

to the MSA Capital Improvement Plan and the Roads Capital Improvement Plan for the next 5 years.

**MSA
Fund**

The current available funds in the MSA account are approximately \$1,539,456. The reconstruction of Lincoln, Laurel, and 185th 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. 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)

The project currently under discussion with the City Council, MnDot and Anoka County is the building of a service/frontage road that exits the Classic Commercial Park. There was another meeting with the agencies involved two weeks ago and the last recommendation from the Road Commission appears to be the choice to move forward with. (North via Taylor Street to Viking Blvd) Discussions have begun with property owners regarding right of ways with favorable results.

Funding for the project is estimated at \$2 million depending on cost of right of ways. With the \$500,000 that MnDot has stated the City is eligible for and the potential for a cooperative agreement project (eliminating an access off of Hwy 65) the City might qualify for another \$700,000.

At the meeting the suggestion for closing access off of Hwy 65 was to close the crossover at 187th to eliminate vehicles trying to cross two lanes of traffic on Hwy 65 to turn left onto the highway going the other direction. Traffic traveling on Hwy 65 would still be allowed to make a left turn to access the frontage roads on opposite sides of the highway. The Mayor and other attendees at the meeting felt it was important not to close the crossover until the service roads were completed as closing the crossover would prevent access for many residents. The crossover at 181st will remain open.

Mr Ayshford reviewed the status of stoplights for intersections on Hwy 65, noting that a light had previously been approved for 187th many years ago but the anticipated grocery store at that intersection never developed and no light was placed as funding was lost. MnDot is no longer in favor of a light at that intersection as it does not meet their requirements. MnDot has shown some favor for a light at 181st but not in the near future

or until warrants are met that require a signalized intersection.

Members agreed that eliminating the crossover would be helpful for safety. Mr Ayshford said that the cooperative agreement usually requires actually closing an access point to the highway, not just prohibiting crossover left turns. City representatives at the meeting did not support completely closing 187th so the discussion is ongoing.

Ms Pierson-Kolodzienski asked if any funding support was available through Met Council. Mr Ayshford stated there were no funds for road construction and although it was hoped they might assist with utilities, this does not appear to be an option.

The owners of property north of Viking Blvd would like to have the access road intersect with Viking closer to Hwy 65 to make access more convenient for a development they are planning at the location. This option is being researched but it would be through wetlands and therefore more difficult. It also does not open up any land for additional development. Mr Ayshford noted that some service/frontage roads can be difficult to find and follow but the option proposed by the property owners here would tend to keep the service road following a roughly straight line following Buchanan and potentially north up as far as Klondike Rd. Mr Thunberg suggested that the property owner might bring a proposal to the City with his plans and timeline for development of the property to further facilitate a discussion regarding service/frontage road plans.

Mr Thunberg questioned the timeline for projects reflected on the Funding Analysis. (Attachment 6.1) Mr Ayshford related that Lincoln-Laurel will probably be the only project for 2015 and it had been pushed back from last year. The service road project would most likely not begin until next year.

Mr Ashford informed the members that all but one property owner has agreed to right of ways for the Lincoln-Laurel project. Discussions with this owner are ongoing.

Mr Ayshford noted that adding the service road project will likely push all subsequent projects back by at least a year or two. He related that Davenport, 181st and University roads are all in rough shape. The department will work to keep them useable with patching and possibly seal-coating until complete repair can be done.

Mr Thunberg questioned the status of Ham Lake and Oak Grove on the roads that are shared between them and East Bethel. Mr Ayshford stated that Ham Lake does not have 181st as a high priority looking at 4-5 yrs out. Oak Grove is also not planning any big repairs to University Ave for several years but was open to getting that project completed. 181st Street is the south boundary and University Ave is the west boundary of East Bethel. The City has agreements with Ham Lake and Oak Grove for maintenance and for Capital improvements the cost is split between the two entities. On 181st Street, whichever city plow gets there first will plow both sides of the street.

Members discussed priorities for the remaining projects on the list. It was noted that the east side of Hwy 65 already has a frontage road at the front of most of the properties along that side. Adding a service road along the back of the properties could be a lesser priority than other projects. Mr Ayshford stated that there is still interest from property owners on the east side to sell land for further development.

According to Mr Ayshford the focus in the past was on the west side to try to bring in

development to the area. Some members agreed that it made more sense to focus on the service road access on the west side of Hwy 65 with the possibility of continuing the road south to 181st in the future. The new roads and access could make the area more attractive for potential developers.

Mr Ayshford will draft a proposal with the discussed changes in the timeline for discussion at the next meeting. The proposal would include adding 189th to Taylor Street for 2016 with a more accurate estimate of what the beginning balance will be. In 2017 other service road projects can be listed with cost estimates available as well.

Ham Lake representatives at the meeting with MnDot and the county suggested they might move their service road on the south side of 181st to meet up with any service road that East Bethel brings out to that point. If this isn't feasible, they felt it would be preferable to have the two roads be separated by an appropriate distance to make it relatively easy to turn on 181st and then proceed to the frontage road to turn again and follow it.

Following further discussion several members felt it might make more sense to pursue the service road on the east side of the highway as it has more property available to develop. It is unknown if conditions might lead to placement of a stoplight at 181st and Hwy 65 if the service road brought increased traffic through that intersection but it is known that property owners on the east side are interested in facilitating further development. There are also over 300 acres of open land on the south side of 181st (east of Hwy 65 in Ham Lake) that could potentially be developed as well.

Mr Ayshford also let the members know that the funding from MnDot would not be available until 2020. It will be possible for the City to fund the projects selected for this money and be paid back when the MnDot funds become available. Apparently this is a relatively common process used by the county.

Members agreed that the projects for 181st and University Ave will need to be coordinated with Ham Lake and Oak Grove when they are able and ready to address them. Mr Ayshford will prepare the proposed plan and members will review at the next meeting.

**Street
Capital
Fund**

Members reviewed the proposed plan or projects under the Street Capital Fund. The beginning balance is the \$425,000 transferred from the General Fund to be used for improving city streets.

For 2015 there are several projects planned. The overlays on Isanti St, Rochester St, 7th St and Leyte St may be included in the bid for the Lincoln-Laurel project. These should be simple projects with minimal challenges.

In 2016, it is proposed to do overlays on streets in the Whispering Oaks development. Mr Ayshford suggested that they might consider a "reclaim" project where the existing blacktop would be ground up, regarded and then lay blacktop over it. Council Member Ronning questioned if any financial savings are realized using this process. Mr Ayshford stated that it is actually more expensive to use the "reclaim" process but the result is much longer lasting than a simple overlay would be. The actual cost of reclaiming is less now than it has been in previous years. Several roads that had overlays done have multiple cracks which will have to be filled but the roads that had the reclaiming process

do not have cracks.

Mr Thunberg asked about the sealcoat rotation on city roads. Mr Ayshford responded that they try to sealcoat every 10-15 years on most city streets. There have not been many sealcoats done on MSA roads and Mr Ayshford reported that many cities are moving away from this process as it can result in shallow potholes and delaminating of the pavement under certain circumstances.

A liquid soy based chemical has been used by some nearby cities with very good results. There is no rock required, the coating dries in about 20-30 minutes and no repainting of pavement markings are required so there is less traffic disruption. The product is also a “green” product. Mr Ayshford will be attending a conference about this process to learn more.

There are currently no proposed projects for 2019 and members were encouraged to suggest any they might be aware of. Mr Ayshford will review the sealcoat rotation to see if some streets can be added as well as possible overlays for 2019. Mr Thunberg stated that 3rd Street and 229th has not had any upkeep for several years and it has many cracks. He also noted that a section of 229th between University Ave and 3rd St never got a second layer of asphalt when University was being worked on. Mr Ayshford agreed to review these for addition to the budget.

Ms Pierson-Kolodzienski noted that Sandy Drive is rough. This is a MSA road that could be added to the budget.

Mr Ayshford will update the budget proposal for the Street Capital Fund for review at the next meeting. The approved proposal will need to be finalized in May for submission to the Council in June.

Resolution Supporting Dedicated Funding for City Streets

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. Sample at Attachment 7.1.

Mr Ayshford explained that the goal is to get more funding for city streets from the state. East Bethel currently does not receive any funds for city streets. MSA funds are only available for specific “MSA” identified roads. The funding requested would be for use on any city streets.

Councilmember Ronning noted that the state legislature is considering using some of the state fund surplus to address infrastructure. This may make the proposed resolution more favorable. Agreeing to the resolution as requested for East Bethel does not obligate any

funds from the city in any way. It is strictly a show of support for the proposed bill.

Ms. Pierson-Kolodzienski motioned to recommend adopting the resolution to support the bill for additional state funding for city streets. Ms Paavola seconded; all in favor except Mr Murphy, motion carried by majority vote (4-1).

Council Report

Mr. Ronning reported that the Council received a presentation regarding possible refinancing for the city's 2010A Bonds for a potential savings of over \$900,000. The City Attorney spoke about the telecommunications tower that Verizon would like to place next to the Public Works building. The negotiations have been going on for several months but there are currently two areas of contention. See City Council Meeting Minutes dated March 4th, 2015 for more detailed information.

The Council also had a closed session regarding property acquisition for the Lincoln-Laurel project to discuss strategy. Commission members discussed the status of the resident's concerns voiced at the last meeting regarding her property. Mr Ayshford related that the resident was reassured regarding loss of trees. She was concerned about the amount of land taken for the right of way leaving her acreage to less than 5 acres.

Other Business

Mr Ayshford hoped to have the Joint Powers Agreement (JPA) bid available for this meeting but it will not be completed until later in the week. This will not allow time for the Road Commission to review it and it will go straight to the Council for approval. Mr Ayshford stated that the amounts on the bid are usually pretty favorable so this shouldn't be a problem.

Mr Ayshford reported that the city's MSA funding has increased from \$557,291 to \$600,000 annually.

Mr Ronning commented that "Local Government Assistance" does not seem to exist anymore.

Adjourn

Ms. Pierson-Kolodzienski motioned for adjournment. Ms Paavola seconded; all in favor, motion carried. Meeting was adjourned at 7:30 p.m.

Respectfully submitted,
Susan Lori Irons
Recording Secretary

Attachments:

- 2.1) Agenda for March 10, 2015 Road Commission Meeting
- 4.1) Minutes of February 10, 2015 Road Commission Meeting
- 5.1) Fiscal Year-to-date Financial Reports
- 6.1) 2015-2019 MSA and Street Capital CIP
- 7.1) Sample Resolution