Johnson noted there were not a lot of opportunities left for those considerations; but noted the parks component provided a big opportunity to further improve the program and seemed to be a natural progression and next step for the city to take given the community's strong interest and participation in recycling. While there may be some ongoing things for further improvement internally, Mr. Johnson noted the current contractor was well aware of the areas for improvement and continued to watch out for them. Moving onto the next stage and next contractor, Mr. Johnson advised a contractor would also be made

aware of those areas leaving room for improvement. Mr. Johnson opined the city and its residents were not doing a lot wrong anymore based on their recycling history and the success of the program, especially made possible by past staff efforts.

To add to that, Mr. Culver noted a number of lessons had been learned throughout the program's tenure, especially growing pains when moving to single sort. Mr. Culver noted the current contractor was doing a much better job than what had initially been experience; but advised each proposer was already performing the work for one or more communities and brought that experience to the table and addressing various issues and learning lessons. Mr. Culver noted improving technology certainly was a part of that allowing more immediate communication between residents and contractors to address problem areas or concerns. However, Mr. Culver noted the need to continually push the customer interface, information and customer service aspects.

Member Wozniak sought clarification that staff's recommendation would be for Proposer 3 with a three year contract including park service.

Member Seigler suggested phasing in the park program, using Central Park for a start; and if found to be successful, then expanding recycling to other parks and trails by adding more carts and sites. Member Seigler spoke in support of phasing in the park program versus a full blown start, especially considering the significant cost over five years for carts located on all trails.

Member Wozniak opined there were already some carts located on trails and some parks.

Mr. Johnson concurred, noting the goal was to expand, depending on particular parks and paths; but offered to consider staging the park recycling component based on input from park staff on ideal placement based on their experience and usage at each park.

Member Lenz noted that Central Park also had a higher level of shelters; and agreed with blitzing Central Park and its shelters and then phasing in at other parks.

Discussion ensued regarding the number of trash bins at various parks compared to the number of recycling containers; with consensus of the need to work with the Parks & Recreation Department on the phase in.

Member Wozniak noted the need to keep in mind that the contract proposals are based on a per pull versus estimated number of pulls; and if the park component was phased in, costs would also be less than those currently shown on the matrix.

Member Seigler noted the need to realize a return and opined it didn't make sense if there was no return, especially with the other concerns with additional manpower required, refuse trucks idling; and reiterated his interest in phasing in the park component to achieve the highest cost versus benefit by phasing in the program if and when it grows.

Chair Cihacek noted the PWETC's interest in further discussion of implementing the park program by phasing it in based on the highest density parks (e.g. Central Park) and phasing other parks later in the year, with staff negotiating that phasing with the chosen proposer.

Mr. Culver cautioned that a reduced scope for park recycling could change the proposal numbers and contractor ranking.

Specific to the city versus contractor ownership of carts, Mr. Culver sought specific feedback on that element alone, noting there could be significant annual savings but adding in capital expense and removing some risk. Mr. Culver asked if the PWETC felt it was worth it for the contractor to retain ownership.

Member Lenz asked if all vendor equipment was the same when picking up the carts; and if that would impact the life of or type of cart used from one contract to the next, and impacting ownership risks and costs. Member Lenz cautioned that technology continued to change in that respect as well.

Mr. Culver admitted that was a valid point, but expressed his understanding that the equipment was compatible and bins were shaped accordingly. Mr. Culver noted if the five year contract was decided upon, future RFP's could take that into consideration.

Member Cihacek stated his interest in phasing in cart ownership by the city over five years to allow available funding for cart replacement, since cash out on the front end may not end up making sense. Member Cihacek also noted revenue sharing wasn't a given and may also impact accruing recycling funds for the future, and uncertainties with Ramsey County grant funds available for cart purchase.

Since the grant funds covered only half the price of cart purchase now, Chair Cihacek confirmed that Member Seigler supported city-owned carts contingent upon receiving grant funds.

Mr. Johnson opined, while not 100% sure of the grant, he was fairly certain of its receipt, since Ramsey County had just purchased a considerable number of carts for the City of St. Paul's recycling program.

Member Lenz sought clarification on the timeframe for grant application and contractor negotiations, with a January 2017 new contract start date; and asked whether six months allowed sufficient time for both of those components.

Mr. Culver reviewed the proposed timeframe for action and negotiations, anticipating having a contract available for the City Council in August of 2016 at which time cart purchase, grant applications and other components could be brought into the process.

At the request of Member Lenz, Mr. Johnson clarified there was no grant application deadline for Ramsey County for carts once the city's direction was confirmed.

Discussion ensued regarding cart ownership and pricing.

Mr. Culver clarified that if parks recycling was included, the cheapest option was Proposer 3 with a three year, city-owned cart; with the five year contractor owned the least expensive five year cost; and a difference of $8,000 between the three year city-owned and give-year contractor owned proposal; but affecting two different Proposers.

Noting 30% of the entire recycling contract cost was parks specific, Mr. Seigler opined that was crazy.

As with any other bid, Mr. Culver advised that contractors load up the contract prices based on different elements; and while the total prices may be close, different components of each proposal created a significant difference.

At the request of Member Lenz, Mr. Culver responded that the city's Parks & Recreation staff currently collected trash form parks.

Member Lenz opined it would be helpful for this topic to have some discussion in the public forum, such as at a meeting of the Parks & Recreation Commission.

Chair Cihacek asked staff to see that the Parks & Recreation Commission provide their input before staff took their recommendation to the City Council if at all possible unless they had provided their input in the past. Chair Cihacek noted one question was whether they had seen any significant growth in park recycling or not. Chair Cihacek opined he anticipated Parks & Recreation Director Brokke's response would be to support park recycling other than for cost impacts; and from his personal perspective, opined that city staff did not have sufficient time to perform trash and/or recycling duties.

Member Lenz clarified that she had no intent to suggest city staff do so, but suggested if a new recycling contract include the parks component, a task force be assigned to assist in the planning and steps for phasing in such a program.

Member Lenz suggested members of the PWETC and Parks & Recreation Commission could share in discussing that implementation and roll-out.

Mr. Culver agreed that was a good idea, and noted his only concern was one of timing for that input prior to providing a recommendation to the City Council.

Member Lenz clarified the implementation portion could be done after award and once the contractor was known. Member Lenz noted the phase in might not be completed until the summer of 2017 depending on usage; but noted the need was there to discuss the frequency of pick-up and other components and logistics for phasing and considering each park and pathway as well as the number of bins or pick-up frequency.

Mr. Culver noted staff would only make a recommendation to the City Council but it would be at their discretion to make a final determination. At this point, Mr. Culver advised he would recommend initiating negotiations with Proposers 1 and 3 including multi-family homes and park pick-up with phased in implementation, but reiterated that could affect costs for either proposal. Mr. Culver suggested staff could return to the July PWETC after the chosen proposer addressed specific issues and questions, and final consideration at the City Council level in August. Mr. Culver reiterated the differences in Proposers 1 and 3 could change dramatically based on whether parks could be phased in over the term of the contract or within a one year timeframe that could affect costs. Mr. Culver noted that even changing a small percentage in one area could change the best value review results. Under those circumstances, Mr. Culver advised he would not propose going to the City Council with a final recommendation on July 11th.

Without objection, and on behalf of the PWETC, Chair Cihacek suggested staff proceed to the City Council for authorization to initiate negotiations with the preferred best value vendor. However, Chair Cihacek asked that no award decision was made until the PWETC was able to obtain clarification from those identified vendors to clarify the apparent gap in service for pick-up at multi-family units, and park implementation by phasing, as per tonight's discussion.

Mr. Culver clarified that at this point in the process, vendors could not be asked to change their proposals for pricing, noting with tonight's presentation and discussion, the proposals were now public information. Specific to the vendor question related to an apparent gap in service, Mr. Culver noted staff could advise the vendor that this was not explained well in the RFP narrative. Also, Mr. Culver noted staff could seek better understanding from vendors as to impacts for phasing of park pick-up programs and suggestions for how the city may wish that phasing done (e.g. high density parks versus low density parks and what timeframes would work best). Mr. Culver noted this clarification would also

allow time for staff to consult with the Parks & Recreation Department and advisory commission for their feedback.

7. City Council Joint Meeting Review

Motion
Member Lenz moved, Member Seigler seconded, TABLING discussion of the recent joint meeting of the PWETC with the City Council until the July 2016 meeting.

Ayes: 6
Nays: 0
Motion carried.

8. Possible Items for Next Meeting – July 26, 2018
As part of the Priority Project Program (PPP) and goals of the City Council, Mr. Culver announced that the July meeting would include the PWETC's review of the City's Asset Management Program specific to the Public Works/Engineering Department, including information on how operations and data are reviewed and tracked. Mr. Culver noted staff was also planning to have significant information and updates available on solar installation at the City Hall Campus.

As noted above, Mr. Culver noted the joint meeting with the City Council and a revised work plan would also be July PWETC agenda items.

Member Wozniak noted staff should also have available an update on recycling contract award and negotiations.

9. Adjourn
Member Wozniak moved, Member Thurnau seconded, adjournment of the PWETC at approximately 8:41 p.m.

Ayes: 6
Nays: 0
Motion carried.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 26, 2016 **Item No: 4**

Item Description: Communication Items

Public Works Project updates:

- Twin Lakes Parkway Phase III and Twin Lakes Area Signals
  - Extension of Twin Lakes Parkway from Prior Ave to Fairview Ave and construction of traffic signal at Fairview Ave. and Twin Lakes Parkway.
    - Contractor is finishing installing utilities and will start grading the road shortly.
    - Due to delays in utility relocates, Twin Lakes Parkway will likely open near the end of September.
- 35W & Cleveland Interchange
  - Improved intersection improvements at 35W and Cleveland Avenue.
    - The project is completed and was opened to traffic July 8.
- 2016 Pavement Management Project
  - City's annual mill and overlay project. This year approximately 7 miles of roads will be repaved
    - Numerous areas of the project are ongoing.
    - Project is over 50% completed.
    - All areas other than Heinel Drive should be completed by September 1.
    - Attachment B shows areas that are completed.
- Heinel Watermain Lining Project
  - Project is scheduled to begin August 1.
- Parks Renewal Pathways
  - Staff is working on constructing seven new pathway segments with Park Renewal funds. See attachment C for map of proposed locations.
  - Goal is to have two new segments constructed by this fall.
    - Lexington Ave – County Rd B to Parker Ave (east side)
    - Dale Street – Sandhurst to County Rd B (east side)
- Cleveland Lift Station
  - Lift station replacement project at Cleveland & Brenner.
  - Staff is working with Bolten-Menk on design. Construction late fall or early spring of 2017.
- Wheaton Woods Development
  - 17 lot subdivision near Dale and County Rd C
  - Developers contractor has rough graded site
  - Water and sewer are installed
  - Wheaton Avenue extension should be completed by the end of August

City Council Update:

- Recycling
  - Council authorized staff to enter into a contract with Eureka.
    - 5 year contract beginning in 2017.
    - Contract includes contractor owned carts and recycling in parks.
- Surface Water Management Plan (SWMP) Update
  - Council awarded contract to SEH who did the last SWMP.
- Sump Pump and Fire Hydrant Ordinance updates:
  - The City Council approved both ordinances which will go into effect January 1, 2017.

Minnesota Department of Transportation Projects:

- Lexington Avenue Bridge Construction
  - Lexington Avenue will be closed through September.
- TH 280
  - Work is ongoing and the project should be completed August 15

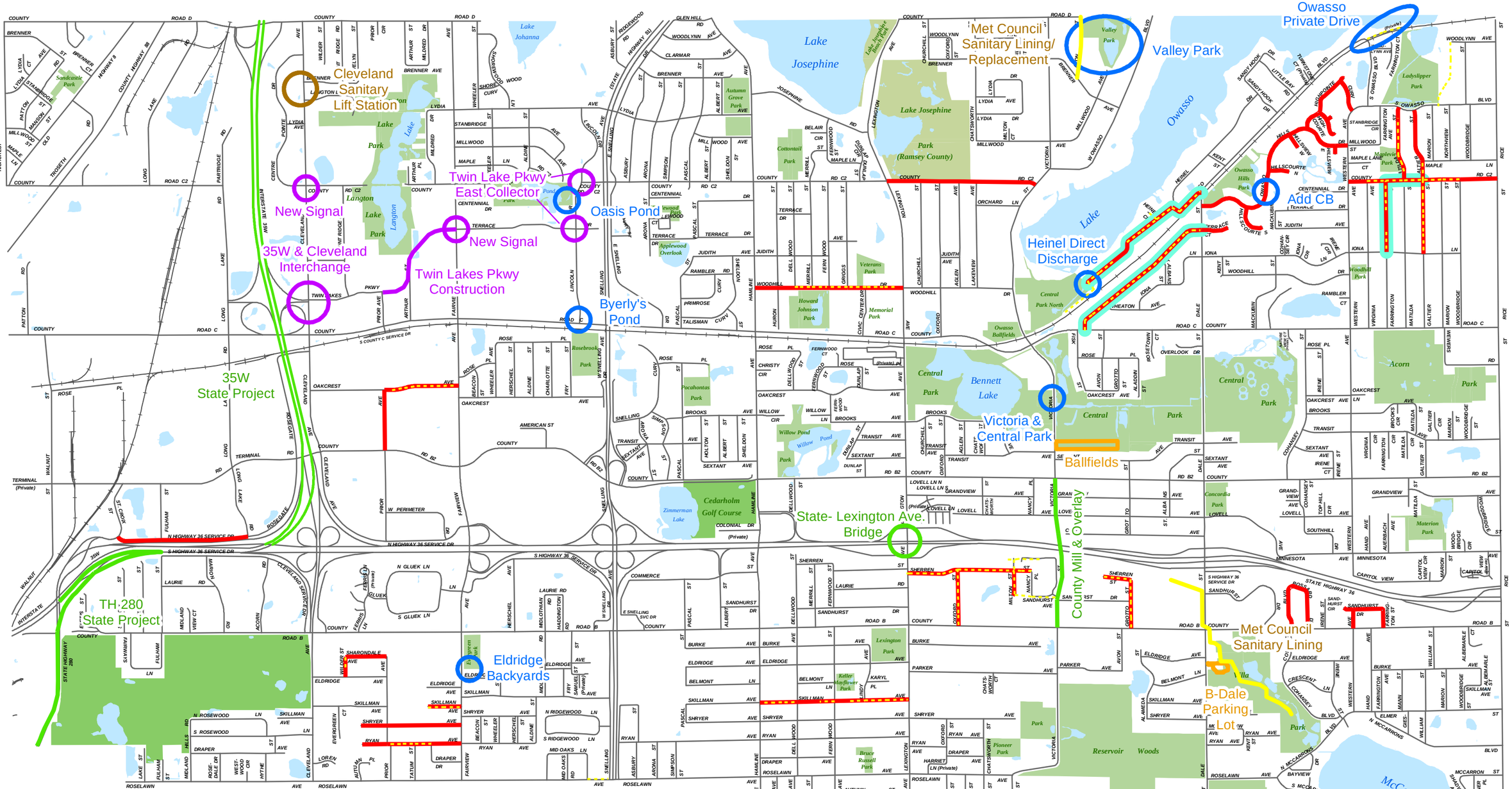
Major Maintenance Activities:

- Major tree cleanup from July 5 storm event
- Street sweeping the entire City for a third time due to storm
- Hauling street sweepings
- Irrigation repairs
- Street sign repairs
- Mowing right of way
- Ongoing general pavement patching continues.
- Beginning crack sealing
- Continue working on meter repairs and replacements. We are down to 27 meters needing an upgrade to the new meter and radio.
- Collected bacteriological water samples.
- Continued with the 2016 sanitary sewer cleaning program.
- 2016 hydrant flushing program is completed
- Repainting fire hydrants
- Assisted with a broken water main break at County Rd C2 and Gaultier
- Working with consultant to evaluate water booster station.

Attachments:

A: 2016 Project Map
B: 2016 PMP Progress Map
C: Pathway Connections Approved Segments Map

Attachment A



Proposed 2016 Projects

- City PMP Projects
- State & County Projects
- Twin Lakes Area Projects
- Pathway and Parking Lot Projects
- City Sanitary Lining
- Met Council Sanitary Lining/Replacement
- Storm Projects
- Watermain Projects
- Lift Station

ROSEVILLE

Prepared by:
Engineering Department
April 12, 2016

Data Sources and Contacts:
* Ramsey County GIS Base Map (4/04/16)
* 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

0 500 1000 1500 2000 Feet

mapdoc: Proposed2016_AllProjectsLabels.mxd
map: Proposed2016_AllProjectsLabels.pdf

N

Attachment B

2016 PMP Projects Status

Substantially Completed Road Project

Uncompleted Road Project

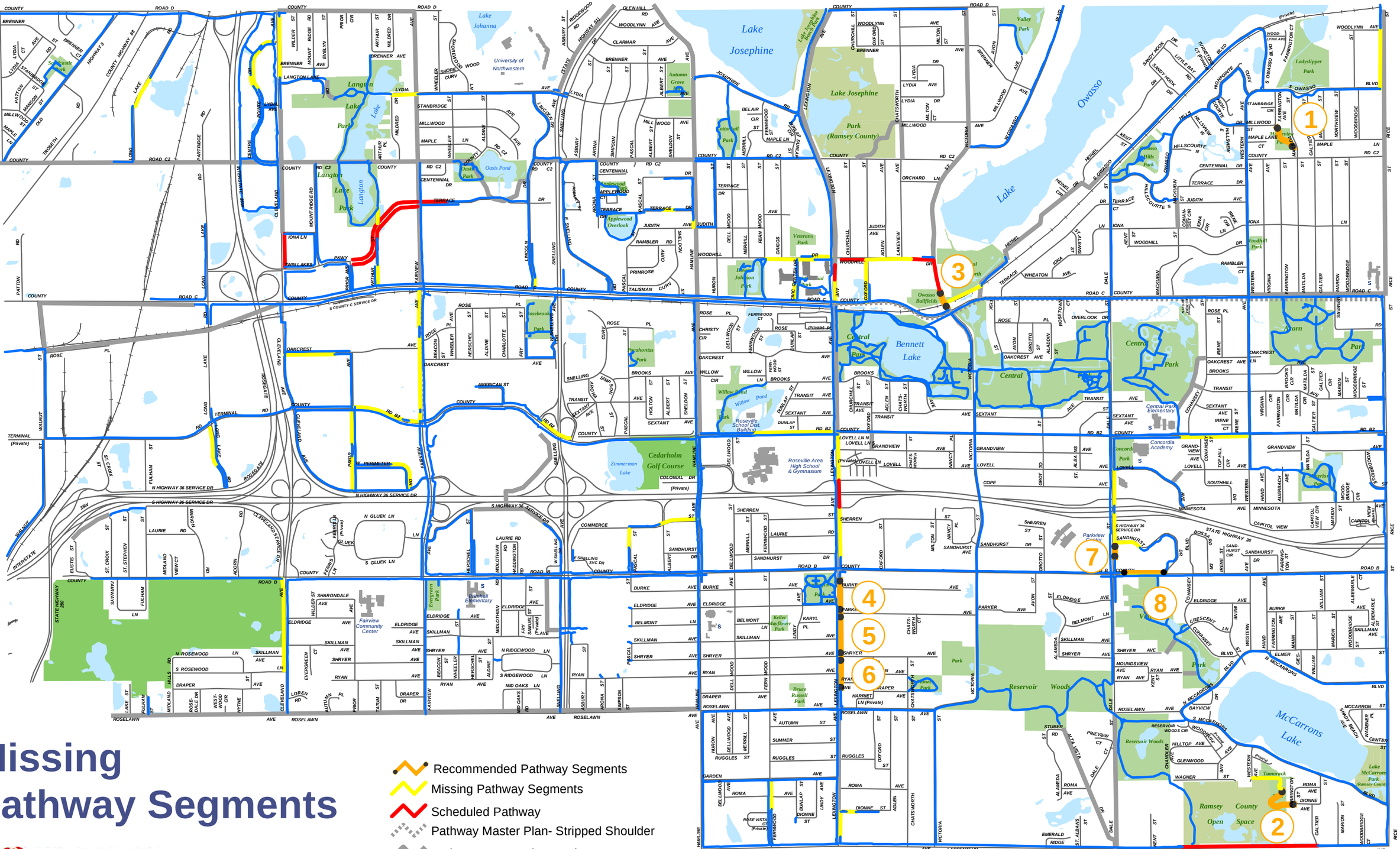
Prepared by:
Engineering Department
July 8, 2016

Data Sources and Contacts:
* Ramsey County GIS Base Map (5/31/16)
* 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

0 500 1000 1500 2000 Feet

mapdoc: 2016PMP_Status.mxd
map: 2016PMP_Status.pdf

N



Missing Pathway Segments

- Recommended Pathway Segments
- Missing Pathway Segments
- Scheduled Pathway
- Pathway Master Plan- Stripped Shoulder
- Pathway Master Plan- Pathway
- Existing Pathway

ROSEVILLE

Prepared by:
Engineering Department
June 16, 2016

Data Sources and Contacts:
* Ramsey County GIS Base Map (5/31/16)
* 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

0 500 1000 1500 2000 Feet

mapdoc: 2016RosevillePathwayMissingSegments.mxd
map: 2016RosevillePathwayMissingSegments.pdf

N

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 26, 2016 **Item No:** 5

Item Description: City Campus Solar

Background:
The City has been working for an extended period of time to evaluate potential solar applications on the Civic Campus that includes City Hall, Maintenance Facility, Fire Station and the Skating Center buildings. Staff has brought several potential options to the Commission over the past two years, most recently a proposal to install solar panels on the roof of the Skating Center.

Due to logistical issues with reinforcing the structure of the Skating Center roof as well as planned roof maintenance in upcoming years, staff is recommending that we not pursue solar on the Skating Center roof at this time.

Given that change in plans, staff has been working with Sundial Solar to modify the proposal for other buildings. Staff and representatives from Sundial Solar will be on hand to review an updated proposal for installing solar panels on the Maintenance Facility roof as well as on the City Hall roof. A preliminary financial analysis for the proposed installation is attached for your review.

Recommended Action:
Receive presentation and make a recommendation to staff and the City Council.

Attachments:
A. Civic Campus Solar Installation Revised Preliminary Financial Analysis
B. Civic Campus Rooftop Map
C. Solar Potential Map

PPA Long & Short Term Comparison

Public Works, and City Hall

5/31/16

PV System Size (DC watts)
450,000

Year	Value of Energy				
	Solar Production (kwh/yr)	Basic Energy Rate* ($/kwh)	Solar Credits* ($/kwh)	Full Value with solar credit ($/kwh)	Total Value
1	495,000	0.075	0.055	0.130	$64,350
2	492,525	0.077	0.057	0.134	$65,949
3	490,062	0.080	0.058	0.138	$67,588
4	487,612	0.082	0.060	0.142	$69,267
5	485,174	0.084	0.062	0.146	$70,989
6	482,748	0.087	0.064	0.151	$72,753
7	480,334	0.090	0.066	0.155	$74,561
8	477,933	0.092	0.068	0.160	$76,414
9	475,543	0.095	0.070	0.165	$78,312
10	473,165	0.098	0.072	0.170	$80,259
11	470,800	0.101	0.074	0.175	$82,253
12	468,446	0.104	0.076	0.180	$84,297
13	466,103	0.107	0.078	0.185	$86,392
14	463,773	0.110	0.081	0.191	$88,539
15	461,454	0.113	0.083	0.197	$90,739
16	459,147	0.117	0.086	0.203	$92,994
17	456,851	0.120	0.088	0.209	$95,305
18	454,567	0.124	0.091	0.215	$97,673
19	452,294	0.128	0.094	0.221	$100,100
20	450,032	0.132	0.096	0.228	$102,587
21	447,782	0.135	0.099	0.235	$105,137
22	445,543	0.140	0.102	0.242	$107,749
23	443,316	0.144	0.105	0.249	$110,427
24	441,099	0.148	0.109	0.257	$113,171
25	438,893	0.152	0.112	0.264	$115,983

PPA Long & Short Term Comparison

Public Works, and City Hall

5/31/16

Year	PPA - Long Term			PPA - Short Term		
	PPA Rate* ($/kwh)	PPA Payment	Net After Expenses	Buyout Payment*	O&M*	Net After Expenses
1	0.1125	($55,688)	$8,663			$8,663
2	0.116	($57,016)	$8,933			$8,933
3	0.119	($58,376)	$9,212			$9,212
4	0.123	($59,769)	$9,499			$9,499
5	0.126	($61,194)	$9,794			$9,794
6	0.130	($62,654)	$10,099			$10,099
7	0.134	($64,149)	$10,412	($50,301)	($6,750)	$17,510
8	0.137	($65,679)	$10,735	($50,301)	($6,936)	$19,177
9	0.141	($67,246)	$11,067	($50,301)	($7,126)	$20,885
10	0.146	($68,850)	$11,409	($50,301)	($7,322)	$22,635
11	0.150	($70,492)	$11,761	($50,301)	($7,524)	$24,428
12	0.154	($72,174)	$12,123	($50,301)	($7,731)	$26,265
13	0.159	($73,896)	$12,496	($50,301)	($7,943)	$28,148
14	0.163	($75,658)	$12,880	($50,301)	($8,162)	$30,076
15	0.168	($77,463)	$13,275	($50,301)	($8,386)	$32,052
16	0.173	($79,311)	$13,682	($50,301)	($8,617)	$34,076
17	0.178	($81,203)	$14,101	$0	($8,854)	$86,451
18	0.183	($83,140)	$14,533	$0	($9,097)	$88,576
19	0.188	($85,124)	$14,976	$0	($9,347)	$90,753
20	0.194	($87,154)	$15,433	$0	($9,604)	$92,983
21	0.199	($89,233)	$15,904	$0	($9,868)	$95,268
22	0.205	($91,362)	$16,387	$0	($10,140)	$97,610
23	0.211	($93,541)	$16,886	$0	($10,419)	$100,008
24	0.217	($95,773)	$17,398	$0	($10,705)	$102,466
25	0.223	($98,057)	$17,926	$0	($11,000)	$104,984
	Total 25 year benefit:		$319,583	Total 25 year benefit:		$1,170,550

BUYOUT IN YEAR 7
No buyout option for first six years. Years 1 - 6 have same metrics as Long Term PPA. Option exercised in Year 7.

***notes & assumptions**

1) Assumes current basic energy rate of $0.075 per kwh ($0.105/kwh blended rate).
2) Solar Credits are received via line-item credit on Xcel invoice.
3) Xcel rate increase figured at 3% annually.
4) PPA rate increases 2.9% annually
5) Buyout in Year 7 at FMV of 40% of original installed cost.
6) Buyout financed at 4% over 10 years.
7) O&M prorated to system size.
8) O&M rate increases 2.75% annually.

PPA Long & Short Term Comparison

Skate Center, PW, and City Hall

5/31/16

PV System Size (DC watts)
750,000

Year	Value of Energy				
	Solar Production (kwh/yr)	Basic Energy Rate* ($/kwh)	Solar Credits* ($/kwh)	Full Value with solar credit ($/kwh)	Total Value
1	825,000	0.075	0.055	0.130	$107,250
2	820,875	0.077	0.057	0.134	$109,915
3	816,771	0.080	0.058	0.138	$112,647
4	812,687	0.082	0.060	0.142	$115,446
5	808,623	0.084	0.062	0.146	$118,315
6	804,580	0.087	0.064	0.151	$121,255
7	800,557	0.090	0.066	0.155	$124,268
8	796,555	0.092	0.068	0.160	$127,356
9	792,572	0.095	0.070	0.165	$130,521
10	788,609	0.098	0.072	0.170	$133,764
11	784,666	0.101	0.074	0.175	$137,088
12	780,743	0.104	0.076	0.180	$140,495
13	776,839	0.107	0.078	0.185	$143,986
14	772,955	0.110	0.081	0.191	$147,564
15	769,090	0.113	0.083	0.197	$151,231
16	765,244	0.117	0.086	0.203	$154,989
17	761,418	0.120	0.088	0.209	$158,841
18	757,611	0.124	0.091	0.215	$162,788
19	753,823	0.128	0.094	0.221	$166,833
20	750,054	0.132	0.096	0.228	$170,979
21	746,304	0.135	0.099	0.235	$175,228
22	742,572	0.140	0.102	0.242	$179,582
23	738,859	0.144	0.105	0.249	$184,045
24	735,165	0.148	0.109	0.257	$188,619
25	731,489	0.152	0.112	0.264	$193,306

PPA Long & Short Term Comparison

Skate Center, PW, and City Hall

5/31/16

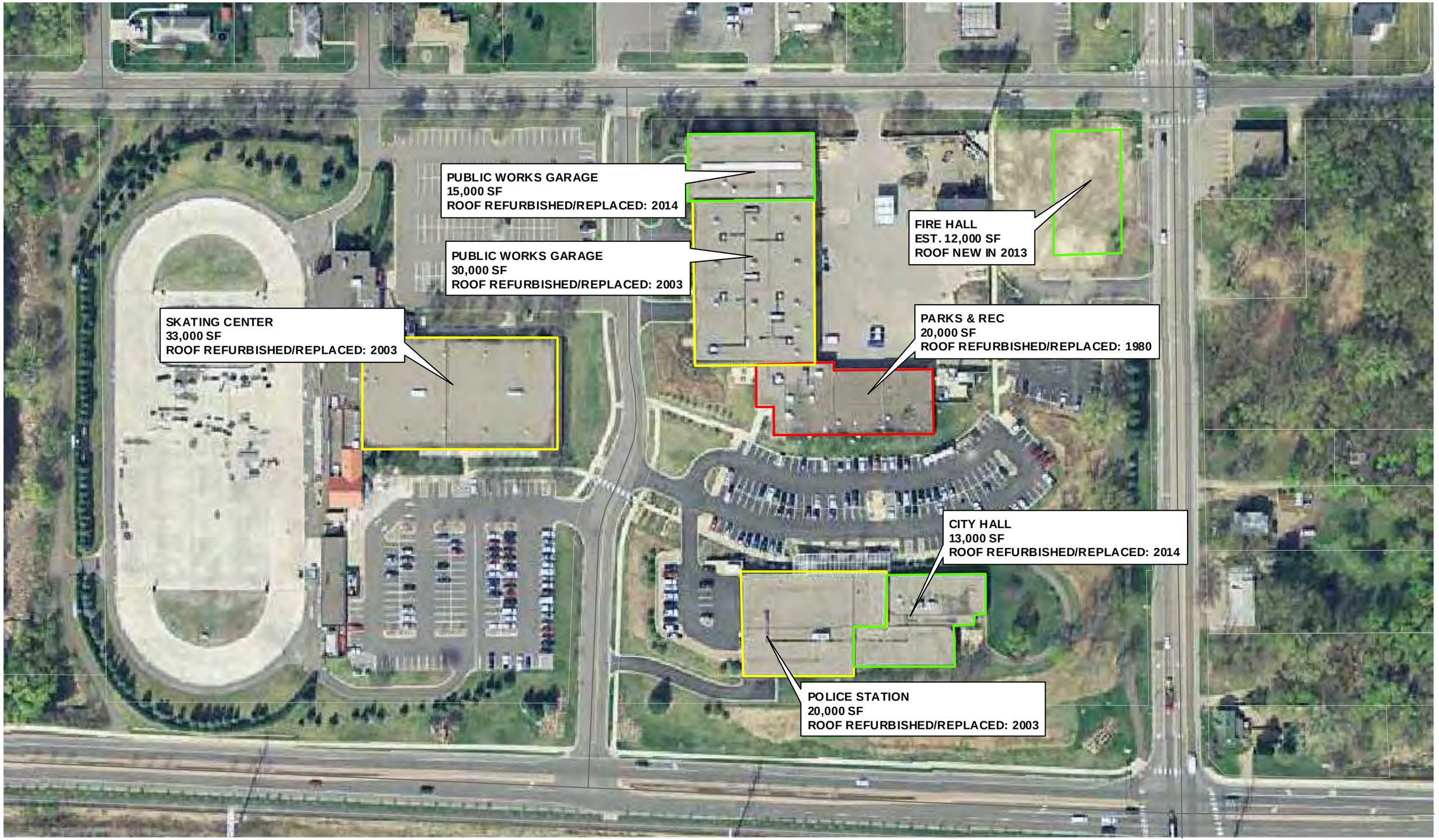
Year	PPA - Long Term			PPA - Short Term		
	PPA Rate* ($/kwh)	PPA Payment	Net After Expenses	Buyout Payment*	O&M*	Net After Expenses
1	0.1175	($96,938)	$10,313			$10,313
2	0.121	($99,250)	$10,665			$10,665
3	0.124	($101,618)	$11,029			$11,029
4	0.128	($104,042)	$11,404			$11,404
5	0.132	($106,524)	$11,791			$11,791
6	0.136	($109,065)	$12,190			$12,190
7	0.139	($111,666)	$12,602	($83,835)	($11,250)	$29,183
8	0.144	($114,330)	$13,026	($83,835)	($11,559)	$31,962
9	0.148	($117,058)	$13,463	($83,835)	($11,877)	$34,809
10	0.152	($119,850)	$13,914	($83,835)	($12,204)	$37,725
11	0.156	($122,709)	$14,379	($83,835)	($12,539)	$40,714
12	0.161	($125,636)	$14,859	($83,835)	($12,884)	$43,776
13	0.166	($128,633)	$15,353	($83,835)	($13,239)	$46,913
14	0.170	($131,702)	$15,862	($83,835)	($13,603)	$50,127
15	0.175	($134,844)	$16,388	($83,835)	($13,977)	$53,419
16	0.180	($138,060)	$16,929	($83,835)	($14,361)	$56,793
17	0.186	($141,354)	$17,487	$0	($14,756)	$144,085
18	0.191	($144,726)	$18,062	$0	($15,162)	$147,626
19	0.197	($148,178)	$18,655	$0	($15,579)	$151,255
20	0.202	($151,713)	$19,266	$0	($16,007)	$154,972
21	0.208	($155,332)	$19,896	$0	($16,447)	$158,781
22	0.214	($159,037)	$20,545	$0	($16,900)	$162,683
23	0.220	($162,831)	$21,214	$0	($17,364)	$166,681
24	0.227	($166,716)	$21,903	$0	($17,842)	$170,777
25	0.233	($170,693)	$22,613	$0	($18,333)	$174,973
	Total 25 year benefit:		$393,809	Total 25 year benefit:		$1,924,642

BUYOUT IN YEAR 7
No buyout option for first six years. Years 1 - 6 have same metrics as Long Term PPA. Option exercised in Year 7.

***notes & assumptions**

1) Assumes current basic energy rate of $0.075 per kwh ($0.105/kwh blended rate).
2) Solar Credits are received via line-item credit on Xcel invoice.
3) Xcel rate increase figured at 3% annually.
4) PPA rate increases 2.9% annually
5) Buyout in Year 7 at FMV of 40% of original installed cost.
6) Buyout financed at 4% over 10 years.
7) O&M prorated to system size.
8) O&M rate increases 2.75% annually.

This portfolio also includes a savings of $2500/year from energy savings from installation of LED lighting. Total Annual Savings in year 1 is $12,813.00



ROSEVILLE

Prepared by:
Engineering Department
December 15, 2014

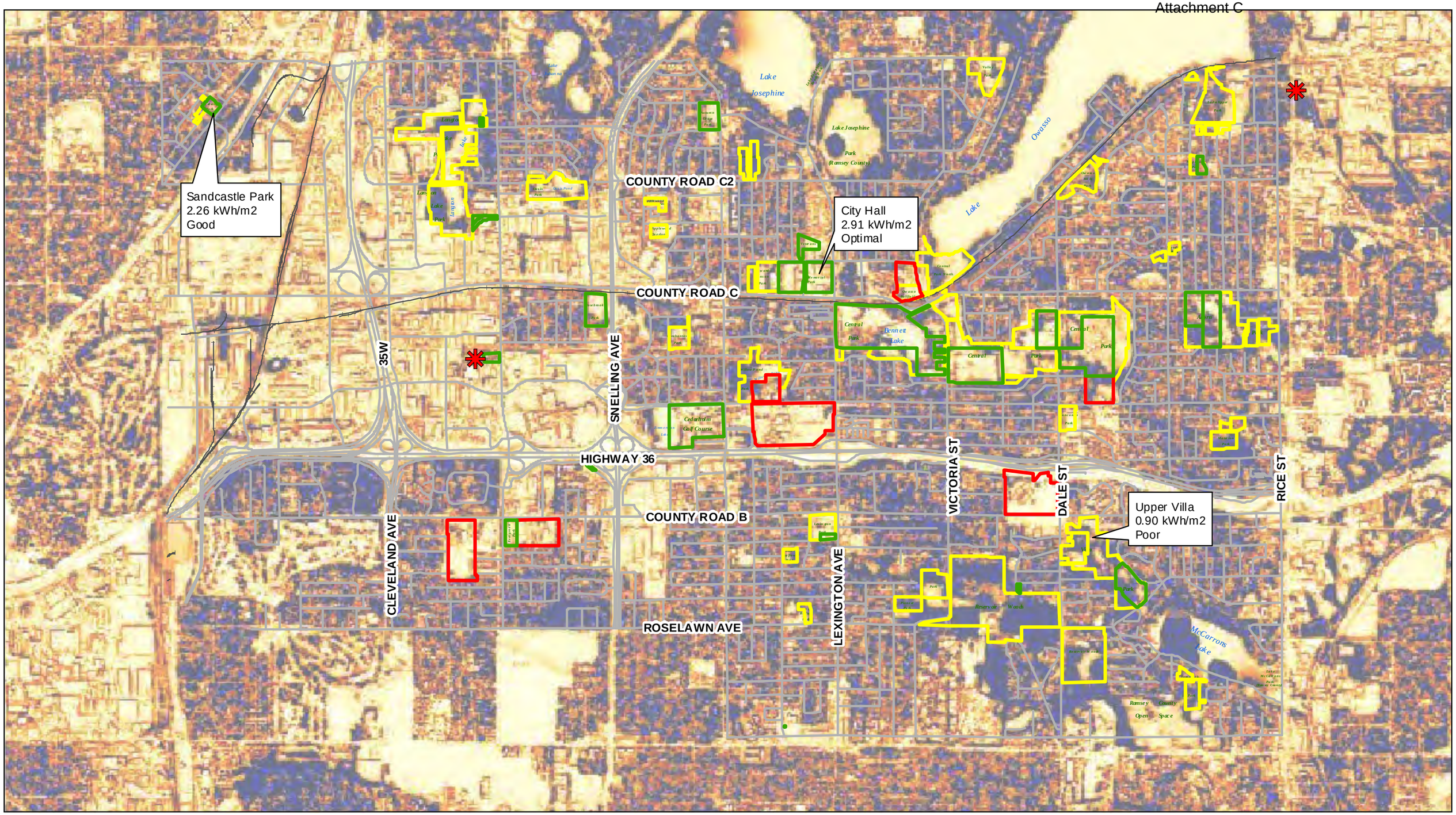
ROOFTOP SQUARE FOOTAGE & AGE

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:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

0 100 200 Feet

mapdoc: Solar Rooftop Space.mxd
map: Solar Rooftop Space.pdf

N



Public Property Solar Potential

ROSEVILLE

Prepared by:
Engineering Department
August 26, 2014

- Sub Stations
- City Building
- School Building: ISD 623
- Parkland

Solar Radiation per Square Meter

Optimal Good Poor

3.5 kWh/m2 0.0

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

0 500 1000 1500 2000 Feet

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mapdoc: PublicBuildings_Solar.mxd
map: PublicBuildings_Solar.pdf

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 26, 2016 **Item No:** 6

Item Description: Asset Management Update

Background:
In 2015 the Roseville City Council adopted a City Priority Plan. Included in that plan was a strategic priority addressing Infrastructure Sustainability. Staff has created a strategy and plan for inspecting, rating, and documenting all of the department's assets.

The purpose of this program is to allow staff to minimize the cost and risk exposure related to the City's critical infrastructure assets and establish a commitment to sustainable, high quality services at a more predictable and manageable cost.

The program includes tracking installation, inspection, repair, and replacement information for all assets. City staff also developed a rating system by which assets can be rated based upon a number of criteria. This rating is used to help prioritize maintenance and repairs while also allowing staff to document an overall average rating for each group of assets. These average ratings can be used in budget discussions and also help to provide measurable goals.

Recommended Action:
Receive a presentation on the Asset Management Program and offer feedback.

Attachments:
A: Draft Roseville Public Works Infrastructure Rating System

Roseville Public Works Infrastructure Rating System

This report summarizes how the City of Roseville Public Works Department tracks and rates its assets.

Contents

Facility

HVACs

The City's facilities management firm along with a mechanical contractor inspect the HVAC equipment in City Hall, the Maintenance Facility, and the Police wing on a regular basis. Staff is working with the contractor to develop rating criteria. This section will be updated by mid 2016.

Roofs

The City has a maintenance contract with a roofing contractor to perform annual roof maintenance and inspect the roofs. Staff will work with the contractor to develop a rating system for the roofs and enter this into the asset management system.

Fuel System

Condition Rating	Definition
5	New:<5 years old
4	Good: <15 years old.
3	Fair: Minor issues, manageable maintenance.
2	Poor: Needs rehab or replacement, high maintenance
1	Very poor: Needs replacement, very high maintenance, immediate risk of failure
0	Failed: Out of service or no longer functions

Assets – 1

Goal: To have a minimum rating 3.

Replacement: Replace as needed.

Bridges

Bridge

Definition: Any structure that spans a crossing greater than 10 feet. Bridges, large culverts, etc.

Condition Rating System: National Bridge Inspections Standards. Ramsey County performs inspections on our bridges as required by FHWA standards (typically once every two years).

Condition Rating	Definition
9	New
8	Very Good Condition
7	Good Condition
6	Satisfactory Condition
5	Fair Condition
4	Poor Condition
3	Very Poor Condition
2	Critical Condition
1	"Imminent" Failure Condition
0	Failed Condition

Assets – 3 Bridges

Goal: To have a minimum rating of 50.

Replacement: Typically rehab bridges as needed.

Parking Lots

Pavement

Definition: All surface parking lots.

Condition Rating System: ICON.

Condition Rating	Definition
100	New: New Road
100-85	Excellent
85-70	Very Good
70-55	Good
55-25	Fair/Poor
25-0	Very Poor/Failure

Assets – 94,530 SY

Goal: To have a minimum rating of 70

Replacement: Typically rehab parking lots when rating is below 75. Design life of 30 years with proper maintenance.

Pathways

Pavement

Condition Rating System: ICON.

Condition Rating	Definition
100	New: New Road
100-85	Excellent
85-70	Very Good
70-55	Good
55-25	Fair/Poor
25-0	Very Poor/Failure

Assets – 36.4 miles

Goal: To have a minimum rating of 70

Replacement: Typically rehab pathways when rating is below 75. Design life of 30 years with proper maintenance.

Sidewalks

Condition Rating System: ICON.

Condition Rating	Definition
100	New: New Road
100-85	Excellent
85-70	Very Good
70-55	Good
55-25	Fair/Poor
25-0	Very Poor/Failure

Assets – 42.7 miles

Goal: To have a minimum rating of 3

Replacement: Spot or full repair, coordinate with adjacent pavement projects

ADA Curb Ramps

Definition:

Condition Rating System:

Condition Rating	Definition
3	Compliant
2	Non-Compliant, Small upgrades need to be made
1	Non-Compliant, entire replacement needed

Assets – 1169 Ramps

Goal: To have all compliant ramps 3.

Replacement: Ramps rated 2 and below will be replaced with adjacent pavement project.

Rail Road Crossings

Crossings

Definition: Any road or pedestrian crossing of a railroad.

Condition Rating System: Crossings are rated on age material and inspection and maintenance records.

Condition Rating	Definition
3	New
2	Good Condition. 5-20 years old.
1	Fair condition. Requires some routine maintenance.
0	Bad condition or not ADA Compliant. Needs replacement.

Assets - 6

Goal: To have a minimum rating of 2

Replacement: Evaluate manholes with corresponding street projects. Rehab or replace as needed.

Street

Signs

Condition Rating	Definition
3	Good: Legible, Little Fading, Good Reflectivity
2	Fair: Fading reflectivity or cracking sheeting.
1	Poor: Very degraded sheeting or little or no reflectivity

Assets – 5,179

Goal: To have a minimum rating of 2

Replacement: Replace signs that fall under minimum rating.

Pavement

Data collected from Icon.

Condition Rating	Definition
100	New: New Road
100-85	Excellent
85-70	Very Good
70-55	Good
55-25	Fair/Poor
25-0	Very Poor/Failure

Assets – Approximately 123 miles

Goal: To have a minimum rating of 75

Replacement: Annual pavement projects as well as maintenance, crack sealing, pothole patching, etc…

Curb

Condition Rating	Definition
5	New
4	Good Condition. 5-25 years old, no signs of cracks or settlement.
3	Fair Condition
2	Poor Condition, Minor cracking and some settlement
1	Major cracking, settlement, water doesn't flow in gutter line, needs replacement

Assets – Approximately 246 miles

Goal: To have a minimum rating of 3

Replacement: Spot or full repair, coordinate with adjacent pavement projects

Streetscape

Street Lights

Condition Rating	Definition
3	New or in Good condition
2	Fair condition, require some routine maintenance
1	Bad condition. Broken or damaged, need replacement

Assets – 192

Goal: To have a minimum rating of 2

Replacement: Maintain or replace as needed.

Irrigation

Condition Rating	Definition
5	New or like new, no issues
4	Newer, minimal issues
3	Older but mostly operational (updates made), or newer with some operational issues
2	Partially operational; zones that don't work or under pressured.
1	Not operational

Assets – 4 systems

Goal: To have a minimum rating of 3

Replacement: Maintain or replace as needed.

Bus Shelters

Condition Rating	Definition
3	New or in Good condition
2	Fair condition, require some routine maintenance
1	Bad condition. Broken or damaged, need replacement

Assets – 2

Goal: To have a minimum rating of 2

Replacement: Maintain or replace as needed.

Water

Pipe

Condition Rating	Definition
5	New,:<5 years old, modern pipe material, no maintenance issue
4	Good: <50 years old, modern pipe material, no maintenance issues.
3	Fair: Minor issues, manageable maintenance. Less than 2 breaks on record.
2	Poor: Needs rehab or replacement, high maintenance, major issues. 2 to 5 breaks on record
1	Very poor: Needs replacement, very high maintenance, immediate risk of failure, more than 5 breaks on record
0	Failed: Out of service or no longer functions

Assets – 161.5 miles

Goal: To have a minimum rating of 3.0.

Replacement: Typically pipe will be replaced when the rating is below 3, coordinate with pavement projects

Valves

Condition Rating	Definition
5	New
4	Good Condition, 5-20 years old, no signs of leaking.
3	Fair condition. Requires some routine maintenance.
2	Poor condition.
1	Bad condition. Needs replacement. Major leaking or doesn't work at all

Assets – 1593 valves

Goal: To have a minimum rating of 2

Replacement: Maintain or replace as needed.

Hydrants

Condition Rating	Definition
5	New
4	Good Condition, 5-20 years old, no signs of leaking.
3	Fair condition. Requires some routine maintenance.
2	Poor condition.
1	Bad condition. Needs replacement. Doesn't work.

Assets – 1736 public hydrants

Goal: To have a minimum rating of 2

Replacement: Maintain or replace as needed.

Water Tower

Water Tower rating is based on a needs studies that are completed on the tower.

Condition rating is a scale from 1-10 and is based upon the needs studies.

Condition Rating	Definition
10	New
9	Very Good Condition
8	Good Condition
7	Satisfactory Condition
6	Fair Condition
5	Poor Condition
4	Very Poor Condition
3	Critical Condition
2	Failure Condition
1	Failed

Assets - 1 Water Tower

Goal: To complete rehab recommended by needs studies.

Replacement: Rehab recommended by needs studies

Pump Station

Pump station rating is based on a needs studies that are completed on the station.

Condition rating is a scale from 1-10 and is based upon the needs studies.

Assets – 1 pump station

Goal: To complete rehab recommended by needs studies.

Replacement: Rehab recommended by needs studies.

Water Meters

Condition Rating	Definition
3	New
2	Good Condition or Retrofitted Badger meters
1	Poor: In bad condition or non/radio enabled meters.

Assets – 11,400 water meters

Goal: To have every meter in the City be radio enabled.

Replacement: replace older meters with new radio enabled meters.

Sanitary Sewer

Sanitary Pipe

Definition: Any pipe that conveys sanitary sewer.

Condition Rating System: Sanitary sewer pipe is rated on a combination of pipe age, pipe material, inspection records and maintenance records.

Condition Rating	Definition
5	New,:<5 years old, modern pipe material, no maintenance issue
4	Good: <50 years old, modern pipe material, no maintenance issues. Max rating for CIPP.
3	Fair: Minor issues, manageable maintenance. Maximum rating for VCP and RCP.
2	Poor: Needs rehab or replacement, high maintenance, major issues such as I&I or sewer backup history
1	Very poor: Needs replacement, very high maintenance, immediate risk of failure
0	Failed: Out of service or no longer functions

Assets – 145.18 miles

Goal: To have a minimum rating of 3.0.

Replacement: Typically pipe will be replaced when the rating is below 3.

Manholes

Condition Rating	Definition
3	Good: Minor issues, manageable maintenance. Less than 50 years old
2	Fair: May need rehab or replacement in near future, moderate maintenance, brick or block materials
1	Poor: Needs rehab or replacement, high maintenance, major issues such as I&I or sewer backup history

Assets – 3115 manholes

Goal: To have a minimum rating of 2.0.

Replacement: Evaluate manholes with corresponding street projects. Rehab or replace as needed.

Lift Station

Lift station ratings are based up needs studies that are completed on the lift stations.

Condition Rating	Definition
10	New
9	Very Good Condition
8	Good Condition
7	Satisfactory Condition
6	Fair Condition
5	Poor Condition
4	Very Poor Condition
3	Critical Condition
2	Failure Condition
1	Failed

Assets – 21 Lift Stations

Goal: To replace lift stations in the order of first priority based upon needs studies

Replacement: Replace one lift station every other year.

Storm Water

Storm Sewer Pipe

Definition: Any pipe that conveys storm water runoff.

Condition Rating System: Storm sewer pipe is rated on a combination of pipe age, pipe material, inspection records and maintenance records.

Condition Rating	Definition
5	New:<5 years old.
4	Good: <50 years old, no maintenance issues.
3	Fair: Minor issues, manageable maintenance.
2	Poor: Needs rehab or replacement, high maintenance, major issues such large sags or exposed rebar mesh
1	Very poor: Needs replacement, very high maintenance, immediate risk of failure
0	Failed: Out of service or no longer functions

Assets – 128.27 miles

Goal: To have a minimum rating of 3.0.

Replacement: Typically pipe will be replaced when the rating is below 3.

Manhole

Condition Rating	Definition
3	Good: Minor issues, manageable maintenance. Less than 50 years old
2	Fair: May need rehab or replacement in near future, moderate to high maintenance, brick or block materials
1	Poor: Needs rehab or replacement, high maintenance, major issues

Assets – 2728 manholes

Goal: To have a minimum rating of 2.0.

Replacement: Evaluate manholes with corresponding street projects. Rehab or replace as needed.

Catch Basin

Condition Rating	Definition
3	Good: Minor issues, manageable maintenance. Less than 25 years old
2	Fair: May need rehab or replacement in near future, moderate to high maintenance.
1	Poor: Needs rehab or replacement, high maintenance, major drainage or intake issues.

Assets – 4844 catch basins

Goal: To have a minimum rating of 2.0.

Replacement: Evaluate catch basins with corresponding street projects. Rehab or replace as needed.

Vegetated BMP's

Definition: Rain gardens, filtration basins, swales; either turf or plantings, etc

Condition Rating System: Ratings based on other Watershed Agency's rating system. Accounts for age and maintenance needs.

Condition Rating	Definition
5	New: < 1 years old. No issues.
4	Good: 1-2 years old or since last full maintenance, needs normal maintenance
3	Fair: 2-3 years old or since last full maintenance, needs moderate maintenance
2	Poor: 3-4 years old or since last full maintenance, needs intensive maintenance
1	Very poor: 5+ years old. Needs full maintenance or to be surveyed for functionality.
0	Failed: Failed. Is not functioning. BMP needs to be redone.

Assets – 179 Systems (132 Publicly maintained, 47 Privately maintained)

Goal: To have a minimum rating of 3.0.

Replacement: Basins will be replaced if it has lost all functionality and has a score of 0.

Underground BMP's

Definition: Underground Infiltration Systems, etc.

Condition Rating System: Ratings based on other Watershed Agency's rating system. Accounts for age and maintenance needs.

Condition Rating	Definition
5	New: < 1 years old. No issues.
4	Good: 1-2 years old or since last full maintenance, needs normal maintenance
3	Fair: 2-3 years old or since last full maintenance, needs moderate maintenance
2	Poor: 3-4 years old or since last full maintenance, needs intensive maintenance
1	Very poor: 5+ years old. Needs full maintenance or to be surveyed for functionality.
0	Failed: Failed. Is not functioning. BMP needs to be redone.

Assets – 31 Systems (17 Publicly maintained, 14 Privately maintained)

Goal: To have a minimum rating of 3.0.

Replacement: Underground system will be replaced if it has lost all functionality and has a score of 0.

Non-Structural BMP's

Definition: Ponds, iron enhanced ponds, wetlands, etc.

Condition Rating System: Ratings based on other Watershed Agency's rating system. Accounts for age and maintenance needs.

Condition Rating	Definition
5	New: < 5 years old. No issues.
4	Good: 5-9 years old or since last full maintenance, needs normal maintenance
3	Fair: 10-19 years old or since last full maintenance, needs moderate maintenance
2	Poor: 20-29 years old or since last full maintenance, needs intensive maintenance
1	Very poor: 30+ years old. Needs full maintenance or to be surveyed for functionality.
0	Failed: Failed. Is not functioning. BMP needs to be redone.

Assets – 272 Systems (150 Publicly maintained, 122 Privately maintained)

Goal: To have a minimum rating of 3.0.

Replacement: Extensive maintenance will be required for all ponds non-structural bmp's that are rated a 1 or 0.

Miscellaneous

Railings

Condition Rating	Definition
5	New or like new
4	Lightly weathered and/or recently rehabbed
3	Moderately weathered, some paint loose or light rust, light cosmetic damage
2	Significantly weathered, paint peeling, fairly rusty, moderate cosmetic damage
1	Severely degraded, structurally unstable

Assets – 47 each

Goal: To have a minimum rating of 3.0.

Replacement: Typically pipe will be replaced when the rating is below 3.

Wood Fence

Condition Rating	Definition
5	New or like new
4	Some light weathering
3	Moderate weathering, some cosmetic damage or rotting
2	Significant weathering, moderate rot and some instability
1	Severely rotted, mostly or completely unstable

Assets – 19 each

Goal: To have a minimum rating of 3.0.

Replacement: Typically pipe will be replaced when the rating is below 3.

Retaining Wall

Condition Rating	Definition
5	New or like new
4	Some light weathering
3	Moderately weathered
2	Significant block weathering but structurally stable
1	Severely degraded and/or structurally unstable

Assets – 131 each

Goal: To have a minimum rating of 3.0.

Replacement: Typically pipe will be replaced when the rating is below 3.

Appendix A - Infrastructure Condition Rating Summary

Asset	Amount	Unit	Rating Goal	Inspection Frequency	Current Avg Rating	Rating Year	Scale Best Rating	Scale Worst Rating
Hvac		Each						
Roof		Each						
Fuel System	1	Each	Min 3.0		1	2016	5	1
Bridge	3	Each	Min 50	2 years	85.6	2016	100	0
Parking Lot Pavement	94,530	Square Yards	Min 70	Annually	90	2016	100	0
Pathway Pavement	170,840	Square Yards	Min 70	2 years	74	2016	100	0
Sidewalks	150,300	Square Yards	Min 70	2 years	93	2016	100	0
ADA Ramps	1169	Each	3	With PMP	N/A	2016	3	1
RR Crossings	6	Each	Min 2.0	With PMP	2	2016	3	0
Street Signs	5179	Each	Min 2.0	Design Life	2.62	2016	3	1
Street Pavement	2,255,837	Square Yards	75	4 years	75	2016	100	0
Curb	1,104,200	Feet	Min 3.0	With PMP	3	2016	5	1
Street Lights	192	Each	Min 2.0		2.5	2016	3	1
Irrigation	4	Each	Min 3.0	2x/year	3.14	2016	5	1
Bus Shelters	2	Each	Min 2.0	2x/year	2	2016	3	1
Water Pipe	852,720	Feet	Min 3.0	With PMP	3	2016	5	1
Water Valves	1593	Each	Min 3.0	With PMP	3	2016	5	1
Hydrants	1736	Each	Min 3.0	With PMP	3	2016	5	1
Water Tower	1	Each	Min 6	Needs Studies	9	2016	10	1
Water Booster Station	1	Each	Min 6	Needs Studies	5	2016	10	1
Water Meters	11480	Each	Min 2.0	As needed	2.8	2016	3	1
Sanitary Pipe	766,550	Feet	Min 3.0	With PMP	3.19	2016	5	0
Sanitary Manholes	3,115	Each	Min 2.0	With PMP	2	2016	3	1
Lift Stations	21	Each	Min 6	Needs Studies	5.1	2016	10	1
Storm Sewer Pipe	677,265	Feet	Min 3.0	With PMP	2.99	2016	5	0
Storm Manhole	2,728	Each	Min 2.0	With PMP	2	2016	3	1
Storm Catch Basin	4,844	Each	Min 2.0	Approx 200/year	2	2016	3	1
Vegetated Basins	179	Each	Min 3.0	50/year	2.62	2016	5	0
Storm Water Pond	272	Each	Min 3.0	Needs Studies	1	2016	5	0
Underground System	31	Each	Min 3.0	6/year	2.58	2016	5	0
Railings	47	Each	Min 3.0	3x/year	3.7	2016	5	1
Fence	19	Each	Min 3.0	3x/year	4	2016	5	1
Retaining Wall	131	Each	Min 3.0	3x/year	3.82	2016	5	1

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 26, 2016 **Item No:** 7

Item Description: City Council Joint Meeting Review

Background:
At the June 20th, 2016 City Council meeting, the Public Works, Environment and Transportation Commission had a discussion with the Council highlighting the past year of work by the Commission, asking questions of the Council and receiving input from the Council on what items to focus on for the next year.

Staff suggests that the Commission spend a few minutes reviewing that meeting and establishing some larger agenda items for the next several months based on the Council's feedback.

Recommended Action:
Review the discussion with the City Council from June 20th and establish several key topics for discussion and action over the next year.

Attachments:
A. June 20, 2016 City Council Action Form for PWETC Joint Meeting

REQUEST FOR COUNCIL ACTION

Date: June 20, 2016
Item No.:

Department Approval	City Manager Approval

Item Description: Public Works, Environment, and Transportation Commission Joint Meeting with the City Council

BACKGROUND

Each year, the Public Works, Environment, and Transportation Commission meets with the City Council to review activities and accomplishments and to discuss the upcoming year's work plan and issues that may be considered. The following are activities of the past year and issues the Commission would like to take up in the next year:

Activities and accomplishments:

- Water and Sewer Service Maintenance Responsibility and Issues
- Leaf Disposal Outreach and Education Discussion (see attached flyer)
- Continued discussion on City Campus Solar and Solar Gardens
- Stormwater, Water and Sewer Policy Recommendations
- Stormwater Project and Water Booster Tour
- Attendance at Living Streets and Recycling Workshop (hosted by Ramsey County and Alliance for Sustainability)
- Recycling RFP review and recommendations

Work Plan items for the upcoming year:

- Review of Recycling Proposals
- Transit accessibility and service levels – review of A Line operations
- Continued discussion and review of Pathways and bike path planning and connections
- Continued discussion of City Campus Solar
- Sewer and Water Services
- Expanding Recycling / Organics Recycling

Questions or Concerns for the City Council:

- Are some rights-of-way and easement areas too large and do they negatively impact private lots and potential improvements of private residences?
- Should the Commission discuss other recycling components, such as providing organics recycling options if curbside pickup isn't a feasible option in our next recycling contract?

- Does the Council want to provide more direction on future discussions regarding sewer and water services? (In March of 2016, Council did direct staff to look into the possibility of offering/conducting the lining of private sewer services up to some point. Staff will be returning to the PWETC with this item at a future meeting)

Prepared by: Marc Culver, Public Works Director
Attachments: A: Meeting topic summary
B: Leaf disposal flyer

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 26, 2016 **Item No:** 8

Item Description: Look Ahead Agenda Items/ Next Meeting August 23, 2016

Suggested Items:

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Recommended Action:
Set preliminary agenda items for the August 23, 2016 Public Works, Environment & Transportation Commission meeting.