

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, November 25, 2014, 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 October 28, 2014 Meeting Minutes |
| 6:45 p.m. | 4. Communication Items |
| 7:00 p.m. | 5. Solar Energy Discussion Continued |
| 8:00 p.m. | 6. Upcoming MnDOT Project Information |
| 8:20 p.m. | 7. Discuss Next Meeting Date |
| 8:25 p.m. | 8. Adjourn |

Be a part of the picture...get involved with your City...Volunteer!
For more information, contact Kelly at Kelly.obrien@ci.roseville.mn.us or 651-792-7028.

Volunteering, a Great Way to Get Involved!

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

Agenda Item

Date: November 25, 2014

Item No: 3

Item Description: Approval of the October 28, 2014 Public Works Commission Minutes

Attached are the minutes from the October 28, 2014 meeting.

Recommended Action:

Motion approving the minutes of October 28, 2014 subject to any necessary corrections or revision.

October 28, 2014 Minutes

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, October 28, 2014, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1 **1. Introduction / Call Roll**

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

5 **Members Present:** Vice Chair Steve Gjerdingen; and Members Brian Cihacek,
6 Joe Wozniak, Joan Felice, Sarah Brodt Lenz, and Duane
7 Seigler; with Chair Dwayne Stenlund arriving at
8 approximately 6:50 p.m.
9

10 **Staff Present:** Public Works Director Duane Schwartz and City Engineer
11 Marc Culver, and Finance Director Chris Miller

12 **2. Public Comments**

13 None.
14

15 **3. Approval of September 23, 2014 Meeting Minutes**

16 Member Cihacek moved, Member Lenz seconded, approval of the September 23,
17 2014, meeting as amended.
18

19 **Corrections:**

- 20 • **Page 2, Line 52 (Gjerdingen)**
21 Typographical correction: Remove extra dollar sign
22 • **Page 5, Lines 215-217 (Wozniak)**
23 Correct spelling of speaker's name: Should be Anders[e]n; and change all
24 instances
25 Correct date from "3020" to "2030"
26 • **Page 6, Lines 232-233 (Wozniak)**
27 Correct first sentence to read: "Mr. Andersen revised the grant program
28 awarded June 1, 2014 by the Ramsey/Washington County Resource Recovery
29 Project."
30 • **Page 7, Line 266-268 (Wozniak)**
31 • Correct to read: "Mr. Andersen noted that Minnesota WasteWise offered a
32 free assessment for each business and specific to what they needed to recycle,

...

Page 7, Line 305 (Wozniak)

Typographical correction from “The Lode” to The Lodge”

- **Page 9, Lines 387-389 (Wozniak)**

Delete lines in their entirety (Recording Secretary’s original notes inadvertently not deleted previously).

- **Page 11, Line 456 (Seigler)**

Correct to read. “...hundreds of thousands of dollars in their homes...”

- **Page 16, Lines 694 – 698 (Gjerdingen)**

Correct to read: “Member Gjerdingen requested a review of current sidewalk policies in place for public information (e.g. seasonal sidewalk maintenance) that are publically posted, whether electronically or written – and what is legally written out for review, and also current laws. This could include a recommendation to the Parks & Recreation Commission and/or City Council if the PWETC found any gaps.”

Ayes: 6

Nays: 0

Motion carried.

4. Communication Items

Mr. Schwartz and Mr. Culver briefly reviewed project updates and maintenance activities listed in the staff report dated October 28, 2014.

In response to numerous phone calls, and questions of the PWETC, Mr. Culver explained the recent addition of blue lights on random traffic signals by Ramsey County, and their purpose. Mr. Culver advised that a grant had been received by Ramsey County to assist in addressing frequent running of red lights; with this tool currently used in other areas across the State of Minnesota, and called “red light confirmation lights” or “blue enforcement lights.” Mr. Culver noted that these lights are installed on the back side of the signal head it’s mimicking, with the blue light on when the opposing red light is on. Mr. Culver noted that the intent is that the officer can be on the far side of the intersection and if a vehicle proceeds on a red light, it can be aware of that and intercept the vehicle when it reaches their location, creating a safer enforcement option for one officer to manage. Mr. Culver noted that these lights had been used successfully to-date on Highway 13 in Burnsville, in St. Cloud, and Ramsey County was in the process of installing them on several local problematic roadways, including Lexington Avenue from County Road E to Larpenteur Avenue; Larpenteur Avenue from Highway 280 to Lexington Avenue; County Road D from I-35 to Highcrest Avenue; and on the west side of Highway 96. Mr. Culver noted that the lights were very bright in order to be seen during daylight hours.

Member Wozniak noted another problem area south of County Road B-2 on a weekday morning; with Mr. Culver responding that Ramsey County was aware of the problem areas and frequent traffic light running.

79
80 Mr. Schwartz noted the addition of the leaf program registration card in the
81 meeting packet materials for information purposes for the PWETC, noting that the
82 collection program would begin November 3, with the City of Roseville divided
83 into four quadrants. For the benefit of the listening audience, Mr. Schwartz
84 advised that there were still a few remaining days to register for the leaf collection
85 program.

86
87 Vice Chair Gjerdingen noted that the public needed to be aware that any leaves
88 raked onto boulevards after the City or Roseville performed their collection in
89 their neighborhood would not be picked up.

90
91 Mr. Schwartz noted that the public was alerted to this repeatedly, as well as
92 reminders not to put leaves on the sidewalk or on the street to avoid them ending
93 up in the storm sewer system.

94
95 Member Wozniak noted a number of remaining areas along the County Road B-2
96 sidewalk with missing asphalt and remaining coned off.

97
98 Mr. Culver responded that this coming Friday, the remaining areas will be milled
99 and overlaid with a 3' patch, as required by MnDOT, and requiring special
100 equipment, thus the delay. Mr. Culver noted his disappointment that the areas had
101 been left open this long; however, he noted that it was difficult to stop people
102 from using the areas even though construction was not yet completed. For the
103 most part, Mr. Culver reported that the County Road B-2 work was completed,
104 and noted the considerable positive feedback from residents using it as
105 construction was finalized, offering a lot of support, and expressing excitement to
106 celebrate this milestone in completing the segment all the way to Rice Street.

107
108 Member Wozniak noted the Victoria Street to County Road C is also completed,
109 which he was pleased to see.

110
111 Member Lenz noted a portion of Victoria Street where an unimproved footpath
112 crosses the road from the west side of the park to the east side, even though not at
113 a crosswalk, but is used frequently by pedestrians. Over the last thirty years that
114 she'd been observing the area, Member Lenz noted that she had yet to see anyone
115 deviate by proceeding up the hill to cross the street, and suggested it may be time
116 to stripe the location actually being used by pedestrians for crossing.

117
118 While Member Wozniak noted that a pedestrian crossing was striped near Transit
119 Avenue, Member Lenz reiterated that no one goes up to Transit, but comes out of
120 the south end loop and crosses the street there. Since this crossing had been used
121 long-term, Member Lenz suggested the path of least resistance, and inability to
122 change human behavior, would suggest a striped crossing where pedestrians
123 actually crossed.

Mr. Culver noted that a complication with that rationale was that a pedestrian ramp would need to be installed and the sidewalk therefore moved out to make the pedestrian ramp work; and include all pedestrian amenities.

Chair Stenlund arrived at this time, approximately 6:50 p.m.

5. 2015 Utility Rate Proposal

Mr. Schwartz welcomed Finance Director Chris Miller to provide staff's annual utility rate analysis and proposed 2015 rates for PWETC review and information; and as detailed in the staff report dated October 16, 2014 (Attachment A).

Mr. Miller noted that the annual analysis considered current water sewer rates for any potential adjustments for the projected 2015 budget year, including long-term capital improvement program (CIP) needs for long-term operations.

Mr. Miller reviewed the recommendations in detail and near-term financial needs to support operating and CIP budget needs. For the most part, Mr. Miller advised that the majority of single-family homeowners would see a reduction in their 2015 utility bills (as indicated in the chart on page 1 of Attachment A). With few exceptions, Mr. Miller advised that general day-to-day operations and CIP needs were fairly in check.

Mr. Miller noted that the decrease in rates was primarily due to the elimination by the City Council of the current senior discount rate, moving to a financial needs based discount program for the benefit of all residents, no matter their age. Mr. Miller noted that this was based on a financial threshold eligibility requirement at 165% of the federal poverty threshold guidelines. Mr. Miller advised that this would result in approximately 25% of the current single-family households, currently receiving the senior discount rate, seeing their utility bills increase on average of \$30 per quarter; while the remainder of the residents currently subsidizing that program no longer having to do so, eliminating the approximate \$250,000 to \$260,000 they currently pay annually to subsidize the senior discount program. Because of that change in policy, Mr. Miller advised that most homes in Roseville would now revert to paying full rate water and sewer rates, based on the 2015 proposed budget and twenty-year CIP needs. Mr. Miller noted that the City Council had been having ongoing discussions for a few years about the equity in continuing the senior discount rate program, and advised that he anticipated another discussion by the City Council at their November 17, 2014 meeting. While there may be additional changes and directives to staff following that discussion, Mr. Miller advised that the 2015 rates and assumptions were built into the proposed budget at this time.

Mr. Miller referenced rate comparisons done annually with peer communities (chart on page 6 of Attachment A), with those comparisons among other first-ring suburbs and water systems, usage and populations roughly mirroring those of the City of Roseville, including the age of the infrastructure and community, which

171 played a huge role in the rate structure as well. In context, Mr. Miller noted that
172 Roseville rates are typically higher than average, partially due to the current
173 infrastructure replacement cycle for the City, which was now in its fourth year,
174 and rates significantly increased over the last few years to initiate that long-
175 deferred replacement of infrastructure and associated additional costs. Mr. Miller
176 noted that part of the difference in rate structures could be attributed to the fact
177 that some of the other first-ring suburbs may not be in that replacement cycle,
178 whether they had already completed rehabilitation and replacement of their
179 infrastructure, or had yet started to do so.

180
181 Mr. Miller further noted that the City of Roseville did not rely on special
182 assessments for any replacements or rehabilitation of water/sewer mains, or
183 relining work, but funded that work in advance through its rate structure to fund
184 overall City infrastructure needs, which was different than many other cities, but
185 an inherent reason for higher rates than other cities as well. Mr. Miller noted that
186 this was a philosophical difference established by past and the current City
187 Council to fund those and other indirect costs through the rate structure versus the
188 tax levy alone.

189
190 Mr. Schwartz further noted that, when reviewing the water comparisons on page
191 6, those at the lowest rate did not soften their water, but the homeowners incurred
192 that expense; while those higher rate communities, like Roseville, softened the
193 water at the treatment plan, which also had a bearing on water costs as well. As
194 an example, Mr. Schwartz noted that the City of Brooklyn Center, with the lowest
195 rates, did minimal water treatment, after it was pumped from wells.

196
197 Based on all of those nuances and the background and context, Mr. Miller
198 referenced rate impacts for 2015 (page 4) and philosophical differences in how to
199 fund utility operations (page 7) and comparisons according to those philosophical
200 differences among peer communities. Mr. Miller noted that in 2009-2010, the
201 gap between the City of Roseville and this same peer group of communities was
202 only 3%, with the City then implementing sizable rate increases from 2009 – 2011
203 to ramp up the infrastructure replacement and rehabilitation program. Mr. Miller
204 opined that this gap had not always nor would it continue to be the norm; and
205 anticipated that the gap would come back down in the next five years as other
206 cities fund infrastructure improvements.

207
208 Mr. Miller reviewed the comparison rates in the chart on page 8 of Attachment A,
209 indicating that for 2014 when property taxes and water/sewer rates were
210 compared among that same peer group of cities, Roseville had been 13% below
211 average when other impacts were factored in for single-family homes, having
212 higher water/sewer rates, but lower property taxes by comparison. Mr. Miller
213 advised that there was more detailed included in the report on pages 4-5 for all
214 types of housing stock in Roseville.

Mr. Miller noted staff's recommendation to the City Council for their consideration at their November meeting; and welcomed any thoughts and/or comments of the PWETC.

At the request of Member Cihacek, Mr. Miller advised that there was some overlap in staffing among operations, but mostly split 50/50 and reflected in the tables.

At the request of Member Seigler, Mr. Miller advised that property taxes were based on a typical single-family home, with median value for 2014 at \$194,000, with that home's value increasing for 2015 by 11% to \$210,000.

Member Felice sought an update from staff on a tiered water rate to encourage residents to conserve water.

Mr. Schwartz advised that the PWETC proposed a new rate structure to the City Council two years ago, that would add another tier for conservation rates. However, Mr. Schwartz reported that, at that time, the City Council chose not to go in that direction; and at the time actually suggested one rate, but staff had encouraged the City Council to retain the current two tiered rate structure until a longer term analysis could be done to see what if any impact it was having on consumption.

At the request of Member Lenz, Mr. Miller reviewed the application process for residents seeking an income-based utility rate discount. For consistency purpose, Mr. Miller advised that the City was taking the opportunity to use other resources already doing an income verification process, namely Ramsey County, who offers a number of financial aid programs that are tied to a similar program being considered by the City of Roseville. Therefore, if a resident is already receiving financial assistance from Ramsey County, the City of Roseville relies on that income verification application process, and the resident will simply have to present a confirmation letter from Ramsey County that they had been accepted into such a program. With a copy of that letter provided to City staff, Mr. Miller advised that there was no need for the applicant to provide financial information to the City, simply the letter itself.

Member Lenz expressed appreciation that there would not be any additional opportunity for data breaches using this method, Mr. Miller concurred, noting that this was one of the reasons the City had settled on this, in addition to no more tax dollars needed for staff to perform redundant income verification procedures.

At the request of Member Seigler, Mr. Miller advised that the projected increase in 2015 of personnel costs at 3.4% was historically comparable to existing staff over the last 5-10 years, at around a 3% average increase when factoring in wages and benefits; with benefits typically representing 20% of wages. Mr. Miller noted

that the unions, in their contract negotiations, had settled at a 2% increase for 2015.

Mr. Schwartz noted that the percentage increase for costs for employee insurance benefits had exceeded pay increases over the last 5-10 years.

Member Cihacek sought staff's assumptions for supply costs, based on prime inflation rates or how they determined those assumptions.

Mr. Miller responded that, while the City uses the Consumer Price Index (CPI) for inflation projections and assumptions, it was different when determining supply/maintenance for the water/sewer structure from that typically used for individuals determining increases for groceries, gas and household supplies, with Mr. Schwartz also factoring in inflationary costs based on cost trends provided by suppliers. Historically, Mr. Miller advised that they remained close to inflationary costs; however, noted that they could range from 2% to 4% depending on the type of supplies and materials needed.

Member Cihacek asked staff for specifics for containing prices for these commodities.

Mr. Schwartz responded that the majority of the department's expenses were personnel or equipment related in the water/sewer utility funds, with staff purchasing supplies, materials and equipment off state contracts for the most part when available. Mr. Schwartz advised that the major driver for water/sewer rates were for costs attributed to the wholesale cost of water and treatment of sewage, representing approximately 80% of the rates. Mr. Schwartz advised that the City had been experiencing higher than general inflationary costs from the Metropolitan Council and Saint Paul Regional Water Services, which was driving the rates more than local costs.

At the request of Member Seigler, Mr. Miller responded that the storm water drainage rates were being driven mostly by the age of existing infrastructure, with most of the lines providing 50-65 years for a typical life span, and the cost to build a sewer main is depreciated over 50 years. Mr. Miller advised that the preferred process would be to set aside a little money over that 50 year cycle to be available when replacement was needed.

At the request of Member Seigler, Mr. Miller advised that the replacement cycle was now occurring with the twenty-year projected CIP; however, he clarified that it had not been done diligently in the past, which created the rate hikes for 2015 as shown, with depreciation averaged out, and dollars actually averaged out, but capital spending fluctuating from year to year.

Specific to recycling, Member Wozniak noted that similar amounts of material were being collected, but their value was being projected at half their previous value.

Mr. Schwartz advised that Eureka Recycling was finding that the tonnage collected in covered versus open bins was often lighter, due to the materials being drier. From the standpoint of value of the materials, Mr. Schwartz noted that changes in some metal and glass markets were being experienced, with one large glass processor in the Twin Cities area closed down, creating a real negative impact on the revenue being received for that glass material, which was now being shipped to Chicago for processing.

Chair Stenlund asked if staff had observed a change in water consumption trending per capita in Roseville, since there was no reward being offered for those conserving water at less than 30,000 gallons, other than personal satisfaction.

Over the last 5-10 years, Mr. Miller advised that he had observed a general decline in overall water consumption in the community, especially when broken down from single-family residential and commercial users. Mr. Miller noted that overall summertime usage had gone down, but admitted that was frequently dependent on the amount of rain during the month or season and the need for irrigation. Mr. Miller noted that the City had lower per household occupancies than other suburbs and therefore compared favorably, especially with other second- and third-ring suburbs. When considering rate incentives for conservation, based on winter household using, Mr. Miller opined that residents were doing a good job, and he was finding limited excessive usage situations.

At the request of Member Lenz, Mr. Schwartz addressed winter temperatures and the need to run water if water temperature registered below 35 degrees, potential with staff not anticipating the need unless we experience sustained below zero temperatures. Staff will monitor frost levels and communicate concerns if necessary. Staff will also communicate with those on long term freeze up lists as to when to turn on their siphons.

Chair Stenlund asked staff to provide the PWETC with a graph of comparative water use compared with other cities, and whether consumption was trending up or down. Chair Stenlund also asked staff to prepare a report on how the City was doing in addressing leakage of sanitary sewer and/or water lines, based on Metropolitan Council monitoring.

On the potable water side, Mr. Schwartz advised that a system-wide detection system was completed every five years through hiring of an outside consultant with listening devices to check all mains. As of the last detection, Mr. Schwartz advised that it was determined that there were only a few leaks detected and those were corrected. Staff was confident the water system is in general good condition.

There are still occasional water main breaks experienced during cold weather months.

From the sanitary sewer side, Mr. Schwartz advised that the City of Roseville, for the period of May/June of 2014, received another surcharge penalty letter from the Metropolitan Council, placing the City back on the list of cities needing to reduce its inflow and infiltration into the system. Mr. Schwartz advised that the City is currently required to invest a minimum of \$170,000 annually to reduce inflow and infiltration due to the surcharge program. With current lining of sanitary sewer lines, sealing manholes, and other steps taken to-date, Mr. Schwartz advised that the remaining and more difficult task was to investigate, understand, and identify private sanitary sewer service laterals where suspected sump pumps and/or rain leaders from roofs are connected to the sanitary sewer system rather than the storm sewer system.

6. Solar Discussion Continued

Mr. Schwartz introduced Mr. David Streier from Newport Partners, LLC to review solar panel financial opportunities and implications for potential PV solar installations on the city campus. Mr. Schwartz advised that the City of Roseville had partnered with this firm several years ago for a solar system installation on the City Hall/maintenance buildings, but funding had been unsuccessful at that time.

Mr. Streier proceeded with his presentation, a copy of which is *attached hereto and made a part hereof*.

Mr. Streier's presentation included potential solar installations; applications previously submitted under the Made in Minnesota program for Xcel Energy awards; the new incentive program administered by the State Department of Commerce with legislation enacted in 2013, with 2014 the first funding year for the program, running for a total of ten years for a production-based incentive, with the more KWh's generated, the more incentives paid out based not only on the size of the system but actual output for well-sited and well-constructed systems.

Mr. Streier reviewed his local representation and the background of Newport Partners, based in California, also owners of Silicon Energy, with solar PV manufacturing facilities in the State of Washington and also in Mountain Iron, MN.

Specific to the potential partnership of Newport Partners and the City of Roseville, Mr. Streier reviewed the ten year lease program and municipal solar financing program details, designed to leverage federal solar tax incentives not otherwise available to municipalities, with a down payment of approximately 5% of the project cost and the City making annual power payments to Newport Partners for electricity produced by the solar system at a discounted rate, creating

immediate energy savings. After ten years, Mr. Streier noted that the City could “off-ramp” for the cost of approximately one year’s power payment, which was structured and vetted to comply with Xcel Energy and Internal Revenue Service regulations. Mr. Streier detailed the system purchase agreement that would include Newport Partners designing, engineering, and providing a turnkey proposal integrated to include all permitting requirements; with the City owning the system as an Xcel customer, with Newport Partners administering the system sale and installation agreement through a qualified silicon energy subcontractor.

At the request of Chair Stenlund, Mr. Streier responded that Newport Partners would provide a subcontractor with special training to install their manufactured modules, which were different than some currently on the market, and would vet them through a system purchase agreement and lease agreement for the roof system itself and a power purchase agreement, with an option included for Newport Partners to turn the system over to the City at year 6 or year 10, once federal tax incentives are completed, depending on the final costs.

Since, under Minnesota State Statute, Mr. Streier advised that financing terms were in compliance with municipal contracting laws, it was not necessary to seek Requests for Proposals or to award to a low bid, since his firm provided an energy savings guarantee over the twenty year period in accordance with State Statute. However, Mr. Streier advised that the City would realize a positive return on its investment within ten years.

At the request of Member Seigler, Mr. Streier reviewed repayment of the investment by the City to Newport Partners with 85% of the energy production, with the City retaining a minimum of 15%; with Newport Partners paying the City rent for the solar energy system space on city property, based on Xcel Energy contract rates and lease terms, with the solar project eventually reverting to the City as owner of the system.

At the request of Mr. Schwartz, Mr. Streier reviewed the fifteen year life cycle of the inverters and their required or projected maintenance; improved technology for Newport Partners modules using micro inverters installed closer to the modules with a higher upfront cost, but providing much better efficiencies.

Specific to the application process itself, Mr. Streier reviewed the intent of Newport Partners to secure Made in Minnesota incentives via the lottery application process held annually from January 1 to February 28, with necessary paperwork needed between now and February 28th, and no application fee required. Mr. Streier advised that there was more competition for commercial applications, with only 1 in 3 applications approved in 2013; and therefore, he encouraged the City to apply for as many as they could qualify for in 2015, since he anticipated even more competition in 2015.

Mr. Streier advised that the lease structure allowed Newport Partners to leverage federal tax benefits through the sale of tax credits to investors; and provides the City with a turnkey proposal, with all engineering, design, installation and financing costs covered, and the City making annual power payments to Newport Partners for electricity produced by the system at 85% of their Xcel Energy contract rate. Mr. Streier further noted that, then after ten years, the City would receive full ownership of the solar energy system at a cost of approximately one year's power payment.

Mr. Streier reviewed Newport Partners' product, consisting of silicon energy photovoltaic modules, called a voyageur PV module versus a cascade system, and reviewed the advantages of this product economically, and for commercial roof top installations compared to other types of installations and maintenance. Mr. Streier advised that this was a glass-on-glass design to provide maximum durability in Minnesota winters and temperature fluctuations; and was made in Minnesota, with high efficiency cells to increase power, and be fully compatible with widely used commercial racking systems and inverters; with a thirty-year warranty, longer than the typical twenty-five year warranty for most solar systems in the industry.

At the request of Chair Stenlund, and excluding the inverters, Mr. Streier advised that the warranty extended to thirty years, ten years beyond the cost projections provided in the table provided by Mr. Streier (Attachment A) showing electricity savings, down payment, and payback periods. Mr. Streier addressed the power warranty over the first fifteen years, and thereafter, and replacement cost of panels.

Mr. Streier displayed examples of their product installations over the last few years, and their ballasted modular installation versus punching holes in a roof for some types of installations.

At the request of Member Cihacek, Mr. Streier reviewed the City's upfront costs and payback period for a roof installation and/or utilizing a community solar garden approach. Mr. Streier advised that there lease was calculated based on income from the lease for overall tax investors, based on a system of this size and projected cost of \$240,000 and ratios per year. Mr. Streier advised that for community solar, it had yet to be readied until details were finalized by the Public Utilities Commission (PUC), as far as what to charge, and based on whether or not those systems are fully subscribed, and whether assumptions are accurate after the regulatory process is completed. Mr. Streier suggested that, if the City decides to pursue community solar, and considers hosting it and capitalizing installation to come up with 100% from other subscribers with no out-of-pocket cost for the City, it also needed to be aware that it would receive no bill credits or energy savings itself. However, Mr. Streier reviewed other options for the City to be a host as well as a subscriber, therefore seeing bill credits for the City's investment share as a subscriber, with a return on that investment or payback not

provided as an option in his calculations. At this time, Mr. Streier advised that community solar gardens didn't have a separate solar incentive, but were based on an applicable retail rate for now or the value of the solar system down the line. Mr. Strier noted that if the City was approved for the Made in Minnesota incentive, it could then attempt to transfer the system in to a community solar garden and solicit shares; however, he was not confident this was possible.

At the request of Member Cihacek, Mr. Streier responded that he didn't think one option excluded the other, but suggested the City needed to make a decision for the Made in Minnesota project, then consider a separate community solar project; or perhaps indicate on their application that they intended to make it a community solar garden, which would be considered under a separate category for the Department of Commerce. Mr. Streier advised that he had not done any applications under the new Department of Commerce program yet, and was unsure how that program was locked in.

Member Cihacek suggested that, after the initial ten year ownership change, the City would open it back up to a community solar system and offer it to subscribers at that time.

Mr. Schwartz cautioned that such an option would need to be confirmed and verified with regulators first.

Discussion ensued regarding the installation cost of \$240,000, down payments by the City of \$20,000 (approximately 5%), and other payments outlined in Attachment A, with remaining monies in rebates and tax credits; federal tax incentives of approximately 30% of the overall cost, and approximately 65% of project costs funded through incentives; trends for KWh production with panels compared to current panels on the market and the potential for improved technologies and prices, with prices having gone down dramatically from initial modules and systems; current and future legislation and credits; and future incentives reflected by decreased rates as well.

Further discussion included the methodology stipulated for calculation in documents per IRS guidelines for Newport Partners and municipal applications; City decisions on purchasing the system at year 10 based on the fair market value of the system; rationale that Newport Partners would not exercise their put option at that time, with no economic incentive for their firm to stay in the program beyond year 10 since all tax credits would be claimed by investors; and purchase stipulations contained in the agreement addressing equity investment rates with the system no longer having any value to Newport at that time.

Vice Chair Gjerdingen thanked Mr. Streier for his presentation and discussion.

Next Steps

Mr. Schwartz advised that representatives from Newport Partners recommended that the City consider multiple applications and continue discussion on the community solar aspect, with this proposal from Newport Partners representing only one option, with another option for guaranteed power purchase with someone else owning the system other than the City of Roseville. Over the next month or two, Mr. Schwartz suggested that the PWETC can determine their recommendation to the City Council to ensure applications can proceed in a timely manner from the City Council's decision and direction authorizing moving forward.

At the request of Mr. Schwartz, Mr. Streier reviewed the timing of an application, suggesting several documents needed for the process, including some on-site assessments of the building and a system layout drawing, and shading report, which will take from two to four weeks depending on the weather, and needed before the February 28th application deadline.

Chair Stenlund asked for a risk assessment, or example of the risk to the City over the ten to twenty years, especially the risk shared by the City after year 10.

Member Wozniak asked for dollar figures from staff on what total amount the City would be paying out in ten years.

Member Seigler opined that, for the dollar asset with the City paying 30 cents for every dollar, and someone else paying 70 cents, he didn't think the City could find a better deal anywhere for a \$240,000 valued system, for which the City would pay \$60,000.

Member Cihacek suggested examining the City's options at year 10, as the system owner at that point, and whether to convert it to a solar garden or find another option for another system operator after that first ten years, based on the current understanding and projected understanding of legislation.

Mr. Schwartz noted that current projections were carried out on the spreadsheet (Attachment A) based on the system becoming the City's. It was noted that any maintenance costs were not included, but were projected as minimal.

At the request of Member Seigler, Mr. Streier advised that the escalation rates used by their firm on the spreadsheet calculations were at 4%, the industry standard, but could be lowered to 2% to project a worst case scenario.

Mr. Schwartz advised that there remained many more eyes to look at this projection, from the City Attorney to other experts in the area, including an opportunity for the assistance from Mr. Brian Ross with Metro Certs, who was now accepting applications for assistance in helping the City work through these details. Mr. Schwartz advised that it was staff's intent to work with Metro Certs to evaluate the process.

Further discussion ensued regarding timing for the PWETC making a recommendation to the City Council; number of potential applications, with the City having three different meters on the City Center campus; staff's ongoing research and analysis to provide to the PWETC and City Council; continued exploration of community solar gardens and sale of subscriptions; and potential partnership with Newport Partners in administering the project in Minnesota, with their firm requiring additional due diligence before willing to enter into a long-term administrative role depending on the City's goals.

Mr. Schwartz noted that, depending on how structured, if every subscriber was considered an investor by the Securities and Exchange Commission, there may be additional reporting required, thereby increasing administrative costs and expertise.

7. 2015 Public Works Work Plan

Mr. Culver reviewed the 2015 work plan, deferring longer-term projects, including the MnDOT Highway 36 Bridge over Lexington Avenue for a future meeting, allowing for additional materials and information to be received from MnDOT before that presentation.

Mr. Culver displayed the work plan detailed in the staff report and attached maps and reviewed each area as indicated. Mr. Culver noted that the development market was picking up, and he anticipated infill development that would not require any public infrastructure improvements, in addition to those proposed for newer development areas, including in the Twin Lakes Redevelopment Area.

Mr. Culver reviewed Pavement Management Program (PMP) projects, consisting of the Victoria Street reconstruction and its various components, with preliminary designs available at a future PWETC meeting.

In response to Member Lenz regarding the need for additional parking near Reservoir Woods, Mr. Culver advised that staff was in discussions with the Cemetery at this time for construction of a small parking area on the north side of the cemetery; and if that could not be negotiated, he reported that there may be further opportunities to do so on the west side of Victoria for access to the trail/sidewalk amenity. Mr. Culver noted that the roadway would need to be designed to a higher capacity due to Minnesota State Aid (MSA) standards, and advised that staff would be working with MnDOT on minimum widths to maintain a rural feel and reduce curb and gutter needs, and maintain existing drainage systems with ditches in place.

Discussion ensued regarding segments of Victoria Street; curb and gutter areas; areas of significant erosion during wetter weather; and opportunities being pursued to enhance stormwater management with this project.

Mr. Culver reviewed PMP mill and overlay projects, including a joint project with the City of Falcon Heights, and potential modifications that may be necessary to stay within budget parameters; and some of the seal coating work accelerated in response to delamination issues on some streets as well as some mill and overlay projects to remove the poor top layer of pavement.

Mr. Culver reviewed 2015 utility projects, including sanitary sewer lining and watermain projects, with a major section of water main proposed for replacement at Midland Hills Road to replace a section currently leaking.

At the request of Member Seigler, Mr. Culver reviewed the process used to ensure no sewer back-ups during lining projects, and notices to property owners immediately prior to work being performed to avoid issues; with Mr. Schwartz noting that a typical property was only affected for up to four hours while the work was being performed.

Mr. Culver reviewed anticipated storm sewer projects at Evergreen Park and Upper Villa Park for a storm water retention and reuse system in conjunction with the Parks Renewal Program, intended to address areas with historic drainage issues, and coordinated with the 2015 PMP to identify potential project areas.

Mr. Culver noted that Environmental Specialist Ryan Johnson continued to identify historic drainage problems for resolution.

Overall, Mr. Culver advised that staff had identified up to an estimated \$10 million in total 2015 project costs, with the proposed extension of Twin Lakes Parkway representing 30% of the cost; and funding provided for the projected work through the municipal state aid account, water, sanitary sewer, and stormwater utility funds, the street maintenance fund, and general fund seal coat dollars; as well as special assessments for applicable properties on Victoria Street.

Discussion ensued related to development projects currently known of; and annual projections for PMP projects and the annual work plan.

Mr. Schwartz advised that the work plan annual costs typically ranged from \$3 million to \$5 million in the past, but noted that an interchange project was not typically included, nor an improvement such as Twin Lakes Parkway. Mr. Schwartz advised that the annual program is fully funded to the \$4-5 million dollar level, with a long-term need to upgrade over 300 to 400 miles of underground piping and continuous pavement cycles.

At the request of Member Cihacek, Mr. Schwartz confirmed that the work plan was based on asset management program replacement and/or maintenance cycles.

At the request of Member Gjerdingen, Mr. Culver reviewed the projected funding for the Twin Lakes Parkway/35W interchange project, with 2013 estimated

construction costs at \$1.5 million, with \$1.2 million available in federal funds, with the City expecting to be responsible for \$600,000, including consulting fees with their assignment yet to be determined.

Mr. Schwartz noted that the Wal-Mart development project had already provided \$400,000 toward the cost of the project.

Mr. Culver advised that a decision was needed in the very near future as federal funding was set to expire by year-end 2015; and further advised that the intent was to pay for any funding gap with tax increment financing (TIF) dollars.

Further discussion included pedestrian amenities in the Twin Lakes Parkway area and immediate area to the north (Iona and County Road C-2 and Rosedale Center); availability of preliminary plans from SRF Consulting for the PWETC's review for the Cleveland Avenue interchange and pedestrian facilities; effects on wetlands in the area; and intent to complete links as development projects trigger funding.

At the request of Chair Stenlund, Mr. Culver addressed current Pavement Condition Index (PCI) calculations and impacts of delamination issues; and potential dedication of old street bonds being paid off this year and that funding applied to the PMP to fill gaps.

8. Projects Update including MnDOT Information

By consensus, this discussion was moved to the November meeting.

9. Possible Items for Next Meeting – November 25, 2014

- **Continue Solar Energy Discussion**

Discussion ensued regarding the direction from the PWETC to the City Council on which system(s) to continue considering and applications under the lottery system.

Mr. Schwartz advised that, realistically, he didn't foresee any time on the City Council's agendas before January of 2015, with only four remaining meetings in 2014 and given their current projected agenda items.

PWETC members concurred that the presentation numbers heard tonight sounded favorable, and indicated a good investment for the City at 30 cents on every dollar; with consensus to recommend three applications to be submitted based on the City Campus's three meters, depending on which plan to pursue.

Mr. Schwartz noted that there are other solar developers as well as Newport Partners, and staff would continue to seek additional information before recommending a selection, and based on their financial models and type of solar modules.

716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744

- **Pathway Plowing and Maintenance Discussion**

Vice Chair Gjerdingen suggested a review by the PWETC of current ordinances as well; with Member Seigler suggesting those ordinances be included as an attachment to the staff report in an effort to save time.

At the request of Vice Chair Gjerdingen, Mr. Schwartz confirmed that someone from the Parks & Recreation Department would attend the meeting for this discussion.

- **Traffic Management Policy Request**

Mr. Culver advised that staff had received a neighborhood petition request seeking action on traffic speed, volumes, etc; however, he advised that the petition, when sent out with cost-share information, did not receive the required 65% residential participation response needed to carry it forward.

- **Continue Parking Requirement Discussion**

- **TIF Follow-up Information**

Member Cihacek advised that this could be provided by staff as an information item, since he was simply looking for current TIF levels and funds available.

10. Adjourn

Member Cihacek moved, Member Stenlund seconded, adjournment of the meeting at approximately 8:57 p.m.

Ayes: 7

Nays: 0

Motion carried.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: November 25, 2014

Item No: 4

Item Description: Communication Items

Projects update:

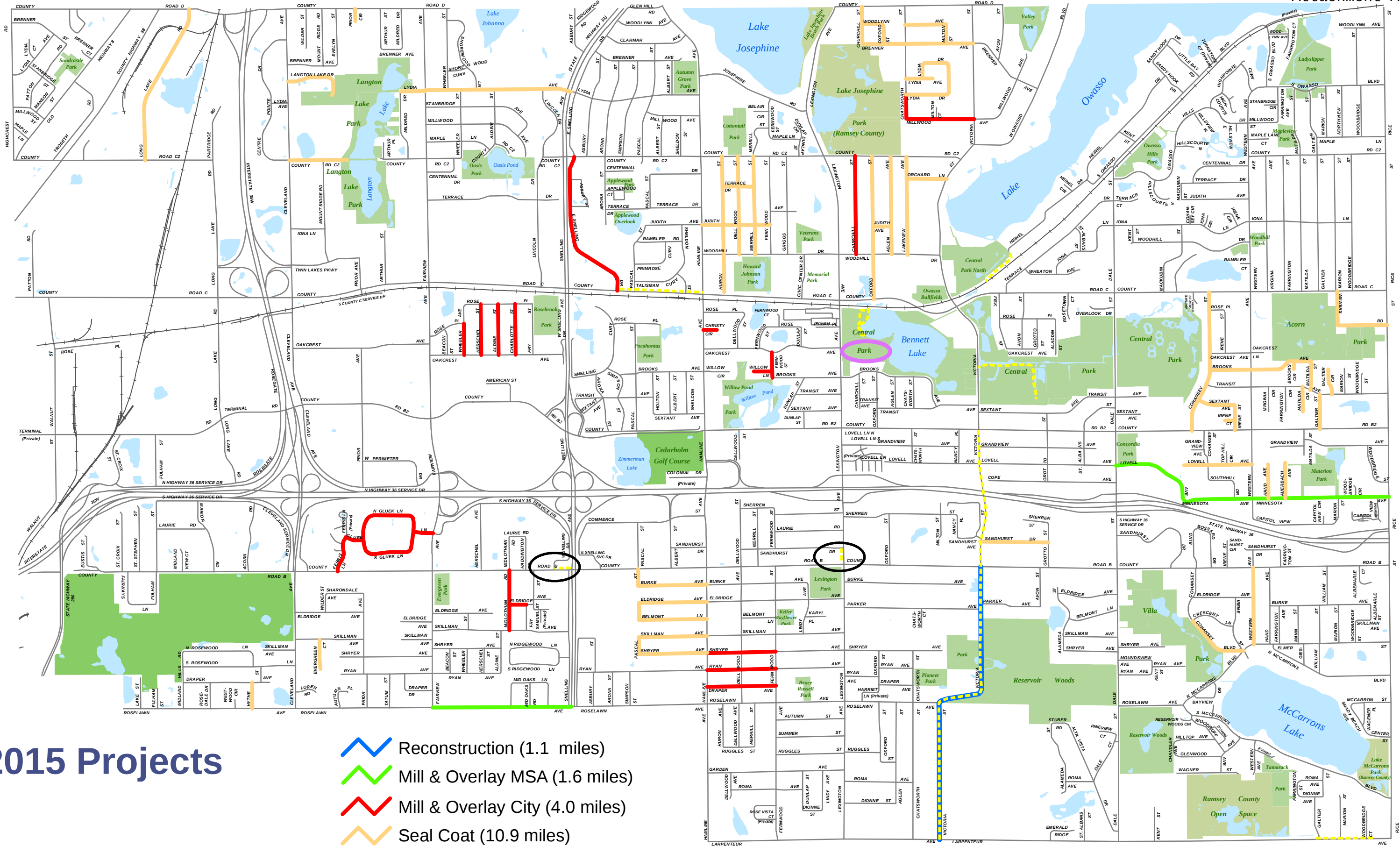
- Snelling Ave Bus Rapid Transit: This project is still on schedule for a 2015 construction timeline with actual bus operations beginning in the end of 2015. On a related note, staff is starting to work with Metro Transit on a project to study the extension of the BRT line north of Rosedale. More information will be available on this in early 2015.
- Victoria Street Reconstruction and Sidewalk Project: Staff is starting preliminary work on next year's reconstruct project along Victoria Street south of County Road B. This project will involve complete reconstruction of the roadway, curb and gutter installation at various points, storm water improvements, as well as a new pathway. The pathway will extend north and tie into the new sidewalk at County Road B2. The City is working with the County and their expected mill and overlay project on Victoria north of County Road B to possibly narrow the roadway to make room for the sidewalk on the east side of the roadway. City staff is working on scheduling another public meeting in December to talk about more specifics of the proposed design of Victoria Street.
- An update on upcoming Mn/DOT projects will be presented to the PWETC as a separate item during this meeting, including more details on the replacement of the TH 36 bridge over Lexington Ave.
- The City Council approved the preliminary 2015 projects work plan at their Nov. 10, 2014 meeting. Staff is busy developing plans for that work at this time.
- Attached is an update from the Minnesota Department of Transportation on how the State's gas tax funds, tab renewal fees and vehicles sales tax revenues are distributed amongst the various levels of government.

Maintenance Activity:

- Street maintenance staff is struggling with the leaf program this year due to cold weather and snow. Approximately 75% of the program is complete at this time. Completion is weather dependent.
- Snow and ice control events began early this season with the extended colder than normal temperatures. A considerable amount of ice control material has been used for this early in the season.
- Utility crews have been busy with water main breaks and other normal seasonal maintenance activity.

Attachments:

- A: 2015 Street/Pathway Project Map
- B: 2015 Utility Project Map
- C: State Aid Brochure



2015 Projects

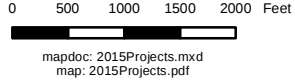


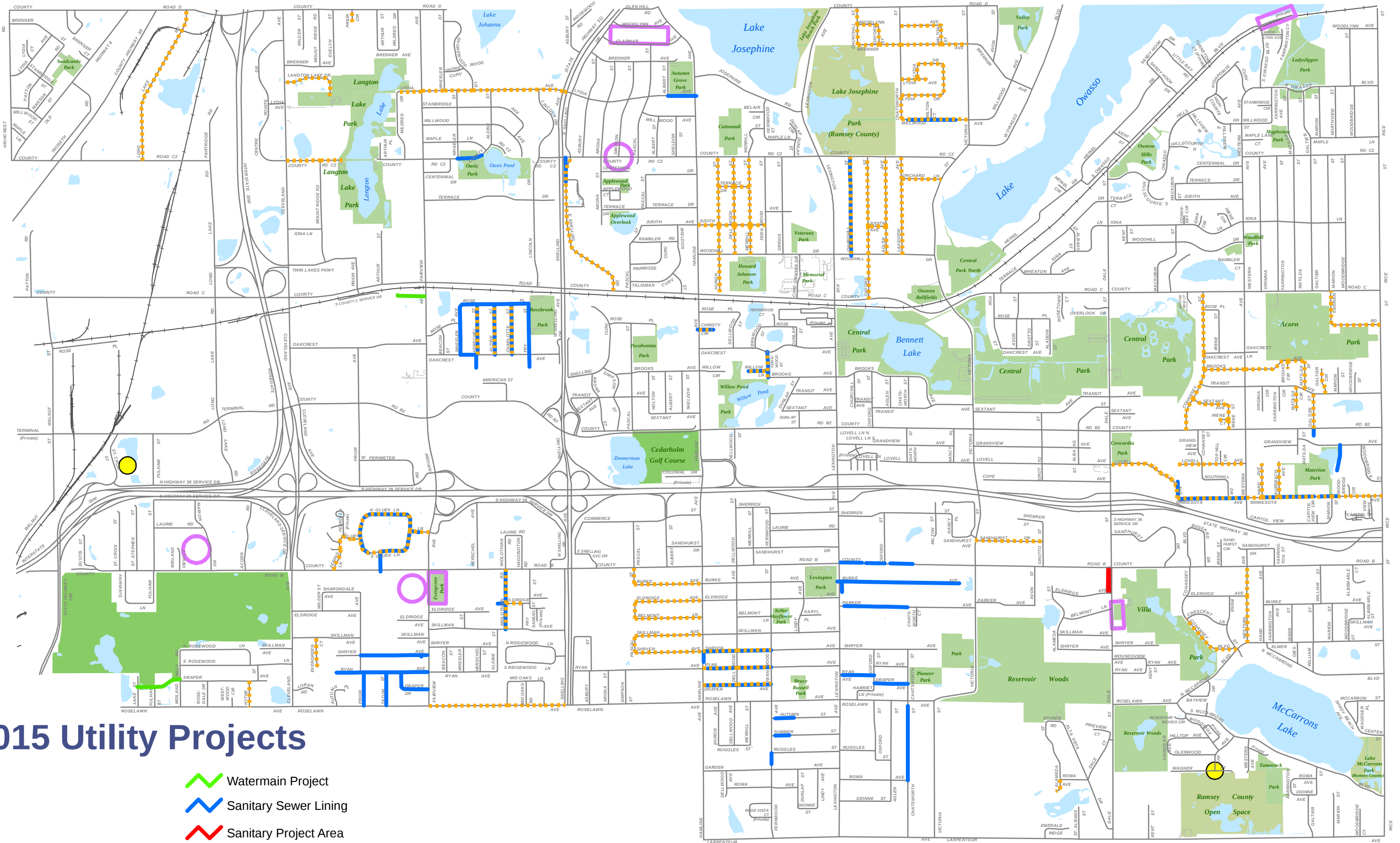
Prepared by:
Engineering Department
October 23, 2014

- Reconstruction (1.1 miles)
- Mill & Overlay MSA (1.6 miles)
- Mill & Overlay City (4.0 miles)
- Seal Coat (10.9 miles)
- Sidewalk/Pathway
- Parking Lot

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

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §464.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.





2015 Utility Projects

- Watermain Project
- Sanitary Sewer Lining
- Sanitary Project Area
- Storm Project Area
- Lift Station Replacement
- Regular Maintenance Work (Seal Coat and Mill & Overlay Segments)



Prepared by:
Engineering Department
November 05, 2014

Data Sources and Contacts:

* Ramsey County GIS Base Map (9/02/14)

* 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

DISCLAIMER:

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

0 500 1000 1500 2000 Feet



mapdoc: 2015UtilityProjects.mxd
map: 2015UtilityProjects.pdf





Supporting Minnesota's Vital System of Transportation

Minnesota's economic strength and vitality depends on an effective transportation system. To support the state's system of streets, roads and bridges, the Minnesota Department of Transportation distributes funds for highway maintenance and construction to counties, cities and townships based on a formula determined by the Legislature.

The department's State Aid for Local Transportation division works closely with local levels of government to ensure the state maintains a safe, effective and coordinated highway network.

Monies from the Minnesota Highway Users Tax Distribution Fund are used to support more than 100,000 miles of trunk highways, county state-aid highways, municipal state-aid streets and township roads.

Funding sources, including fuel tax revenues, license fees and motor vehicle sales tax revenues, support the highway users fund.

For fiscal year 2014, MnDOT distributed more than \$650 million to local governments from the highway users fund.

In addition to funding support, the SALT division provides technical assistance in highway and bridge design, construction and maintenance; authorizes grants for bridge construction; coordinates local federally funded projects; and provides overall management of the state aid system.

SALT links MnDOT with city and county engineers to transfer technical expertise and determine ways to improve the state's highway system.

MINNESOTA

Roads

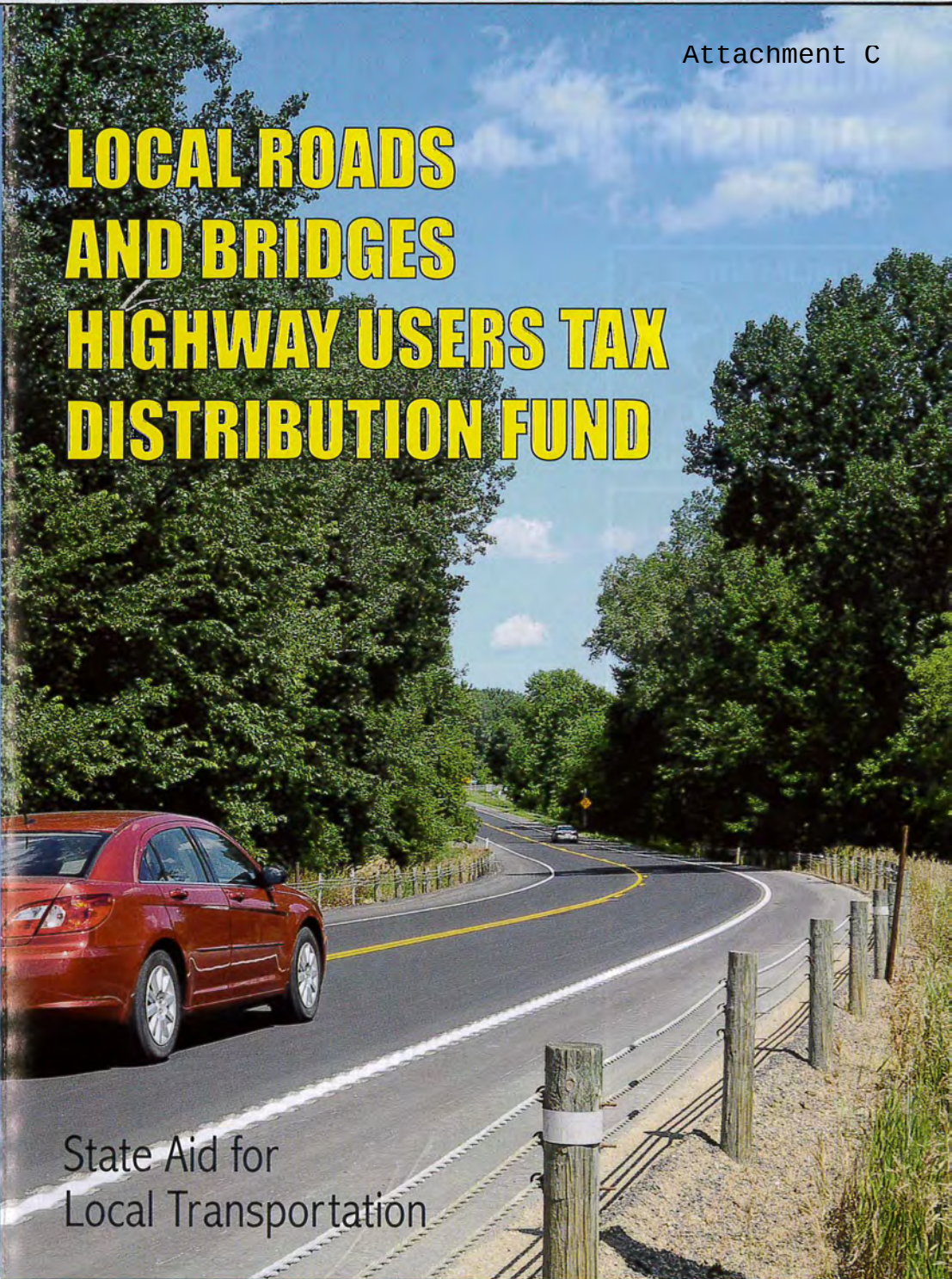
Trunk Highway	11,814
County State Aid Highways ¹	30,686
Municipal State Aid Streets ²	3,734
County Roads	14,197
Township Roads	55,306
Other Municipal City Streets	18,911
Other Minor Systems	7,230
	141,878

¹ In 87 counties
² In 147 cities of population greater than 5,000

Bridges

Trunk Highways	4,021
County Roads	7,989
City Streets	1,432
Township Roads	6,124
	19,566

mndot.gov/stateaid
651-366-3800
JANUARY 2014



LOCAL ROADS
AND BRIDGES
HIGHWAY USERS TAX
DISTRIBUTION FUND

State Aid for
Local Transportation



MINNESOTA HIGHWAY USERS TAX DISTRIBUTION FUND 2014

FUEL TAX REVENUE



\$857,124,000

GAS

LICENSE FEES



\$644,174,000

MOTOR VEHICLE SALES TAX



\$383,033,400

INTEREST



\$3,041,000

Total Highway Users Fund
\$1,887,372,400

Collection Costs and Refunds
to Departments of
Natural Resources,
Public Safety, Revenue,
etc.
\$34,717,000

5% Distribution
\$92,632,770

Regular Distribution
\$1,760,022,630

5% - \$92,632,770
Town Bridge Account - 16%
Town Road Account - 30.5%
Flexible Hwy. Account - 53.5%

Town Bridge Account \$14,821,243	• Apportioned to individual counties based on needs of deficient township bridges. • Less unallocated account, which can be used by any county. • For the replacement of deficient township bridges.
Town Road Account \$28,252,995	• Apportioned to individual counties based on township road mileage open to traffic at least eight months/year. • For the construction and maintenance of township roads.
Flexible Highway Account \$50,025,591	• Apportioned to individual agencies for the restoration of former trunk highways that have been reverted to the municipalities and counties and designated state aid.

Regular 95% - \$1,760,022,630
Trunk Highway Fund - 62%
County State Aid Highway Fund - 29%
Municipal State Aid Street Fund - 9%

Trunk Highway Fund
\$1,091,214,031
To MnDOT

County State Aid Highway Fund

2014 CSAH Apportionment \$499,850,198	• Apportioned to 87 individual counties • Used to construct (60%) and maintain (40%) each county's CSAH system
DEDUCTIONS \$17,958,644	• Used for administration, disaster and research
\$3,777,205	• Used for roads providing access to recreation areas in cooperation with the DNR, State Park Road Fund

Municipal State Aid Street Fund

2014 MSAS Apportionment \$154,615,011	• Apportioned to 147 individual municipalities based on: -50% population -50% MSAS money needs • Used to construct and maintain each municipality's MSAS system
DEDUCTIONS \$7,152,860	• Used for administration, disaster and research

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

Agenda Item

Date: November 25, 2014

Item No: 5

Item Description: PV Solar Energy Discussion

Background:

Staff has continued to gather more information working with solar panel manufacturers and financial and development partners to understand financial opportunities and implications of PV solar installations on the city campus. We will have representatives from Sundial Energy at the meeting to discuss three available programs for city solar installations. They will discuss some of the differences between the programs. Staff will also present roof opportunities for solar on the city campus and will seek a recommendation from the Commission to the City Council on next steps for moving one or more solar projects forward.

Recommended Action:

Recommend next steps to City Council.

Attachments:

A: none

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

Agenda Item

Date: November 25, 2014

Item No: 6

Item Description: Upcoming MnDOT Project Information

Background:

The North Area Manager for MnDOT and the Project Manager for the Highway 36 Bridge over Lexington Ave. met with the City Council on October 20, 2014. They presented an overview of the bridge project and other upcoming MnDOT projects in the area in the next few years. Staff will share the information about these upcoming projects with the Commission at the meeting.

Recommended Action:

None

Attachments:

A. MnDOT Presentation

2015 MnDOT Construction



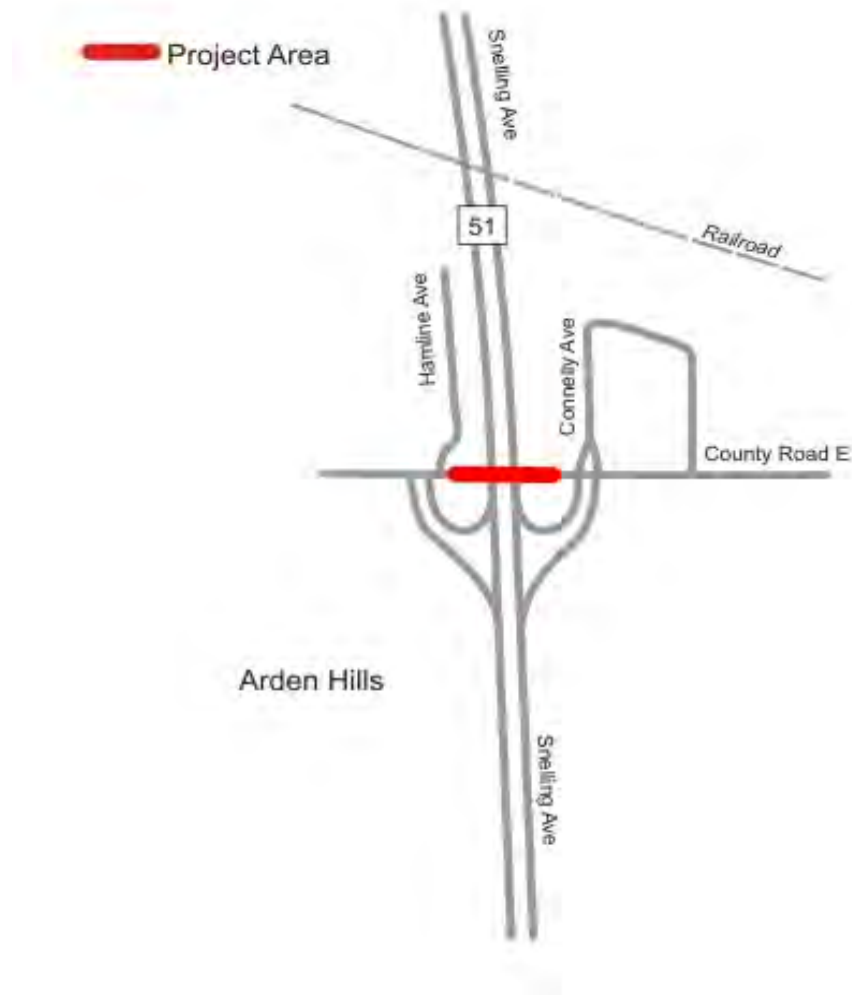
2015 Construction Map

-  Co. Rd. 96 Detour
-  Co. Rd. F Detour
-  Co. Rd. E Detour

Detours subject to change.



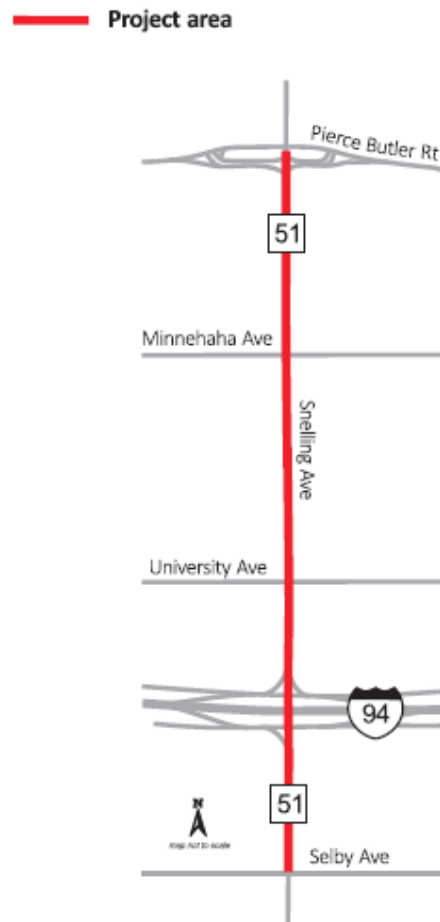
Ramsey County Rd E over Snelling Avenue



- ▶ Bridge Replacement
- ▶ 2015 Construction Season
- ▶ Lead Agency: MnDOT
- ▶ Construction Impacts:
- ▶ Estimated Cost: \$2.7M



Snelling Avenue Project



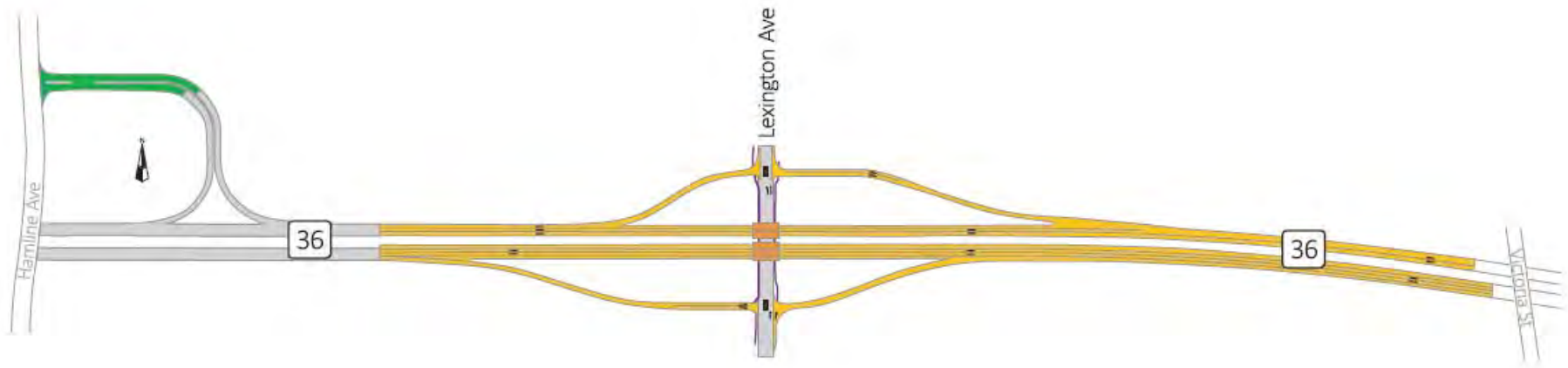
- ▶ Resurface existing pavement & replace I-94 Bridge Deck
- ▶ Update pedestrian crossings
- ▶ Improve drainage
- ▶ Construct Bus Rapid Transit stations on Snelling for Metro Transit
- ▶ 2015 Construction Season
- ▶ Lead Agency: MnDOT
- ▶ Estimated Cost: \$9.5M



2016 MnDOT Construction



Hwy 36 at Lexington Project



- ▶ Bridge Replacement
- ▶ 2016 Construction Season
- ▶ Lead Agency: MnDOT
- ▶ Estimated Cost: \$13.5M

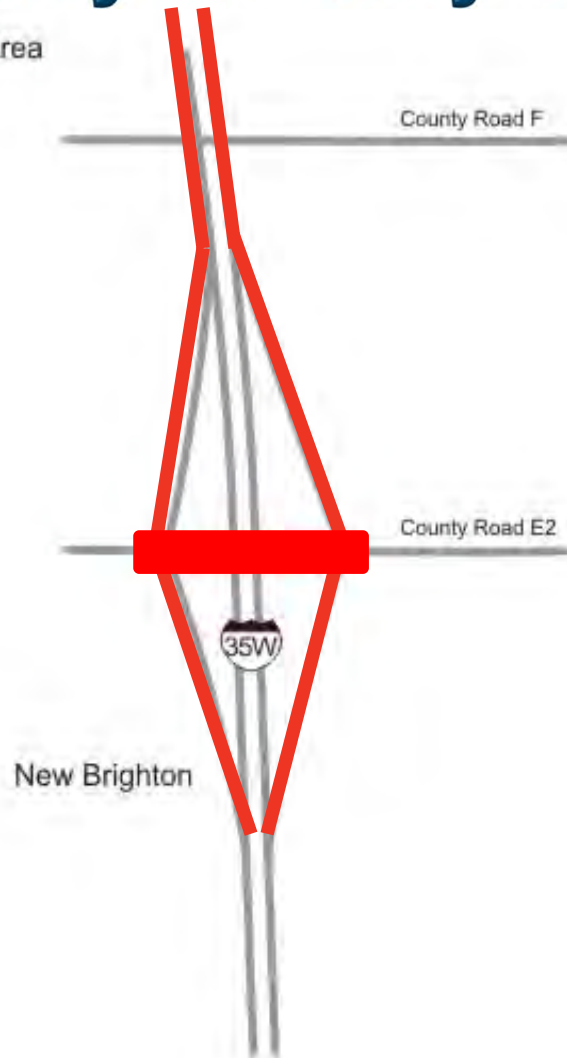


2016 Construction Map

- Co. Rd. H Detours
Co. Rd. E2 Detours
Repaving I-35W



Ramsey County Rd E2 over I-35W



- ▶ Bridge Replacement
- ▶ Auxiliary lane on I-35W: E2 to I-694
- ▶ Buffer lane on I-35W northbound at I-694
- ▶ 2016 Construction Season
- ▶ Lead Agency: MnDOT
- ▶ Construction Impacts:
- ▶ Estimated Cost: \$12.5M



I-35W Projects

- ▶ Repaving I-35W between Hwy 36 and I-694
- ▶ 2016 Construction Season
- ▶ Lead Agency: MnDOT
- ▶ Construction Impacts
- ▶ Estimated Cost: \$7.7M



694 Corridors of Commerce Project

- ▶ Addition of a General Purpose Lane between Rice Street & Lexington Avenue



- ▶ 2016 Construction Season
- ▶ Lead Agency: MnDOT
- ▶ Construction Impacts
- ▶ Estimated Cost: \$42M





Highway 36 at Lexington Ave Bridge Replacement

October 2014

We all have a stake in **A to B**





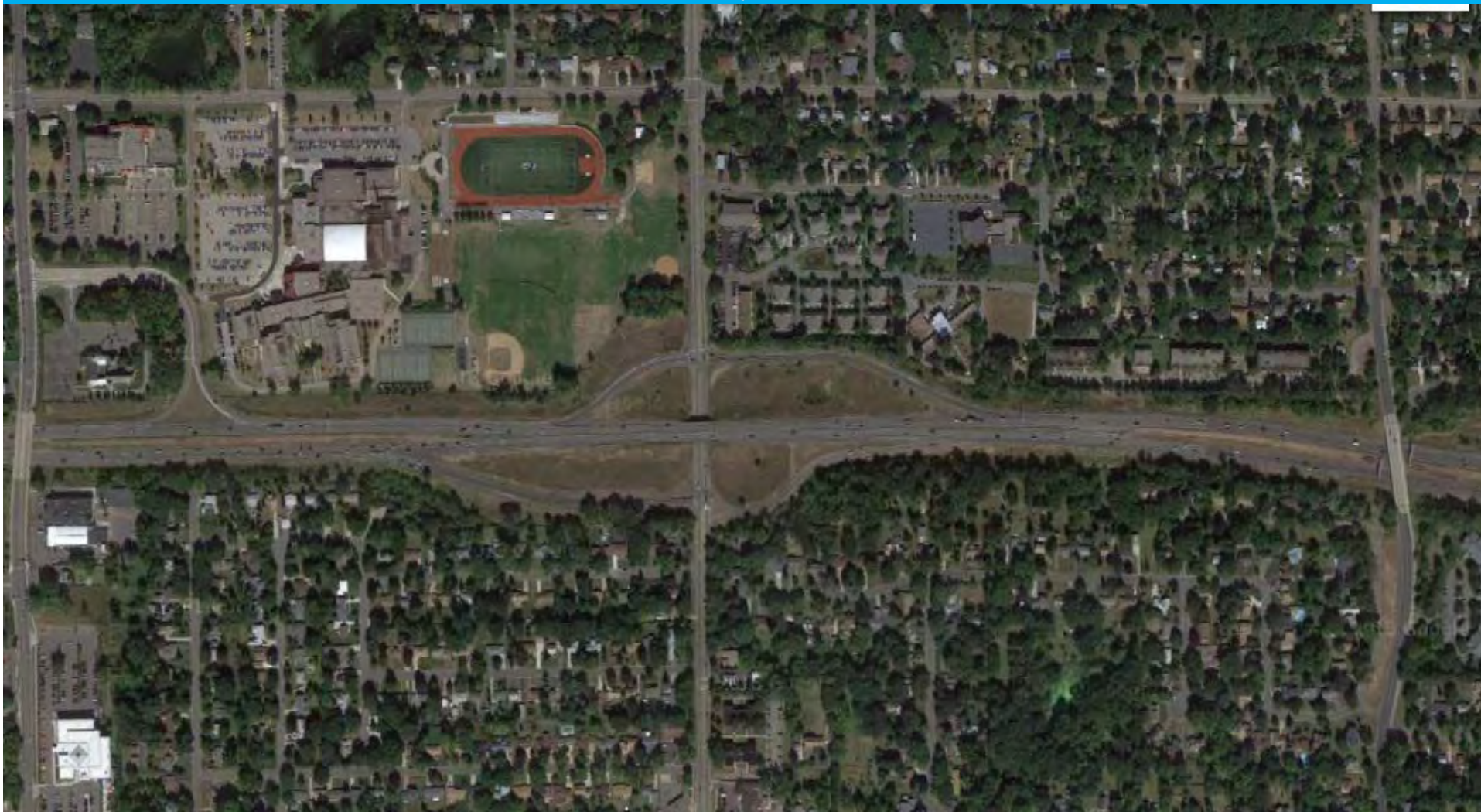
Project Purpose and Need

- Replace existing bridge (constructed in 1938)
- Reconstruct roadway and ramp pavement and improve geometry
- Replace existing signal systems
- Add sidewalk on east side of Lexington Ave

Estimated Project Construction Cost = \$13.5 M

We all have a stake in **A  B**

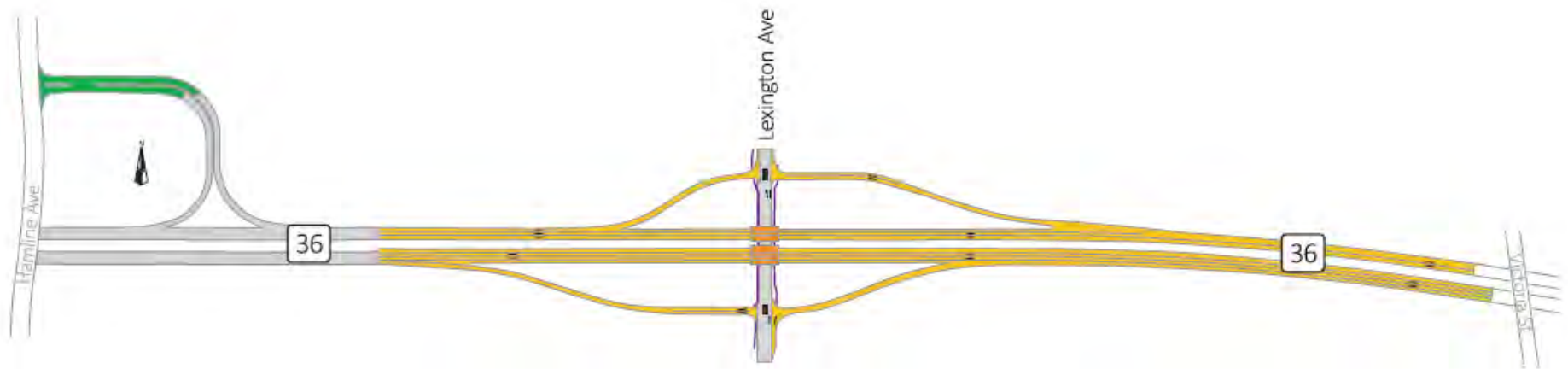




We all have a stake in **A to B**

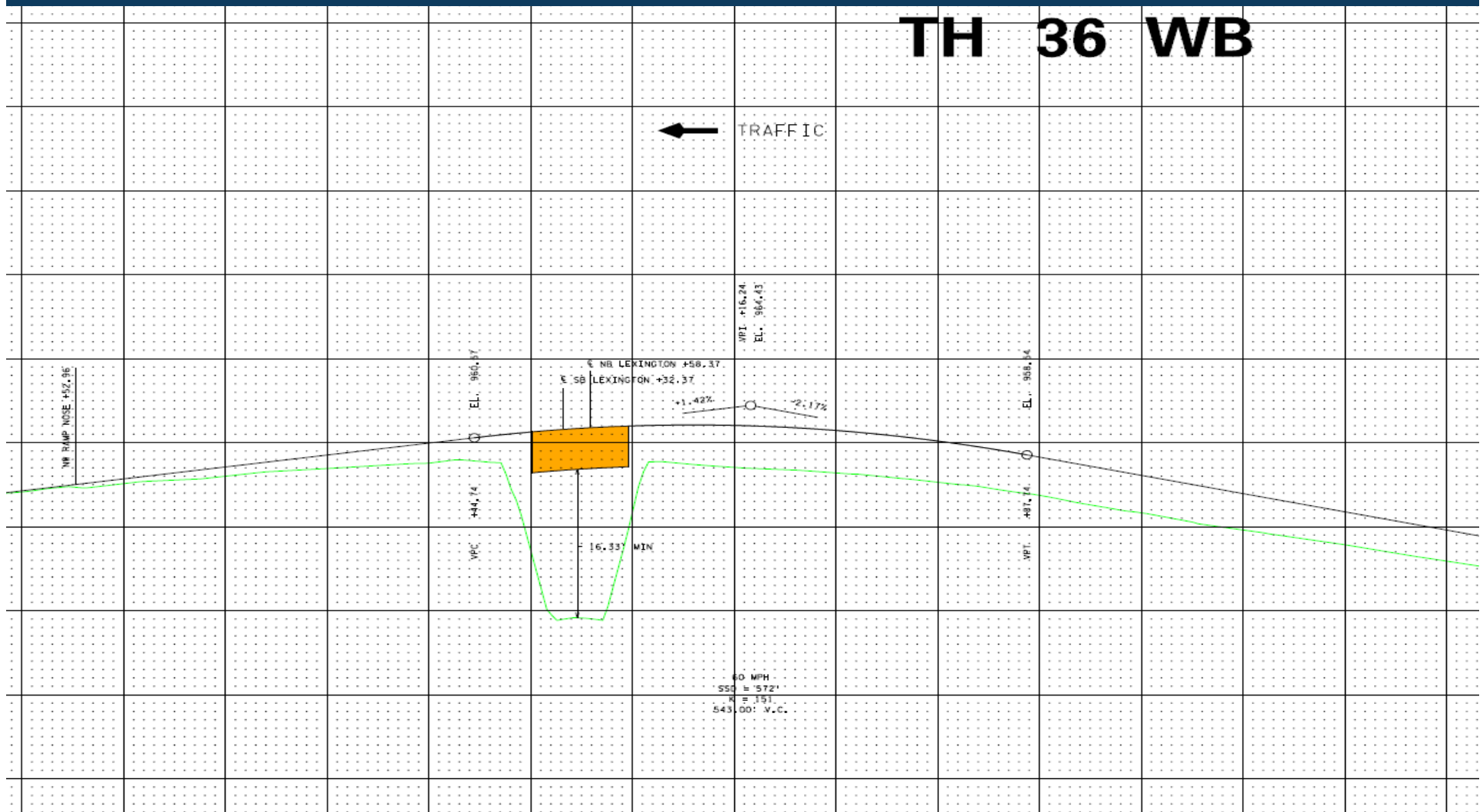


Hwy 36 Lexington Ave Bridge Replacement





- Bridge clearance over Lexington improves from 14.7 feet to 16.3 feet





- Bid Opening: October 23, 2015
- Award Project: December 2015
- Construction Begins: Spring 2016
- Construction Completion: Late Fall 2016 – Possibility of Minor work carrying over to 2017

We all have a stake in A to B

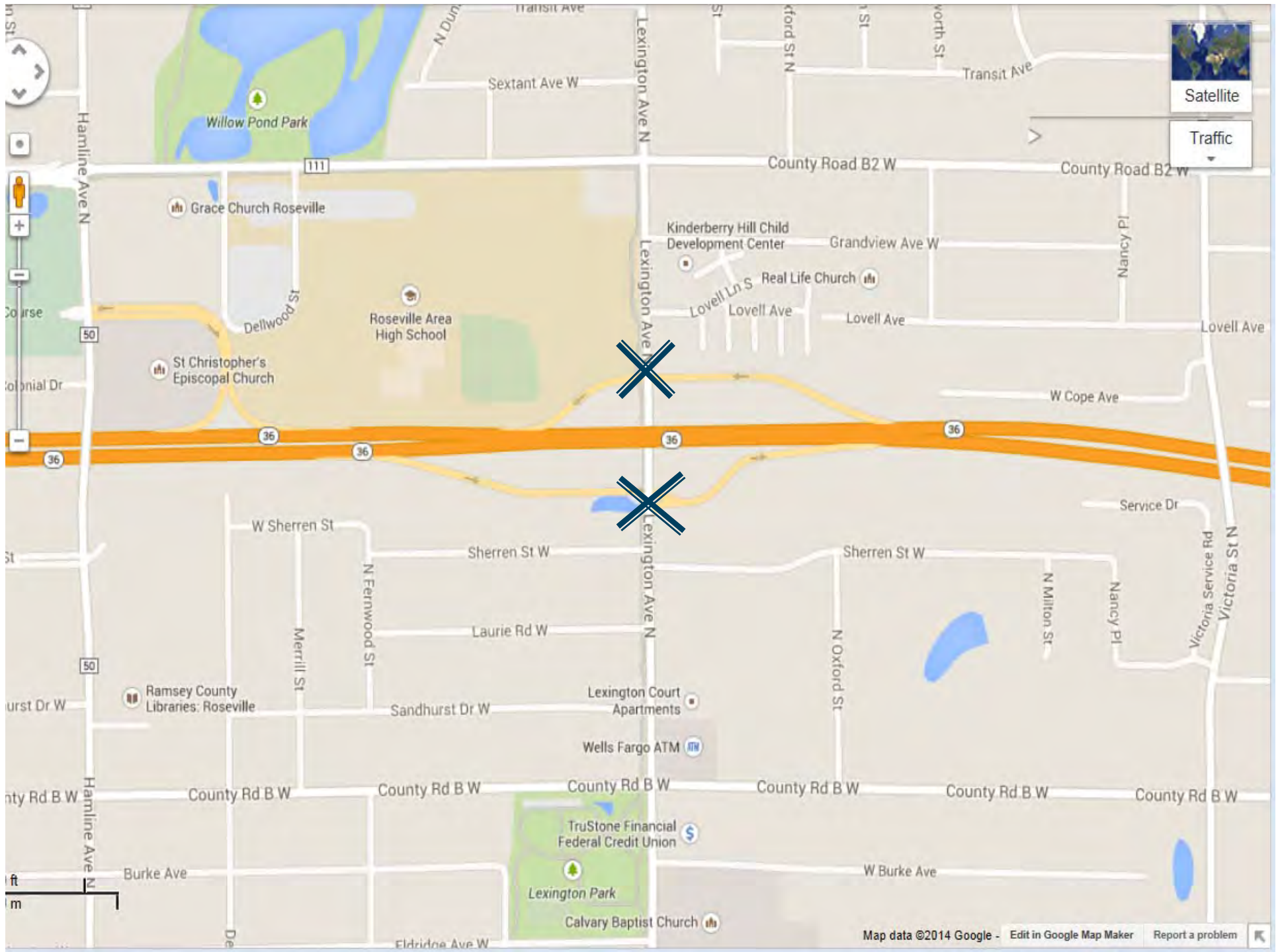




- **Traffic Impacts:**
 - Close and detour Lexington Ave (4-5 months)
 - Various on/off ramp closures
 - 4 lanes of Highway 36 traffic maintained on temporary bypass
 - Some night work will be needed
- Staging initially required 2 construction seasons, but has been reworked to 1 season

We all have a stake in **A to B**







STAGE 1 4-6 WEEKS



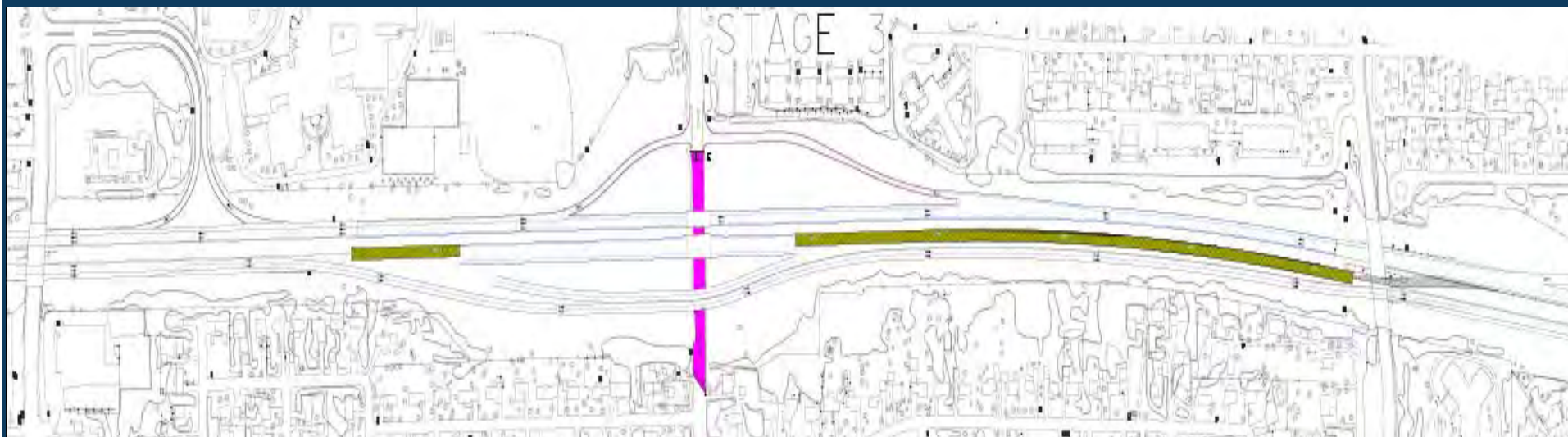


STAGE 2 12-16 WEEKS





STAGE 3 2-4 WEEKS

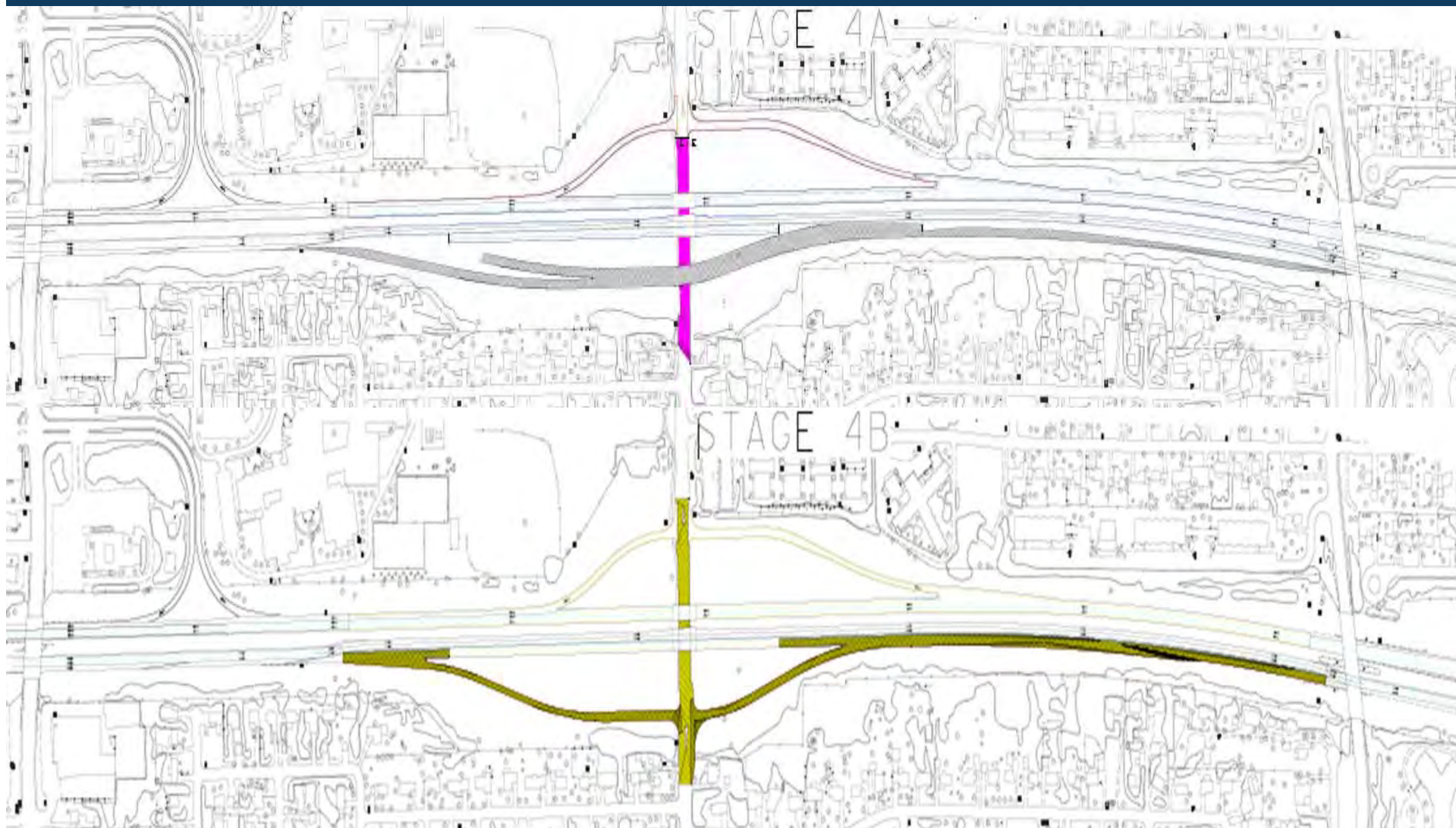


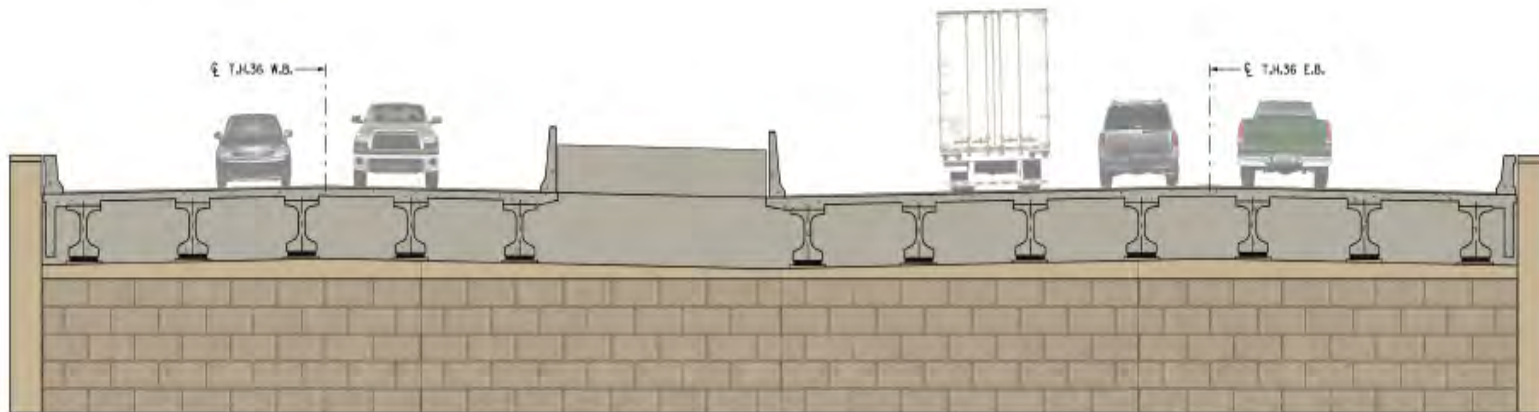
We all have a stake in A  B





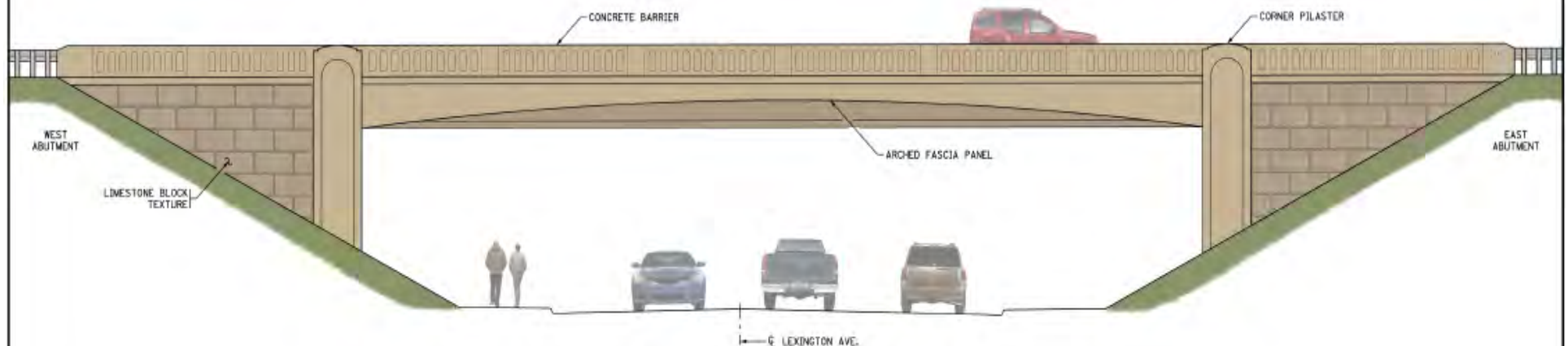
STAGE 4 3-5 WEEKS





ABUTMENT ELEVATION

EAST ABUTMENT SHOWN
WEST ABUTMENT SIMILAR



SOUTH ELEVATION

BRIDGE 62734 SHOWN
BRIDGE 62731 SIMILAR

DRAWING IS BASED ON DESIGN INFORMATION AVAILABLE SEPTEMBER 2014 AND DOES NOT NECESSARILY REPRESENT THE FINAL APPEARANCE.

AESTHETIC CONCEPT 5		DR: M.A.S.	CHK:	BRIDGE NO. 62731 & 62734
STATE PROJECT NO. 6212-62731 & 6212-62734		SHEET NO. 1 OF 1 SHEETS		



Sheila Kauppi, P.E.

North Area Manager

651-234-7718 sheila.kauppi@state.mn.us

Mike Kruse, P.E.

Project Designer

651-234-7659 michael.kruse@state.mn.us

We all have a stake in **A to B**



Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: November 25, 2014

Item No: 7

Item Description: Look Ahead Agenda Items/ Next Meeting

Suggested Items:

- Pathway Plowing and maintenance discussion
- Continue parking requirement discussion
-
-

Recommended Action:

Motion to cancel December 2014 meeting or reschedule.

Set preliminary agenda items for the January 27, 2015 Public Works, Environment & Transportation Commission meeting.