

City of East Bethel Road Commission Agenda

6:30 PM

Date: April 8, 2014

Location: City Hall – City Council Chambers



Item

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| 6:30 PM | 1.0 | Call to Order |
| 6:31 PM | 2.0 | Adopt Agenda |
| 6:32 PM | 3.0 | Approve Minutes – February 11, 2014 & March 11, 2014 |
| 6:40 PM | 4.0 | Road Financial Information & Roads Capital Funds Summary |
| 6:50 PM | 5.0 | 2015-2019 Capital Improvement Planning |
| 7:15 PM | 6.0 | Council Report and Other Business |
| 7:30 PM | 7.0 | Adjourn |

EAST BETHEL ROAD COMMISSION MEETING
February 11, 2014

The East Bethel Road Commission met on February 11, 2014 at 6:30 P.M at the East Bethel City Hall for their regular monthly meeting.

MEMBERS PRESENT: Lori Pierson-Kolodzienski Deny Murphy Jeff Jensen Kathy Paavola
Al Thunberg Tim Harrington

MEMBERS EXCUSED: Roger Virta

ALSO PRESENT: Nate Ayshford, Public Works Manager
Bob DeRoche, City Council Member

Oath of Office I, Kathy Paavola, do solemnly swear or affirm that I will support the Constitution of the United States of America and the State of Minnesota, and faithfully discharge the duties as a member of the City of East Bethel Road Commission in the County of Anoka and the State of Minnesota, to the best of my ability. So help me God.

I, Al Thunberg, do solemnly swear or affirm that I will support the Constitution of the United States of America and the State of Minnesota, and faithfully discharge the duties as a member of the City of East Bethel Road Commission in the County of Anoka and the State of Minnesota, to the best of my ability. So help me God.

Election of Chairperson and Co-Chairperson **Jensen motion for Kathy Paavola and Tim Harrington for respectively Chair and Co-Chair. Pierson-Kolodzienski seconded; all in favor, motion carries unanimously.**

Adopt Agenda **Pierson-Kolodzienski motioned to adopt the agenda as submitted. Jensen seconded; all in favor, motion carries unanimously.**

Approve – January 14, 2014 Meeting Minutes **Thunberg motioned to approve the January 14, 2014 minutes. Pierson-Kolodzienski Murphy seconded; all in favor, motion carries unanimously.**

Roads Financial Information MSA fund- We will have quite a bit left over in it. Depending on what happens on the Johnson Street project and the Lincoln Laurel and Longfellow. Will it be \$1.4 million for the two projects? We could look at a clean slate for 2015 with no advanced funding. We have been looking at some other projects. We might look at ways of doing the road by the theater out to Jackson or the east side service road. We would have state aid money, EDA money and road capital money.

The Operations budget does not have a lot going on. Half the overtime budget has been spent due to a lot of snowfalls. We only budget \$10,000 so we eat up that budget very quickly. Thunberg asked if there are other people who come in and plow. Ayshford said no. There are eight operators. Paavola said on average how long does it take to get the area. Ayshford said in a 3-inch snow flow will take 6 ½ hours. The larger snowfalls take about ten or eleven hours. Paavola asked how much sand or salt we have for the remainder. We have taken delivery of 550 ton, and we have budgeted for 650 tons. Pierson-Kolodzienski said only government could get salt right now. Ayshford said the barges were frozen on the river, so they are having a hard time getting it up here.

2014 Class 5 Projects

Consider recommending 2014 Class 5 resurfacing projects to City Council

The following streets were resurfaced as Class 5 projects in 2013:

1.) Buchanan St	3,540'
2.) Quincy St	3,198'
3.) 216 th Ave	2,424'
4.) 241 st and London St (second)	2,500'

The 2012 roads were the start of a new cycle of gravel road resurfacing. The initial cycle was completed in 6 years, however, with the increase in material and trucking costs and a budget that has remained the same over that timeframe, the next cycle will need to be extended out to 8+ years.

The recommended roads for 2014 Class V resurfacing includes:

1.) Naples St	2,700'
2.) 197 th Ave	1,886'
3.) 225 th Ave	1,058'
4.) 245 th Ave	1,833'
5.) 189 th Ave	2,656'
6.) 196 th Ave	2,715'

\$35,000 has been budgeted in 2014 for gravel road maintenance. The costs for these projects are for material and delivery. The City conducts the grading, compaction and finishing of this material. Prior to the placement of any new class 5 materials, staff will reclaim the shoulders and reshape the existing road surface.

Naples – Cul-de-sac with millings on the tour.

225th – the stub on Quincy.

189th is off of Jackson, we might hold off on that. We will do that one last.

196th

A lot of them are on their second time through with Class V.

Next year we will try to resurface Klondike and that will take the entire budget.

Ayshford said we used the millings in the Beach and it worked really well. The first part of Klondike we used it on as well. Once potholes develop they are hard to maintain and we

may have to grind it back up. We will use a reclaimer on it. We did a bunch of those when he was in Ham Lake. They lasted a long time. Thunberg said Naples in Ham Lake had been covered in millings and it held up really good. After a while we put down 75 ton of hot mix down on there in a couple of days. The only gravel road we might not get to on this list is 189th. Paavola said that is the budget, \$35,000. Ayshford said it comes out of line 404 in the Operations Budget.

Thunberg motioned to recommend to the City Council approving Naples St, 197th Ave, 225th Ave, 245th Ave, 189th Ave, and 196th Ave for Class V resurfacing projects in 2014. Pierson-Kolodzienski seconded; all in favor, motion carries unanimously.

Garbage
Hauler
Contract

At the January Road Commission meeting, the commission discussed the effects of garbage and recycling trucks on city streets. In response to those discussions, staff has begun some initial research into what would be required to reduce this impact and extend the life of city streets. Another common complaint is the noise generated from numerous haulers providing service on different days of the week.

Currently the City of East Bethel has four licensed haulers working in the city. With this many haulers, each city street could see up to eight trucks per week. Most engineering estimates place a loaded garbage truck equal to 1,000-1,300 passenger car trips for a given stretch of road. Garbage trucks are also exempt from spring load restrictions when much of the damage to roads occurs as the ground begins to unthaw and the freeze/thaw cycle is in full swing. The damage is increased by the frequent starting and stopping of the trucks.

Some cities have gone to a single contracted hauler for the entire city. For East Bethel, this option could potentially reduce the number of equivalent vehicle trips on a given stretch of road by as much as 6,000-7,800 per week. The cities request bids for service and usually develops a multiple year contract.

Other cities have required trash service to take place on specific days for each street. This option does not reduce the equivalent vehicle trips but it does limit noise to one day and makes other street maintenance services like snow plowing and road repair easier to perform.

Another option would be to provide municipal trash service. Cities that provide municipal trash service have relatively low collection costs but the start-up would require a large capital investment.

Murphy said he doesn't live in a neighborhood that has an issue at all. Ayshford said they do damage on asphalt roads. The City of Ham Lake and Blaine have gone to a single hauler contract. Fridley is looking at the break up of zones with one contract. Ham Lake is broken up into the two haulers on one contract. They have had the contract since the early 90s. The prices are all competitive. Paavola asked how many haulers are in the City. Four haulers - LePage, Ace, East Central, SRC (Forest Lake Sanitation).

Thunberg wanted to know if the City bills for the sanitation or the contractor. Jensen said it is best to go with the City. You can set the price. They will also include an admin price. It will pay for a billing person for the City. Because you will benefit by 20%. You will get people to use garbage service. If you get a 20% increase in customers. It is much better

for the City. We have 150 code enforcement violations each year because of garbage. Everyone pays and it also gets a cheaper price. We don't have anything to bill people with. So that would be something new. Jensen said eventually you would need a utility billing system. This cost would be covered by it. You can set the price whatever you want on the bid, it would be a recovered cost. Thunberg said as far as wear and tear on the roads. It should be considered.

Ayshford said City Engineer and staff look at taking care of the roads. We always see garbage cans on the road every day while plowing snow. Jensen said because of public safety and pollution a lot of haulers are going to propane or natural gas. Not as much of an issue here. But if you have children waiting for a bus, we have the issue where he works where we don't have a large sidewalk system. You still have kids waiting for a school bus and you have 8 trucks and you have two rounds, one for recycling and one for garbage and also for yard waste. You have kids running around, and playing, that is dangerous. There is not a figure for that. Public safety should be a big consideration in his opinion.

Murphy said he could see for it all to be done on one day. He would hate to see a couple of companies squeezed out because a larger company can put out a larger bill. Jensen said the largest issue is free enterprise. You can do a combination like Ham Lake and Blaine. You can do one company bidding for the entire City. In Fridley, they city was divided out for the haulers. Jensen thinks it is an excellent idea and he thinks we should move forward.

Paavola said her concern was squeezing out the small guy. She certainly understands the need for going with less instead of having all that traffic. It is just something we need to do. Murphy said you are quite the sales guy. You probably turned me around with the quadrants. Jensen said there are ways to make it fair. Thunberg said it would save the haulers a lot if they would only have to do pick up in a small area. Ayshford said Oakdale estimated they were saving \$300,000 per year.

Murphy said what are the costs to set this up. Ayshford said he isn't sure; it would depend on how things go at the City Council. Murphy said because people have so many concerns at the City, a year ago when we had the companies when they wanted to buy from the other guy. It is one of the menial things that people don't want to do is change their garbage haulers. Ayshford said it is usually a cost savings for the people with a large contract. Paavola said a lot of residents probably don't think about the wear and tear on the roads. They know they get a garbage bill, but don't think about the wear and tear. The stuff that you don't think about. Jensen said not too many do that most do the quadrants. The City meets with the collective garbage haulers and you have to negotiate with the City. You pick a representative for all four and they have one price. If someone was cheaper than the other one and they are in the wrong zone. They negotiate with the City to get a price. The garbage haulers are pretty powerful. They hate each other until they are going to lose a piece of the pie, then they unite. They give propaganda to cause turmoil. Once it is squashed, then it gets going. That is why he thinks the zone area is a good idea. They all get their contracts and then they are happy. They all maintain the same percentage of the city they had before, only all of their work is in a concentrated area. We never heard about their coalition word of it, because we called them all individually. Then they came to the meeting and they had their attorney represent them all.

Council We take a couple steps forward and then someone puts misinformation in the newspaper

Report

and knocks us back. Unfortunately it is someone involved with the City Council and that will be dealt with. The website council meeting views went from 40 hits to 740 hits with everything that is going. The last three meetings have been very tame. Which is a good thing. He went to the League of Minnesota Cities conference and did the Mayor thing and they all knew who we were.

My seat was vacated. We do have about ten applications for City Council. Thunberg said it closes tomorrow. Tim Harrington did turn in his application. Thursday night we are going to do interviews and have a discussion on the Viking Preserve Plat. We are also going to talk about accessory building wall heights.

We did refinance our bond. It was a 3-1 vote. We came out a lot better. The development thing. There are people interested. They are coming in from other corporations to do things. The City is stabilized. After this whole Mayor residency issue, he hasn't seen any bad emails and bad comments. The meetings have turned around. There isn't a lot of grand standing. We do the City business and go home. People may think he takes it too serious. If we are going to expect to bring people in here, they can't see a circus. The bad press thing, he doesn't know why the Anoka County Union is chewing us up. They don't do a lot of checking. They had the allegations against him for illegal taking over the Council. Like we violated the open meeting law. The City Attorney told them if they were going to make allegations that they have to go through the Courts. Everything was done according to State Law.

If you knew at the last election that you knew you might be moving from the City. Living in a 24 foot trailer and he didn't go there very often. It started out as a very simple question. Why didn't you tell everyone in the City? If you would have come forward and said we are going to temporarily move out of the City. I didn't appoint myself to become Mayor. I was elected. After the last meeting, the statements that Mark Vierling made and the letter that Tom Ronning's attorney stated. He read the statement at that last meeting. He was accused of being a felon. His attorney said you are legitimate to hold office. Because certain people affiliated with the City attacked him. He had to clear his name. He thinks that is a shame. It is understood now that as long as he is there, he isn't going to put up with that stuff. You can't un-vote someone, but you can't say bad things about the City or people. If you are doing things to hurt it, is too bad. The sewer and water project is in the ground and we can't undo that.

We had a meeting with Met Council on January 10. We posed some tough questions. At the last Council meeting we had our representatives. They expressed concern on how things went. He thinks Met Council is at a point where they realize with the press, and they are going to make statements they will focus their resources to the southern part of the metro. That isn't going to work. We are working with them. They can't do anything about the bonds. They can do things with the agreements are made.

Mr. Shaw had to be cut back considerably on Viking Preserve. The Army Corp decided they wanted permits pulled so he scaled it back. It went from 62 homes to 47. Murphy said it was 50 something to 62, and now it is to the 40s. Ayshford said it is 20 ERUs less than what we were going to have originally.

The garbage haulers, he has been with SRC for 33 years. He is not sure what the answer is. He thought he had read about Fridley having hot meetings about it. Jensen said Coon

Rapids had 300 people show up for a meeting in a room that held 50. People feel their rights are being taken away by not being able to select a garbage hauler. If you have to build a road 10-15 years earlier because of damage caused from garbage trucks, it comes out to \$100,000 to \$300,000 annually for the City. We have road restrictions in the spring to try to protect the roads. We don't have the bridging laws for garbage haulers. They are special. The only thing that is special is they are costing the City a lot of money. We should consider it, to save the City money. DeRoche said feasibility studies could be skewed. He said he has stuck with Forest Lake and you take four and you go into one. To have them all there it is free enterprise. If you do it with that, what else are you going to do that with? Jensen said we already do it with natural gas, that is a monopoly. Do we charge them a franchise fee? The City gets nothing for it, unless there is a franchise fee. Everything costs money and roads are our biggest costs of money. Usually putting in gas and lines it is a one-time project. If you are using the roads, they are deteriorating. Roads break from the bottom up and these trucks wreck the roads. Can the study be skewed, sure, most studies are but it is clear that the life expectancy of the road is reduced. There is a reason Hwy 65 has 12 inches of asphalt on it. It's designed to handle heavier loads and more frequent loads. Each road is designed differently, and a back road will be wrecked within twenty years. There are proof, fact and dollar figures. He does agree with the monopoly concern, but that is why they have different zones. He just changed his to ECS, because they gave him a deal. DeRoche said we are moving in a certain direction, now they are getting to the point that sewer and water is here. Change is going to take a little bit of time. He thinks the sewer and water thing was a big deception. Thunberg said taking on a project of having it bid out for an area. The last thing the City needs to take on any thing controversial. We should look at it some day, but not now. DeRoche said he thinks the City is starting to stabilize. Just about the time we are doing ok, something comes along that shouldn't amount to much but just because it is East Bethel it does. We are trying to bring people in; they won't come if it isn't successful. Paavola said watch and see. It sounds like a benefit to the City but we should give it a little time before we take on anything that is unnecessarily controversial. Jensen said in the future you have to look at the cost benefit.

Other and
City Council
Report

Ayshford said we have been having some discussions with two projects, Commercial Park near 187th Ave; they are looking adding additional access. We have had a lot of interest in this back area. Thunberg said when the project on the east side of Hwy 65 up by the Sims, we were looking at developing that area. Pierson-Kolodzienski said it is another option to leave. DeRoche said when the legislators were here we talked to them about MnDOT tying our hands with the light we wanted to add. Right now when you come up to Viking and Hwy 65 and you have to wait 5, 6, 7 minutes. Even before Aggressive Hydraulics came in, this would have been a good change. Thunberg asked if it is a dirt road there. How many residents would be affected? Ayshford said he thinks two. Ayshford said Virta's concern was dumping traffic onto to Jackson. Jensen asked if there was any word on the development at Hwy 65 and County Road 22. How is it going, it isn't squashed yet is it? DeRoche said no. Pierson-Kolodzienski if the church gets the senior center on the corner. They have two or three different senior housing groups have been talking with the church. Ayshford said they were looking near 189th and this would allow us to give them sewer and water, and loop the system. DeRoche said development takes a lot of time. Pierson-Kolodzienski said if the east side of Hwy 65 develops, then

there would need to be a light.

Ayshford said Anoka County is going to redo Viking from University to the railroad tracks.

The forcemain project is being tested right now. It should be operational by July. Then we can decommission the treatment plant, hopefully we will be able to do something with that land up there.

The Johnson Street project was approved for \$750,000. One of the other State offices only approved \$500,000. So we are still working on getting the other \$250,000. We did purchase the right of way for it. Jensen asked if we could readdress it. DeRoche said there was enough discussion on that. Whether we do it now or not, we have the right of ways. It isn't money lost. DeRoche said he would rather have the roads down by the church done. Jensen said the grants coming through to the State, sometimes need to be shelf ready. We need to attract people in the sewer and water area. DeRoche said the forcemain did open it up for a developer. He did get concerns from people that they were concerned they would have to hook up right now. We need 6,500 connections. The city is moving ahead and there is stuff going on and things happening. Harrington asked if the land purchase for the Lincoln drive. DeRoche said we went to closed session and authorized Craig to make an offer to the people. Ayshford said we talked about doing a three way stop at Lincoln and Laurel. This area needs to be a 300-foot radius and it won't work. On Longfellow coming into the neighborhood they won't be able to cut that corner anymore. If they make that nice radius, it won't be quite so bad. Ayshford said that will be a nice to get the roads redone.

Adjourn

Pierson-Kolodzienski motioned for adjournment. Harrington seconded; all in favor, motion carries. Meeting was adjourned at 7:40 p.m.

Respectfully submitted,
Jill Anderson
Recording Secretary

EAST BETHEL ROAD COMMISSION MEETING

March 11, 2014

The East Bethel Road Commission met on March 11, 2014 at 6:30 P.M at the East Bethel City Hall for their regular monthly meeting.

MEMBERS PRESENT: Lori Pierson-Kolodzienski Deny Murphy Jeff Jensen Kathy Paavola
Al Thunberg Roger Virta

MEMBERS EXCUSED:

ALSO PRESENT: Jack Davis, City Administrator
Tim Harrington, City Council Member

Adopt Agenda **Pierson-Kolodzienski motioned to adopt the agenda as submitted. Murphy seconded; all in favor, motion carries unanimously.**

Election of Vice-Chairperson Jensen volunteered to be vice-chairperson. **Pierson-Kolodzienski motioned to nominate Jensen as vice-chairperson. Thunberg seconded; all in favor, motion carries unanimously.**

Approve – February 11, 2014 Meeting Minutes Paavola didn't see any changes needing to be made.
Jensen motioned to table the minutes. Thunberg seconded; all in favor, motion carries unanimously.

Roads Financial Information Everything looks really good so far, but we have exhausted our overtime budget. We expected that. The fuels line item, it is a little misleading. It lags a month behind. That will not be reflected until the next month. Paavola asked if that was because of the extra plowing. Davis said that is correct. The amount of plowing increases the maintenance costs. With the snow season coming to an end the maintenance costs should level out.

2014 Joint Powers Agreement (JPA) Street Maintenance Projects Bid Results Consider approving bid results for the 2014 JPA Street Maintenance Projects and recommending project acceptance to City Council
The following projects were recommended to bid as part of the 2014 JPA Street Maintenance program. These projects have been identified in the 2014-2018 Street Capital Improvement Plan (CIP).

1. Seal coat 65,000 sq yds of City streets including Washington St and 7th St, Monroe St and 238th Ln, 235th Ave, 231st Ln, Buchanan St, Taylor St, 229th Ln, Goodhue St, and Davenport St
2. Crack-seal 100,000 LF as part of the annual street maintenance program. Crack sealing will be performed prior to any seal coating applications.
3. 150,000 LF of striping to be determined.

The estimated budget for seal coating, crack sealing and striping the above listed streets was \$299,000. These projects will be funded from the Street Capital Fund as identified in the 2014-2018 Capital Improvement Plan and the 2014 Street Maintenance Budget.

The awarded bids were as follows:

Trap rock, 65,000 SY @ \$0.81/SY	\$52,650.00
CRS-2 Oil, 18,200 Gals @ \$2.12/Gal	\$38,584.00
Crack Sealing, 100,000' @ \$0.66/LF	\$66,000.00
Striping, 150,000' @ \$0.058/LF	\$ 8,671.88
Contingency (5%)	\$ 8,295.25
Inspection Services	\$ 2,000.00
Administrative Cost (1.5%)	<u>\$ 2,613.00</u>
Total Project Cost	\$178,814.13

The total project cost will provide an estimated surplus of \$120,185.87 that will remain in the Street Capital Fund.

Recommend to City Council acceptance of the bids and the project be awarded as outlined.

Davis talked to Ayshford if there were any other maintenance items that could be covered. In his opinion there was none. The monies will remain for other projects.

Virta motioned to recommend to City Council acceptance of the bids and the project be awarded as outlined. Pierson-Kolodzienski seconded; all in favor, motion carries unanimously.

Virta wanted to know why we came in so much lower than expected. Davis maybe because we were too conservative on our cost estimates or the costs came down. Virta said it is good news.

Viking Blvd
Concrete
Overlay
Project

Beginning in summer of 2014, the Anoka County Highway Department is planning a road improvement project for Viking Blvd. The purpose of this project is to resurface CSAH 22 (Viking Boulevard) between the BNSF Railroad crossing and 1000' east of University Avenue. This will be a concrete white-topping project, meaning that the proposed surface will be 6 inches of concrete atop the existing bituminous surface. Variable milling between 0 and 4 inches will smooth out the existing profile.

Within the project limits, a few improvements will be added to this stretch of road. Similar to the improvements at Jackson St NE and CSAH 22 on the 2013 white topping project, opposing left turn lanes will be added at the intersection of CSAH 22 and University Avenue. More improvements will take place within the Oak Grove City limits including closing off one access location and adding bypass lanes. Because this is a road resurfacing and not a reconstruction, the existing road location will not change and no realignment will take place around Swan Lake.

Viking Blvd will be closed to through traffic for the majority of the project with most of the closure time taking place in the months of July and August. Local traffic will be maintained to the residences along Viking Blvd throughout the project.

Davis said the detour route has not been announced. Typically Anoka County keeps the detour routes on County Roads. It would be Constance to 237th to County Road 9 back to Viking. Some people will use 186th Avenue coming out on fifth street, near Norsland Manner. We will work with the Sheriff's Department to have some patrols. This is an area of concern we are worried about. Hopefully Ayshford will have information on the detour at the next meeting. He said Sims and 221st don't go all the way through as a County Road. The only detours are farther north and south. We feel there will be short cutting once people figure out that route.

MSA Project Funding and Planning

Begin discussion of Municipal State Aid (MSA) project priorities and funding

At the March 5, 2014 City Council Meeting the East Bethel City Council voted to suspend the Johnson St Construction Project from 215th Ave to 221st Ave. Initially, the City received notice from MnDOT that a maximum grant amount would be awarded but after review from other offices at MnDOT, it was decided that only a portion of the project was eligible.

Because of this decision, the City can look at other MSA projects to include on its Capital Improvement Plan. The current balance in the MSA fund available to the City is approximately \$1,188,675. Currently, the only MSA project in the planning phase is the reconstruction of Lincoln Dr, Laurel Road, and 185th Ave and has an estimated budget of \$700,000. This project is being planned for bidding and construction during the summer of 2014.

Staff has been looking at ways to improve the road system, access points, and availability of developable land with access to sewer and water in the municipal services area along TH 65 and Viking Blvd. Two possible projects include providing an additional access road to the Classic/Sauter Commercial Parks to relieve some congestion at the 187th Ave/TH 65 intersection and upgrading the service road on the east side of TH 65 along with providing water and sewer service. Attachment 8.5 is an estimate for reconstructing the east side service road along with installing the water and sewer services. Only the road portion of that project would be eligible for funding from the MSA account. Other possible funding options to consider for that project could include applying for a Cooperative Agreement and Access Closure Grant from MnDOT and/or allocating funding from other sources with the City's budget (Street Capital, EDA, etc).

Staff is seeking input from the Road Commission on which projects to prioritize and add to the MSA Capital Improvement plan for the next 5 years.

Possible items up for addition to the MSA CIP include;

1. 189th Ave (attach 8.1-8.4)
2. East Side Service Road (attach 8.5, approx \$2,170,000 with only \$785,160 eligible for MSA funding)
3. Davenport Street from 209th up to and including 213th Ave (3/4 mile approx \$550,000)
4. 181st Ave from TH 65 to Jackson St (3/4 mile with the cooperation of Ham Lake approx \$600,00)
5. University Ave from Sims road to 221st Ave (1 mile with the cooperation of Oak Grove approx \$825,000)
6. Klondike Dr (Gravel 1 3/4 mile approx \$1,500,000-\$2,000,000)

The 189th Street project is one that has been listed on our plan for a number of years. It would connect 187th Street back over to Jackson. It could also be connected over to Viking Boulevard. It would also give a second exit and entrance to the Classic Commercial Park. There are a number of big travel businesses in there – the theater, the bank, Aggressive Hydraulics, and Shaw Trucking. There have been blockages not allowing people in there. It would be great for public safety. You could find a way in there for a fire truck. What is being proposed? Here is the theater and Aggressive Hydraulics. It would tie back into Viking Boulevard. It would go along the peat area. It would serve no other properties for development. There are three routes – the second route is a swamp route. It does tie into Viking Boulevard. This isn't the best investment for the dollar. The third route is the traditional route, come off of 187th Lane, go north behind Aggressive Hydraulics, then go toward Jackson Street. There would need to be right of way acquired. The fourth route is a modification, it would be to take the street straight across and go through the ponds. It would shorten the street by 600 feet. It would eliminate a stop. The fifth would bring back to Viking Boulevard along Jackson. It would be least expensive. The question here is how much traffic would we be dumping on Jackson Street. It would be primarily truck traffic. They might find it is a better way in and out. Jackson is one of our main arterial streets. He estimates it will cost about \$1 million. It could be less we might be less if we get the right of way donated. We would want to run the water line on the portion of the road that is being completed and it would be looped then. We might also want to put in the sewer and water also. If we are looking at 189th, we should look at back to Jackson.

Across from the theater, the east side business extension. There are seventeen businesses over there. The service road is in bad shape. The City doesn't have any right of way there. The easement is about 40 feet deep. We have talked to MnDot of us sharing right of way there.

Another MSA project is the Davenport extension. It is where you turn in to go to the ice arena and go north behind flex fitness.

The other street is 181st Avenue between Jackson and Hwy 65. We share this as a border street with Ham Lake. They would do it as a joint project. We would have to align when we both have MSA monies.

Another would be University, coordinated with Oak Grove.

The final street is our old time favorite Klondike. It definitely needs resurfacing and paving. It is a nice cross connector. There are very few residents along that road. The cost to do that road is \$1.5 – \$2 million. It may be more, because there might be a section that needs to be urban. We did some core drillings there. The peat depths weren't as bad as we thought, but some of them were.

Those are the streets. No decision needs to be made tonight. He did want to point out the 189th Street project. Maybe we could use funds in the sewer and stimulate more development. Thunberg thinks we should try to spend the money along 189th. This route you have up, compared to the right and left turn. He isn't sure what the land is like. You would have land on both sides of the road that would be available for development. They are all residential lots. There is a small piece of property that is developable. Some areas are classified as wetlands and in the flood plain. The other developable properties were

pointed out. It is not to say it couldn't be redeveloped at some time. It would be fairly expensive property, since there are homes on the sites. This road would open up 80 acres for development. We did talk to the church about a project. If we did extend the water, we could extend it about 4,000 feet. The total water and sewer would add \$800,000 to the project on the new road. If only a portion of the water project, it would \$300,000. Sewer is the more expensive part of this project. The road would be about \$1 million. We have \$700,000 in our Street Capitol fund. We also have some more MSA funds, due to the lag in getting Laurel, Lincoln project. We may have \$500,000 in our MSA fund. We might have enough funding to due a project of this nature. Thunberg asked where the sewer and water funds would come from. Davis said it could come from the Street Capital fund. Virta said dumping the additional traffic to Jackson, all the way from County Road 22 to 181st is all residential. The notion of developing the roads in that area to get in development to help pay off the bonds. We have to consider that people have lived there for a long time. We are going to dump truck traffic on to that road. It wouldn't be a very desirable outcome. Virta said his preference is the options that come out on Viking. In the case of the one that goes by the church property. It opens the church property up for development. It also opens it up from access on County Roads 22. Those are my first shots at the proposal. Do we have dollar figures on this?

Davis said that is why he talked about traffic considerations. Doing some of the other routes will be more expensive. One we have to go over water. The cost, you can figure the road in at \$300-\$400 foot. It could add about \$300,000-\$400,000 to the project. If these were developed it would probably be light industrial for the whole area. There would be up to four industrial sites. Regardless what we do with this connection, if we didn't do this one. The senior housing will have the ability to dump traffic out onto Jackson. He recommended having traffic studies done to find out impact. Virta said if the goal is to find an alternative, what about going down to 181st. Davis said they looked at some routes south, but their land would be more expensive. We have a 40-acre parcel that is still to be developed that would be a right in and right out only. These are the projects we had some information on.

Thunberg asked if MnDot would get another right in and right out. Davis said we would have to talk to them. Long range we would like to investigate the possibility of a traffic light in the area. It would improve access to the east and west side. There is 300 acres of land on the east side that could be developed. We do have sewer access. That is an important consideration for a traffic light. We will probably need assistance in getting the light, political. MnDOT isn't probably interested in adding a light, but there is precedence on this since they were going to install it a few years ago. He knows that no one wants a traffic light on Hwy 65. It is a safety issue.

Harrington asked if we are going to have any issue with the County. Davis said no. We have one access. It would tie in well with Viking Preserve. The County did give us two accesses on the other property on the north side of Hwy 65. He doesn't think it will be a problem with the County. Virta said there is already a connection near the other property. Davis said an East Bethel property owns this property. They have a turn lane and full access at this point and a right in and right out. Virta said we looked at a housing development for Shaw, where is that. There are some wetlands. But the rest of it is not developable.

Harrington said he is nervous with the noise going up Jackson. People have had it quiet up

there. Virta said he always looks out for that. You're asking people to give up a lot. Davis said you are correct that is why we are not recommending one thing right now. We need some review and need to do a traffic study. This would be a major ingress/egress point. It would give you some indication on the increase on Jackson Street. There are 1,500 vehicles a day in the current traffic count. You can now take Jackson all the way to 209th Avenue. Paavola asked how long will take for the studies and more information. Davis said we need to look at other access points. Look at one or two. We will do some information on the top two traffic counts. Either way this project is one to two years out. We need to start looking and planning for it.

Murphy said there is obviously limited information. Dumping out onto Jackson is the best bang for your buck. We have so much invested in the area. Davis said if this is the selected route, we could limit that route some ways. At least going south. Which is probably what they would do. If you went south, you would have to weave around down to Crosstown. He thinks most traffic would go north to access the traffic lights. He just wanted to review and at the next meeting we will quantify and make a better recommendation.

Paavola wanted to know how the plans for Laurel, Longfellow are doing. Davis said we are waiting on the closure of two pieces of property. The Engineer is trying to get them finalized. We can get it bid in the next two months and the project will be done later this summer.

Harrington said could we break up Klondike into a few projects. Davis said that is possible. The area from Hwy 65 to Palisade is the area with the most traffic – primarily because of the gun club and the disc golf. When they did the project on County Road 22 a few years ago that became the shortcut. That road took a pounding. Typically it is 300 cars per day and went up to 1,500. Jensen said it is tough to spend \$2 million dollars on a cut-through. Davis said it has also been suggested that the project could be assessed. Previously we haven't assessed MSA projects. Maybe not the whole amount but a portion of it. We might look at how to maximize our dollars.

Council Report

Harrington said he is looking forward to working with the commission. This last Council meeting the project got shot down. We are going to keep the easements. We purchased a new John Deere mower and the cost was \$43,000. We did the 2013 financial report. The finance director said we have \$359,000 in excess revenues. City Council went through the emergency operations plan. Arbor Day is April 26. They are applying for some grants. April 24 is the Town Hall meeting.

They are looking at amending fees for the ice arena. If they want to keep it, or what they want to do with it. Davis said the ice arena is in the black for the first time. However we subsidized the arena fund with cell phone tower funds. We want to make the ice arena self-sufficient. His goal is to have the ice arena cash flow out. This year if we remove the lease payment, we would be about \$20,000 short. At the last meeting we increased the rental cost to the same as Andover's. We also working on a management contract for the ice arena, there will be incentives to get better performance. St. Francis Hockey was very interested in purchasing, but he didn't think they had the funds. We are selling about 90% of the ice time. He is going to recommend lowering the non-prime time hours. Prime time hours are in the evening and also all day Saturday and Sunday. We generally take the ice out at the end of February unless a team will be in the State Hockey tournament. We are

too far north to get some of the things Blaine hockey arenas get. We have rented it out to soccer and lacrosse teams. Two years ago when it was very warm, that further pushed people away from renting it for dry use. The management needs someone more aggressive. Murphy said we have been waiting for them to come to us. Davis said that has to be marketed more aggressively. There is no air conditioning. We have a beauty pageant in there for Booster Days. There are opportunities for it.

Pierson-Kolodzienski said she saw reports that ice arenas will have to make changes. Davis said we don't use an R22 system. We use Ethylene Glycol. We do have the original Zamboni since 1996, and it will have to be replaced. There will probably need to be new refrigerant equipment. The bathrooms there are old and antiquated. There will probably need to be renovations of the facility. Murphy said since it has always been unprofitable. Why didn't we push it over? Davis said a few people donated money, took out second mortgages, and donations. When they did the project they realized they had bit off more than they could chew. They donated it all to the City. The construction cost was \$1.5 million. That was high then. The City operated the facility with City staff until 2006. It was such a labor-intensive operation. The City contracted the management out for two years to the National Sports Center. They had the right to renew and decided to not renew. Since then we have been working Gibson Management. There are several other issues. The youth hockey association says their teams are declining. The location of the facility is a problem. There is no air conditioning. We did think of keeping the ice up until March. We could rent it for elite use. The youth hockey association and St. Francis are probably interested in building a facility in St. Francis. We can operate it in the black for the next three to five years, if we have good management. If the St. Francis moved and then we could sell the property. The value of an ice rink is not much. There are 20,000 square feet of open space and another 14,000 of office space.

Jensen said about moving the Sheriff's Department to that location. Davis said there is really no room there. The only other storage area in there is the Zamboni and the pit. Jensen said it would be easy to take the hockey stuff out and putting a garage door in there. Davis said we have a four-stall garage here in this building that would help give Ayshford more room. Jensen it would help with all the squad cars parked.

Harrington said Booster Days fundraiser at the ice arena on March 22 from 1-4 p.m.

Adjourn

Pierson-Kolodzienski motioned for adjournment. Jensen seconded; all in favor, motion carries. Meeting was adjourned at 7:40 p.m.

Respectfully submitted,
Jill Anderson
Recording Secretary

City of East Bethel
Revenue / Expense Statement
Fiscal Year 2014
1/1/14 to 3/31/14

	Account Description	Actual - 3/31/14	FY 2014 Budget	YTD as a % of Budget
Public Works - Streets				
	E 101-43220-101 Full-Time Employees Regular	55,957.06	261,600.00	21%
	E 101-43220-102 Full-Time Employees Overtime	9,448.28	10,000.00	94%
	E 101-43220-103 Part-Time Employees	-	5,900.00	0%
	E 101-43220-105 Employee On Call/Standby Pay	-	3,100.00	0%
	E 101-43220-107 Commissions and Boards	-	1,700.00	0%
	E 101-43220-122 PERA-Coordinated Plan	4,741.81	19,000.00	25%
	E 101-43220-125 FICA/Medicare	5,461.80	25,800.00	21%
	E 101-43220-126 Deferred Compensation	1,884.46	7,400.00	25%
	E 101-43220-131 Cafeteria Contribution	13,049.94	49,500.00	26%
	E 101-43220-151 Worker s Comp Insurance Prem	18,280.11	24,500.00	75%
	E 101-43220-201 Office Supplies	33.43	150.00	22%
	E 101-43220-211 Cleaning Supplies	320.00	400.00	80%
	E 101-43220-212 Motor Fuels	9,965.85	33,000.00	30%
	E 101-43220-213 Lubricants and Additives	288.16	3,200.00	9%
	E 101-43220-214 Clothing & Personal Equipment	422.78	3,000.00	14%
	E 101-43220-215 Shop Supplies	71.87	1,500.00	5%
	E 101-43220-216 Chemicals and Chem Products	-	200.00	0%
	E 101-43220-217 Safety Supplies	424.68	1,800.00	24%
	E 101-43220-218 Welding Supplies	-	1,200.00	0%
	E 101-43220-219 General Operating Supplies	25.04	500.00	5%
	E 101-43220-221 Motor Vehicles Parts	2,784.97	7,200.00	39%
	E 101-43220-222 Tires	441.81	4,500.00	10%
	E 101-43220-223 Bldg/Facility Repair Supplies	137.89	500.00	28%
	E 101-43220-224 Street Maint Materials	21,810.50	68,400.00	32%
	E 101-43220-226 Sign/Striping Repair Materials	-	8,000.00	0%
	E 101-43220-229 Equipment Parts	4,344.78	9,600.00	45%
	E 101-43220-231 Small Tools and Minor Equip	91.19	2,600.00	4%
	E 101-43220-306 Personnel/Labor Relations	-	400.00	0%
	E 101-43220-307 Professional Services Fees	95.00	600.00	16%
	E 101-43220-321 Telephone	597.28	2,900.00	21%
	E 101-43220-341 Personnel Advertising	-	100.00	0%
	E 101-43220-342 Legal Notices	-	150.00	0%
	E 101-43220-381 Electric Utilities	1,619.32	19,000.00	9%
	E 101-43220-382 Gas Utilities	1,596.86	10,000.00	16%
	E 101-43220-385 Refuse Removal	281.72	3,200.00	9%
	E 101-43220-388 Hazardous Waste Disposal	-	500.00	0%
	E 101-43220-401 Motor Vehicle Services (Lic d)	4,443.19	8,200.00	54%
	E 101-43220-402 Repairs/Maint Machinery/Equip	1,275.00	6,400.00	20%
	E 101-43220-403 Bldgs/Facilities Repair/Maint	2,195.34	4,500.00	49%
	E 101-43220-404 Street Maint Services	-	52,000.00	0%
	E 101-43220-408 Information System Services	-	600.00	0%
	E 101-43220-422 Auto/Misc Licensing Fees/Taxes	211.00	100.00	211%
	E 101-43220-431 Equipment Replacement Chgs	-	125,000.00	0%
	E 101-43220-433 Dues and Subscriptions	-	100.00	0%
	E 101-43220-434 Conferences/Meetings	20.00	-	N/A
		162,321.12	788,000.00	21%

**City of East Bethel
Balance Sheet
Fiscal Year 2014
3/31/14**

Fund Name	Street Construction - State Aid (402)	Street Capital Projects (406)
G xxx-10100 Cash	(268,064.86)	724,723.31
G xxx-10200 Petty Cash		
G xxx-10700 Taxes Receivable-Delinquent		
G xxx-11500 Accounts Receivable		
G xxx-12200 Special Assess Rec - Delinquent		658.38
G xxx-12300 Special Assess Rec-Deferred		
G xxx-13100 Due from Other Funds		
G xxx-13200 Due from Other Governments		
G xxx-13300 Due from Other Entities (Loan Payable)		
G xxx-16100 Land		
G xxx-16200 Building		
G xxx-16210 Depreciation		
G xxx-16300 Improvements		
G xxx-16310 Depreciation		
G xxx-16400 Machinery		
G xxx-16410 Depreciation		
Total Assets	(268,064.86)	725,381.69
G xxx-20400 Sales Tax Payable		
G xxx-20600 Contract Retainage		10,795.64
G xxx-20700 Due to other funds		
G xxx-20810 State Surcharges		
G xxx-20820 Due to MCES		
G xxx-21706 Medical Insurance		
G xxx-21707 Dental Insurance		
G xxx-21710 Medical Cafeteria Exp		
G xxx-21711 Dependent Care Cafe Exp		
G xxx-21712 Medical Cafe Reimb CY		
G xxx-21714 Dependant Care Reimb		
G xxx-21719 Union Dues		
G xxx-21721 COBRA (Anderson)		
G xxx-21722 COBRA (Pierce)		
G xxx-21724 COBRA (Warren)		
G xxx-22200 Deferred Revenues		658.38
G xxx-22500 Bonds Payable Current		
G xxx-23110 Bonds Payable Non Current		
G xxx-21500 Accrued Interest Payable		
G xxx-23200 Bond Premium		
G xxx-23900 Compensated Absences Payable		
G xxx-24500 Escrow	11,622.59	
Total Liabilities	11,622.59	11,454.02
Fund Balance		
G xxx-25300 Unreserved Fund Balance at 12/31/13	(400,023.04)	713,818.72
Excess of Revenues over Expenses (1/1/14 to 3/31/14)	120,335.59	108.95
Total Fund Balance	(279,687.45)	713,927.67
Total Liabilities and Fund Balance	(268,064.86)	725,381.69

City of East Bethel
Revenue / Expense Statement
Fiscal Year 2014
1/1/14 to 3/31/14

	Account Description	Actual - 3/31/14	FY 2014 Budget	YTD as a % of Budget
Street Project State Aid				
	E 402-40200-302 Architect/Engineering Fees	-	-	N/A
	E 402-40200-404 Street Maint Services	-	-	N/A
	E 402-40326-302 Architect/Engineering Fees	-	-	N/A
	E 402-40326-307 Professional Services Fees	-	-	N/A
	E 402-40326-530 Improvements Other Than Bldgs	-	-	N/A
	E 402-43121-302 Architect/Engineering Fees	-	-	N/A
	E 402-43125-302 Architect/Engineering Fees	-	-	N/A
	E 402-43125-510 Land	-	-	N/A
		-	-	N/A
Street Project Non-State Aid				
	E 406-40600-302 Architect/Engineering Fees	-	-	N/A
	E 406-40600-307 Professional Services Fees	-	-	N/A
	E 406-40600-342 Legal Notices	-	-	N/A
	E 406-40600-404 Street Maint Services	-	-	N/A
	E 406-40600-530 Improvements Other Than Bldgs	-	-	N/A
		-	-	N/A



City of East Bethel Road Commission Agenda Information

Date:

April 8, 2014

Agenda Item Number:

Item 5.0

Agenda Item:

2015-2019 Capital Improvement Planning

Requested Action: Begin planning process for the Municipal State Aid and Street Capital improvement plans

Background:

The Roads Commission prepares a Capital Improvement Plan annually which updates projected projects, evaluates priorities and establishes funding for these works for the coming year and for each of the subsequent years for a five year period. This plan is presented to City Council for their approval and use for preparing the coming year’s budget.

Attached is the 2014-2018 Roads CIP and draft 2015-2019 Roads CIP. We will discuss those projects that are listed for 2015 and determine if they need to stay in their current funding year or be rearranged to reflect any changes in our roads priorities. Other projects can be added and existing ones can be deleted if there is a need for restructuring the schedule.

Staff is seeking input from the Road Commission on which projects to prioritize and add to the MSA Capital Improvement Plan and the Roads Capital Improvement Plan for the next 5 years.

Possible items up for addition to the MSA CIP include;

1. 189th Ave (or other access to Classic/Sauter Commercial Park)
2. East Side Service Road (approx \$2,170,000 with only \$785,160 eligible for MSA funding)
3. Davenport Street from 209th up to and including 213th Ave (3/4 mile approx \$550,000)
4. 181st Ave from TH 65 to Jackson St(3/4 mile with the cooperation of Ham Lake approx \$600,00)
5. University Ave from Sims road to 221st Ave (1 mile with the cooperation of Oak Grove approx \$825,000)
6. Klondike Dr (Gravel 1 3/4 mile approx \$1,500,000-\$2,000,000)

Attachments:

- 5.1) 2014-2018 MSA and Street Capital CIP
- 5.2) Draft 2015-2019 MSA and Street Capital CIP

Fiscal Impact: As noted above

Recommendation(s): As noted

Road Commission Action

Motion by: _____

Second by: _____

Vote Yes: _____

Vote No: _____

No Action Required: _____

**Street Capital Projects
2014-2018
Funding Analysis**

MUNICIPAL STATE AID FUND	Beginning Balance	Sources (Revenues)	Uses (Project Costs)	Ending Balance
2014 Beginning Balance	\$11,195			\$11,195
Municipal State Aid Funding		\$0		\$11,195
No Projects			\$0	\$11,195
2014 Ending Balance				\$11,195
2015 Beginning Balance	\$11,195			\$11,195
Municipal State Aid Funding		\$0		\$11,195
Advance funding from 2017		\$557,291	\$0	\$568,486
Advance funding from 2018		\$281,514		\$850,000
Davenport St- 209th to 213th Ave			\$550,000	\$300,000
181st Ave - Joint Project with Ham Lake			\$300,000	\$0
2015 Ending Balance				\$0
2016 Beginning Balance	\$0			\$0
Municipal State Aid Funding		\$0		\$0
No Project			\$0	\$0
2016 Ending Balance				\$0
2017 Beginning Balance	\$0			\$0
Municipal State Aid Funding		\$0		\$0
No Projects			\$0	\$0
2017 Ending Balance				\$0
2018 Beginning Balance	\$0			\$0
Municipal State Aid Funding		\$275,777		\$275,777
Projects TBD				
TOTAL MUNICIPAL STATE AID FUND SOURCES & USES		\$838,805	\$850,000	

Note: MSA Funding can be "Advanced Funded" to met certain requirements. The City can advance fund up to 4 times the construction allotment or \$3,000,000 whichever is less
A negative balance is not an indication of too many projects. It simply means the City has anticipated numerous projects and can fund this within the regulations identified by MnDOT.

**Street Capital Projects
2014-2018
Funding Analysis**

STREET CAPITAL FUND	Beginning Balance	Sources (Revenues)	Uses (Project Costs)	Ending Balance
2014 Beginning Balance	\$562,662			
Transfer from General Fund		\$425,000		\$987,662
Washington and 7th Streets-Sealcoat			\$45,000	\$942,662
Monroe St. and 238th Lane-Sealcoat			\$32,000	\$910,662
235th Avenue-Sealcoat			\$27,000	\$883,662
231st Lane-Sealcoat			\$27,000	\$856,662
Buchanan St.-Sealcoat			\$18,000	\$838,662
Taylor St. North and South-Sealcoat			\$42,000	\$796,662
229th Lane East and West-Sealcoat			\$78,000	\$718,662
Goodhue St-Sealcoat			\$15,000	\$703,662
Davenport-Sealcoat			\$15,000	\$688,662
7th St Overlay			\$140,000	\$548,662
2014 Ending Balance				\$548,662
2015 Beginning Balance	\$548,662			
Transfer from General Fund		\$425,000		\$973,662
222nd Ave-Sealcoat			\$7,000	\$943,662
226th LN-Sealcoat			\$20,000	\$923,662
Jenkins St-Sealcoat			\$13,500	\$910,162
London St- Sealcoat			\$25,000	\$885,162
221st Ave-Sealcoat			\$35,000	\$850,162
Wake St- Sealcoat			\$15,000	\$835,162
Waconia Circle and Staples St-Sealcoat			\$110,000	\$608,662
2015 Ending Balance				\$608,662

**Street Capital Projects
2014-2018
Funding Analysis**

2016 Beginning Balance	608,662			
Transfer from General Fund		425,000		\$1,033,662
Okinawa and Tippecanoe-Overlay			\$205,000	\$828,662
Rendova St- Overlay			\$140,000	\$893,662
209th, Austin, and 204th-Overlay			\$505,900	\$387,762
2016 Ending Balance				
				\$387,762
2017 Beginning Balance	\$387,762			
Transfer from General Fund		425,000		\$812,762
Sunny View Addition- Sealcoat			\$53,000	\$759,762
DeGardners Addition- Sealcoat			\$75,500	\$684,262
2017 Ending Balance				\$684,262

**Street Capital Projects
2015-2019
Funding Analysis**

MUNICIPAL STATE AID FUND	Beginning Balance	Sources (Revenues)	Uses (Project Costs)	Ending Balance
2015 Beginning Balance	\$488,675			\$488,675
Municipal State Aid Funding		\$557,291		\$1,045,966
No Projects			\$0	\$1,045,966
2015 Ending Balance				\$1,045,966
2016 Beginning Balance	\$1,045,966			\$1,045,966
Municipal State Aid Funding		\$557,291		\$1,603,257
No Projects			\$0	\$1,603,257
2016 Ending Balance				\$1,603,257
2017 Beginning Balance	\$1,603,257			\$1,603,257
Municipal State Aid Funding		\$557,291		\$2,160,548
No Project			\$0	\$2,160,548
2017 Ending Balance				\$2,160,548
2018 Beginning Balance	\$2,160,548			\$2,160,548
Municipal State Aid Funding		\$557,291		\$2,717,839
No Projects			\$0	\$2,717,839
2018 Ending Balance				\$2,717,839
2019 Beginning Balance	\$2,717,839			\$2,717,839
Municipal State Aid Funding		\$557,291		\$3,275,130
Projects TBD			\$0	\$3,275,130
2019 Ending Balance	\$3,275,130			
TOTAL MUNICIPAL STATE AID FUND SOURCES & USES		\$2,229,164	\$0	

Note: MSA Funding can be "Advanced Funded" to met certain requirements. The City can advance fund up to 4 times the construction allotment or \$3,000,000 whichever is less
A negative balance is not an indication of too many projects. It simply means the City has anticipated numerous projects and can fund this within the regulations identified by MnDOT.

**Street Capital Projects
2015-2019
Funding Analysis**

STREET CAPITAL FUND	Beginning Balance	Sources (Revenues)	Uses (Project Costs)	Ending Balance
2015 Beginning Balance	\$601,186			
Transfer from General Fund		\$425,000		\$1,026,186
225th Ave-Sealcoat			\$23,000	\$1,003,186
222nd Ave-Sealcoat			\$7,000	\$996,186
226th LN-Sealcoat			\$20,000	\$976,186
London St- Sealcoat			\$25,000	\$937,686
221st Ave-Sealcoat			\$35,000	\$902,686
Wake St- Sealcoat			\$15,000	\$887,686
Waconia Circle and Staples St-Sealcoat			\$110,000	\$777,686
Isanti St-Overlay			\$56,400	\$721,286
Rochester St-Overlay			\$140,000	\$581,286
Leyte St-Overlay			\$85,000	\$496,286
2015 Ending Balance				\$496,286
2016 Beginning Balance	\$496,286			
Transfer from General Fund		\$425,000		\$921,286
Okinawa and Tippecanoe-Overlay			\$205,000	\$716,286
Rendova St- Overlay			\$140,000	\$576,286
Okinawa and Tippecanoe-Overlay			\$225,000	\$351,286
209th, Austin, and 204th-Overlay			\$505,900	\$275,386
2016 Ending Balance				\$275,386
2017 Beginning Balance	\$275,386			
Transfer from General Fund		\$425,000		\$700,386
Sunny View Addition- Sealcoat			\$53,000	\$647,386
DeGardners Addition- Sealcoat			\$75,500	\$571,886
2017 Ending Balance				\$571,886
2018 Beginning Balance	\$571,886			
Transfer from General Fund		\$425,000		\$996,886
Hidden Haven West-sealcoat			\$180,000	\$816,886
Hidden Haven East-sealcoat			\$70,000	\$746,886
Cedar Brook Addition-sealcoat			\$90,000	\$656,886
2018 Ending Balance				\$656,886
2019 Beginning Balance	\$656,886			
Transfer from General Fund		\$425,000		\$1,081,886
2019 Ending Balance				\$1,081,886
Total Street Capital Fund Sources and Uses		\$2,975,000	\$2,074,300	



City of East Bethel Road Commission Agenda Information

Date:

April 8, 2014

Agenda Item Number:

Item 6.0

Agenda Item:

City Council Report

Requested Action:

Information Item

Background Information:

Staff and the Roads Commission will discuss current issues facing the City Council with the City Council liaison, Tim Harrington.

Fiscal Impact:

Recommendation(s):

Road Commission Action

Motion by: _____

Second by: _____

Vote Yes: _____

Vote No: _____

No Action Required: _____