

**City of Ramsey**  
**Agenda**  
**Joint City Council / Charter Commission Work Session**  
**Tuesday November 19, 2013**  
**6:00 p.m.**  
**Lake Itasca Room 7550 Sunwood Drive NW**

- 1. Call to Order**
- 2. Topics for Discussion**
  1. Introductions: Mayor Strommen and Charter Chairperson Field
  2. Long-Term Street Maintenance Program Background Presentation
  3. Review Funding Alternatives: Identify Pros and Cons
  4. Consider Opportunities and Action for Each Funding Alternative
  5. Identify Other Charter Issues for Future Consideration
- 3. Topics for Future Discussion**
- 4. Mayor/Council/Staff Input**
- 5. Adjournment**

Meeting Date: 11/19/2013

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**Information**

**Title:**

Introductions: Mayor Strommen and Charter Chairperson Field

**Purpose/Background:**

Introductions will be made at this time.

**Timeframe:**

**Funding Source:**

**Responsible Party(ies):**

**Outcome:**

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**Attachments**

*No file(s) attached.*

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**Form Review**

**Inbox**

Kurt Ulrich

Form Started By: Jo Thieling

Final Approval Date: 11/13/2013

**Reviewed By**

Kurt Ulrich

**Date**

11/13/2013 06:01 PM

Started On: 11/13/2013 09:59 AM

Meeting Date: 11/19/2013

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### Information

**Title:**

Long-Term Street Maintenance Program Background Presentation

**Purpose/Background:**

The City of Ramsey maintains over 174 miles of city streets. City staff has been rating and evaluating the pavement condition of all city streets for many years using the Pavement Surface Evaluation and Rating (PASER) system. Attached is a map showing the PASER ratings of all city streets. Currently, about 23.5% of city streets have a PASER rating between 0 and 6, whereas 76.5% are rated between 7 and 10. While the majority of city streets currently have a PASER rating of 7 or greater, which is identified as one of the city's Strategic Initiatives in the recently adopted Strategic Action Plan, the PASER ratings on many of our city streets will decrease fairly rapidly over the coming years unless a long-term street maintenance program (SMP) is soon developed and implemented. This is because more than 45% of city streets were constructed in the 10 year period between 1976 and 1985, meaning these streets have been in service for almost 30 to 40 years. And since most of these streets have not received regular maintenance during their life, they will likely be nearing the end of their useful lives over the next decade or so. A long-term street maintenance program must therefore be implemented as soon as possible to allow these streets to be better maintained in the future to prolong their lives as much as possible, thereby avoiding the need to reconstruct 45% of all city streets within the next decade or so, resulting in a huge financial burden on the city.

The City has been discussing the adoption of a long-term Street Maintenance Program (SMP) for many years. Attached is the City Council case from March 19, 2013 which outlines work completed by staff in 2009 pertaining to the implementation of a long-term SMP. In 2009 staff estimated that an annual cost of \$3,200,000 would be needed to fund a long-term SMP based on maintaining a PASER system rating of 7 or better on all 142 miles of non-Municipal State Aid System (MSAS) city streets (it was assumed at the time that any funds needed to maintain the city's 36 miles of MSAS streets would be taken from the city's annual MSAS allocation). Staff's estimated costs accounted for all costs required to maintain all non-MSA city streets assuming a 40 year useable design life which required 4 crackseal and sealcoat projects, 1 overlay project, and 1 reconstruction project to be completed. Initial construction costs were not factored in. This yielded an estimated total cost of \$9,588,203 for maintaining all non-MSAS streets over a 5 year period from 2011 to 2015, equating to an annual cost of \$1,917,640.60. Staff also estimated costs for maintaining the same streets for a 10 year period from 2011 to 2020 which totaled \$72,401,106 and equated to an annual cost of \$7,240,110.60.

In 2013 the City Council directed staff to re-evaluate the estimated costs for implementing a long-term street maintenance program. Staff first examined the previously assumed 40 year design life of city streets. Recent studies have concluded that streets which are constructed over well-drained subgrade soils, such as the sands found in the Anoka sand plain which Ramsey is located in, and which receive regularly scheduled maintenance, can reasonably be expected to have useful lives of 60 years or so. Therefore, staff determined that if the City was able to annually dedicate the necessary funds to properly maintain all city streets, it should be reasonable to expect the city streets in Ramsey to last for 60 years between reconstructions. To properly maintain all city streets, staff developed the following street maintenance program. All streets should be crack sealed 3 years after initial construction, all overlays, and following reconstruction. Concurrent crack sealing and seal coating operations should be applied in years 6, 13, 26, 33, 46, and 53. Overlay and edge milling operations should be applied in years 20 and 40. Then, in approximately year 60, either a reclaim and repave project or a full reconstruction project should occur, after which the street maintenance cycle would start all over again.

Staff then updated the city streets database, which contains detailed design information for all street segments throughout the city, to ensure the new estimated costs would be as accurate as possible by making sure all street

segments throughout the city were accounted for, and that each segment was updated to reflect the most current maintenance work completed on that segment. Then, the street maintenance program treatments recommended above were applied to each street segment, and average unit bid prices from street maintenance projects completed in 2013 in Ramsey and nearby cities were applied to each treatment on each segment to determine the new estimated costs for the long-term SMP.

It should also be noted that during the July 9<sup>th</sup> City Council work session, Council directed staff to assume that all streets will be maintained and reconstructed “as is” with no changes to the roadway design or type, and that no costs should be included for additional sidewalks or pathways along reconstructed streets when estimating long-term SMP costs.

Based on the design assumptions noted above, and the use of 2013 average unit bid prices from local projects, staff updated the estimated costs for funding the city’s long-term SMP for all 174+ miles of city streets as follows:

- For the 60 year period from 2014 through 2073, the total estimated cost is \$262,077,338 and the annual estimated cost is \$4,367,956.
- For the 10 year period from 2014 through 2023, the total estimated cost is \$25,247,367 and the annual estimated cost is \$2,524,737.
- For the 5 year period from 2014 through 2018, the total estimated cost is \$11,011,879 and the annual estimated cost is \$2,202,376.

The 2014 budget includes \$500,000 for SMP projects. Based on the 5 year estimated costs presented above, and assuming \$500,000 can be budgeted for SMP projects over the subsequent 4 years, the city is facing an estimated \$1.7 million shortfall for funding SMP projects over the next 5 years. Therefore, existing funding sources will need to increase substantially or new funding sources will need to be implemented to fund the SMP. If neither of these occurs, the city will not be able to maintain its streets to the desired PASER ratings and the streets will degrade more rapidly over time.

Of the existing 174+ miles of city streets, about 32 miles are designated as Municipal State Aid System (MSAS) streets which generate revenue via annual construction and maintenance allocations through the Minnesota Department of Transportation (MnDOT) State-Aid office. In 2013, the city received MSAS allocations of \$576,844 for construction and \$443,377 for maintenance of MSAS streets, totaling \$1,020,221. The remaining 142 miles of streets are non-MSAS streets and generate no revenue. Most of our annual MSAS revenues are currently being used to pay back debt from previous projects, and will be for several years to come. As such, MSAS funds are not a viable funding option for SMP projects in the near future.

Any funding source utilized to fund long-term SMP projects should be reliably dedicated for this purpose. Numerous funding options are currently available to cities to fund their street maintenance projects such as annual budgeting through the general levy, purchasing General Obligation (GO) bonds on a project-by-project basis, applying funds from annual MSAS allocations as available, and applying special assessments as allowed under Minnesota Statute Chapter 429. However, all of these funding sources are becoming less and less reliable over time. And when considering the increased costs associated with the addition of annual street reconstruction projects, the use of special assessments will likely be received less favorably in the future. In the past, the city has typically assessed 50% of project costs for overlay projects, and has at times assessed for sealcoat projects as well. However, those assessments typically ranged from several hundred to several thousand dollars. If 50% of street reconstruction projects costs were to be assessed, residential property owners would be facing assessments in excess of ten thousand dollars.

Many cities are therefore exploring alternative funding options for long-term SMP projects. Such options include grant funding, franchise fees, and special legislation when available. Of these options, only franchise fees can currently provide the reliable, dedicated funding source needed to fund a long-term SMP. Franchise fees, which could also be called franchise taxes, are simply fees imposed upon private energy utilities that benefit from using public right-of-ways to conduct their business. This fee, or tax, is then typically passed along to the consumer. And as is noted in the March 19, 2013 Council case, a survey completed by the City in 2011 shows a majority of the residents who responded would prefer to pay for street maintenance projects via franchise fees over property taxes

or special assessments.

The City Council has made it very clear that before they would consider adopting franchise fee ordinances, the following terms must be met. The use of special assessments must be eliminated on all SMP projects as long as franchise fees are place, all franchise fee ordinances must have a 5 year sunset term, all franchise fee revenues must be dedicated specifically to SMP projects, and a rebate program must be implemented to prevent property owners from paying franchise fees on top of any current assessments levied under previous SMP projects.

Special assessments have also been contested by taxpayers more vigorously in recent years, resulting in significant project delays and/or cancellations which negatively impact the effectiveness of long-term SMP projects. And due to the existing language in our Charter, the City of Ramsey faces particular hardships in applying special assessments due to the ability of taxpayers to more easily petition against SMP projects.

Additional information will be provided during the workshop on how other cities in Minnesota are funding their long-term SMP's. In addition, a summary of how other cities, both Charter and non-Charter, are restricting the use of franchise fees within their cities.

**Timeframe:**

15 minutes

**Funding Source:**

Not applicable

**Responsible Party(ies):**

City Engineer Bruce Westby will present the background information on the long-term street maintenance program.

City Administrator Kurt Ulrich and Finance Director Diana Lund will lead the discussion on funding alternatives.

**Outcome:**

The desired outcome of this workshop is for the Charter Commission and the City Council to arrive at a mutually agreeable solution for restricting the use of franchise fees via City Charter amendment or the use of more restrictive language within the franchise fee ordinances.

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**Attachments**

Ramsey PASER Ratings

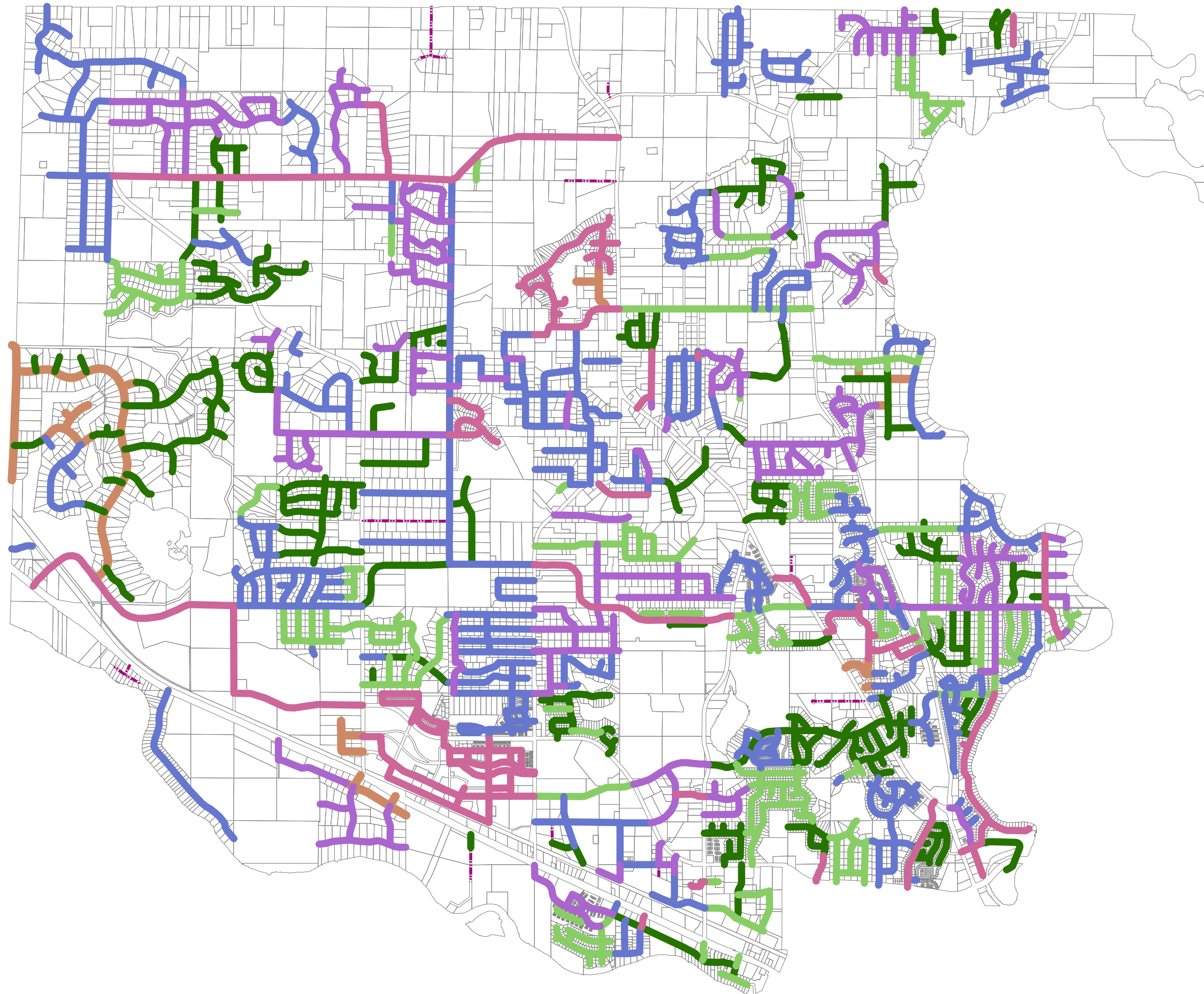
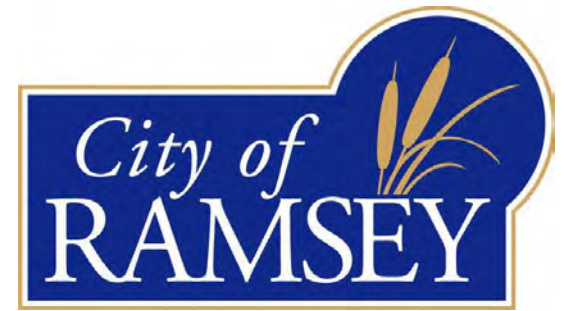
31913 CCWS case

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Diana Lund	Diana Lund	11/14/2013 03:44 PM
Kurt Ulrich	Jo Thieling	11/14/2013 04:04 PM
Form Started By: Bruce Westby		Started On: 11/14/2013 03:14 PM
Final Approval Date: 11/14/2013		

# PASER RATINGS



## CITY STREETS

Mileage Summary

Paser Rtg	Length
10	22.67
9	32.57
8	50.97
7	26.20
4-6	33.91
1-3	5.39
DIRT	2.46

## Legend

- Paser 10
- Paser 9
- Paser 8
- Paser 7
- Paser 4-6
- Paser 1-3
- Dirt Streets

**CC Work Session****2. 1.****Meeting Date:** 03/19/2013**Submitted For:** Grant Riemer**By:**

Grant Riemer, Engineering/Public Works

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**Title:**

Consider Implementation of Long Term Road Maintenance Policy

**Background:**

The purpose of the program is to determine a funding source for long term road maintenance and reconstruction in the City of Ramsey. Transportation issues were recognized in our strategic planning sessions under Strategic Imperative II: A Connected Community. It is staff's desire to give a broad overview of the program tonight to refresh everyone's memory and get the new members of the council familiar with the topic. After Council is back up to speed, staff would propose breaking the overall program down into smaller segments and discussing funding mechanisms for the different components of the program. The long term road maintenance program consists of 3 major components which are seal coating, overlays and reclamation/reconstruction. Interim city engineer Shane Nelson will be provide insight into pavement maintenance programs that he has developed for other cities.

Former Public Works Director/Principal Engineer Brian Olson did extensive work on this policy and his CC case dated 2/14/2012 will be referenced for the discussion tonight. Brian's case follows:

The concept of developing an assessment policy for street reconstruction has been talked about numerous times over the past couple of years. The discussions really escalated with the advancement of the Andrie Street/164th Lane improvement project in 2009 and have progressed a long ways, but the situation still remains unsettled.

Early on, in 2009, discussions revolved around the existing City street assessment policy which currently pertains specifically to the Street Maintenance Program (SMP); where overlays are assessed at a rate of 50% and sealcoats are being phased out through the year 2014, from a previous rate of 50% to the current rate of 15% in 2012.

Because there is not any money to fund the change in policy, discussions revolved around the revenue source, standards for reconstruction, specifications and generally about what should be included when a roadway is reconstructed.

In November of 2009, staff was directed to review what it would cost to continue with our standard street maintenance activities, and add reconstruction costs into the program in five year increments. Staff completed this analysis and then evaluated how much funding would be needed over the next ten years based upon a concept that when a street turns 40 years old we reconstruct. Since approximately 45% of the roadways in the City were constructed between 1975 and 1985 (a 40 year design life was assumed), it amounted to approximately \$90 million to accomplish this program. Although we know that there is no way that there could be a program such as this afforded, it demonstrated the dire consequences and the drastic need for the improvement. This \$90 million dollar figure was used in all of the publications within the most recent communication plan and FAQ.

On June 15, 2010 this information was provided to the City Council. See attached information on the 5 year breakdown and a history of road construction in the City.

At the September 21, 2010 Council work session discussions focused on a franchise fee and public participation campaign to educate the residents of the imminent need for roadway improvements, and solicit their feedback on the potential scenarios that exist for a long term sustainable funding source. Staff discussed this matter with Himle Horner, a consultant working on marketing for the COR, and requested a proposal to assist the City in completing a public participation program.

On January 18, 2011 the information in the proposal was presented, and following discussion it was the consensus of the Council to accept the proposal and execute a contract with Himle Horner in an amount not to exceed \$43,000 for advancement of this long term road maintenance initiative.

In order to formulate the questions on the 30 question survey, one of the first items included in the accepted proposal was to research other communities and find out what they have done and engage those communities to learn strategies on how to successfully implement programs of this nature. On April 19, 2011, the results of this research was presented to the City Council at a work session and Staff was given consensus to make changes to the 30 question survey to residents.

On May 17, 2011, the City Council gave Staff and Himle Horner approval of the script that was to be the 30 questions survey. and approval to go ahead with the survey.

In June of 2011, the 300 resident survey that was conducted by Himle Rapp, formerly known as Himle Horner. This survey first gathered information from the resident about the satisfaction that they have had with their overall quality of life within the City of Ramsey. An overwhelming 93% of the residents rated their quality of life in Ramsey as good or excellent. They also felt that the two largest issues facing the City over the upcoming years were the COR and maintaining an aging roadway system.

Additionally, the resident survey asked the residents to choose between 3 financing scenarios:

- Option 1: Raise the general fund levy to accommodate the need
- Option 2: Assess 100 % of the costs to the benefiting property owners
- Option 3: Implement a new revenue source (franchise fee)

In July of 2011, the City Council received a presentation by Himle Rapp and were given an opportunity to express their desires and or concerns about preparing a communication plan. Of the three funding scenarios, the one that got the most support was the implementation of the franchise fee for road reconstruction.

During August and September, Staff worked with the consultant to prepare a draft communication plan, FAQ, fact sheet, a draft website, an online survey form, etc.

On October 18, 2011, the City was given a Communication plan as well as distribution materials and the website was unveiled in Draft form. The following comments were provided:

- The Garnet Street project was shown as a project that we would provide an alternative funding source for so that we could move forward with surveying, design etc and therefore move forward next summer to show signs of a successful integration of the program. At the Public Works Committee in December, this item was removed due to lack of interest from the abutting residents at a subsequent meeting until a decision is made about the long term road maintenance initiative even though we told the residents that we would write in the feasibility study that we would match whatever funding scenario resulted from the decision.
- Council commented on the online survey. After much deliberation, it was the Council direction to allow for an online survey as long as the name and address fields were required for the comments to be registered.
- All meetings that will be held regarding this program will be done at the Ramsey Municipal Center and not "in the neighborhoods" at a neutral site per City Council direction.
- The meeting format will be similar to the Ramsey 3 process. A brief presentation and break into smaller groups to discuss agenda items that are generated by the group. (Open Space technology)
- The City Council wanted more interaction and graphical representation of the issue in the website. This is a funding issue but do not lose sight of the issue. Use the year of original construction map and generate a FAQ that is dynamic and updated frequently.
- The City Council direction was to provide a video on QCTV with the Mayor, Public Works Chair, Public Works Director and City Administrator. Included in this case is a FAQ that will be the primary dialog in preparation of this video.

On November 15, 2011, Chuck Tombarge from Himle Rapp was present and Staff specifically requested direction on the attached communication plan, attached fact sheet, public engagement survey, power point presentation, an FAQ prepared by Himle Horner relative the long term road maintenance program.

The direction at this meeting was to:

Tighten up the numbers so they are more realistic, make revisions to the communications plan by taking out the language about the costs being equivalent to a cup of coffee a day, and consider a franchise fee of \$14 per month per household to create a source to fully fund the issue without assessments. This significantly changed the communication plan to more manage the message rather than an information gathering plan.

On January 24, 2012, the City Council discussed the implementation of a program that would provide immediate benefit to the resident by funding 100% of the cost of seal coating and overlay improvements and continuing to assess 50% of any road way construction. There was much discussion about fully funding the program so as not to require any assessments, thereby gaining efficiency without going through an assessment process for every improvement. As mentioned early during the 300 resident survey, this would equate to \$28 per month with the use of a franchise fee.

In simple terms, we have approximately 178 miles of roadway in the City. Taking out 36 miles of MSA roads that have their own funding source, leaves 142 miles of local roads. The dollar amount that we were using per mile was \$750,000 per mile. This was derived from the above mentioned Andrie Street bids that we received in 2009 without the sidewalk. At the time we were assuming 2 years of construction increases since this was a bid that was opened in 2009. More realistically, the economy has slowed and therefore, we have revised the projected cost per mile by adding a 10% contingency and no construction cost increase. The recommended cost per mile is \$645,430.

Early on in the discussion there was multiple conversations and comments about the use of whatever revenue source that is defined by this program to be used for street maintenance as well. There is approximately \$495,000 that is allocated in the 2012 budget from TIF that is possible to continue until December 31, 2013, and in light of the discussions a few weeks ago about budget concerns in the 2013 gap year for the municipal center debt, Staff is recommending that the TIF financing continue to fund the street maintenance program until 2014. At that time, the franchise fee be used for the street maintenance program. Since Staff felt that the direction was to tighten up the numbers, we looked at the numbers from the overlay projects as well as the sealcoat projects.

We used the sealcoat bids for the last three years and an actual bid per square yard of \$5.85 for overlays. The average cost per mile for sealcoats is \$29,406 per mile and \$96,096 per mile for overlays.

If we were to reconstruct the 142 miles of local roadways every 40 years we would need approximately \$92M, or \$2.3M annually. If you include sealcoating at years 5,12,24,31 at a price of \$29,406/mile (4 times throughout the 40 year lifespan) and an overlay every 19 years (but only occurs once during the design life) at a price of \$96,096/mile we would need another \$417,565 and \$341,141 respectively, for a total of approximately \$3.06 M of required funding each year for both maintenance and reconstruction.

Utilizing \$14 per residential customer (split between 2 franchises, \$7 each), the amount available for use in the reconstruction efforts in 2012 and 2013 would be \$1.53 million annually. The only way to achieve a program that is fully funded is to require a 50% assessment for reconstruction. This does, however, take into account that there is no assessments for maintenance activities like sealcoats or overlays.

**Notification:**

N/A

**Observations/Alternatives:**

Following through with the direction provided at the January 24th work session:

The purpose of the case tonight is to receive direction on implementation of the program. Specifically, Staff would like direction on the following items:

- Proposal to "phase out" reconstruction assessments
- Commercial vs residential franchise fee
- Retroactivity for previous assessments levied
- Street standards
- Charter amendment changes
- Consideration and Schedule for franchise fee implementation

### **Phasing Out Assessments**

After the meeting on January 24th, Staff received additional comments from City Council members about the ability to "phase out" assessments for reconstruction activities. This can be accomplished in a number of ways. Similar to how we phased out sealcoating assessments we could incrementally increase the amount being funded by the franchise fee, identify other cost saving measures, identify future land sales proceeds from the COR, or incrementally increase the tax levy to accommodate the assessable amount. All of these options are possible and will continue to be evaluated in the future. The discussion and or decision to be made tonight is whether you want there to be a phasing out of the assessment or do you feel comfortable with a 50% reconstruction assessment policy.

After much deliberation, Staff is recommending that initially we begin the franchise fee with a 50% reconstruction assessment, increasing the fee 5% each year for the first five years to ultimately get to an overall reconstruction assessment of 25%.

### **Commercial vs residential franchise fee**

The projected amount that would be generated from a franchise with the Council directed limit includes \$7 per franchise per month for each residential customer and \$14 per franchise per month for each commercial or industrial customer. The estimated amount generated with this rate structure would be \$1.53 million (\$1.36 million - residential, \$165,144 - commercial/industrial) annually. There was discussion at the January 24th work session to look at the ramifications of charging each customer the same (\$7 per customer). As you can see there would be a reduction of \$82,572 of revenue to make the rate the same for commercial and residential. The rationale for making the change is that most of the major commercial and industrial customers are located on State, County and MSA roadways whereas residential lots are primarily located on the local roadways.

Staff recommends that all customers pay the same rate of \$7 per month per franchise.

### **Retroactivity for previous assessments levied**

There has been much discussion about the policy of reimbursing properties that have been paid assessments over the last few years. The difficulty with paying back prior assessments for sealcoating and overlays is that there really is no way to draw a line. Property owners may either pay the assessment off without any interest or have the amount levied to their property taxes. When someone sells their house, the assessments are typically paid in full and therefore there may be a separate resident living in the house today than was there when the assessment was levied. If Council directs us to reimburse one year of back assessments, the resident that was billed 2 years ago will ask why not 2 years.

Since there hasn't been any reconstruction assessments (except Dysprosium Street whose residents were charged an amount equivalent to an overlay because they lived on a State Aid road), there should not be any concern for setting a precedent for the reconstruction activities.

Staff recommends that the City Council draw the line now and don't reimburse past assessments.

## **Street standards**

There has been significant amounts of discussion revolving around the street standards. In 2009, we put together a project that met with our current Municipal State Aid (MSA) standard. This was a 9 ton design with curb and gutter on each side of the road without a sidewalk.

Our local street standard is a 7 ton design and includes 4 inches of Class 5 and 3 1/2 inches of bituminous constructed to a width of 32 feet with parking allowed on both sides of the road, 28 feet with parking restricted to one side or 24 feet wide with no parking allowed on the street. Any new subdivision has to abide by these standards. As mentioned on January 24th work session, the removal of concrete curb and gutter from this street standard would decrease the price approximately 15% but would have a significant affect on how long the roadways last. The concrete curb and gutter holds the edge of the pavement and helps to facilitate better drainage. Poor drainage is one of the primary cause of accelerated roadway deterioration.

Staff recommends that we stay with the 9 ton design (6 inches of Class 5 base, 4 inches of bituminous) at the street widths mentioned above and without a sidewalk. Obviously, this is a theoretical street section and will vary from street to street depending on the subgrade or the soil underneath this theoretical section.

## **Charter amendment changes**

Another topic during the work session was the ability to counter petition road projects pursuant to the City Charter. It does create inefficiencies regarding the work that goes into a project but it preserves the property rights of the resident. Currently 35% of adjacent property owners can initiate a project by signing a petition for the creation of a feasibility study and then a project can be stopped if there is a petition that is signed by more than the amount originally signing for the feasibility or 50% whichever is greater. A suggestion was made to approach the Charter Commission to see if they are willing to require that at least 50% of the property owners sign a petition for initiating a project.

Staff is recommending that the Charter Commission consider an action that would require at least 50% of the adjacent property owners to sign a petition for a feasibility study to be prepared but the leave the ability to counter petition percentage to remain the same. (Note: this change was approved by the Charter Commission and Council in the fall of 2012)

## **Consideration and Schedule for franchise fee implementation**

Attached to the case is a schedule to implement the franchise fee for the long term road maintenance initiative. As you can see, it would take until July 2012 to start to receive funds for this program. This is an aggressive schedule and takes into account a small window of time for communication with the individual franchises (Centerpoint, Connexus and Anoka Electric, etc.) The timing of this decision is critical in terms of how it ties into the 2012 Street Maintenance project. A case will be presented at the February Public Works Committee as to what Staff is recommending but generally we feel that the 2012 Street Maintenance program should consist of sealcoating only. As you can imagine, if a resident is faced with an overlay assessment and knowledge that there is a plan to eliminate assessments in the coming years, there will likely be a counter petition.

In closing, other cities are facing this very difficult decision. Please refer to the attached Star Tribune article that was written about the City of Edina. They have an assessment policy similar to our "do nothing" option which assesses 100% of the costs of their reconstruction projects. In their case it is even more critical since the City of Edina is almost entirely urban density which means the amount of roadway in front of each house is shorter than the mix of property densities within the City of Ramsey.

Staff recommends moving forward with the initiation of the Long Term Road Maintenance initiative as recommended above.

## **Recommendation:**

Based on discussion

**Funding Source:**

N/A

**Council Action:**

Informational only

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**Attachments**

Franchise fee calculations

franchise fee schedule

Edina article in Star Tribune

Road construction history

Q and A - Brian Draft - 10 Nov 11

Final Road survey

Fact Sheet

Funding summary

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**Form Review**

**Inbox**

Kurt Ulrich

Form Started By: Grant Riemer

Final Approval Date: 03/14/2013

**Reviewed By**

Kurt Ulrich

**Date**

03/14/2013 12:29 PM

Started On: 03/13/2013

Meeting Date: 11/19/2013

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**Information**

**Title:**

Review Funding Alternatives: Identify Pros and Cons

**Purpose/Background:**

Purpose: The purpose of this item is to review road reconstruction funding alternatives.

Background: Funding alternatives (i.e. general levy, assessments, franchise fee, etc.) will be discussed as well as pros and cons of each source.

**Timeframe:**

**Funding Source:**

**Responsible Party(ies):**

City Administrator Ulrich  
Finance Director Diana Lund  
City Engineer Bruce Westby

**Outcome:**

Based upon discussion.

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**Attachments**

*No file(s) attached.*

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**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
Kurt Ulrich	Kurt Ulrich	11/13/2013 06:01 PM
Form Started By: Jo Thieling		Started On: 11/13/2013 10:03 AM
Final Approval Date: 11/13/2013		

Meeting Date: 11/19/2013

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**Information**

**Title:**

Consider Opportunities and Action for Each Funding Alternative

**Purpose/Background:**

Purpose: The purpose of this discussion would be to identify and discuss specific opportunities for action that might be considered depending on the funding alternative discussed in the previous case.

**Timeframe:**

**Funding Source:**

**Responsible Party(ies):**

**Outcome:**

Based upon discussion.

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**Attachments**

*No file(s) attached.*

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**Form Review**

**Inbox**

Kurt Ulrich

Form Started By: Jo Thieling

Final Approval Date: 11/13/2013

**Reviewed By**

Kurt Ulrich

**Date**

11/13/2013 06:01 PM

Started On: 11/13/2013 10:08 AM

Meeting Date: 11/19/2013

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### Information

**Title:**

Identify Other Charter Issues for Future Consideration

**Purpose/Background:**

Purpose: The purpose of this case is to bring up items for future discussion, not related to road reconstruction or franchise fees, that the City Council and/or the Charter Commission would like to talk about at a future meeting.

Background: From time to time there have been suggestions from the Council of items the Charter should talk about - and vice versa. This case will allow for time to talk about what those items may be.

**Timeframe:**

**Funding Source:**

**Responsible Party(ies):**

City Council  
Charter Commission  
Staff

**Outcome:**

Based upon discussion.

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### Attachments

*No file(s) attached.*

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### Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Kurt Ulrich	11/13/2013 06:01 PM
Form Started By: Jo Thieling		Started On: 11/13/2013 10:12 AM
Final Approval Date: 11/13/2013		