

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, January 24, 2012, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

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| 6:30 p.m. | 1. Introductions/Roll Call |
| 6:35 p.m. | 2. Public Comments |
| 6:40 p.m. | 3. Approval of December 20, 2011 Meeting Minutes |
| 6:45 p.m. | 4. Communication Items |
| 6:55 p.m. | 5. Greenstep Cities Presentation |
| 7:20 p.m. | 6. Consider Organized Collection Resolution |
| 7:30 p.m. | 7. Overview of upcoming Ramsey County projects |
| 8:10 p.m. | 8. Discuss the City's current Assessment Policies for non-residential properties |
| 8:25 p.m. | 9. Possible Items for Next Meeting – February 28, 2012 |
| 8:30 p.m. | 10. Adjourn |

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

Agenda Item

Date: January 24, 2012

Item No: 3

Item Description: Approval of the Public Works Commission Minutes December 20, 2011

Attached are the minutes from the December 20, 2011, meeting.

Recommended Action:

Motion approving the minutes of December 20, 2011, subject to any necessary corrections or revision.

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, December 20, 2011, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1. Introduction / Call Roll

Chair Jim DeBenedet called the meeting to order at approximately 6:30 p.m.

Members Present: Chair Jim DeBenedet; and Members Jan Vanderwall;
Dwayne Stenlund; Joan Felice; and Steve Gjerdingen

Staff Present: Public Works Director Dwayne Schwartz

Others Present: In the audience: Scott Carlson from the *Roseville Patch*;
and several representatives of independent garbage haulers:
Chris DeLaforest, ACE Solid Waste Hauler employee; and
Mark Stoltman, Randy's Sanitation

2. Public Comments

No one appeared to speak at this time.

3. Approval of November 22, 2011 Meeting Minutes

Member Vanderwall moved, Member Stenlund seconded, approval of the
November 22, 2011 meeting as amended.

Corrections:

- **Page 2, first full paragraph (Gjerdingen)**
Correct reference to County Road B to County Road B-2
- **Page 4, second paragraph, last sentence (Gjerdingen)**
Change the word "area" to "collection system"
- **Page 4, 5th paragraph, last sentence (Gjerdingen)**
Change "parks and other areas" to "government facilities"
- **Page 4, Item 6, Title, Neighborhood TMP (DeBenedet)**
Remove "Final" from title
- **Page 5, 1st full paragraph (DeBenedet)**
Strike entire paragraph with the exception of the last sentence that will
remain
- **Page 11, 5th full paragraph (Gjerdingen)**
Typographical correction from "e" to "be"

- **Page 14, 3rd paragraph: Discussion of traffic circles and roundabouts (Gjerdingen/DeBenedet)**

Identify “local streets” as “local *[residential]* streets”

Ayes: 5

Nays: 0

Motion carried.

4. Communication Items

Public Works Director Duane Schwartz noted that updates on various construction projects were included in tonight’s meeting packet or available on-line at the City’s website at www.cityofroseville.com/projects, and as detailed in the staff report dated December 20, 2011.

Discussion included Park Improvement Projects (PIP) and priorities for pathways over the next four (4) years, with Mr. Schwartz advising Chair DeBenedet that he would provide a preliminary list of those priorities to the Commission at next month’s meeting as it comes out of the Parks and Recreation Master Plan Implementation groups. Several areas of concern for pathway safety included Victoria north of County Road C, specifically at the curve by West Owasso Blvd. for southbound pedestrian and/or bicycle traffic due to trees and no practical way to improve visibility in that area. Additional areas of concern included that, as the Park Master Plan Implementation process continues to be refined with the accelerated bond issue term, that schedule include the Victoria corridor as a high priority, since access to parks for large portions of the population needed safe access to the City’s parks.

Further discussion included if and how the acceleration of the Dale Street Project and that pathway/sidewalk petition from residents had impacted the Victoria Street pathway and its priority level, with Ms. Schwartz clarifying that the projects weren’t prioritized until the Parks Master Plan had been created.

Additional discussion included ensuring community connectivity between parks; assurances that the Pathway Master Plan and Parks Master Plan, even though two (2) separate documents, provide a comprehensive and cohesive priority list and address any apparent overlaps; recognizing the scope of the Parks Master Plan and multiple issues involved in the overall planning process to address constellations; and how projects are and will be interchanged based on pavement deterioration.

Member Gjerdingen sought clarification on the width of shoulders on the second phase of the Rice Street Corridor project from County Road B-2 to Little Canada Road, with Mr. Schwartz advising that the new roadway would have the potential for future striping as a four (4) lane without median. Member Gjerdingen also questioned if development of the City’s new fire station on the City campus would include a pathway along Woodhill, with Mr. Schwartz advising that he would look into that status and alert the Design Team as the project went into that

stage. Member Gjerdingen noted that some cities require new development or redevelopment to make sidewalk or pathway installation a mandatory part of their project, with Chair DeBenedet concurring, noting if the City's Master Plan for development included such a provision the City should follow it.

Related to the Fairview Pathway Project, Member Felice sought clarification on the next phase, with Mr. Schwartz advising that the phase from County Road B to County Road B-2 would include a reconstruction of the existing west side sidewalk and an extension on the east side to provide a continuous sidewalk on the east side as well. At the request of Member Felice regarding options available to provide traffic warnings due to safety concerns, Mr. Schwartz advised that the project is currently under design and there were challenges due to ramps and other considerations.

Member Gjerdingen opined that significant visibility improvements could be achieved by removing the overgrowth from shrubs and trees on Fairview near the Highway 36 ramps on MnDOT right-of-way along their fence. Mr. Schwartz noted that some of that fencing will be replaced, and that should provide some positive impacts to the area.

At the request of Chair DeBenedet, Mr. Schwartz confirmed that the City Council's final budget for 2012 included funding for the Asset Management Software Program, as well as phasing the proposed Utility Rate increase over two (2) years for 2012 and 2013, rather than all in one (1) year.

Member Vanderwall noted that from comments he'd heard from Roseville residents, the focus appeared to only be on the impact of the increase, rather than an awareness of the City's aging infrastructure and the importance of addressing some of those long-deferred issues as well as consistent, cost-effective planning for the City's future infrastructure needs more realistically.

Member Stenlund expressed his appreciation to Mr. Schwartz and Roseville Public Works staff for their stabilization along the Fairway Avenue Pathway Project construction area and blending and shaping in the ag fields and down to the trees.

5. Organized Collection Continued Discussion

At the request of chair DeBenedet, Mr. Schwartz reviewed the information provided as background and information items included in tonight's packet materials, compiled from past packets and other sources. Mr. Schwartz also noted the positions of the Roseville Citizen's League and The League of Women Voters heard by the Commission at their October 2011 meeting. Mr. Schwartz included recent information from the City of Maplewood undergoing a similar process and recent approval by their City Council for organized collection for that community.

Chair DeBenedet noted inclusion of a sample model analysis from Ms. Bloom of the software under development and entitled, “Impacts of Heavy Trucks on Pavements – Sample Analysis” determining Impacts of Heavy Trucks on Pavements (W. James Wilde for the MN Local Road Research Board). Mr. Schwartz noted that the software was still being tested, and Roseville-specific data had yet to be entered, with this model showing various scenarios and segments. When the software tool is ready for general consumption, Mr. Schwartz advised that you could load your own street segment data from the City’s Pavement Management Program (PMP) and cost predictions to receive a percentage of life for those segments, based on type of street, type of soil, length of the segment being considered, land use, roadway length and width, and other criteria. Chair DeBenedet noted that it was a given among engineers and those working in the street construction industry, based on their expertise, that heavy trucks damage streets over a period of time.

Chair DeBenedet reviewed the Commission’s initial rationale in reviewing private versus organized garbage collection in Roseville, and past citizen studies at the request of the City Council (e.g. 1970 study and recommendation to implement recycling and organized garbage collection).

Discussion included safety concerns being addressed with fewer vehicles using a roadway; residential survey responses to a June 19, 2009 community survey specific to garbage collection; accuracy of the information provided to the public and to the Commission by haulers and their associations; bottom line costs for Roseville residents as a major focus and area of concern, and the consistency of the pricing from one resident to another city-wide and among independent haulers.

Member Felice noted the high percentage of Roseville residents also concerned and seeking assurances on the destination of trash collected from them individually and throughout the broader community, as well as future ramifications based on the actual destination (e.g. landfills versus resource recovery facilities).

Chair DeBenedet concurred, noting his observation that a fair amount of trash currently being collected in Roseville ends up in Wisconsin landfills; and questioned that procedure, as well as how Wisconsin residents feel about Minnesota’s trash coming into their state for disposal. While state governments could not prohibit trash haulers going across state lines at this time, Chair DeBenedet noted the negatives of communities on the receiving end of that process. Chair DeBenedet concurred that a significant percentage of Roseville residents (e.g. 90% in one survey) wanted their garbage handled in an environmentally-friendly way.

Further discussion ensued regarding survey results included in the PDF portion of the packet materials and ratings by residents in their current garbage service, and

how that information was qualified by individual experience, or how residents based that level of satisfaction and if comparable to other service industries, and the need to provide a consistent system of checks and balances and availability of a clear process for resolution if problems are found, including continual monitoring and consequences for inaction. Members noted that there were currently no consequences in the open collection system other than for residents to change vendors; and the practice by some independent vendors to offer cheaper introductory rates for a three (3) year contract, with rates guaranteed for the first two (2) years of the contract, then a significant increase and a penalty applied if the contract was cancelled before the three (3) years was up.

Additional discussion included the survey questions, their percentages, and how those percentages totaled out based on the total number of responses; and recognizing that the survey responses indicated that there were a substantial number of citizens concerned with their environment, the destination of their trash, and based on those responses and the studies completed in the past, the majority seemed more supportive of an organized collection system than the vocal minority attending Public Hearings, informational meetings, and other public testimony heard to-date.

Chair DeBenedet opined that the overall picture seemed to indicate public opinion supported recommendation to the City Council for pursuing organized collection.

Member Felice noted the most important thing to residents was the bottom line price of their hauler; and opined that organized collection would provide for a lower cost and more consistency city-wide.

Member Vanderwall noted the variances of the quoted prices requested of and received from independent haulers and their discrepancies with actual billings to Roseville residents. Member Vanderwall opined that all indications were that residents were paying higher costs than those quoted by haulers.

Member Felice concurred, noted that her collection cost was higher than those quoted.

Chair DeBenedet noted that he frequently did due diligence by contacting his vendors requesting lower rates.

Member Vanderwall questioned the business billing practices where residents were charged higher rates if they weren't paying attention, and only those alerting their vendors received any remedy. While recognizing that this may not be applicable to every vendor, if the practice was evident in some instances, there was an obvious need for more accountability.

Chair DeBenedet referenced the Table of pros/cons and comparisons (page 47 of the PDF materials), with the only outstanding item in those comparisons was the

preference of residents using Walter's service in their providing fee yard waste pick-up.

Members Felice, Stenlund, and Vanderwall noted that, while it may appear "free," residents paid an upfront fee at the beginning of the season, and the service was not free.

Chair DeBenedet concurred, noting that independent haulers were in business to make money, and regardless of what appeared to be a "free" service, residents were paying for services somehow.

Member Stenlund questioned how to determine who were actually licensed haulers in Roseville (page 33 of the PDF materials), noting that "Garbage" trucks were in the City of Roseville, but he wasn't sure if they had been licensed by the City.

Member Vanderwall questioned if the Commission would look at unlicensed vendors with an organization collection system or how collections would be enforced.

Mr. Schwartz advised that if the City was billing for organized collection, a resident wouldn't want to pay additional costs for private collection.

Chair DeBenedet, using the City of Maplewood discussions as an example, noted how billings could be done as a separate line item on City utility bills as a convenience for residents to write only one check; in addition to haulers guaranteed they'd be paid via one check from the City of Roseville, rather than billing and waiting for payment from multiple sources. Chair DeBenedet also noted that the City would have recourse for nonpayment of fees through property tax assessments.

Member Vanderwall noted the importance of defining how the Commission saw the system working, based on other model options, such as if several residents are currently sharing service/collection due to their limited garbage.

Member Gjerdingen noted the need to include language, currently in City Code, for alternative collections options, such as "environmentally-friendly alternatives."

While discussing these elements in principle at this time, as the Commission got closer to determining if they would recommend organization collection, Member Vanderwall noted the need to clearly define each of those issues and which option(s) would be best; including how to maintain the same number of haulers and their current percentages, and alternatives if haulers chose not to meet pricing levels.

Member Felice suggested consideration of a period of time identified for the City and haulers to reach consensus, and if not, to proceed to a single hauler.

Member Vanderwall noted one concern in the process is the perception that the City is attempting to negatively impact local businesses and create additional unemployment. Member Vanderwall suggested that the process include maintaining the ability of existing haulers in keeping similar percentages to their current business operations.

Member Gjerdingen noted that Member Vanderwall's suggestion was also part of the 2002 committee recommendation.

Member Vanderwall however noted that it was important to make sure the rates were cost-effective for Roseville residents, while meeting business and operational costs for the haulers.

Member Felice concurred, also noting the need that those rates were equal across the board, arrived at by consensus of haulers, and at a reasonable charge and participation level.

Chair DeBenedet expressed interest in using a Best Value Contracting process versus a standard bidding process, similar to that used by the City in its most recent recycling contractor process. Chair DeBenedet noted that this would require significant detail in the initial process, and referenced the offer received from Mr. Hansen with Ramsey County in his presentation to the Commission at a previous meeting to make available their technical engineering expertise for research and/or background information to municipalities. Chair DeBenedet noted that, if a consultant in this field was available, it would be good for the City, as a next step in this long, legal process created through lobbying efforts of trash haulers, allowing time to work out the details mentioned by Commissioners among many other issues.

Chair DeBenedet suggested moving forward with a recommendation to the City Council that organized trash collection be actively pursued with future implementation with the purpose of addressing specific goals, including preserving with as much practicality as possible the current percentages of independent haulers within the Roseville community.

Discussion ensued regarding the number of haulers (e.g. four to seven) within a contract period; use of the Best Value Procurement process; how to establish and weight criteria; how the number and/or type of residential complaints of vendors would impact their proposals and consideration; vendor competition; availability of sizes and types of collection containers based on customer preference.

Criteria discussed randomly included: destination of the trash; average city cost based on weighting with all customers paying the same amount; variables of

nationwide vendors and smaller, independent vendors in meeting prices; percentages of market share; efficiencies for haulers operating on fewer streets; how much latitude was available in bidding documents based on the expertise of legal and engineering consultants; and the preference for the City to outline its needs and preferences with vendors then responding to if and how they could comply.

Additional discussion included market share of current vendors, whether currently accurate or needing updating and verification (page 76 of PDF materials); and requirements of vendors if they want to be included in the bidding group to provide accurate market share data (e.g. number of households serviced), and if that information is not provided, the City would not preserve a percentage of market share for that vendor.

Other criteria included type of fuel used by individual vendors; mandatory criteria versus preferences.

Member Stenlund spoke in support of moving forward with the process; however, he questioned the perception of Roseville residents in the role of government, opining that unless they supported the City becoming involved in this or the majority of the public was neutral, it was a waste of time to proceed.

Member Gjerdingen noted, in the existing system, there was no way to ask haulers or provide an option to dictate the destination of trash. While wear and tear on Roseville streets, Member Gjerdingen noted that the number one goal of the process was to meet state and city mandates, standards and goals to reduce waste; and noted there was more trash now than in 2002; and use of the Newport facility was an efficient way to provide a strong incentive for getting rid of garbage.

Member Felice noted that initial perceptions with the Maplewood presentation that she had attended were of unrest; however, when the factual information on costs and benefits were provided, there was more support. Member Felice opined that the City of Roseville was most likely in a similar position with viewpoints, including that of municipal government and their involvement, even though the same services would be provided.

Member Stenlund noted the number of considerations to be addressed; however, he observed that the current system provided no way to improve trash collection services beyond being selectively complaint-driven.

Member Felice suggested that there may be initial concerns from the public, however, once they understand that a process was built into the contract to address problems and complaints with varying consequences based on the frequency and type of complaint, they would recognize a more consistent recourse was then available for them.

Member Stenlund opined that organized collection was doable; and recommended that the City move forward; however, with the caveat that providing choices on the different colors and sizes for containers seemed important to residents.

Member Stenlund moved, Member Felice seconded, moving forward with a recommendation to the City Council to pursue organized trash collection, with an attempt to preserve as much as practical the current market share percentages of independent haulers in the community; with the first step asking staff to prepare a formal resolution for review and consideration by the PWET Commissioners at their next meeting with the intent of moving the recommendation forward to the City Council at a future date.

Specific Goals discussed by the Commission, with staff directed to incorporate them into the DRAFT resolution language, included:

- 1) To save money for all of our residents and city as a whole through organized trash collection.**
- 2) Establish a timeline and process, according to state statute for implementation;**
 - 1) Identify and ensure all waste goes to Newport or a similar resource collection facility;**
 - 2) Vendors and the City provide residents with transparency in the actual cost of trash collection;**
 - 3) Provide for an adequate complaint system and/or conflict resolution for residents and the municipality with vendors**
 - 4) Any and all complaints can be dealt with in a uniform and transparent manner;**
 - 5) Fewer trash hauler trucks on City roadways, resulting in: a) less wear/tear on roads, b) less noise in neighborhoods, and c) safer residential environments;**
 - 6) The organized system will meet State of MN and Ramsey County mandates for recycling, reducing and re-using;**
 - 7) Access will be available to residents as an educational tool showing the quantity of trash they're producing;**
 - 8) Provide customer choices to small waste generators as well as large generators;**
 - 9) Choice of management;**
 - 10) Range of size in collection container and service options;**
 - 11) Ability for City to further negotiate for additional services, such as curbside bulk waste collection**
 - 12) Management by and City costs will remain revenue neutral;**
 - 13) Maintain ability for existing haulers to retain their current or comparable market share; and**
 - 14) Annual reports of tonnage, type of waste generated (e.g. hazardous, general and recyclables), and other information as periodically requested will be provided to assist the City in maintaining federal and county mandates.**

STAFF NOTE: There were only eight (8) final categories, but I didn't track which were combined and their specific categories. Check with Member Vanderwall?

Member Vanderwall suggested that, as individual Members review the first draft of the resolution prepared by staff, individual comments should be included as addendums at the end of the resolution for further discussion by the full Commission at their next meeting to achieve consensus for additional items to be included in the final resolution to be presented to the City Council.

Public Comment

Chris DeLaforest, ACE Waste Hauler employee

Mr. DeLaforest suggested that the Commission invite licensed haulers to address them, since issues were similar among cities, to provide their perspective and serve as a benefit to haulers, the Commission and residents. Mr. DeLaforest suggested that this could provide solutions for issues without the City moving toward a full organized collection system as part of the educational process before moving forward according to state statute.

Member Vanderwall advised that haulers had provided their input frequently to the Commission and the public, as well as an attorney representing the hauler's association had provided their perspective and clearly articulated the position of independent haulers.

Chair DeBenedet concurred, noting that significant input had been received to-date from haulers; and given the recent article in the *Roseville Patch*, expressed surprise that more haulers and/or residents were not in attendance at tonight's meeting.

Mr. DeLaforest advised that he'd had attended the Roseville Citizen's League meeting, and provided City of Maplewood perceptions as well as misperceptions about the actual cost savings for subscription garbage collection, opining that it was not a utility. Mr. DeLaforest reviewed billing practices for published prices and more dynamic models based on a variety of criteria; and opined that it was not accurate to imply that some customers were not being billed consistently. Mr. DeLaforest advised that the published rates were based on averages; and cautioned the Commission to not base their decision on published prices, but to consider dynamic pricing models, encouraging shoppers to be alert to cost options. Mr. DeLaforest advised that the main goal of independent haulers was to serve their customers well to retain that business and to capture more customers.

Mark Stoltman, Randy's Sanitation

Mr. Stoltman questioned if price was the real issue for the public based on his interpretation of the MPCA study and their review of 200 samples for their market study, based on a number of communities and based on actual billing of MPCA employees and their consulting firms, rather than a broad market study.

Mr. Stoltman reviewed his perceptions of the MPCA study and their sampling data; and the Hauler's Association paying the MPCA for a copy of the study for further examination. Mr. Stoltman used the City of Otsego as an example of data used in the study, and the limitations of the billing samples used and the breakdown of billing statements, backing out taxes, yard waste and carry down service (e.g. more rural or difficult pick-ups); and how the actual billing rates were significantly less and caused the report to be misleading. Mr. Stoltman further referenced interpretations and lobbying of certain Council members in the City of Maplewood and misinformation applied and the small percentage of bills used for their sampling. Mr. Stoltman noted that marketing rates vary among specific areas; however, when mixed together, their blended rates are much lower than those being reported across the board.

Dialogue among Commissioners and Mr. Stoltman and DeLaforest ensued.

Member Vanderwall stated that it would be helpful to have accurate information provided by haulers; and noted that even though information had been requested by the City of Roseville's Recycling Coordinator Tim Pratt on numerous occasions, haulers had responded that that information was proprietary and private based on the competitive nature of their business. Therefore, Member Vanderwall noted that it was difficult if not impossible to verify accuracy; and questioned the lack of transparency from haulers in providing sufficient data upon which to base this decision-making process, creating the need for that decision-making to be based on information available and recognizing the variables from one person to another. Member Vanderwall opined that a Roseville resident should pay the same rate no matter their location in the community, and no unexplained differential in price based on the hauler's market variables. Member Vanderwall advised that this caused the Commission to determine that the current billing practice was not fair and not transparent.

Mr. Stoltman questioned if this wasn't the basis for the free enterprise system.

Chair DeBenedet noted that this was a consideration in the decision-making; and opined that by vendors tacking on an "environmental fee" or "tax," or "fuel surcharge" to trash bills, it led customers to believe that this was a mandated cost for haulers, when in fact it was an additional billing fee and part of doing business. Chair DeBenedet, as a former business owner, noted that it was not his practice to charge according to what he thought he could get away with.

Mr. Stoltman questioned the accuracy of that interpretation, and used the Delta Airlines model as an example; noting that when a vendor charged an environmental fee or fuel surcharge to deliver, it facilitated operational costs for each hauler to cover the cost of carts, parts, landfill costs to run compactors; and in most cases were simply pass-through costs, not profits for haulers.

Member Vanderwall noted that without businesses being forthcoming and willing to share information such as that, it was difficult for the Commission to know the accuracy of billings unless complaints resulted in bills being adjusted. Member Vanderwall opined that common business practice would indicate that all of the costs were not simply a pass-through.

Mr. Stoltman likened billing practices and services to those choosing to shop at an up-scale grocery store based on their services or environment or philosophy versus choosing a less expensive grocery store; and opined that the value of a customer having that individual choice in a grocer, trash hauler, barber or doctor was an individual choice on their part whether it came at a higher cost or not. Mr. Stoltman questioned if a higher cost meant that the City needed to get involved in areas other than environmental or service delivery issues; and further questioned whether it was this Commission's role to dictate that involvement.

At the request of Chair DeBenedet, Mr. Stoltman provided information on the scientific poll commissioned by the Waste Hauler Association with Survey U.S.A.; and the survey results indicating that a vast majority of citizens in Maplewood wanted to retain the open market system and were satisfied with their current hauler.

Chair DeBenedet expressed interest in seeing a copy of how the survey was worded and asked Mr. Stoltman to provide a copy to Mr. Schwartz for dissemination to the Commission.

Mr. Stoltman offered to provide that information for Commission review; and reiterated that a lot of the rate information requested by the Commission was proprietary and sought more specifics of the actual data being sought.

Member Felice, using Mr. Stoltman's grocery store example, noted that the up-scale grocer used as an example didn't pretend that their prices were lower; and when she utilized that grocer, she paid the same price consistently as every other customer using that grocer; and prices weren't determined on whether she was a first-time customer or a long-time customer.

Mr. Stoltman noted that Member Felice was still free to make that choice; however, he noted that the Commission was not providing that same choice based on their comments to-date. Mr. Stoltman reiterated that trash collection was not a utility, but a free-market business, even though the Commission was attempting to make it a utility.

Chair DeBenedet clarified that throughout most of the country, with the exception of the State of Minnesota, trash collection was considered a utility.

Mr. DeLaforest noted that this was why the legislation in Minnesota was written as it was; opining that the decision was essentially a philosophical one based on pricing.

Chair DeBenedet noted that the Commission had already listed a number of other goals beyond price.

Mr. DeLaforest noted that, while price was certainly important, the consumer should make that decision; and opined that other considerations and statistics, such as safety, should be reviewed. Mr. DeLaforest provide the City of Brooklyn Park and their initial safety concerns and ultimate decision to not pursue organized collection after their review of police records over fifteen (15) years and no evidence found of safety issues.

Member Vanderwall noted that many incidents or issues may not have a formal complaint filed or documented, but still occurred.

Member Stenlund noted the need to recognize that, no matter their type or specifics, the fewer number of vehicles on the roadway, the safer the environment.

Mr. DeLaforest noted that this may be a consideration with fewer trucks creating lower statistics; however, in weighing values he noted the need to consider impacts to family-owned businesses.

Chair DeBenedet refocused discussion from previously-discussed issues; and referenced the draft goals outlined by Members. Chair DeBenedet spoke in support of a meeting between City representatives and haulers in the future; opining that it was possible, depending on the receptivity of haulers, that an open hauler system could be retained while still accomplishing those goals. Chair DeBenedet noted that it was important for all parties involved in this conversation to recognize that negotiations go a lot further than confrontation. Chair DeBenedet advised that his concern was one of legalities, if it came to a point for haulers to evenly divide up the City for organized collection, and it was found to be impossible. Chair DeBenedet noted that if it was possible for a Roseville rate to be established consistently and across the board, Roseville residents could then determine which haulers agreed to that level rate.

Member Stenlund further noted the need for haulers to be upfront about the destination of trash and not use a “bait and switch” mid-year.

Chair DeBenedet noted that the Commission was sympathetic to small business; however, he used corner grocery stores or family-owned drug stores as an example of money talking for consumers with the influx of large chains due to pricing and convenience.

Mr. Stoltman questioned why now and why did the market make those choices.

Chair DeBenedet questioned if it was the role of government to protect small business.

Mr. DeLaforest expressed his preference for competitive family-owned businesses.

Member Vanderwall noted his experience in coordinating transportation for the School District and the changes in vendors, with those new vendors utilizing existing employees from other vendors due to their familiarity with routes.

Member Vanderwall suggested that this may prove true in this instance as well.

Mr. Stoltman disagreed with Member Vanderwall's comments; to which Member Vanderwall responded that they could agree to disagree; however, in a contracted environment, he remained convinced that there would choices for those existing haulers and their employees; with Chair DeBenedet recognizing that fewer employees may be needed due to increased efficiencies.

Member Gjerdingen had several questions for Mr. Stoltman and Mr. DeLaforest, including: service rate differentials depending on location and services provided, but equitable when averaged out and the rationale for those differences; tax issues and hauling to different facilities or prices based on a wider geography, within a single company and customer bases, and differences among jurisdictions; advantages for local haulers and impacts of hauling to out-of-state landfills while retaining the concept that it remained a local business; and how costs for hauling to landfills was factored into cost and how much route efficiency was taken into consideration.

Mr. Stoltman responded that tax structures varied with communities and counties; impacts if the Newport facility was full and the need to find another destination, especially with soon-to-be implemented MPCA methods for processing guaranteeing that different facilities would reach capacity; typical changes in rates and process every two (2) years with some pre-determined, but always variable; and integrated costs for a national company having its own facility and able to handle more tonnage at a firm rate compared to a smaller, local hauler having to depend on other facilities. Mr. Stoltman further responded that if a vendor employed local residents, the money was not going out-of-state and should still be considered local. Mr. Stoltman, in responding to costs factored in rates advised that a customer received an introductory rate, lower to entice business similar to a loss leader product at a retail store; and once labor, truck operating costs, insurance, and other costs were backed out, there wasn't a lot of price leeway, with many instances where a hauler was breaking even, but lower costs required to prove their service to customers above another vendor.

Mr. Stoltman used the City of Wayzata as an example of difficult and time-consuming routes, and pricing accordingly, with additional labor involved in doubling back on routes to address dead ends and cul-de-sacs in that area, as opposed to a simple street grid that made it easier to function. Mr. Stoltman advised that these issues were all factored into pricing structures, creating the variables.

In response, Member Vanderwall noted that Roseville residents experienced different prices and questioned if that was based on certain geographical situations.

Mr. Stoltman responded that he couldn't answer that questions; and suggested a better questions for haulers operating in Roseville would be, if given the opportunity, they could come back with answers, recognizing that it was a fair question. Mr. Stoltman noted that differences in the pricing structure would be the small hauler versus the larger hauler and variables in tipping fees. Mr. Stoltman advised that his firm provided health, dental, 401K, and other benefits for their employees; while needing to address ongoing overhead costs, age and type of equipment; and that all those dynamics are pulled into the mix; requiring a company to keep innovative with their competition.

At the request of Member Gjerdingen on when haulers could be invited to the table for further discussion in the process, Chair DeBenedet advised that, once the City Council received the Commission's recommendation, they would direct staff to develop a process, as part of the statutory requirement process.

Ayes: 5

Nays: 0

Motion carried.

6. Possible Items for Next Meeting – January 24, 2012

- Review and potential adoption of a Resolution recommending organized trash collection to the City Council
- Environmentally Sustainable Presentation
- Overview of upcoming Ramsey County projects (County Road B-2) ; and based on the potential high cost for driveways and traffic controls for those projects,
- Review of the City's current Assessment Policies for non-residential properties
- Prioritization list for Parks Master Plan Implementation

Future Meetings

- Joint meeting of the PWET and Parks and Recreation Commissions
- Pro-active creation of resources or incentives for new businesses to adopt environmental-friendly development methods (e.g. parking lots being more pedestrian and bicycle-friendly) as supported by Roseville resident preferences (Felice)

Member Stenlund suggested a presentation by EOR Consulting Engineers or another firm regarding minimum impact design standards currently available as a preliminary presentation; and alternatives available in the Minnesota Stormwater Manual showing options in addressing waters, both hidden infrastructure and above-ground amenities; and suggested Randy Neprash as another resource as well. Member Stenlund opined that it was all about money, and if the City wanted to encourage developers, they would need to provide incentives.

Member Felice noted the strong interest of Roseville residents, supporting the City's strong encouragement for those alternatives.

Chair DeBenedet noted that beyond the support of Roseville residents for those environmentally-friendly options, some would become virtual necessities based on enhances stormwater management rules.

Member Gjerdingen suggested that discussion could include environmental efforts based on different kinds of development.

- Chair DeBenedet suggested future conversation with MnDOT to address the “No Right Turn on Red” on Snelling Avenue for eastbound traffic onto County Road C and southbound traffic onto Snelling Avenue. Chair DeBenedet advised that he frequently observes people not stopping and turning without paying attention to signage, especially since MnDOT closed the James Addition access.
- Chair DeBenedet noted future requirements for street signs and their reflectivity, based on recent communication with staff; and suggested a capstone presentation from staff on how they proposed to manage that
- Chair DeBenedet suggested future consideration of any and all city-owned lights being switched to LED based on their cost-savings in using less electricity; and noted obvious changes in the Rosedale Parking lot in using LED lights.
- Member Gjerdingen suggested further discussion on requiring businesses to plow sidewalks based on potential revision of current ordinance language to provide enforcement methods as an incentive for Roseville businesses to comply.

Member Stenlund noted that this would be implementation of a city-wide snow management policy.

Chair DeBenedet asked that individual members check current ordinance on line.

7. Adjourn

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

Ayes: 5

Nays: 0

Motion carried.

DRAFT

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2012

Item No: 4

Item Description: Communication Items

- Projects update-
 - Check for City Construction project updates at: www.cityofroseville.com/projects
 - Josephine Woods –Pulte has indicated that they have sold 7 lots in this development. The home construction should continue through the winter. Curb and gutter, permanent pavement, and some additional utility work will be completed in the spring.
 - Josephine Lift Station – The City’s consultant, Foth, has provided a preliminary recommendation to replace the existing lift station at Fernwood and Josephine Road. Staff plans on having an information meeting with the neighbors in early February regarding the construction impacts.
 - County Road B2 & Rice Street Reconstruction Phase 2- Staff is working on the feasibility report for these projects. Staff continues to work with the county on cost issues and the city’s participation level. The Public Hearings should be in March.
 - Park Improvement Projects- Engineering Division is working with Parks Dept. staff on identifying priority pathway projects for construction over the next 4 years. One of the projects identified is the County Road B2 pathway project. We are working on estimates and schedules. Park and Rec. staff will discuss prioritized projects at next month’s PWETC meeting.
 - Staff is working on final plans for the following projects:
 - Fairview Pathway (NE Suburban Campus Connector) Phase 2
 - 2012 Mill and Overlay
 - County Road C2- sidewalk and connection
 - Drainage improvements
 - Sanitary Sewer Lining Project
 - Waterman lining project
- Other

Recommended Action:

None

Attachments:

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2012

Item No: 5

Item Description: Greenstep Cities Presentation

Background:

Diana McKeown of Eureka Recycling has offered to give a short presentation on the MPCA's Greenstep Cities program. This is a program to help cities achieve their sustainability goals through best practices. The following link will provide some background on the program:

<http://greenstep.pca.state.mn.us/>

Recommended Action:

Discuss the program and its applicable benefits.

Attachments:

A.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2012

Item No: 6

Item Description: Consider Organized Collection Resolution

Background:

The Commission discussed the organized collection recommendation at the December 2012 meeting. The Commission requested staff draft a resolution for adoption at the January meeting recommending the City Council consider organized refuse collection for the City of Roseville. It was requested the discussed goals be included in the resolution.

Recommended Action:

Discuss and modify attached resolution and adopt by motion.

Attachments:

- A. Resolution
- B.
- C.

1 **EXTRACT OF MINUTES OF MEETING**
2 **OF THE**
3 **PUBLIC WORKS, ENVIRONMENT AND TRANSPORTATION**
4 **COMMISSION OF THE CITY OF ROSEVILLE**

5
6 * * * * *

7
8 Pursuant to due call and notice thereof, a regular meeting of the Public Works,
9 Environment and Transportation Commission of the City of Roseville, County of
10 Ramsey, Minnesota, was duly held on the 24th day of January, 2012, at 6:30 p.m.

11
12 The following members were present: and the following members were
13 absent: .

14
15 Commission member introduced the following resolution and moved its
16 adoption:

17
18
19 **RESOLUTION RECOMMENDING CONSIDERATION OF ORGANIZED**
20 **TRASH COLLECTION**

21
22
23 WHEREAS, the City of Roseville has an interest in assuring efficient, cost effective, and
24 environmentally friendly solid waste removal and recycling services are available to its
25 residents;

26
27 AND WHEREAS, State statutes regulate the organizing of solid waste collection services
28 and set forth a process to consider organization;

29
30 AND WHEREAS, The Public Works, Environment, and Transportation Commission has
31 studied many facets of the organized solid waste collection issue for the past 18 months;

32
33 NOW, THEREFORE, BE IT RESOLVED, that the City of Roseville, Public Works,
34 Environment, and Transportation Commission hereby recommends to the Roseville City
35 Council to consider study and implementation of organized solid waste collection in the City
36 of Roseville with the consideration of the following goals:

- 37 1. Economic-ensure the lowest possible uniform rate structure for residents,
38 transparency in rate structures, assurance that city costs will be revenue neutral, less
39 wear and tear on residential street investment
40 2. Environmental-assure waste is directed to resource recovery facilities for highest and
41 best reuse, to meet mandatory waste reduction goals, minimize noise and air
42 pollution
43 3. Service-Provide for a uniform range of collection options such as size of container
44 and collection of large items and yard waste, credit for extended vacations or
45 seasonal residency, maximize efficiency in solid waste collection, improved

- 46 neighborhood aesthetics due to fewer waste collection days
47 4. Safety-Fewer trucks on residential streets with less impact on neighborhood livability
48 and safety
49 5. Better Planning- collection of better and more uniform data on waste generation and
50 service delivery
51 6. Hauler Impact-consider existing market share to minimize impact to local haulers
52

53 The motion for the adoption of the foregoing resolution was duly seconded by Commission
54 member and upon vote being taken thereon, the following
55 voted in favor thereof: and the following voted against the same: .
56

57 WHEREUPON said resolution was declared duly passed and adopted.

I, the undersigned, being the duly qualified Public Works Director of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said Public Works, Environment and Transportation Commission held on the 24th day of January, 2012 with the original thereof on file in my office.

Duane Schwartz, Public Works Director

James DeBenedet, Commission Chair

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2012

Item No: 7

Item Description: Overview of upcoming Ramsey County projects

Background:

Ramsey County is working on plans for reconstruction of County Road B-2 from Snelling Ave. to Fairview Ave. and Rice St. from just north of County Road B-2 to County Road C-2. Staff has preliminary roll out plans for display and review at the meeting. These projects are anticipated for construction in 2013. The B-2 project scope and cost has grown due to design considerations and right of way impacts and costs. Fully funding this project is a growing concern for County staff.

Recommended Action:

Review and comment on preliminary plans for both projects.

Attachments:

- A. County Road B2 Improvements presentation
- B. Rice Street – County Road B2 to C2 presentation
- C.

County Road B2 Improvements

Fairview to Snelling Ave.

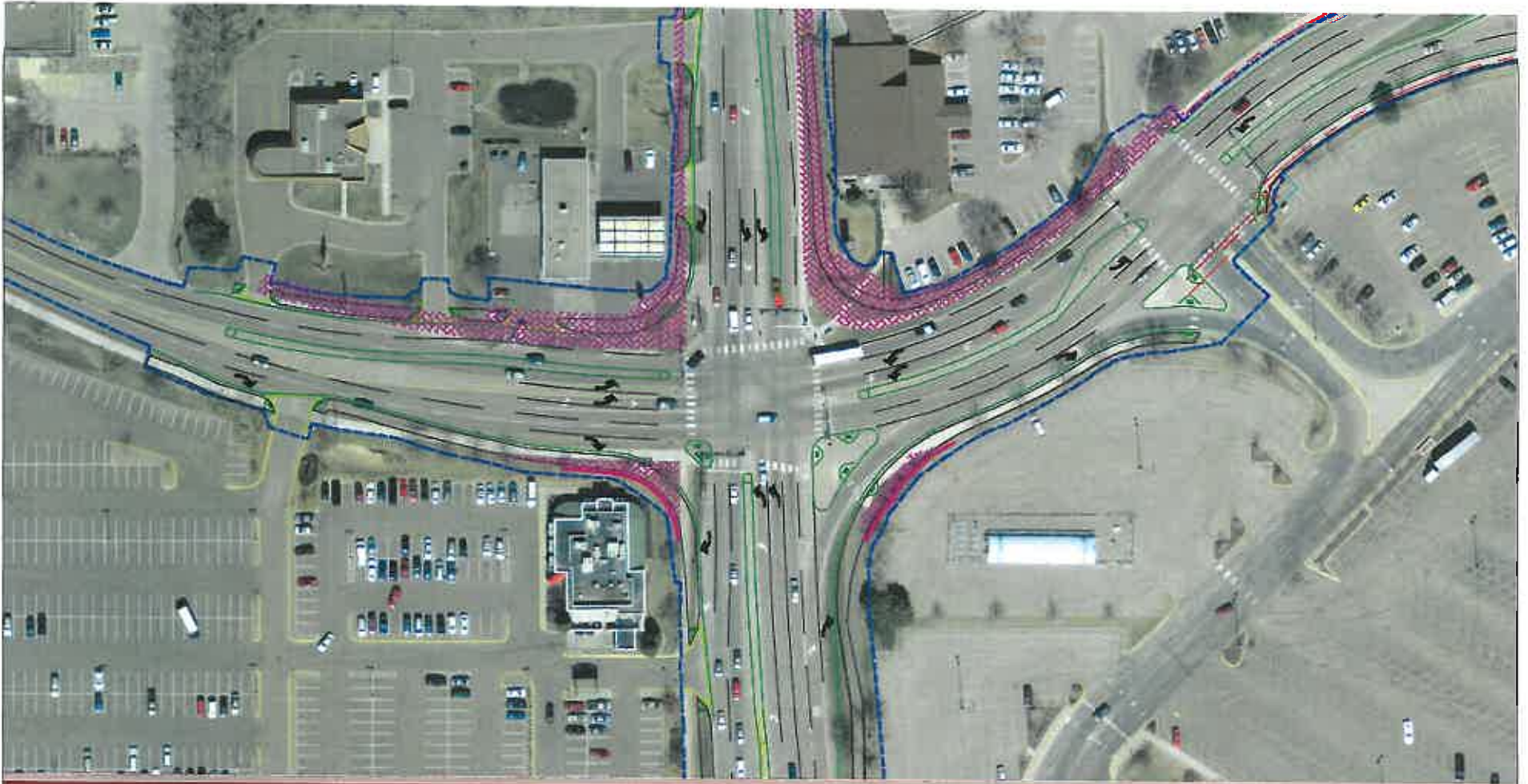
•Project Overview

- Geometrics
- Trails and sidewalks
- ROW
- Drainage
- Funding
- Schedule



Project Overview

- Project limits 500 feet west of Fairview to Snelling Avenue south bound ramps
- Fairview and Snelling Avenue intersections widened for additional turn lanes
- Bituminous replacement with concrete from Wells Fargo Intersection to American Street



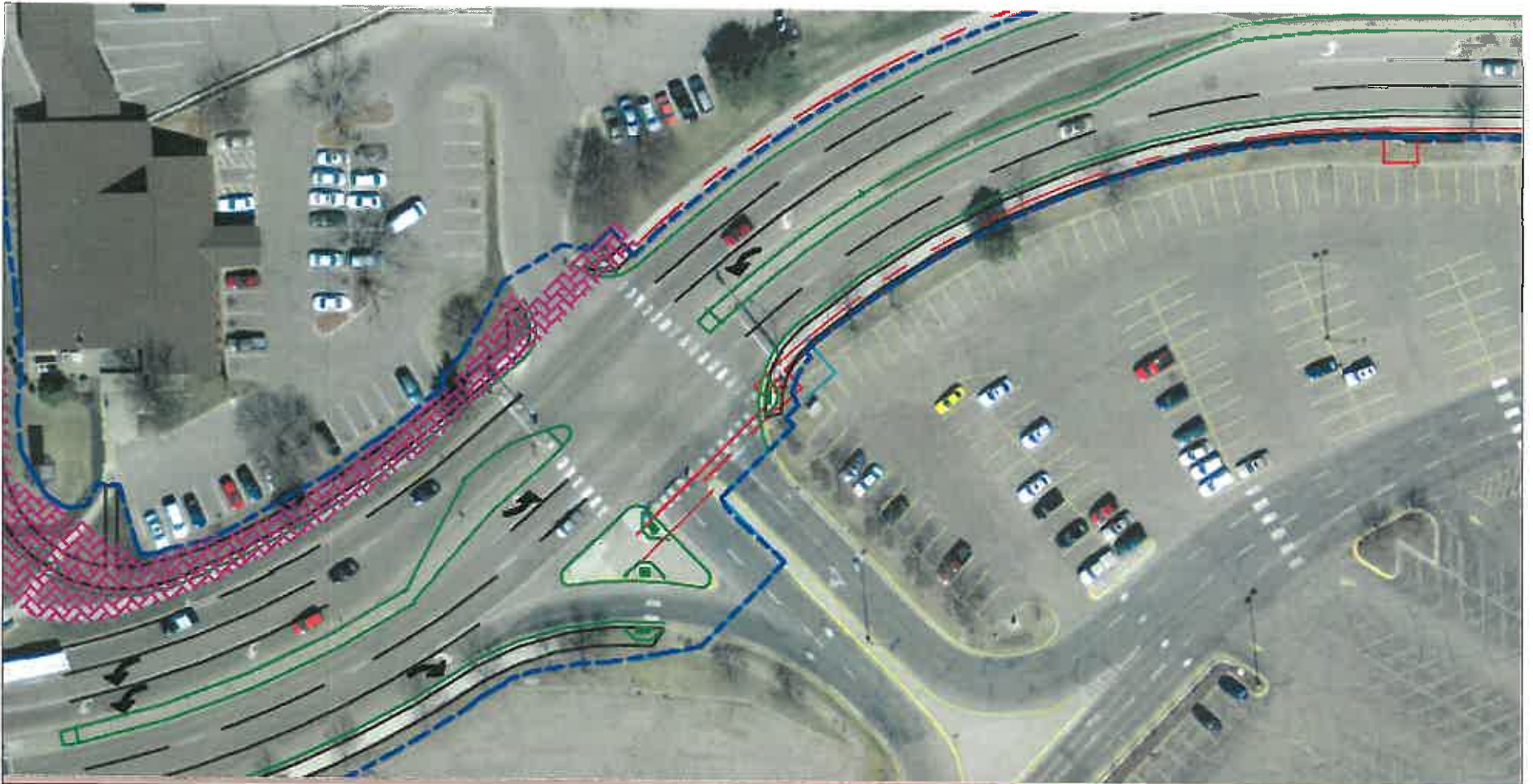
Fairview Avenue & County Road B2 Intersection

- Addition of dual left turn lane at all approaches
- Addition of right turns lanes at eastbound and southbound approaches
- Addition of sidewalk at northwest corner
- Retaining Walls
- Permanent Easements



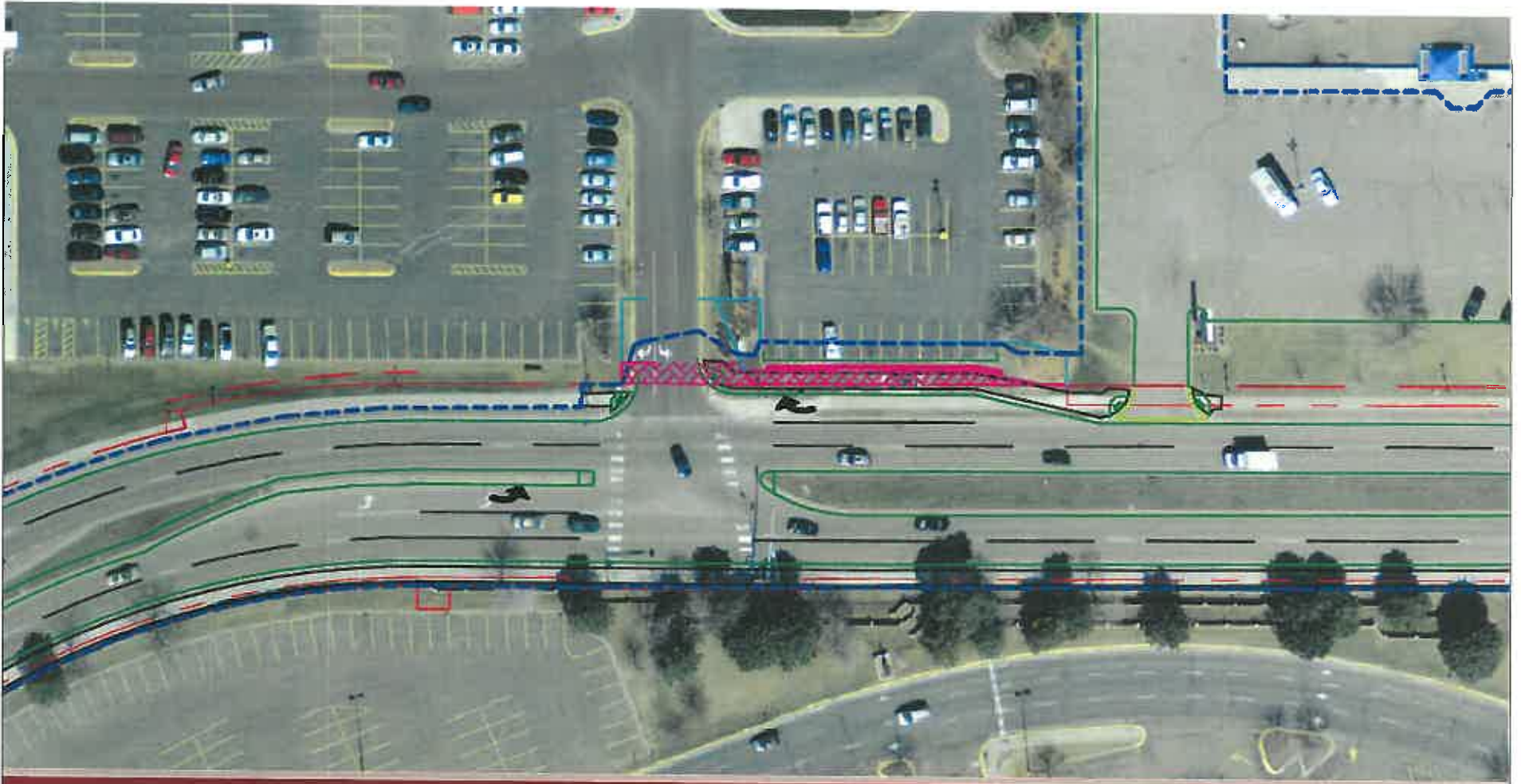
White Topping/Concrete section

- Wells Fargo/Rosedale west entrance to American Street bituminous replaced with concrete
 - Long term benefits of concrete
- No Geometric changes except for addition of right turn lane at American Street
- Signals to be replaced
- South sidewalk to be replaced, north sidewalk will not be disturbed



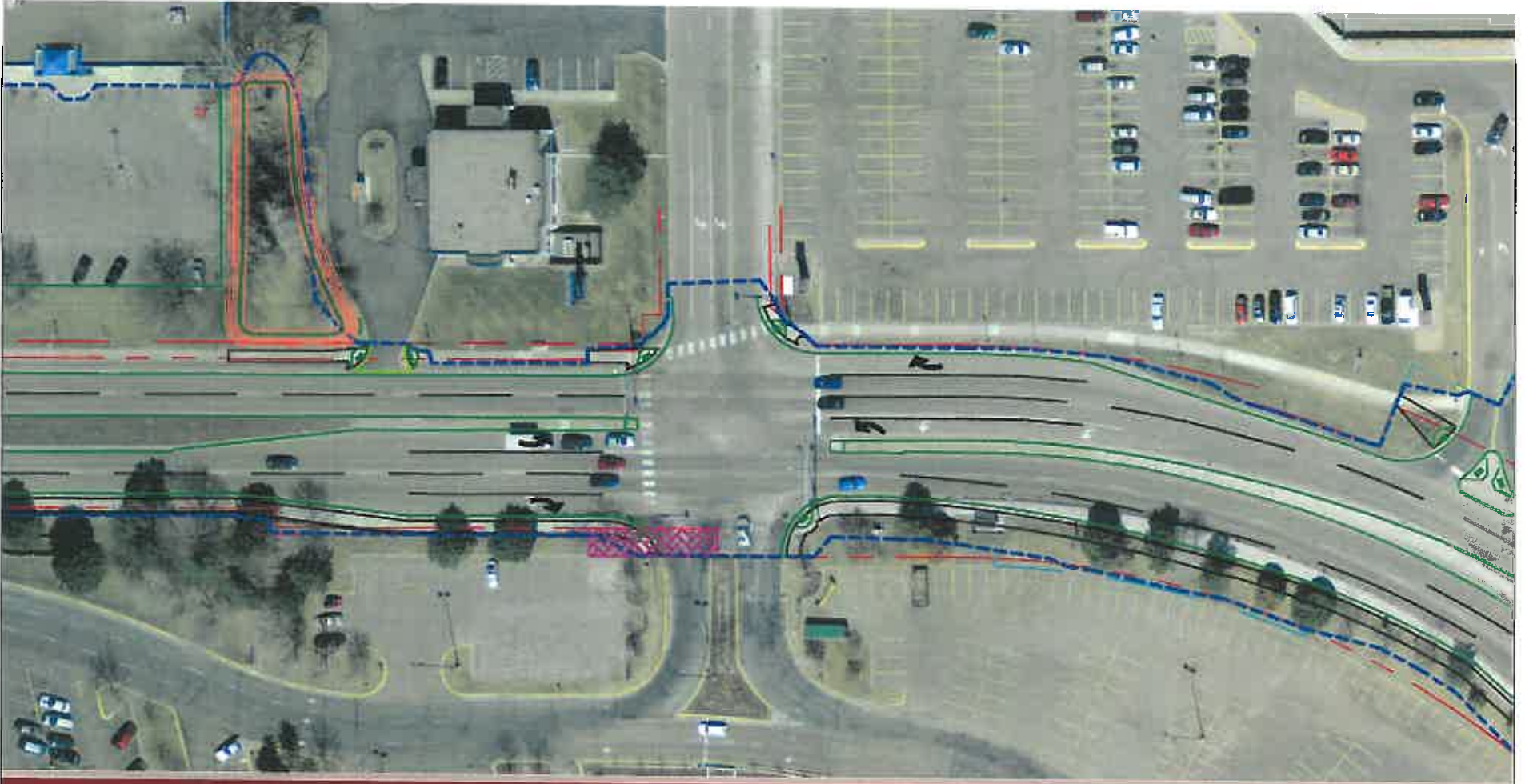
Wells Fargo/Rosedale West Entrance

- Signal replacement & ADA upgrades to ramps and APS
- Start pavement replacement east of intersection (includes curbs and north sidewalk/trail)
 - No geometric changes



Rosedale Commons Entrance Intersection

- Addition of right turn lane
- Signal Replacement
- Retaining Wall
- Permanent Easements



American Street Intersection

- Signal Replacement
- No geometric changes



Snelling Avenue Intersection

- Addition of dual left turn lane at westbound to southbound approach
- Lengthening eastbound to northbound left turn lane
- Striping improvements in Rosedale Mall driving lanes
- End project just before bridge

Drainage Improvements



Oakcrest Pond



Ultimate Electronic/Bremer Bank Site

Project Costs

Total Project Cost - \$9.5 million

City of Roseville share - \$730,000 (signals & watermain)

Rice Street County Road B2 to C2

Jerry Auge, PE
Ramsey County Project Manager

History of Project

- Rice St. is a State Turnback Route
- TAC conducted (2006-2008) – RV, LC, VH, SV
 - Involved Council Members
 - City staff
 - Business owners
 - Residential property owners
- TAC results determined roadway improvements and amenities (SW and Paths)

Purpose of Project

- Increase Mobility
 - Increase Safety at Signalized Intersections
 - Consolidate Access
 - Improve Pedestrian Facilities
-

2009 Traffic Volumes

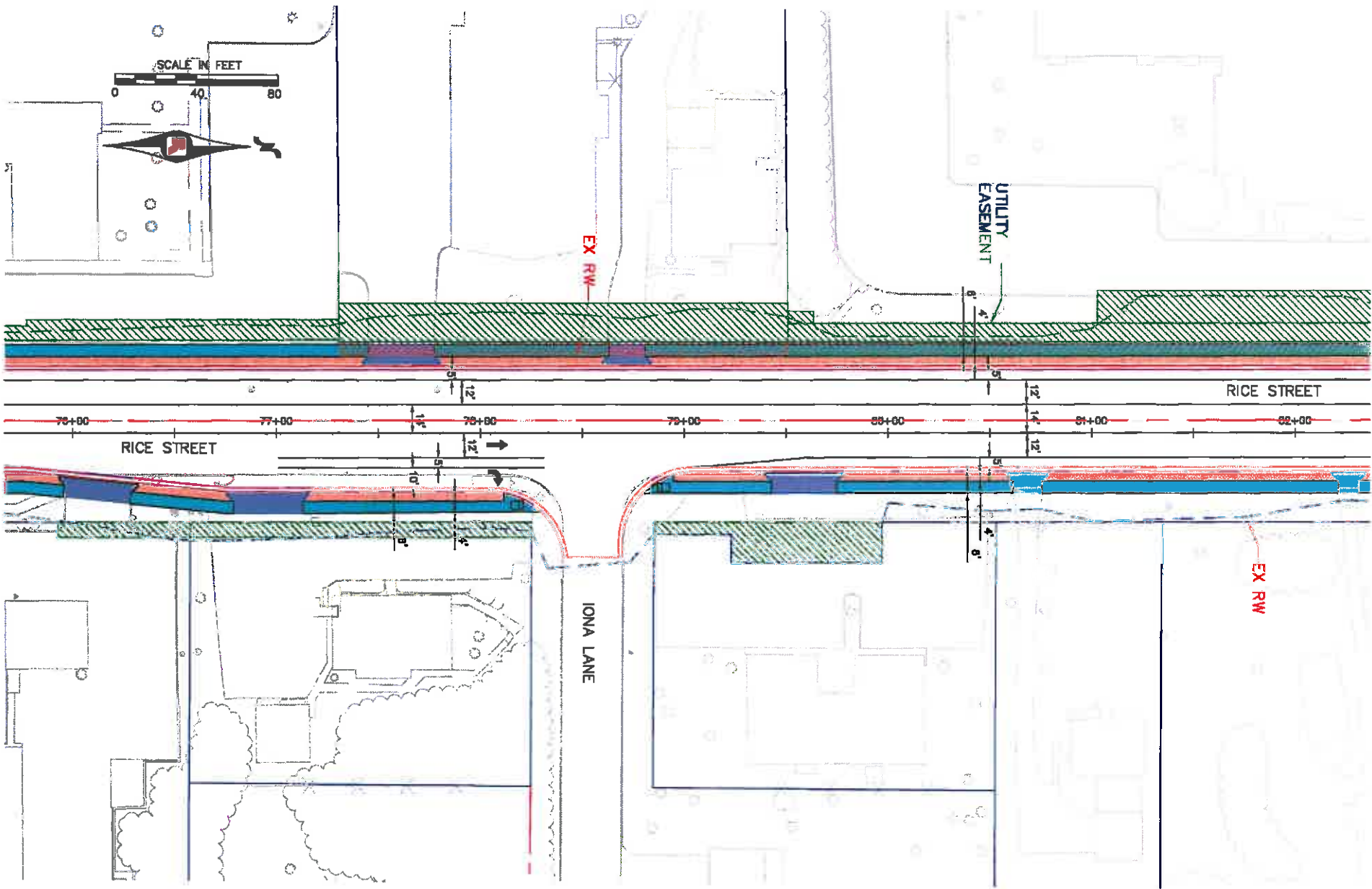
- Rice Street (B2 to C) 15050 ADT
- Rice Street (C to LCR) 13450 ADT
- Rice Street (LCR to North) 12750 ADT
- County Road C (East) 6750 ADT
- County Road C (West) 7150 ADT

Existing Rice Street

- Roadway width ~52 feet
- Three lane section
- No sidewalk
- ~7' shoulder
- ~14' left turn lane
- ~12' thru lanes
- Bituminous Surface Concrete below
- 40 mph

Proposed Rice Street

- Concrete Pavement
- 40 mph
- Roadway width 52 feet
- Three lane section
- 6' sidewalk
- 4' boulevard (2' blvd. at intersections)
- 7' shoulder
- 14' left turn lane
- 12' thru lanes
- 5' bike area in shoulder & turn-lane





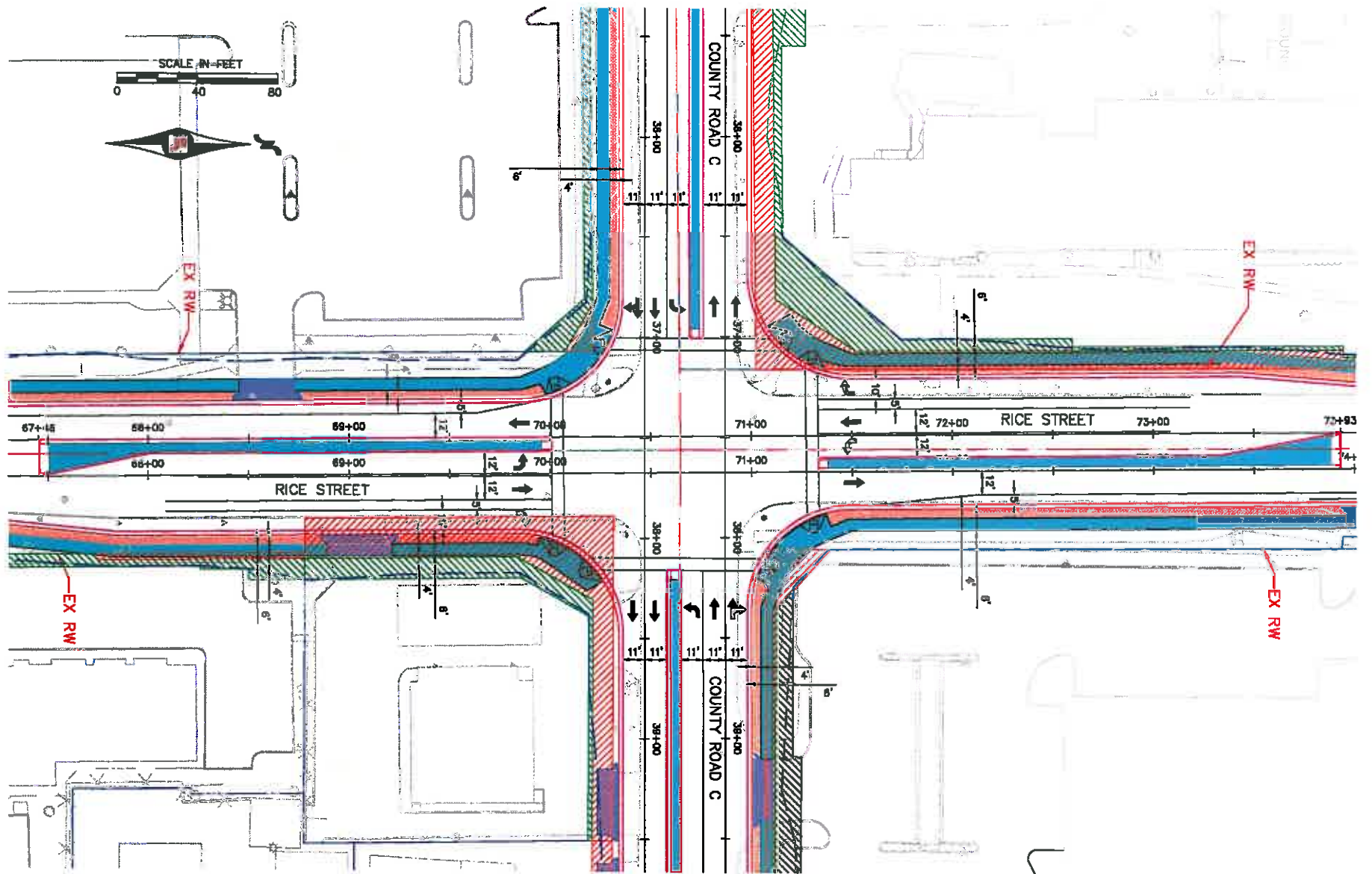
TYPICAL SECTIONS
SHEET x OF XX SHEETS

Existing County Road C Intersection

- Site distance problem (west side of C)
- Signal system operates as a split phase

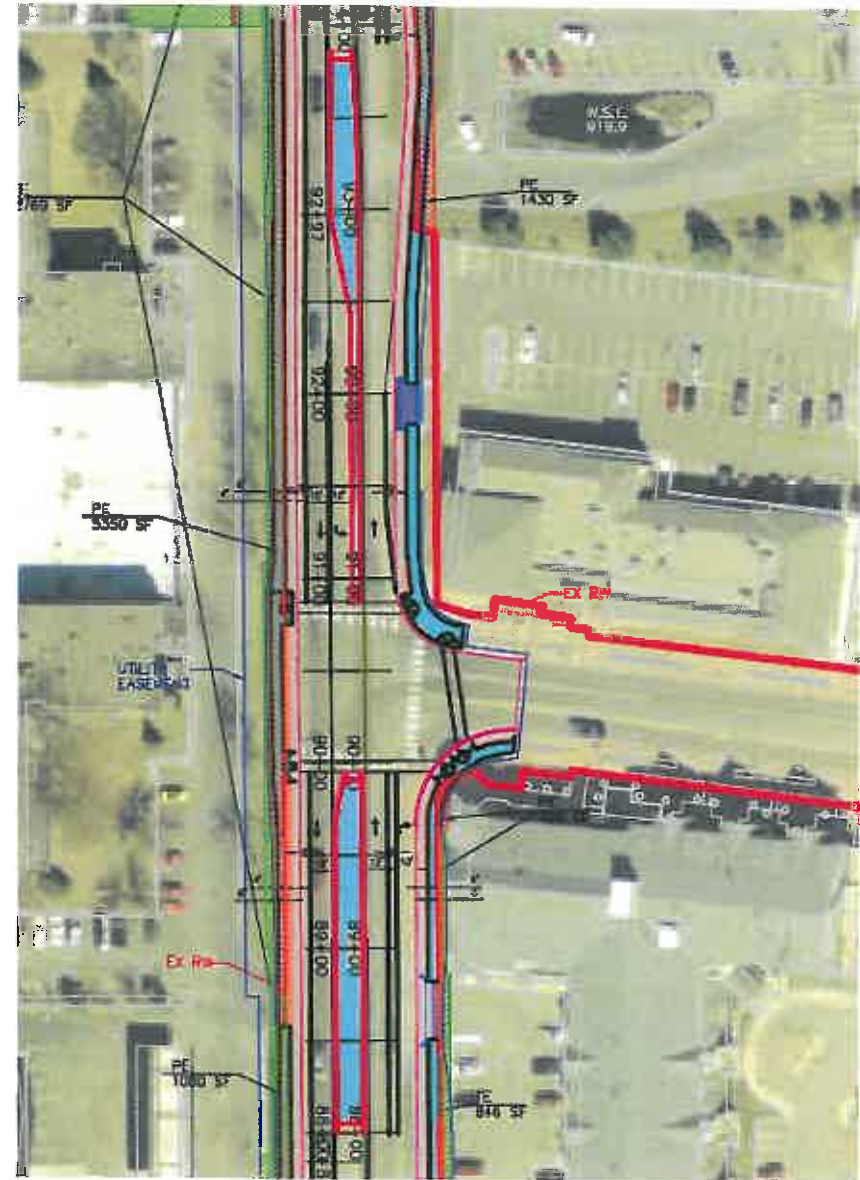
Proposed County Road C Intersection

- 11' left turn lane
 - 11' thru lane (on CRC)
 - 11' thru/right turn lane (on CRC)
 - Medians at intersection
 - Prevents accidents from crossover traffic
 - Channelizes traffic at intersection
 - Safer for pedestrians
 - Improve operations at intersections
 - Improve site distance (west of Rice St.)
-



Little Canada Road Intersection

- Medians on Rice Street



Cost Participation for Project

- Absent of Federal Funding on project – City pays for right of way for project
 - New Sidewalks
 - Colored portion of Concrete Blvd.
 - Burying of Private utilities
 - Street Lighting
 - County – Intersection Lighting
-

Other Design Considerations

- Watershed Requirements
- Private Utility Relocation
- Street Lighting
- Comments from Cities & General Public

Project Schedule

- Final Plan Design thru 2012
 - Right of way plan – January 2012
 - Acquire ROW thru Feb 2013
 - Private utility relocation July/August 2012
 - Road Construction 2013
-

Cooperative Agreements

- Agreement for cost participation and maintenance for Roadway Project
- Private Utility relocation
 - County staff to inspect
 - County survey to provide support
 - Necessary to have an agreement for Cost share

Public Meetings

- Trying to schedule individual property owner meetings
- Scheduled Open House Meeting December 6, 2011 at 4:00 pm – 6:00 pm.
 - Little Canada City Hall
 - Brief Presentation at 4:00 pm
 - Layouts & Public/Private Utility information

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2012

Item No: 8

Item Description: Discuss the City's current Assessment Policies for non-residential properties

Background:

Due to funding challenges for the County Road B-2 and Rice St. projects, Ramsey County has asked for greater participation from the city. Staff would like to discuss the current assessment policy for non residential properties with the Commission which sets an assessment rate of 25% of the cities cost. The city is challenged to find the other 75% of the funding for these projects. Some of costs are attributed to signalized private accesses. Are these costs assessable to the property served?

Recommended Action:

Discuss assessment policy and potential changes for non residential properties.

Attachments:

- A. Assessment Policy
- B.
- C.

City of Roseville
SPECIAL ASSESSMENT POLICY
SUMMARY

1. The following assessment policies will be followed in the upgrading of temporary public roadways (not meeting standards set forth in City Code), under the City's jurisdiction, to permanent bituminous roadways with concrete curb and gutters.
2. The following assessment formulas shall apply to any such upgrading of public roadways under the City's jurisdiction.
 - (a) On street improvement projects, it is desirable that at least 25% of the cost for the project to be obtained from sources other than ad valorem taxes.
 - (b) All property shall be assessed a minimum of 25% of the actual cost for a 7-ton, 32-foot wide pavement with concrete curb and gutter and routine drainage.
 - (c) All property shall be assessed at a rate of a 7-ton, 32-foot wide pavement with concrete curb and gutter and routine drainage, even if the width or strength is greater.
 - (d) In addition to the costs set forth in (a) through (c) above, all property may be assessed a proportionate share on a footage basis for expenses encountered for right-of-way and easement acquisition necessary for that segment of the entire project including the roadway abutting the property.
 - (e) All corner and multiple frontage parcels in non-tax exempt R-1 and R-2 status shall be considered as having 10% of the second side as being assessable footage unless such parcels could be split or subdivided.
 - (f) All properties abutting Minnesota State Aid Roseville roadways shall be assessed at least 25% of the cost for the project.
 - (g) All odd and irregularly shaped lots, which have rear widths that vary by more than 25% in comparison with the front width, the lot will be assumed to have a depth equal to one-half the sum of the two sides and said depth will be divided into the area of the lot to determine the assessable frontage. All lots of more than four sides will be geometrically converted to a four-sided lot of equal area, then the odd-lot formula as stated above will be used to determine the assessable frontage. Where this is not practical, the assessable frontage will be determined by assuming the lot to have an assessable frontage equal to those of the typical rectangular lots near it which are comparable in overall area and nature.
3. All properties abutting existing usable temporary roadways under the jurisdiction of Ramsey County to be upgraded to permanent roadways with curb and gutter shall be specially assessed pursuant to the provisions of Paragraph 2 above. In the event that said special assessments should result in more funds being due the City from special assessments than the total cost to the City of the improvements to such road under the jurisdiction of Ramsey County, special assessments for such properties shall be reduced proportionately until the total special assessments equal the total City costs of the improvement.
4. On all new public roadways constructed where no usable temporary roadway existed, the special assessment procedure of Paragraphs 1, 2 and 3 need not be utilized. Such properties will normally be assessed at 100% of the cost.

- 1 5. There shall be no special assessments for Storm drainage improvements.
2
- 3 6. Sanitary sewer mains shall be assessed on a front footage basis with all types land use
4 and zoning being identically assessed.
5
- 6 (a) For each presently utilized parcel there will be subtracted from the total cost of
7 the improvement added costs for oversized sanitary sewer mains. Any sanitary
8 sewer main in excess of 8" in diameter will normally be considered oversized.
9 The result of said subtraction will be the cost to be assessed. This will be divided
10 by the total number of assessable feet to establish the assessment rate for said
11 presently utilized parcel
- 12 (b) New development property or property which has altered its land use within the
13 past three years shall be assessed at 100% of the city's expense for the
14 improvement.
- 15 (c) All side lots or double frontage parcels shall be determined to have 25 assessable
16 feet for the first 150 feet of said side or second frontage of the parcel and shall
17 conform to Paragraphs a) and b) above.
- 18 (d) Sewer services shall be assessed on a per service basis at 100% of the city's
19 expense for such services.
- 20 (e) All odd and irregularly shaped lots of four sides or less, which have rear widths
21 that vary by more than 25% in comparison with the front width, the lot will be
22 assumed to have a depth equal to one-half the sum of the two sides and said depth
23 will be divided into the area of the lot to determine the assessable frontage. All
24 lots of more than four sides will be geometrically converted to a four sided lot of
25 equal area, then the odd lot formula as stated above will be used to determine the
26 assessable frontage. Where this is not practical, the assessable frontage will be
27 determined by assuming the lot to have an assessable frontage equal to those of
28 the typical rectangular lots near it which are comparable in overall area and
29 nature.
30
- 31 7. Watermains shall be assessed on a front footage basis with all type of land use and zoning
32 being identically assessed.
33
- 34 (a) For each presently utilized parcel, there will be subtracted from the total cost of
35 the improvement, added costs for oversized watermains. Any watermains in
36 excess of 6" in diameter will normally be considered oversized. The result of said
37 subtraction will be the cost to be assessed. This will be divided by the total
38 number of assessable feet to establish the assessment rate for said presently
39 utilized parcel.
- 40 (b) New development property or property which has altered its land use within the
41 past three years shall be assessed at 100% of the city's expense for the
42 improvement.
- 43 (c) All side lot and double frontage parcels shall be determined to have 25 assessable
44 feet for the first 200 feet of said side or second frontage of the parcel and shall
45 conform to Paragraphs a. and b., above.

- 1 (d) Water services shall be assessed on a per service basis at 100% of the city's
2 expense for such services.
- 3 (e) All odd and irregularly-shaped lots of four sides or less, which have rear widths
4 that vary by more than 25% in comparison with the front width, the lot will be
5 assumed to have a depth equal to one-half the sum of the two sides and said depth
6 will be divided into the area of the lot to determine the assessable frontage. All
7 lots of more than four sides will be geometrically converted to a four-sided lot of
8 equal area, then the odd-lot formula as stated above, will be used to determine the
9 assessable frontage. Where this is not practical, the assessable frontage will be
10 determined by assuming the lot to have an assessable frontage equal to those of
11 the typical rectangular lots near it which are comparable in overall area and
12 nature.
- 13
- 14 8. There shall be no assessments for pathway improvements.
- 15
- 16 9. Streetlights shall be assessed on a front footage basis as described in the City street light
17 assessment policy and as follows:
- 18
- 19 (a) All properties within 150 feet (street frontage) of each light shall be considered
20 for assessment.
- 21 (b) City staff shall determine the number and locations of lights that could have been
22 installed under the "standard street light" section of the City's Street light policy.
23 The maintenance cost for these lights will be deducted from the overall project
24 cost.
- 25 (c) 100% of the additional costs for an "enhanced street light" project shall be
26 specially assessed. The additional costs for an "enhanced street light" project
27 shall include; Cost of installation of enhanced streetlights, cost of operation &
28 maintenance (pro-rated for 25 years), Administrative costs, minus "standard street
29 light" maintenance cost (if applicable)
- 30 (d) At the end of 25 years, the City will evaluate the maintenance needs for the
31 "enhanced street light" areas. A reconstruction project will be considered where
32 the new operation and maintenance costs for the next 25 years will be proposed to
33 be assessed to the benefiting properties.
- 34 (e) In new development and redevelopments, the operation and maintenance costs for
35 an "enhanced street light" installation shall be paid for by the property owners in
36 the new development in perpetuity. These costs shall either be paid for up front
37 by the developer or assessed to the property owners. The total cost shall be the
38 "enhanced street light" operation and maintenance cost minus the City's "standard
39 street light" contribution. The City's basic contribution shall be determined based
40 on the procedure outlined in section IV. B. of the City Street Light policy.
- 41

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2012

Item No: 9

Item Description: Look Ahead Agenda Items/ Next Meeting February 28, 2012

Suggested Items:

- Co. Rd. B-2 Project Review (Ramsey Co. project Snelling Ave. to Fairview Ave.)
- Rice St. project review (Ramsey Co. project B-2 to C-2)
- Assessment policy discussion as it relates to non residential property

Recommended Action:

Set preliminary agenda items for the February 28, 2012 Public Works, Environment & Transportation Commission meeting and consider date change or defer items to January meeting.