



**City of East Bethel  
Road Commission Agenda**

**6:30 PM**  
**Date: March 10, 2015**  
**Location: City Hall**  
**Room: City Council Chambers**

	<b>Item</b>	
6:30 PM	1.0	Call to Order
6:31 PM	2.0	Adopt Agenda
6:32 PM	3.0	Oath of Office
6:35 PM	4.0	Approve Minutes – February 10, 2015
6:36 PM	5.0	Road Financial Information
6:40 PM	6.0	2016-2020 Roads CIP
6:55 PM	7.0	Resolution Supporting Dedicated Funding for City Streets
7:15 PM	8.0	Council Report and Other Business
7:25 PM	9.0	Adjourn



Oath of Office

City of East Bethel  
East Bethel, Minnesota

Please raise your right hand and read aloud:

I, \_\_\_\_\_, 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.



foot paved shoulder on each side of the road. Construction details are shown on Attachment 8.2. In order to meet current storm water standards, two new ponds will be constructed and one existing pond will be expanded.

Right of Way for eight parcels needs to be secured for this project. With the exception of two parcels the City's offers have been agreed upon. The owner of one of the parcels has not responded to the City's offer or requests for a meeting. The owner of another parcel is in the process of obtaining an independent appraisal. This property owner had not provided any counter offers at the time of this report. Staff will continue to work with the City Attorney to secure the Right of Way.

The City Engineer, Mr. Craig Jochum provided more detailed information on the project. The project is a total reconstruction starting from Lexington Ave. and 185<sup>th</sup> following along Laurel Rd. up to Lincoln and west on Lincoln approximately 800 ft. Laurel will be realigned to come into Lincoln at a 90 degree angle. The MSA system (state aid funding) will help pay for the project and dictates some of the layout and design for the project in order to be eligible for the funding. Specifically this applies to the curves being smoothed out to allow for 30 mph speed limit in order to meet state aid standards.

There will be 6 foot side shoulders for the finished road for pedestrians, biking, and emergency vehicles. Three to six feet of peat will be removed to stabilize the subgrade and make the road last longer.

Mr. Jochum stated the intent is to have the road open to local traffic throughout the project with a gravel surface. This will be possible through a staged process for construction. The current timeline projects securing the Right of Way within the next two to three weeks after which the plans will be submitted to MnDOT for approval. The project is expected to go out for bids in April and following City Council approval should begin in late May or early June.

Members of the audience were offered the opportunity to comment on the project. Several community members shared concerns and asked questions regarding the construction. Mr. Jochum, Mr. Davis and Mr. Ayshford responded and agreed to meet with residents who still had concerns individually at a later time.

Ms. Mary Ann Schumacher asked how the project was necessary and voiced concern about the amount of private property to be used for the upgrade as well as the loss of trees. Mr. Ayshford responded that these roads are currently the most costly and time consuming to patch and they break down again quickly requiring more time and funds. In order to get funding from the state, the project must meet the state aid requirements which includes straightening out the curves to a certain extent. This will also make the roads much safer by improving sight distance. Mr. Jochum stated that they have adjusted the design as much as possible to prevent losing any more trees than absolutely necessary. He also stated that these roads are "high volume" roads – some of the highest in the city. They are also classified as "collector" streets by the state and they have been trying to put shoulders on all collector streets as they are repaired. If the City chose not to straighten the curves they would have to pay \$700,000 out of the General Fund. Ms. Schumacher agreed to discuss the project further with Mr. Jochum off line. Mr. Davis stated he and Mr. Jochum would come out to her property to review the details of the project with her related to her property. They will set up a time to meet in the near

future.

Mr. Nowack asked if a project like this requires that any trees removed must be replaced. The City of East Bethel does not require this but does require that two trees be planted on a new lot. Mr. Jochum noted that the current project design does include replacement of some trees.

Mr. Roger Brandolf asked for clarification of where the expansion of a retention pond and the additional retention pond would be located. The location was shown on the project map and Mr. Brandolf had no further questions.

Mr. Ken Meyer asked if the expansion and addition of the ponds would be taking any additional property from Ms. Schumacher. He stated he feels there should not be a higher speed limit coming into the residential area.

Mr. Joe Morgan asked to ensure that there would always be access to the residential area during construction, especially for emergency vehicles. Mr. Ayshford reassured him that there would be adequate access via the road during construction.

No further comments were brought forth. Residents were thanked for their comments and attendance.

Mr. Ayshford stated that there will be another meeting with residents at the Coon Lake Beach Community Center to share more information as the project moves forward.

### **Update on Interagency Meeting**

City officials and Staff met with representatives from MnDOT, Anoka County, MET Council and Ham Lake on January 29, 2015 to discuss Highway 65 issues and needs between 181st Ave. and Viking Boulevard. Among the items discussed were service road projects on both the east and west side of Highway 65, traffic lights, need for the upgrade of the intersection of Viking Boulevard and Hwy. 65 and an updated study for Hwy. 65.

There was discussion at length in regards to the history of and the short and long term needs for a signalized intersection between 181st Ave. and 187th Lane. While none of these intersections in this area currently meet MnDOT standards for a light, a traffic signal was not ruled out as an option for traffic control should development occur that would generate the traffic volumes required for the installation of a signal.

There was a review of the potential sites for development in this area and the need for service roads to access these properties. The necessity of the service roads was stressed as a means to stimulate additional interest in this area from developers. Staff reviewed the service road options with the group.

Staff requested that MnDOT and MET Council consider additional and new funding for these projects. MnDOT advised, that in addition to the Cooperative Agreement Grants, Safety Capacity Funds are available to the City in the amount of \$1,000,000 in 2020 and there is a possibility that these monies can be advanced. MnDOT will advise us of the availability of these funds at our next meeting in March. Representatives from Metropolitan Council were requested to provide funding information and stated that they would look to see what options exist in their system for funding service roads and utilities.

Tom Collins, City Engineer for Ham Lake, attended the meeting. Both Cities indicated they will coordinate their plans for service roads in and around 181st Ave. to avoid any issues with alignments and schedules.

City Staff also discussed and requested clarification of eligibility for the Cooperative Agreement Grants. The previous grant approval (Johnson Street Service Road) was modified after we were given the authorization to proceed. City Staff requested that MnDOT review and communicate their procedure and policy on this matter to avoid this situation for future projects.

City Staff scheduled another meeting on February 25<sup>th</sup> to continue discussion on MnDOT and MET Council funding options and provide these groups with additional information on potential projects. Staff and City Council will be developing preliminary cost estimates for the options previously presented for the West Side Service Roads and prepare a project and estimated costs for the East Side.

East Bethel participants were encouraged with the progress made and the participation in the meeting and again expressed thanks and appreciation to the attendees.

Attendees were:

MnDOT- Sheila Kauppi and Paul Jung

MET Council – Ed Reynoso and Anna Lee Garletz

Ham Lake – Tom Collins

Anoka County – Julie Braasstad

City of East Bethel – Jack Davis, Craig Jochum, Nate Ayshford, Colleen Winter, Steve Voss, Dan Butler

Members were provided with information on several options to be funded along with cost estimates for the projects. (Attachments 9.1 – 9.5)

MnDOT suggested \$500K for two portions of the project, one to exit the north side of the property via Buchanan St NE, Taylor St NE or 189<sup>th</sup> Ave NE to Jackson and another \$500K to possibly fund an exit via Buchanan Ave S. They left the choice of projects to use the funding for up to the City as long as it does not include an exit to Hwy 65.

Another option that was presented was for a service road on the east side of Hwy 65, coming down south from Viking Blvd to Briarwood. This might be a possibility in place of using the money for an exit south to 181<sup>st</sup> on the west side of 65. Attendees at the meeting also discussed the possibility of upgrading a stoplight at County Road 22. There has been an issue with people having difficulty getting across and it was felt that adding a frontage road would lead to increased problems.

Mr. Ayshford stated that the next step is to decide how to proceed and which project options to recommend for funding at this time. Mr. Davis related the options included two projects for the East side of 65 and two for the West side. The project going north to Viking Blvd or Jackson St is the most “ready to go” at this time. The Road Commission previously made a recommendation for a project going out to Jackson St to access the theatre and the Classic Commercial Park. There have been some suggestions and even opposition to this recommendation. An option to build an access road straight north

along Buchanan to County Road 22 has been deemed the least appropriate option due to the extensive excavation required in order to get a substantial subgrade for the road and it is also the most expensive option.

An alternate proposal is the route north on Buchanan to 189<sup>th</sup>, west to Taylor St and north on Taylor to County Road 22. This would be better than the Jackson St option because it would intersect with County Road 22 closer to Hwy 65 but it is also a more expensive option. The cost estimate is approximately \$2.3 million which includes a stoplight at County Road 22. Mr. Davis stated that Anoka County standards no longer require a stoplight at this intersection which would bring the cost down closer to \$2 million. The Jackson St option would be about \$1.4 million. The cost of the Taylor St option would be funded through MSA and Street Capital funds and possible Intersection Safety funding and Cooperative Agreement Grants.

Mr. Davis asked that the Road Commission consider changing their recommendation to the Taylor Street option. This would eliminate concerns about additional traffic on Jackson St, particularly heavy trucks and the Taylor St option would come out closer to Hwy 65 possibly making it a more viable frontage road with the eventual possibility of continuing on Buchanan south to 181<sup>st</sup> at some point in the future.

Mr. Thunberg asked for clarification of the value added calculations. Based on the property served, it would add value to the City if the property were developed. Mr. Davis stated that he felt the Taylor St option would provide more overall value to the City. Mr. Ayshford also mentioned that there is a housing development planned for Viking Blvd at the location where the Taylor St option would intersect. Mr. Thunberg also asked about the required right of way and property for this option. The City would have to purchase one residential property or it could be routed across the Our Savior's Lutheran Church's property. Mr. Davis reported a planned meeting with the church board to discuss their preferences. Some of this also depends on the proposed senior housing development on their property.

Ms. Paavola emphasized that it is important to take advantage of the funding that is available now despite the fact that not all parties will be in agreement. Mr. Thunberg stated he felt the Taylor St. option made more sense now with the additional funding available and Ms. Pierson-Kolodzienski agreed. She noted that all options had pros and cons but she believes it will benefit the church and the senior housing with the road going out to County Road 22 instead of Jackson.

Mr. Davis informed the members that they will be able to identify which of the funding options the projects will be eligible and will compile a funding proposal for the next Road Commission meeting for the members' review along with additional information. He stated that this is only the first phase with the goal being to work towards completion of complete access roads on both sides of Hwy 65 to help bring more development to the area.

Mr. Thunberg questioned whether MET Council might be able to assist with utilities if not with the roads. Mr. Davis stated they have asked the question of MET Council and are anticipating information on what funding might be available through their organizations.

**Mr. Thunberg made a motion to change the recommendation to the City Council from the original project via Jackson St to a project via Taylor St. Ms. Pierson-Kolodzienski seconded; all were in favor except Mr. Murphy, majority carried.**

**Selection of new Road Commissioner**

Commission members voted and announced the unanimous selection of Mr. Daniel Nowack as the new Road Commissioner.

**Council Report/Other Business**

Mr. Ronning related that the City Council held a Special meeting earlier on February 10<sup>th</sup> for the proposed housing development at Jackson and Viking. The plans are on hold as the Army Corps of Engineers disapproved of the plan. The owner is reviewing other possible options. The Council did approve the owner's request for excavation.

**Adjourn**

**Ms. Pierson-Kolodzienski motioned for adjournment. Mr. Murphy seconded; all in favor, motion carried. Meeting was adjourned at 8:05 p.m.**

Respectfully submitted,  
Susan Lori Irons  
Recording Secretary

**Attachments:**

- 2.0) Agenda for February 10, 2015 Road Commission Meeting
- 5.0) Minutes of January 13, 2015 Road Commission Meeting
- 6.0) Fiscal Year-to-date Financial Reports
- 8.1) Lincoln – Laurel Construction Plan set
- 8.2) Lincoln – Laurel Construction details
- 9.1) Map of Service Road Options for West Side
- 9.2) Map of Service Road Option for East Side
- 9.3) Cost Estimates
- 9.4) Cost Summary
- 9.5) Project Locations

**City of East Bethel**  
**Revenue / Expense Statement**  
**Fiscal Year 2015**  
**1/1/15 to 2/28/15**

Account Description	1/1/15 to 2/28/15 Actual	FY 2015 Budget	YTD as a % of Budget
Public Works - Streets			
E 101-43220-101 Full-Time Employees Regular	37,596.72	270,600.00	14%
E 101-43220-102 Full-Time Employees Overtime	1,392.67	10,200.00	14%
E 101-43220-103 Part-Time Employees	-	6,000.00	0%
E 101-43220-105 Employee On Call/Standby Pay	732.19	3,100.00	24%
E 101-43220-107 Commissions and Boards	-	1,700.00	0%
E 101-43220-122 PERA-Coordinated Plan	2,979.12	20,300.00	15%
E 101-43220-125 FICA/Medicare	3,272.61	26,500.00	12%
E 101-43220-126 Deferred Compensation	1,197.59	7,500.00	16%
E 101-43220-131 Cafeteria Contribution	8,253.00	49,500.00	17%
E 101-43220-151 Worker s Comp Insurance Prem	19,830.42	24,500.00	81%
E 101-43220-201 Office Supplies	74.23	100.00	74%
E 101-43220-211 Cleaning Supplies	21.55	400.00	5%
E 101-43220-212 Motor Fuels	1,210.74	36,000.00	3%
E 101-43220-213 Lubricants and Additives	258.39	3,200.00	8%
E 101-43220-214 Clothing & Personal Equipment	77.60	3,000.00	3%
E 101-43220-215 Shop Supplies	97.06	1,500.00	6%
E 101-43220-216 Chemicals and Chem Products	-	200.00	0%
E 101-43220-217 Safety Supplies	93.18	1,800.00	5%
E 101-43220-218 Welding Supplies	-	1,200.00	0%
E 101-43220-219 General Operating Supplies	35.00	500.00	7%
E 101-43220-221 Motor Vehicles Parts	422.29	7,200.00	6%
E 101-43220-222 Tires	45.00	4,500.00	1%
E 101-43220-223 Bldg/Facility Repair Supplies	-	500.00	0%
E 101-43220-224 Street Maint Materials	9,609.93	73,500.00	13%
E 101-43220-226 Sign/Striping Repair Materials	-	7,000.00	0%
E 101-43220-229 Equipment Parts	384.14	9,600.00	4%
E 101-43220-230 Snowplow Cutting Edges	-	10,000.00	0%
E 101-43220-231 Small Tools and Minor Equip	39.98	2,600.00	2%
E 101-43220-306 Personnel/Labor Relations	-	400.00	0%
E 101-43220-307 Professional Services Fees	-	600.00	0%
E 101-43220-321 Telephone	385.37	2,900.00	13%
E 101-43220-341 Personnel Advertising	-	100.00	0%
E 101-43220-342 Legal Notices	-	100.00	0%
E 101-43220-381 Electric Utilities	-	20,000.00	0%
E 101-43220-382 Gas Utilities	-	7,000.00	0%
E 101-43220-385 Refuse Removal	163.80	3,200.00	5%
E 101-43220-388 Hazardous Waste Disposal	-	500.00	0%
E 101-43220-401 Motor Vehicle Services (Lic d)	212.90	8,200.00	3%
E 101-43220-402 Repairs/Maint Machinery/Equip	353.20	6,400.00	6%
E 101-43220-403 Bldgs/Facilities Repair/Maint	1,202.11	4,000.00	30%
E 101-43220-404 Street Maint Services	-	52,000.00	0%
E 101-43220-422 Auto/Misc Licensing Fees/Taxes	47.00	100.00	47%
E 101-43220-431 Equipment Replacement Chgs	125,000.00	125,000.00	100%
E 101-43220-433 Dues and Subscriptions	-	100.00	0%
E 101-43220-434 Conferences/Meetings	185.00	-	N/A
	215,172.79	813,300.00	26%

City of East Bethel  
Balance Sheet  
Fiscal Year 2015  
2/28/15

Fund Name	Street Construction - State Aid (402)	Street Capital Projects (406)
G xxx-10100 Cash	3,975.34	1,231,441.01
G xxx-10200 Petty Cash		
G xxx-10700 Taxes Receivable-Delinquent		
G xxx-11501 Utility Receivable		
G xxx-12200 Special Assess Rec - Delinquent		
G xxx-12300 Special Assess Rec-Deferred		
G xxx-13100 Due from Other Funds		
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		
<b>Total Assets</b>	<b>3,975.34</b>	<b>1,231,441.01</b>
G xxx-20400 Sales Tax Payable		
G xxx-20600 Contract Retainage		19,231.00
G xxx-20700 Due to other funds		
G xxx-20810 State Surcharges		
G xxx-21706 Medical		
G xxx-21707 Dental		
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		
G xxx-21716 Disability / Life		
G xxx-21719 Union Dues		
G xxx-21721 COBRA		
G xxx-21722 COBRA		
G xxx-22200 Deferred Revenues		
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		
<b>Total Liabilities</b>	<b>-</b>	<b>19,231.00</b>
<b>Fund Balance</b>		
G xxx-25300 Unreserved Fund Balance at 12/31/14	3,973.83	786,852.28
Excess of Revenues over Expenses (1/1/15 to 2/28/15)	1.51	425,357.73
<b>Total Fund Balance</b>	<b>3,975.34</b>	<b>1,212,210.01</b>
<b>Total Liabilities and Fund Balance</b>	<b>3,975.34</b>	<b>1,231,441.01</b>

**City of East Bethel**  
**Revenue / Expense Statement**  
**Fiscal Year 2015**  
**1/1/15 to 2/28/15**

Account Description	1/1/15 to 2/28/15 Actual	FY 2015 Budget	YTD as a % of Budget
<b>Street Project State Aid</b>			
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
	-	-	<b>N/A</b>
<b>Street Project Non-State Aid</b>			
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
	-	-	<b>N/A</b>



# City of East Bethel Road Commission Agenda Information

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**Date:**

March 10, 2015

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**Agenda Item Number:**

Item 6.0

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**Agenda Item:**

2016-2020 Capital Improvement Planning

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

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**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 2015-2019 Roads CIP. We will discuss those projects that are listed for 2016 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. The current available funds in the MSA account are approximately \$1,539,456. The reconstruction of Lincoln, Laurel, and 185<sup>th</sup> Ave planned for 2015 has an estimated cost of around \$700,000 leaving \$839,456 for use on future projects. This amount does not include the option of advance funding future MSA amounts.

Possible items up for addition to the MSA CIP include;

1. 189<sup>th</sup> 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 209<sup>th</sup> up to and including 213<sup>th</sup> Ave (3/4 mile approx \$550,000)
4. 181<sup>st</sup> 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 221<sup>st</sup> 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:**

6.1) 2015-2019 MSA and Street Capital CIP

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**Fiscal Impact:** As noted above

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**Recommendation(s):** As noted

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**Road Commission Action**

Motion by: \_\_\_\_\_

Second by: \_\_\_\_\_

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Vote Yes: \_\_\_\_\_

Vote No: \_\_\_\_\_

No Action Required: \_\_\_\_\_

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

<b>MUNICIPAL STATE AID FUND</b>	<b>Beginning Balance</b>	<b>Sources (Revenues)</b>	<b>Uses (Project Costs)</b>	<b>Ending Balance</b>
<b>2015 Beginning Balance</b>	\$288,257			\$288,257
Municipal State Aid Funding		\$557,291		\$845,548
189th Ave			\$1,000,000	-\$154,452
<b>2015 Ending Balance</b>				-\$154,452
<b>2016 Beginning Balance</b>	-\$154,452			-\$154,452
Municipal State Aid Funding		\$557,291		\$402,839
Davenport St Reconstruction			\$550,000	-\$147,161
<b>2016 Ending Balance</b>				-\$147,161
<b>2017 Beginning Balance</b>	-\$147,161			-\$147,161
Municipal State Aid Funding		\$557,291		\$410,130
181st Ave Reconstruction			\$400,000	\$10,130
<b>2017 Ending Balance</b>				\$10,130
<b>2018 Beginning Balance</b>	\$10,130			\$10,130
Municipal State Aid Funding		\$557,291		\$567,421
University Ave Reconstruction			\$450,000	\$117,421
<b>2018 Ending Balance</b>				\$117,421
<b>2019 Beginning Balance</b>	\$117,421			\$117,421
Municipal State Aid Funding		\$557,291		\$674,712
Projects TBD			\$0	\$674,712
<b>2019 Ending Balance</b>	\$674,712			
<b>TOTAL MUNICIPAL STATE AID FUND SOURCES &amp; USES</b>		\$2,786,455	\$2,400,000	

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  
2015-2019  
Funding Analysis**

STREET CAPITAL FUND	Beginning Balance	Sources (Revenues)	Uses (Project Costs)	Ending Balance
<b>2015 Beginning Balance</b>	\$741,186			
Transfer from General Fund		\$425,000		\$1,166,186
225th Ave-Sealcoat			\$23,000	\$1,143,186
222nd Ave-Sealcoat			\$7,000	\$1,136,186
226th LN-Sealcoat			\$20,000	\$1,116,186
London St- Sealcoat			\$25,000	\$1,077,686
221st Ave-Sealcoat			\$35,000	\$1,042,686
Wake St- Sealcoat			\$15,000	\$1,027,686
Waconia Circle and Staples St-Sealcoat			\$110,000	\$917,686
Isanti St-Overlay			\$56,400	\$861,286
Rochester St-Overlay			\$140,000	\$721,286
7th St Overlay			\$140,000	\$581,286
Leyte St-Overlay			\$85,000	\$496,286
<b>2015 Ending Balance</b>				\$496,286
<b>2016 Beginning Balance</b>	\$496,286			
Transfer from General Fund		\$425,000		\$921,286
Rendova St- Overlay			\$140,000	\$781,286
Okinawa and Tippecanoe-Overlay			\$225,000	\$556,286
209th, Austin, and 204th-Overlay			\$505,900	\$50,386
<b>2016 Ending Balance</b>				\$50,386
<b>2017 Beginning Balance</b>	\$50,386			
Transfer from General Fund		\$425,000		\$475,386
Sunny View Addition- Sealcoat			\$53,000	\$422,386
DeGardners Addition- Sealcoat			\$75,500	\$346,886
<b>2017 Ending Balance</b>				\$346,886
<b>2018 Beginning Balance</b>	\$346,886			
Transfer from General Fund		\$425,000		\$771,886
Hidden Haven West-sealcoat			\$180,000	\$591,886
Hidden Haven East-sealcoat			\$70,000	\$521,886
Cedar Brook Addition-sealcoat			\$90,000	\$431,886
<b>2018 Ending Balance</b>				\$431,886
<b>2019 Beginning Balance</b>	\$431,886			
Transfer from General Fund		\$425,000		\$856,886
Projects TBD			\$0	\$856,886
<b>2019 Ending Balance</b>				\$856,886
<b>Total Street Capital Fund Sources and Uses</b>		\$2,125,000	\$2,009,300	



# City of East Bethel Road Commission Agenda Information

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**Date:**

March 10, 2015

\*\*\*\*\*

**Agenda Item Number:**

Item 7.0

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**Agenda Item:**

Resolution Supporting Dedicated Funding for City Streets

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**Requested Action:**

Consider supporting a resolution from the League of Minnesota Cities

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**Background:**

The League of Minnesota Cities (LMC) Board of Directors adopted a resolution on Feb. 19 demonstrating support for new dedicated state funding for city streets. The resolution, which is aimed at formalizing a directive enacted by the Board in January, supports “an omnibus transportation funding bill that provides additional dedicated state funding for city streets including funding that can be used for non-MSA (municipal state aid) city street maintenance, construction and reconstruction.” The resolution will be presented to legislators, Gov. Dayton, and other stakeholders. This legislation is a top priority for the LMC this legislative session.

Cities that are interested in supporting this effort are encouraged to consider adopting the resolution as soon as possible and sharing it with their legislators.

**Attachments:**

7.1) Sample Resolution

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**Fiscal Impact:** None at this time

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**Recommendation(s):**

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**Road Commission Action**

Motion by: \_\_\_\_\_

Second by: \_\_\_\_\_

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Vote Yes: \_\_\_\_\_

Vote No: \_\_\_\_\_

No Action Required: \_\_\_\_\_

**RESOLUTION # \_\_\_\_\_**  
**A RESOLUTION SUPPORTING DEDICATED STATE FUNDING FOR CITY STREETS**

**WHEREAS**, Minnesota contains over 141,000 miles of roadway, and over 22,500 miles—or 16 percent—are owned and maintained by Minnesota’s 852 cities; and

**WHEREAS**, almost 85 percent of municipal streets are ineligible for dedicated Highway User Tax Distribution Fund dollars; and

**WHEREAS**, the more than 700 Minnesota cities with populations below 5,000 are ineligible for dedicated Highway User Tax Distribution Fund dollars; and

**WHEREAS**, city streets are a separate but integral piece of the network of roads supporting movement of people and goods; and

**WHEREAS**, existing funding mechanisms, such as Municipal State Aid (MSA), property taxes and special assessments, have limited applications, leaving cities under-equipped to address growing needs; and

**WHEREAS**, city cost participation in state and county highway projects diverts resources from city-owned streets; and

**WHEREAS**, maintenance costs increase as road systems age, and no city--large or small—is spending enough on roadway capital improvements to maintain a 50-year lifecycle; and

**WHEREAS**, for every one dollar spent on maintenance, a road authority--and therefore taxpayers--save seven dollars in repairs; and

**WHEREAS**, cities need greater resources, including an additional dedicated state funding source for transportation, and flexible policies in order to meet growing demands for street improvements and maintenance.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF \_\_\_\_\_**  
that the City of \_\_\_\_\_ supports an omnibus transportation funding bill that provides additional dedicated state funding for city streets including funding that can be used for non-MSA city street maintenance, construction and reconstruction.

**ADOPTED** by the City of \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_, 2015.



# City of East Bethel Road Commission Agenda Information

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**Date:**

March 10, 2015

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**Agenda Item Number:**

Item 8.0

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**Agenda Item:**

Council Report and Other Business

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**Requested Action:**

Informational Item

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**Background:**

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

**Attachments:**

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**Fiscal Impact:**

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**Recommendation(s):**

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**Road Commission Action**

Motion by: \_\_\_\_\_

Second by: \_\_\_\_\_

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Vote Yes: \_\_\_\_\_

Vote No: \_\_\_\_\_

No Action Required: \_\_\_\_\_