

**CITY OF SHOREVIEW  
AGENDA  
CITY COUNCIL WORKSHOP  
OCTOBER 14, 2013  
6:00 P.M.**

1. ROLL CALL
2. DISCUSSION REGARDING THE COMMUNITY CENTER EXPANSION PROJECT WITH BWBR ARCHITECTS
3. REVIEW OF THE PROPOSED 2014-2019 CAPITAL IMPROVEMENT PROGRAM
4. DISCUSSION REGARDING RAILROAD QUIET ZONES
5. DISCUSSION REGARDING PROPOSED CLEAN UP DAY PILOT PROGRAM
6. OTHER ISSUES
7. ADJOURNMENT

**TO: MAYOR AND COUNCILMEMBERS**

**FROM: TERRY SCHWERM  
CITY MANAGER**

**DATE: OCTOBER 10, 2013**

**SUBJECT: DISCUSSION REGARDING COMMUNITY CENTER EXPANSION PROJECT**

**BACKGROUND**

At its September 3, 2013 meeting, the City Council authorized the hiring of BWBR Architects to assist in the development of concept plans and cost estimates for an expansion of the Community Center. As noted in the Request for Professional Services for this project, some of the key areas that have been identified for potential expansion or renovation include:

- Fitness Center
- Multi-Purpose Activity Rooms
- Indoor Playground
- Family Locker Rooms
- Renovation of Outdoor Wading Pool Area
- Banquet Room Expansion/Improvements

One of the critical issues during this planned expansion is how the City will maintain its current operations during a construction process. Our current membership has grown to a level that it would be difficult to close the fitness center for any length of time without dramatically impacting our revenue stream. In addition, our banquet facilities are often booked several months ahead for major events such as weddings and corporate training. Any major work within these areas would require cancellation of these events and significant lost revenue.

The proposed Community Center expansion project is scheduled in the 2015 Capital Improvement Program at an estimated cost of \$2.0 million. The outdoor water play area is scheduled in 2016 at an estimated cost of \$500,000. The purpose of this meeting with the City Council is to receive input regarding the planned expansion project. Some of the key questions of the Council and the Parks and Recreation Commission include:

1. What improvements/enhancements to the Community Center is the Council most interested in?
2. Should the improvements be more focused on revenue generating activities or be more "community" focused?

3. Are there additional facilities/areas that should be considered for expansion beyond those noted earlier in this report?

Attached is a copy of an agenda for the meeting that was prepared by BWBR. The agenda includes some information and general themes that were identified by the architect based on a meeting with Parks and Recreation staff that was held in the last week. Also attached is a copy of the floor plan of the Community Center that shows the areas that were expanded in 2002-2003; and the current layout of the various facilities in the building.

### **SUMMARY**

The City Council is being asked for their input during this early “visioning” stage for the Community Center expansion project. The BWBR will also be meeting with the Parks and Recreation Commission at their meeting next week to receive their input in this project. They will then begin to develop some concept plans and cost estimates to review with the City Council, Parks and Recreation Commission and staff.



## Shoreview Community Center Expansion & Remodeling

City Council Meeting Agenda      10-14-2013      6:00pm

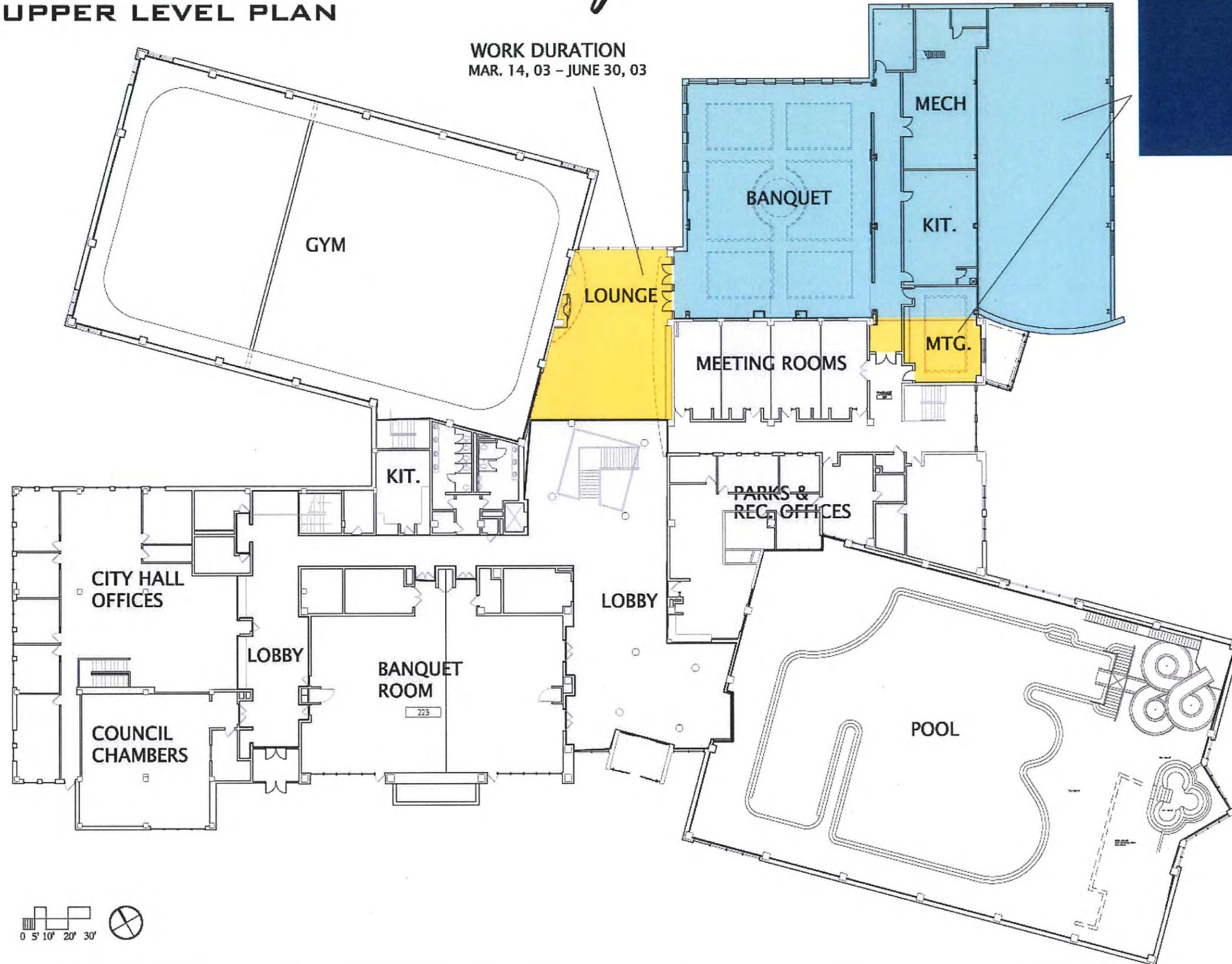
### Visioning and Program Discussion

- Introductions
- Recap staff meeting
- Review schedule
- Confirm goals
  - o Revenue
    - Increase
    - Maintain
  - o Stay competitive
  - o Maintain positive member experience
  - o Attract corporate membership
- Primary revenue generators
  - o Aquatics
  - o Fitness
  - o Summer discovery
- Secondary revenue generators
  - o Indoor play
  - o Church
- Areas for expansion/remodeling study
  - o Fitness
    - Cardio
    - Weights
    - Studio
  - o Aquatics
    - Family change
    - Outdoor water play
  - o Indoor play area
  - o Banquet room/Community room
  - o Kids
    - Preschool
    - Summer discovery
- Other
- Next steps

# Shoreview Community Center

## UPPER LEVEL PLAN

WORK DURATION  
MAR. 14, 03 - JUNE 30, 03



## SHOREVIEW COMMUNITY CENTER EXPANSION & RENOVATION PROJECT

### Project Plans

B W B R  
2000.145.01  
May 13, 2002

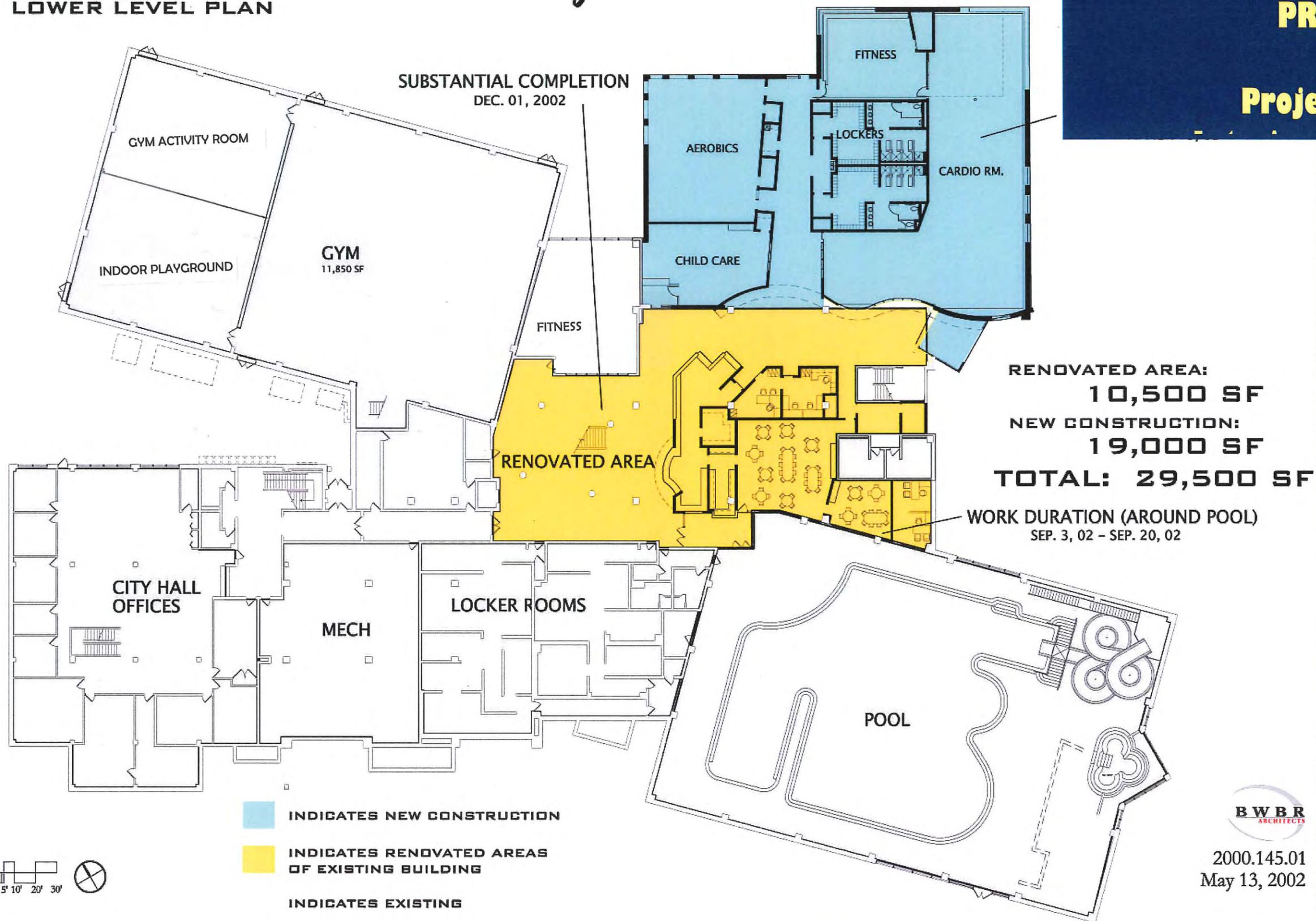
# Shoreview Community Center

LOWER LEVEL PLAN

## SHOREVIEW COMMUNITY CENTER EXPANSION & RENOVATION PROJECT

### Project Plans

SUBSTANTIAL COMPLETION  
DEC. 01, 2002



BWBR  
ARCHITECTS

2000.145.01  
May 13, 2002

TO: Mayor and City Council  
Terry C. Schwerm, City Manager

FROM: Jeanne A. Haapala, Finance Director  
Fred Espe, Assistant Finance Director

DATE: October 10, 2013

RE: Preliminary Capital Improvement Program and Benchmarks Booklet

### Capital Improvement Program

The attached proposed Capital Improvement Program Summary contains an overview that includes cash flow projections for ongoing capital funds, and six years of proposed capital projects. Projects are not discussed in detail in this memo.

### Property Tax Levy

The table below provides a two-year comparison of the property tax levy, preliminary taxable values, and estimated tax rates. It should be noted that even though the preliminary 2014 property tax levy increases 3.28%, the City's tax rate increases less than 1%.

Description	2013 Adopted Levy	2014 Proposed Levy	Change Over 2013 Adopted Levy		Impact on Total Levy *
			Dollars	Percent	
General fund	\$ 6,639,567	\$ 6,790,225	\$ 150,658	2.27%	1.57%
General fund - contingency		51,929	51,929		0.54%
EDA	60,000	75,000	15,000	25.00%	0.16%
Debt (including Cent Garage)	685,000	732,000	47,000	6.86%	0.49%
Street Renewal fund	850,000	900,000	50,000	5.88%	0.52%
General Fixed Asset Repl fund	1,250,000	1,350,000	100,000	8.00%	1.04%
Capital Acquisition Fund (IT)	-	20,000	20,000		0.21%
Capital Improvement fund	120,000	-	(120,000)		-1.25%
<b>Total City Levy</b>	<b>\$ 9,604,567</b>	<b>\$ 9,919,154</b>	<b>\$ 314,587</b>	<b>3.28%</b>	<b>3.28%</b>
HRA tax levy	\$ 75,000	\$ 90,000	\$ 15,000	20.00%	
Taxable value (estim for 2014)	\$23,693,968	\$24,079,641	\$ 385,673	1.63%	
City tax rate (estim for 2014)	36.970%	37.292%	0.322%	0.87%	
HRA tax rate (estim for 2014)	0.289%	0.343%	0.054%	18.69%	
Fiscal disparity (estim for 2014)	\$ 845,000	\$ 939,450	\$ 94,450	11.18%	

## Residential Property Values

According to the Ramsey County Assessor, “after five consecutive years of declines in total assessed value; this year we experienced a small increase in market value”. The March 26 report further states that “there are many encouraging signs that the real estate market in our county has stabilized. Apartment markets continue to be very healthy, and substantial construction of new apartments is underway all across the Twin Cities metro area. Commercial and industrial markets have recovered most of the loss in value from the recession. But it was the residential markets that experienced the most positive improvement this past year. With inventory of for-sale property low, foreclosure listings down, and buyer activity increasing, homes are beginning to command higher list prices, shorter marketing times, and higher sale prices than recent years.”

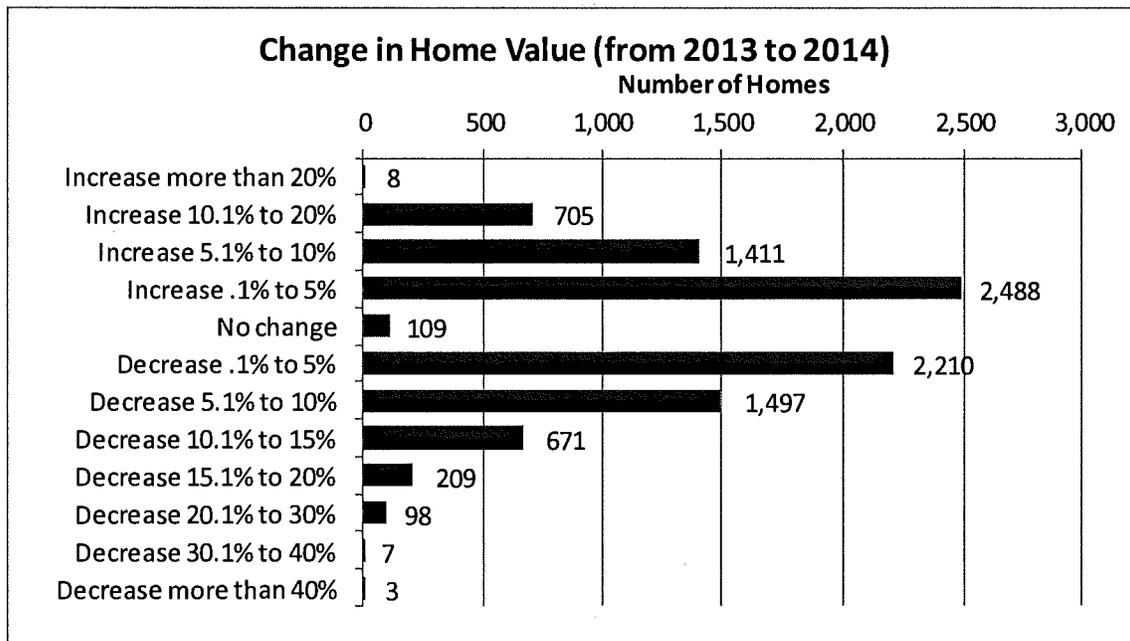
In addition, the median home value in Shoreview will increase for the first time since 2008. Shoreview’s median single family value will increase from \$222,200 for 2013 taxes to \$224,500 for 2014 taxes (a 1% increase in value). The table at right shows the change in single family home values since the year 2000.

Year	Median Home Value	Percent Change
2000	\$ 143,100	5.2%
2001	\$ 155,200	8.5%
2002	\$ 168,400	8.5%
2003	\$ 182,700	8.5%
2004	\$ 207,500	13.6%
2005	\$ 236,250	13.9%
2006	\$ 265,050	12.2%
2007	\$ 279,900	5.6%
2008	\$ 286,600	2.4%
2009	\$ 275,600	-3.8%
2010	\$ 262,200	-4.9%
2011	\$ 249,350	-4.9%
2012	\$ 235,700	-5.5%
2013	\$ 222,200	-5.7%
2014	\$ 224,500	1.0%

After computing the impact of Market Value Exclusion (MVE), the preliminary tax levy and City tax rate provided in the table on page 1 of this report would result in a \$17.37 increase in property taxes on a median home (from \$757.89 in 2013 to \$775.26 in 2014). This equates to a 2.3% increase in the City portion of property taxes.

Change in home values (all residential)			
	Number of Parcels	Percent of Parcels	Number of Parcels
Increase more than 20%	8	0.1%	
Increase 10.1% to 20%	705	7.5%	
Increase 5.1% to 10%	1,411	15.0%	
Increase .1% to 5%	2,488	26.4%	4,612
No change	109	1.2%	109
Decrease .1% to 5%	2,210	23.5%	
Decrease 5.1% to 10%	1,497	15.9%	
Decrease 10.1% to 15%	671	7.1%	
Decrease 15.1% to 20%	209	2.2%	
Decrease 20.1% to 30%	98	1.0%	
Decrease 30.1% to 40%	7	0.1%	
Decrease more than 40%	3	0.0%	4,695
<b>Total Residential Parcels</b>	<b>9,416</b>	<b>100.0%</b>	<b>9,416</b>

As shown in the table at left, and in the graph at the top of the next page, 4,612 homes experience an increase in value, 109 home values remain the same, and 4,695 home values decrease for taxes payable in 2014.



### Impact on Median Home Property Taxes

The table below provides estimated changes in the City and HRA share of the property tax bill (using the assumptions on page 2 of this report) for a median value home. No information is available yet about the tax levies of other jurisdictions. To put this table into perspective, Shoreview is typically between 20% and 25% of the total tax bill. A description of the change in tax for a median home under each assumption follows the table.

Market Value				City Portion of Property Tax		Change in City Property Tax		HRA Portion of Property Tax		Change in HRA Property Tax	
Before MVE		Value Change		2013	2014	Dollars	Percent	2013	2014	Dollars	Percent
2013	2014	Before MVE	After MVE								
\$ 264,100	\$ 224,500	-15.0%	-17.2%	\$ 926.47	\$ 773.81	\$ (152.66)	-16.5%	\$ 7.24	\$ 7.12	\$ (0.12)	-1.7%
\$ 249,440	\$ 224,500	-10.0%	-11.6%	\$ 867.32	\$ 773.81	\$ (93.51)	-10.8%	\$ 6.78	\$ 7.12	\$ 0.34	5.0%
\$ 236,320	\$ 224,500	-5.0%	-5.8%	\$ 814.45	\$ 773.81	\$ (40.64)	-5.0%	\$ 6.37	\$ 7.12	\$ 0.75	11.8%
\$ 226,240	\$ 224,500	-0.8%	-0.9%	\$ 773.81	\$ 773.81	\$ -	0.0%	\$ 6.05	\$ 7.12	\$ 1.07	17.7%
\$ 222,200	\$ 224,500	1.0%	1.2%	\$ 757.89	\$ 773.81	\$ 15.92	2.1%	\$ 5.92	\$ 7.12	\$ 1.20	20.3%
\$ 213,800	\$ 224,500	5.0%	6.0%	\$ 723.87	\$ 773.81	\$ 49.94	6.9%	\$ 5.66	\$ 7.12	\$ 1.46	25.8%
\$ 204,100	\$ 224,500	10.0%	12.0%	\$ 684.68	\$ 773.81	\$ 89.13	13.0%	\$ 5.35	\$ 7.12	\$ 1.77	33.1%
\$ 195,220	\$ 224,500	15.0%	18.2%	\$ 648.82	\$ 773.81	\$ 124.99	19.3%	\$ 5.07	\$ 7.12	\$ 2.05	40.4%

- 15% drop in value – City taxes decrease \$152.66 and HRA taxes decrease 12-cents for the year
- 10% drop in value – City taxes decrease \$93.51 and HRA taxes increase 34-cents
- 5% drop in value – City taxes decrease \$40.64 and HRA taxes increase 75-cents for the year
- .8% drop in value – City taxes remain the same and HRA taxes increase \$1.07 for the year
- 1% increase in value – City taxes increase \$15.92 and HRA taxes increase \$1.20 for the year
- 5% increase in value – City taxes increase \$49.94 and HRA taxes increase \$1.46 for the year
- 10% increase in value – City taxes increase \$89.13 and HRA taxes increase \$1.77 for the year
- 15% increase in value – City taxes increase \$124.99 and HRA taxes increase \$2.05 for the year

## **Benchmarks Booklet**

An updated version of the Community Benchmarks booklet is provided for Council review and feedback. Shoreview continues to maintain favorable tax and spending rankings in this new update of the booklet.

## **Summary**

Staff is seeking input from the City Council on the proposed CIP to ensure that it continues to meet Council goals and priorities.

**Draft**  
**Capital Improvement Plan**  
**2014 through 2019**

**Distributed for Council Workshop**  
**October 14, 2013**

**Introduction**

The Administration and Finance departments are pleased to present the proposed Capital Improvement Program (CIP) for the years 2014 through 2019. This CIP reflects the City's assessment of community needs and the ability to pay for major improvements, and is guided by the belief that reinvestment for replacement, maintenance or increased efficiency of existing systems shall have priority over expansion of existing systems or the provision of new services. All City departments have participated in the preparation of the CIP, including identifying major public improvements needed to serve existing development or to support future growth, projecting the timing of necessary replacements, establishing when replacements and improvements should be provided, and determining how to finance capital costs.

Capital spending decisions for the six-year CIP are generally made according to the following funding priorities, and reflect the City's efforts to allocate the City's limited resources to projects:

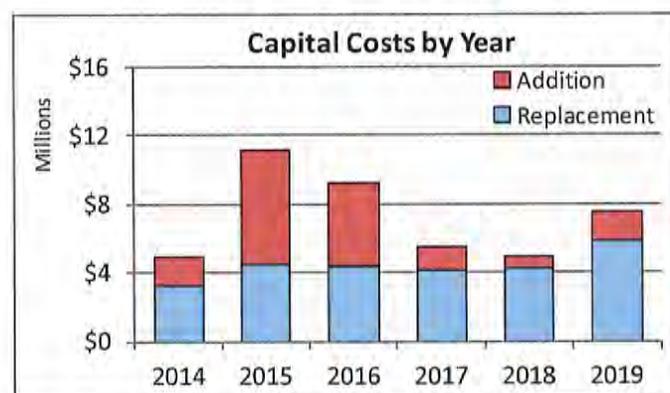
1. Contribute to the public health and welfare
2. Maintain an existing system
3. Improve efficiency of an existing system
4. Expand or add a system or service
5. Expand, renovate or add public facilities/parks

Although the CIP represents a tentative commitment to proceed with planned projects in the future, the commitment is more certain in early years and becomes increasingly more tenuous in subsequent years. Regardless, the CIP represents the City's present plan and priority for capital spending, and provides a framework for projected tax levies and utility rates.

**Infrastructure Replacement Planning**

Because Shoreview is more than 96 percent developed, replacement costs account for the majority of capital spending. Over the next five years, excluding the \$9 million water treatment facility in 2015/2016, approximately 77 percent of costs are for repair, rehabilitation or reconstruction projects.

The City's Comprehensive Infrastructure Replacement Plan (CHIRP) and Policy ensure that capital replacement planning is a routine part of the annual budget process by requiring a comprehensive and integrated examination of the impact of capital replacement costs on inter-fund charges, user fees (including utility rates) and tax levies. In addition, the policy directs that the City avoid assessing property owners more than once for any given facility because the City is viewed as being primarily responsible for the payment of replacement and rehabilitation costs. The maximum cost to be assessed is limited to the cost of added improvements plus a proportionate share of project engineering and administrative costs.



## Debt Issuance

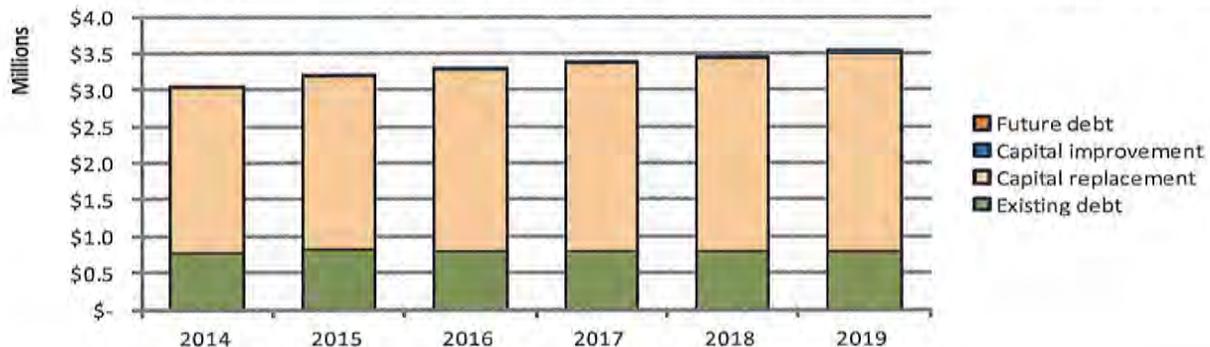
Proposed debt issuance over the next five years is \$16.9 million, in comparison to project costs of \$43.6 million (39 percent of project costs). If the water treatment plant is excluded from the totals (because of the cost and one-time nature of the project), approximately 23 percent of costs are supported by debt issuance. This favorable indicator is possible due to long-term financial planning efforts, described on the previous page, which require the identification of resources and funding mechanisms well in advance of capital needs. It also should be noted that the majority of debt issuance is for utility systems, and therefore does not impact tax levies.

Description	2015	2017	2018
GO Improvement Bonds (assmts)	\$ 295,200	\$ 320,700	\$ 418,720
GO Water Bonds	9,760,000	604,000	536,500
GO Sewer Bonds	1,145,000	319,000	1,330,000
GO Surface Water Bonds	804,700	499,900	831,080
<b>Estimated Total Debt Issued</b>	<b>\$ 12,004,900</b>	<b>\$ 1,743,600</b>	<b>\$ 3,116,300</b>

## Capital and Debt Levies

Capital and debt levies necessary to support planned projects in this CIP are projected to have an average annual impact of .8 percent on the total tax levy. The City has maintained this low level through setting aside General Fund operating surpluses in recent years. These surpluses are being used to buy down the annual debt levy, in an effort to smooth out temporary fluctuations in the tax levy and ease the impact on property owners.

Description	2014	2015	2016	2017	2018	2019
Capital Repl-Street Renewal	\$ 900,000	\$ 950,000	\$ 1,000,000	\$ 1,060,000	\$ 1,124,000	\$ 1,191,000
Capital Repl-Gen Fixed Asset Repl.	1,350,000	1,425,000	1,475,000	1,495,000	1,505,000	1,515,000
Capital Acquisition (IT)	20,000	25,000	30,000	35,000	40,000	40,000
Existing Debt-Central Garage	184,000	208,000	208,000	200,000	200,000	200,000
Existing Debt-Debt funds	548,000	548,000	544,000	551,000	542,000	536,000
Existing Debt-General fund contrib	50,000	50,000	50,000	50,000	50,000	50,000
<b>Total Capital and Debt Levies</b>	<b>\$ 3,052,000</b>	<b>\$ 3,206,000</b>	<b>\$ 3,307,000</b>	<b>\$ 3,391,000</b>	<b>\$ 3,461,000</b>	<b>\$ 3,532,000</b>
Change in Debt Levy	\$ (3,000)	\$ 24,000	\$ (4,000)	\$ (1,000)	\$ (9,000)	\$ (6,000)
Change in Capital Levy	\$ 50,000	\$ 130,000	\$ 105,000	\$ 85,000	\$ 79,000	\$ 77,000



## Collector Streets

MSA streets are typically City streets with higher traffic volumes. The City may designate up to 20 percent of local streets as MSA routes, and the routes are subject to certain State design requirements. The proposed CIP contains 5 projects that use MSA funding over the next five years.

- Rehabilitation of selected MSA routes is planned for 2016 (Gramsie Road and Victoria Street)
- Rice Street/I-694 Interchange and rehabilitation of Highway 49 between Highway 96 and Gramsie Road are planned for 2017
- Bridge/Lion Neighborhood (Dale Street section) is planned for 2018
- Reconstruction of Owasso Boulevard North is planned for 2019

## Street Improvements

In 2006 the City Council changed the course of the City's street renewal program by utilizing street bonds for large-scale rehabilitation of City streets. This change enabled the City to simultaneously direct street renewal dollars toward reconstruction of substandard street segments (and reconstruct all substandard streets by 2021) while maintaining street condition ratings and preserving pavement condition through pavement strategies such as seal coating and full depth reclamation. After the \$2.5 million street rehabilitation bond sold this year, the next street bond is planned for 2022. The following street reconstruction projects are planned over the next five years.

- Hanson, Oakridge Neighborhood (2014) – This area has no curb and gutter, some cast iron water main, no storm drainage system, and the pavement life is less than five years
- Turtle Lane Neighborhood (2015) – This area has no curb and gutter, cast iron water main, limited storm sewer, and the pavement life is less than five years
- Windward Heights Neighborhood (2016 and 2017) – This area has no curb and gutter and limited storm sewer
- Bridge/Lion Neighborhood (2018) – Complete reconstruction of streets, addition of curb and gutter, installation of water main and storm water systems
- Wabasso Neighborhood (2019) – Complete reconstruction of streets; the installation of curb and gutter, storm water systems, and street lights; and repairs of water mains and sewer lines

## Park Improvements

Park improvements include replacement costs, renovations and facility additions/expansions. Projects planned over the next 5 years include:

- Community Center Addition in 2015 at an estimated cost of \$2 million – Construction of a building addition to expand fitness and gymnasium activity areas. Support will also be provided by the Community Center and Recreation Programs Funds (\$200,000 from each).
- Annual allowance of \$50,000 per year for improvements to the Community Center facility
- Wading pool – \$400,000 in 2016 for renovation of the outdoor wading pool, including a shallow water splash pool and a mid-size interactive water play structure. Support will also be provided by the General Fixed Asset Fund in the amount of \$100,000, for a total cost of \$500,000.
- Bucher Park – \$60,000 in 2014 for a Rocks-N-Ropes playground.
- Commons Park – \$30,000 in 2014 to expand the irrigation system

- Allowances – \$50,000 in 2014 for park signs and park system analysis
- Wilson Park – \$40,000 in 2015 for the addition of a picnic shelter
- McCullough Park – \$600,000 in 2017 for renovation of the park. Replacement of playground equipment will also occur (with funding from the General Fixed Asset Fund)
- Shamrock Park – \$600,000 in 2019 for renovation of the park. Replacement of playground equipment will also occur (with funding from the General Fixed Asset Fund).
- Highway 49 Trail – \$94,000 in 2017 for the addition of a trail as part of the Highway 49/Hodgson (Highway 96 to Gramsie) County project.

## Trail Rehabilitation

The trail improvement program continues to use rehabilitation strategies that include replacing certain segments of trail, as well as resurfacing of trails with a slurry seal. This new seal coat has proven to be a very cost effective method to extend the life of the trail system.

## Municipal Buildings

Most of the building projects include repair/replacement items for the community center/city hall, and fire stations. Major items include:

- Replace upper level lobby, hallway and Shoreview room carpeting in 2014 (\$135,000)
- Replace/repair movable walls in the Wedell Community Room and meeting rooms in 2014 (\$90,000)
- Replace gymnasium roof in 2015 (\$400,000)
- Refurbish/replace modular office furniture in 2015 (\$70,000)
- Replace running track surface in 2016 (\$60,000)
- Repaint the pool ceiling in 2017 (\$75,000)
- Replace banquet room chairs in 2017 (\$102,000)

## Utility Improvements

There are several planned improvements to the City's utility systems in the next five years. The most significant project is a planned water treatment plant in 2015 at an estimated cost of \$9 million (with costs spread over three years). The treatment plant is necessary to address growing concerns about iron and manganese in the City's water supply. Other major water system improvements include:

- A natural gas backup generator (\$100,000) for well #6 in 2015
- Renovations to well #7 in 2019 (\$125,000)
- Sanitary sewer rehabilitation (including pipe relining) in 2015 and 2019
- Annual sanitary sewer lift stations repairs
- Storm water pretreatment structures on the East shore of Lake Shoreview in 2015
- Allowance for a second structure in 2018 at a location to be determined in the future
- Street Light replacements increase over the next five years to address a growing number of street light outages occurring for lighting originally installed in the 1970s and early 1980s.

## Major Equipment

Most of the equipment costs identified in this section of the CIP are for the replacement of existing equipment. Major items include:

- Fire engine replacement in 2017, and the fire department's self-contained breathing apparatus (SCBA) in 2014 (covered primarily by a grant)
- Computer system replacements and improvements
- Central garage equipment

## Ongoing Capital Project Fund Cash Flows

Funding for capital costs is provided by operating funds, ongoing capital funds and other sources. For operating funds, planned revenue sources in the operating budget are allocated to capital costs according to the Capital Improvement Plan as each project is approved by the City Council. Because ongoing capital project funds (which also provide funding for projects) do not appear in the operating budget, cash flow projections for these funds are provided on the next few pages.

### MSA Fund

The summary of MSA Fund activity provided in the table below shows that projected MSA receipts (assuming no future advance encumbrances from the State) will be sufficient to cover project costs through the year 2018, but will not be sufficient to support the Owasso Boulevard North Reconstruction project in 2019 unless the City's MSA allocation increases more rapidly, or unless the City is allowed to advance encumber for the project.

MSA Fund	2013	2014	2015	2016	2017	2018	2019
Capital Projections	Estimated	Projected	Projected	Projected	Projected	Projected	Projected
<b>Revenue</b>							
Intergovt (MSA allocation)	\$ 667,139	\$ 673,810	\$ 680,548	\$ 687,353	\$ 694,227	\$ 701,169	\$ 708,181
Intergovt advance or (repay advance)	(117,139)	(581,835)		-	-		
Investment interest	1,400	600	1,500	8,500	-	800	9,300
<b>Total Revenues</b>	<b>\$ 551,400</b>	<b>\$ 92,575</b>	<b>\$ 682,048</b>	<b>\$ 695,853</b>	<b>\$ 694,227</b>	<b>\$ 701,969</b>	<b>\$ 717,481</b>
<b>Expense</b>							
MSA Street Rehabilitation	695,358	-	-	1,550,000	-	-	-
County Rd D & Cottage PI Neighbr	697,261	-	-	-	-	-	-
Red Fox Road Reconstruction	143,800	-	-	-	-	-	-
Rice Street/I-694 Interchange	-	-	-	-	420,000	-	-
Highway 49/Hodgson (96-Gramsie)	-	-	-	-	218,000	-	-
Bridge, Lion Neighborhood	-	-	-	-	-	132,000	-
Owasso Blvd N Reconstruction	-	-	-	-	-	-	2,155,000
<b>Total Expense</b>	<b>\$ 1,536,419</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,550,000</b>	<b>\$ 638,000</b>	<b>\$ 132,000</b>	<b>\$ 2,155,000</b>
Net change	(985,019)	92,575	682,048	(854,147)	56,227	569,969	(1,437,519)
Fund equity, beginning	1,061,666	76,647	169,222	851,270	(2,877)	53,350	623,319
Fund equity, ending	<b>\$ 76,647</b>	<b>\$ 169,222</b>	<b>\$ 851,270</b>	<b>\$ (2,877)</b>	<b>\$ 53,350</b>	<b>\$ 623,319</b>	<b>\$ (814,200)</b>
Fund equity percent of avg expense	8.9%	19.7%	99.1%	-0.3%	6.2%	72.6%	-94.8%
Months capital coverage (avg capital)	1.1	2.4	11.9	(0.0)	0.7	8.7	(11.4)

## Street Renewal Fund

The summary of Street Renewal Fund activity provided in the table below shows that planned increases in the tax levy are sufficient to support planned projects over the next six years while maintaining the minimum \$2 million fund balance.

<b>Street Renewal Fund</b>	Projected						
Capital Projections	2013	2014	2015	2016	2017	2018	2019
<b>Revenue</b>							
Property taxes	\$ 850,000	\$ 900,000	\$ 950,000	\$ 1,000,000	\$ 1,060,000	\$ 1,124,000	\$ 1,191,000
Assessments	12,821	12,821	12,821	12,821	12,821	12,821	6,200
Investment interest	22,400	22,200	27,600	28,100	33,900	35,800	41,400
Total Revenues	\$ 885,221	\$ 935,021	\$ 990,421	\$ 1,040,921	\$ 1,106,721	\$ 1,172,621	\$ 1,238,600
<b>Expense</b>							
Street condition survey	6,500	6,500	7,500	7,500	7,500	8,500	8,500
Sealcoat and crack fill	296,000	307,400	317,500	325,400	336,700	339,700	346,000
Street rehabilitation (current projs)	445,050	537,000	630,600	627,200	627,200	792,700	552,000
Projects in prior years	153,316	-	-	-	-	-	-
Total Expense	\$ 900,866	\$ 850,900	\$ 955,600	\$ 960,100	\$ 971,400	\$ 1,140,900	\$ 906,500
Net change	(15,645)	84,121	34,821	80,821	135,321	31,721	332,100
Fund equity, beginning	2,235,008	2,219,363	2,303,484	2,338,305	2,419,126	2,554,447	2,586,168
Fund equity, ending	\$ 2,219,363	\$ 2,303,484	\$ 2,338,305	\$ 2,419,126	\$ 2,554,447	\$ 2,586,168	\$ 2,918,268
Years of capital coverage (avg capital)	2.7	2.8	2.8	2.9	3.1	3.1	3.5
Tax levy percent change	7.9%	5.9%	5.6%	5.3%	6.0%	6.0%	6.0%
Annual avg percent change (taxes)					6.2%	6.1%	5.8%

## Community Investment Fund

The summary of Community Investment Fund activity provided below shows that projected revenue is sufficient to support planned building, park and trail projects providing community-wide benefit. The existing Capital Improvement Fund will be closed at the end of 2013, and the remaining balance will be transferred to the new Community Investment Fund.

<b>Community Investment Fund</b> Capital Projections	Projected 2013	Projected 2014	Projected 2015	Projected 2016	Projected 2017	Projected 2018	Projected 2019
<b>Revenue</b>							
Franchise fees	\$ 201,000	\$ 804,000	\$ 804,000	\$ 804,000	\$ 804,000	\$ 804,000	\$ 804,000
PCS Antenna rentals	-	280,227	292,408	305,175	318,556	332,581	347,281
Billboard fees	-	50,000	51,500	53,045	54,636	56,275	57,964
Investment interest	300	4,700	10,900	12,300	17,900	25,900	38,500
Total Revenues	\$ 201,300	\$1,138,927	\$1,158,808	\$1,174,520	\$1,195,092	\$1,218,756	\$1,247,745
<b>Expense</b>							
Community Center	-	150,000	1,526,000	50,000	50,000	50,000	50,000
Wading pool/splash pool	-	-	-	400,000	-	-	-
Park facilities	-	140,000	40,000	-	600,000	-	600,000
Trails and pathways	-	-	-	-	94,000	-	-
Total Expense	\$ -	\$ 290,000	\$1,566,000	\$ 450,000	\$ 744,000	\$ 50,000	\$ 650,000
<b>Other Sources (Uses)</b>							
Transfers in/Capital Imprv Fund	359,418	-	-	-	-	-	-
Transfers out/debt service funds	-	(175,000)	(175,000)	(175,000)	(175,000)	(175,000)	(180,000)
Total Other Sources (Uses)	\$ 359,418	\$ (175,000)	\$ (175,000)	\$ (175,000)	\$ (175,000)	\$ (175,000)	\$ (180,000)
Net change	560,718	673,927	(582,192)	549,520	276,092	993,756	417,745
Fund equity, beginning	-	560,718	1,234,645	652,453	1,201,973	1,478,065	2,471,821
Fund equity, ending	\$ 560,718	\$1,234,645	\$ 652,453	\$1,201,973	\$1,478,065	\$2,471,821	\$2,889,566
Months of capital coverage (avg exp)	10.8	23.7	12.5	23.1	28.4	47.5	55.5

## Capital Acquisition Fund

The summary of Capital Acquisition Fund activity shown below, for the planned replacement and/or improvement of computer systems, shows that the small tax levy and contributions from other funds is sufficient to cover projected costs. The small tax levy is intended to assist in funding improvements that cannot be funding through replacement funds, and includes expansion of the security camera system, adding a second GIS license, added parks software functionality, expanded laserfiche capability, improvements to the network backup system, expanded wireless capability and pc additions.

<b>Capital Acquisition (IT)</b> Capital Projections	Projected 2013	Projected 2014	Projected 2015	Projected 2016	Projected 2017	Projected 2018	Projected 2019
<b>Revenue</b>							
Property taxes	\$ -	\$ 20,000	\$ 25,000	\$ 30,000	\$ 35,000	\$ 40,000	\$ 40,000
Investment interest	200	200	100	400	400	1,100	1,600
Total Revenues	\$ 200	\$ 20,200	\$ 25,100	\$ 30,400	\$ 35,400	\$ 41,100	\$ 41,600
<b>Expense</b>							
Computer equipment/software	121,348	164,650	163,600	163,800	121,100	637,300	118,100
Total Expense	\$ 121,348	\$ 164,650	\$ 163,600	\$ 163,800	\$ 121,100	\$ 637,300	\$ 118,100
<b>Other Sources (Uses)</b>							
Transfers in/General Fund	560	-	-	-	-	-	-
Transfers in/Cable TV Fund	5,950	-	-	-	-	-	-
Transfers in/Capital Imprv Fund	7,828	-	-	-	-	-	-
Transfers in/Gen Fixed Asset Fund	106,410	122,000	144,000	138,000	108,500	629,000	104,000
Transfers in/Water Fund	300	-	800	-	3,800	-	800
Transfers in/Sewer Fund	300	-	800	-	3,800	-	800
Transfers in/Central Garage Fund	-	-	14,000	-	-	-	-
Total Other Sources (Uses)	\$ 121,348	\$ 122,000	\$ 159,600	\$ 138,000	\$ 116,100	\$ 629,000	\$ 105,600
Net change	200	(22,450)	21,100	4,600	30,400	32,800	29,100
Fund equity, beginning	41,047	41,247	18,797	39,897	44,497	74,897	107,697
Fund equity, ending	\$ 41,247	\$ 18,797	\$ 39,897	\$ 44,497	\$ 74,897	\$ 107,697	\$ 136,797
Months of capital coverage (avg exp)	2.2	1.0	2.1	2.3	3.9	5.7	7.2

## General Fixed Asset Replacement Fund

The brief summary of General Fixed Asset Replacement Fund activity provided below indicates that fund balances are beginning to grow over the next 3 years, but planned costs in 2018 will cause a drop in fund balance again in 2018. Major costs in 2018 include replacement of financial software (the system is more than 23 years old), rehabilitation of the Community Center/City Hall parking lot, and playground equipment replacements at Commons, Rice Creek and Ponds parks.

<b>General Fixed Asset Fund</b> Capital Projections	Projected 2013	Projected 2014	Projected 2015	Projected 2016	Projected 2017	Projected 2018	Projected 2019
<b>Revenue</b>							
Property taxes	\$ 1,250,000	\$ 1,350,000	\$ 1,425,000	\$ 1,475,000	\$ 1,495,000	\$ 1,505,000	\$ 1,515,000
Investment interest	6,000	4,000	6,000	6,000	11,000	14,000	8,000
Other	-	-	32,226	-	-	7,860	-
<b>Total Revenues</b>	<b>\$ 1,256,000</b>	<b>\$ 1,354,000</b>	<b>\$ 1,463,226</b>	<b>\$ 1,481,000</b>	<b>\$ 1,506,000</b>	<b>\$ 1,526,860</b>	<b>\$ 1,523,000</b>
<b>Expense</b>							
Fire stations & equipment	437,696	116,848	92,598	49,531	506,845	44,918	2,732
Warning sirens	-	-	18,000	-	27,000	-	27,000
Municipal buildings	208,983	457,000	756,000	225,000	410,000	295,400	150,000
Park facilities	531,000	117,000	292,000	168,000	179,400	936,000	243,200
Trails	65,000	140,000	75,000	122,000	127,000	80,000	80,000
<b>Total Expense</b>	<b>\$ 1,242,679</b>	<b>\$ 830,848</b>	<b>\$ 1,233,598</b>	<b>\$ 564,531</b>	<b>\$ 1,250,245</b>	<b>\$ 1,356,318</b>	<b>\$ 502,932</b>
<b>Other Sources (Uses)</b>							
Transfers out/Capital Imprv (IT) fund	(106,410)	(122,000)	(144,000)	(138,000)	(108,500)	(629,000)	(104,000)
Transfers out/debt funds	(180,000)	(180,000)	(180,000)	(180,000)	(180,000)	(180,000)	(180,000)
<b>Total Other Sources (Uses)</b>	<b>\$ (286,410)</b>	<b>\$ (302,000)</b>	<b>\$ (324,000)</b>	<b>\$ (318,000)</b>	<b>\$ (288,500)</b>	<b>\$ (809,000)</b>	<b>\$ (284,000)</b>
Net change	(273,089)	221,152	(94,372)	598,469	(32,745)	(638,458)	736,068
Fund equity, beginning	758,045	484,956	706,108	611,736	1,210,205	1,177,460	539,002
Fund equity, ending	\$ 484,956	\$ 706,108	\$ 611,736	\$ 1,210,205	\$ 1,177,460	\$ 539,002	\$ 1,275,070
Months of average capital coverage	5.0	7.3	6.3	12.5	12.1	5.6	13.1
Tax levy percent change	5.8%	8.0%	5.6%	3.5%	1.4%	0.7%	0.7%
Annual avg percent change (taxes)							3.3%

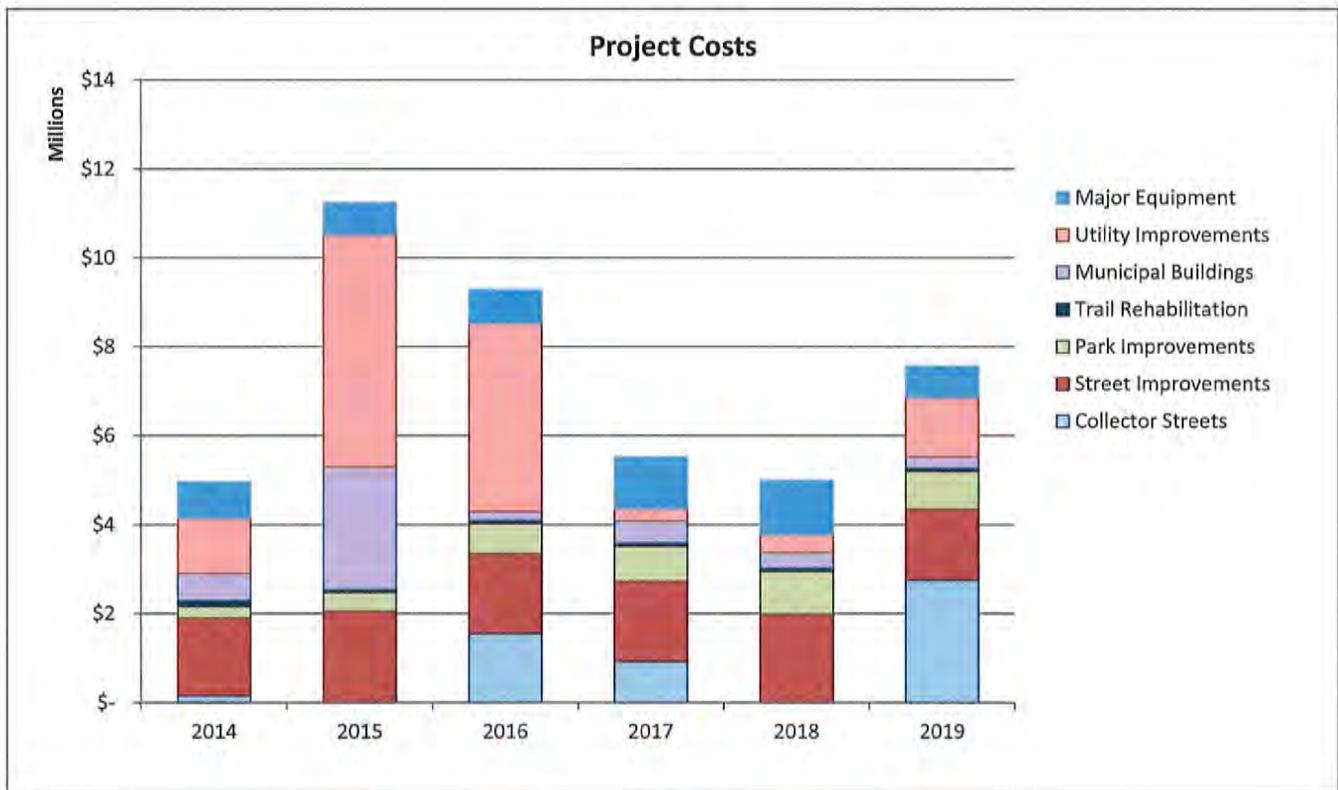
## Summary

The remainder of this document provides information about the specific capital projects, including resources and capital costs.

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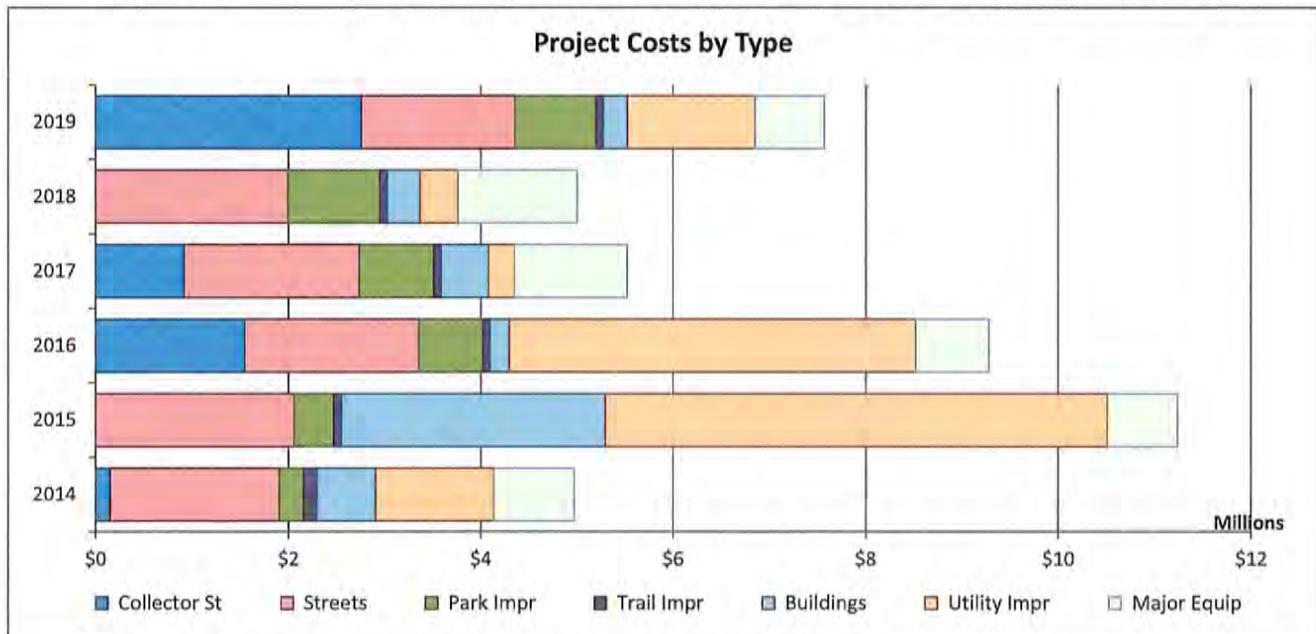
**Proposed Capital Improvement Program**

Description	Year 2013	Year 2014	Year 2015	Year 2016	Year 2017	Year 2018	Year 2019
<b>Resources</b>							
Debt Issuance	\$ 5,627,240	\$ 1,908,000	\$ 6,096,900	\$ 4,807,800	\$ 935,800	\$ 781,300	\$ 2,335,000
Intergovernmental	3,247,790	-	32,226	1,550,000	638,000	139,860	2,155,000
Internal Funds	5,275,544	3,055,398	5,107,798	2,923,931	3,948,245	4,075,738	3,080,762
<b>Total Resources</b>	<b>\$ 14,150,574</b>	<b>\$ 4,963,398</b>	<b>\$ 11,236,924</b>	<b>\$ 9,281,731</b>	<b>\$ 5,522,045</b>	<b>\$ 4,996,898</b>	<b>\$ 7,570,762</b>
<b>Project Costs</b>							
Collector Streets	\$ 8,391,080	\$ 150,000	\$ -	\$ 1,550,000	\$ 917,000	\$ -	\$ 2,755,000
Street Improvements	2,424,870	1,748,900	2,057,500	1,802,400	1,813,700	1,989,200	1,596,500
Park Improvements	1,086,000	257,000	414,000	668,000	779,400	956,000	843,200
Trail Rehabilitation	65,000	140,000	75,000	75,000	80,000	80,000	80,000
Municipal Buildings	719,958	607,000	2,747,669	198,066	490,350	345,400	250,000
Utility Improvements	507,000	1,230,000	5,215,000	4,225,000	265,000	391,220	1,322,230
Major Equipment	956,666	830,498	727,755	763,265	1,176,595	1,235,078	723,832
<b>Total Project Costs</b>	<b>\$ 14,150,574</b>	<b>\$ 4,963,398</b>	<b>\$ 11,236,924</b>	<b>\$ 9,281,731</b>	<b>\$ 5,522,045</b>	<b>\$ 4,996,898</b>	<b>\$ 7,570,762</b>



**Project Resources**

Description	Year 2013	Year 2014	Year 2015	Year 2016	Year 2017	Year 2018	Year 2019
<b>Debt</b>							
General Obligation Bonds	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Improvement Bonds (assmts)	1,665,190	146,000	149,200	122,850	197,850	184,720	234,000
Water Revenue Bonds	679,500	1,340,000	4,420,000	4,275,000	329,000	41,500	495,000
Sewer Revenue Bonds	-	165,000	980,000	160,000	159,000	150,000	1,180,000
Surface Water Revenue Bonds	782,550	257,000	547,700	249,950	249,950	405,080	426,000
<b>Total Debt</b>	<b>5,627,240</b>	<b>1,908,000</b>	<b>6,096,900</b>	<b>4,807,800</b>	<b>935,800</b>	<b>781,300</b>	<b>2,335,000</b>
<b>Intergovernmental</b>							
Other cities	865,225	-	32,226	-	-	7,860	-
Ramsey County	360,000	-	-	-	-	-	-
Metropolitan Council	452,550	-	-	-	-	-	-
MSA	1,570,015	-	-	1,550,000	638,000	132,000	2,155,000
<b>Total Intergovernmental</b>	<b>3,247,790</b>	<b>-</b>	<b>32,226</b>	<b>1,550,000</b>	<b>638,000</b>	<b>139,860</b>	<b>2,155,000</b>
<b>Internal Funds</b>							
General Fund	560	-	-	-	-	-	-
Community Center Fund	-	-	200,000	-	-	-	-
Recreation Programs Fund	-	-	200,000	-	-	-	-
Cable Television Fund	121,450	-	25,000	-	-	-	50,000
Street Renewal Fund	747,550	850,900	955,600	960,100	971,400	1,140,900	906,500
Street Renewal (assmts)	-	-	-	-	-	-	-
Tax Increment	1,433,600	-	-	-	-	-	-
General Fixed Asset Fund	1,349,089	952,848	1,377,598	702,531	1,358,745	1,985,318	606,932
Capital Acquisition Fund (IT)	-	42,650	4,000	25,800	5,000	8,300	12,500
Capital Improvement Fund	651,828	-	-	-	-	-	-
Community Investment Fund	-	290,000	1,566,000	450,000	744,000	50,000	650,000
Water Fund	15,300	115,000	15,800	15,000	18,800	15,000	15,800
Sewer Fund	90,300	60,000	10,800	10,000	13,800	10,000	10,800
Surface Water Fund	-	-	-	-	-	-	-
Street Lighting Fund	186,770	220,000	220,000	212,500	309,500	326,220	277,230
Central Garage Fund	679,097	524,000	533,000	548,000	527,000	540,000	551,000
<b>Total Internal Funds</b>	<b>5,275,544</b>	<b>3,055,398</b>	<b>5,107,798</b>	<b>2,923,931</b>	<b>3,948,245</b>	<b>4,075,738</b>	<b>3,080,762</b>
<b>Total Resources</b>	<b>\$ 14,150,574</b>	<b>\$ 4,963,398</b>	<b>\$ 11,236,924</b>	<b>\$ 9,281,731</b>	<b>\$ 5,522,045</b>	<b>\$ 4,996,898</b>	<b>\$ 7,570,762</b>



## Project Costs

Description	Year 2013	Year 2014	Year 2015	Year 2016	Year 2017	Year 2018	Year 2019
<b>Collector Streets</b>							
Street Rehabilitation	\$ 3,270,000	\$ -	\$ -	\$ 1,550,000	\$ -	\$ -	\$ -
County Rd D Reconstruction	1,865,130	-	-	-	-	-	-
Owasso Street Realignment	3,255,950	-	-	-	-	-	-
Lexington Ave Reconstruction	-	150,000	-	-	-	-	-
Rice Street/I-694 Interchange	-	-	-	-	420,000	-	-
Highway 49/Hodgson (H96-Gramsie)	-	-	-	-	497,000	-	-
Owasso Boulevard N Reconstruction	-	-	-	-	-	-	2,755,000
<b>Total Collector Streets</b>	<b>8,391,080</b>	<b>150,000</b>	<b>-</b>	<b>1,550,000</b>	<b>917,000</b>	<b>-</b>	<b>2,755,000</b>
<b>Street Improvements</b>							
Sealcoat Streets	302,500	313,900	325,000	332,900	344,200	348,200	354,500
Cottage Place Reconstruction	520,770	-	-	-	-	-	-
Red Fox Road Reconstruction	1,601,600	-	-	-	-	-	-
Hanson, Oakridge Neighborhood	-	1,435,000	-	-	-	-	-
Turtle Lane Neighborhood	-	-	1,732,500	-	-	-	-
Windward Heights Neighborhood	-	-	-	1,469,500	1,469,500	-	-
Bridge, Lion Neighborhood	-	-	-	-	-	1,641,000	-
Wabasso Neighborhood	-	-	-	-	-	-	1,242,000
<b>Total Street Improvements</b>	<b>2,424,870</b>	<b>1,748,900</b>	<b>2,057,500</b>	<b>1,802,400</b>	<b>1,813,700</b>	<b>1,989,200</b>	<b>1,596,500</b>
<b>Park Improvements</b>							
Park Facility Replacements	75,000	20,000	160,000	40,000	70,000	223,000	44,000
Park Facility Improvements	60,000	140,000	40,000	-	700,000	-	700,000
Parking & Driveways	281,000	-	159,000	78,000	9,400	633,000	4,200
Tennis & Basketball Court Pavement	35,000	35,000	50,000	-	-	40,000	80,000
Park Building Rehabilitation	-	62,000	5,000	50,000	-	60,000	15,000
Bucher Park Rehabilitation	635,000	-	-	-	-	-	-
Wading Pool Replacement	-	-	-	500,000	-	-	-
<b>Total Park Improvements</b>	<b>1,086,000</b>	<b>257,000</b>	<b>414,000</b>	<b>668,000</b>	<b>779,400</b>	<b>956,000</b>	<b>843,200</b>
Trail Rehabilitation	65,000	140,000	75,000	75,000	80,000	80,000	80,000
<b>Municipal Buildings</b>							
Fire Stations	306,475	-	40,669	23,066	30,350	-	-
General Government Buildings	115,500	56,000	25,000	-	-	-	50,000
Community Center Rehabilitation	84,420	115,000	551,000	80,000	133,000	137,000	90,000
Banquet Facility	13,000	135,000	15,000	15,000	117,000	55,000	20,000
Pool & Locker Room Areas	81,563	76,000	80,000	-	95,000	63,400	20,000
Furniture & Equipment	30,000	75,000	110,000	30,000	65,000	40,000	20,000
Community Center Improvements	65,000	50,000	50,000	50,000	50,000	50,000	50,000
Community Center Addition	24,000	100,000	1,876,000	-	-	-	-
<b>Total Municipal Buildings</b>	<b>719,958</b>	<b>607,000</b>	<b>2,747,669</b>	<b>198,066</b>	<b>490,350</b>	<b>345,400</b>	<b>250,000</b>
<b>Utility Improvements</b>							
Water Systems	357,000	40,000	100,000	-	-	-	125,000
Water Treatment Plant	-	1,000,000	4,000,000	4,000,000	-	-	-
Sanitary Sewer Rehabilitation	-	-	800,000	-	-	-	950,000
Sewer Lift Stations	-	40,000	45,000	75,000	30,000	30,000	-
Pretreatment Structures	-	-	120,000	-	-	120,000	-
Residential Street Lights	150,000	150,000	150,000	150,000	235,000	241,220	247,230
<b>Total Utility Improvements</b>	<b>507,000</b>	<b>1,230,000</b>	<b>5,215,000</b>	<b>4,225,000</b>	<b>265,000</b>	<b>391,220</b>	<b>1,322,230</b>
<b>Major Equipment</b>							
Fire Equipment	131,221	116,848	2,155	26,465	476,495	32,778	2,732
Warning Sirens	-	-	18,000	-	27,000	-	27,000
Computer Systems	121,348	164,650	163,600	163,800	121,100	637,300	118,100
Central Garage Equipment	704,097	549,000	544,000	573,000	552,000	565,000	576,000
<b>Total Major Equipment</b>	<b>956,666</b>	<b>830,498</b>	<b>727,755</b>	<b>763,265</b>	<b>1,176,595</b>	<b>1,235,078</b>	<b>723,832</b>
<b>Total Capital Projects</b>	<b>\$ 14,150,574</b>	<b>\$ 4,963,398</b>	<b>\$ 11,236,924</b>	<b>\$ 9,281,731</b>	<b>\$ 5,522,045</b>	<b>\$ 4,996,898</b>	<b>\$ 7,570,762</b>

**Street Rehabilitation**

PWA 4

Rehabilitation of street segments throughout the City:

- 2013 includes Municipal State Aid street segment Royal Oaks Drive (from Sherwood Road to County Road J), Fernwood Street (from County Road J to Lexington Avenue), Oakwood Drive (from Sherwood Road to Long Lake Court) and local street segments at various locations throughout the City. The actual locations will be based on recommendations from the City's Pavement Management Program, established as part of the street rehabilitation plan adopted as part of bonding requirements, and coordinated with other infrastructure installations and upgrades.
- 2016 includes rehabilitation of the Municipal Aid Street segments Victoria Street (Lexington Avenue to County Road F) and Gramsie (Victoria Street to Gramsie Court).

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Debt-Property Taxes	\$ 2,500,000						
MSA	700,000			1,550,000			
Debt-Surface Water Revenue	70,000						
<b>Total Sources of Funds</b>	<b>\$ 3,270,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,550,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Uses</b>							
Street	\$ 3,200,000			\$ 1,550,000			
Storm Sewer	70,000						
<b>Total Uses of Funds</b>	<b>\$ 3,270,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,550,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

This project will be modeled after Shoreview's 2006-2008 Street Rehabilitation initiative, and address resurfacing needs at various locations in the City.



**County Road D Reconstruction**

PWA 21

Complete reconstruction of the road surfaces and upgrade of County Road D from Victoria Street to Lexington Avenue. The project would also include the addition of curb and gutter, replacement of water main, installation of a storm water collection and treatment system, installation of street lights, and pedestrian crossing improvements. This reconstruction project is a cooperative project between the City of Shoreview and Roseville and the costs associated with the project will be split between the two Cities.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Debt-Special Assessments	\$ 48,190						
MSA	726,215						
Other Local Government	865,225						
Debt-Water Revenue	208,500						
Sewer Fund	17,000						
<b>Total Sources of Funds</b>	<b>\$1,865,130</b>	<b>\$ -</b>					
<b>Uses</b>							
Street	\$ 902,150						
Water Main	397,500						
Sanitary Sewer	17,000						
Storm Sewer	389,900						
Street Lighting	54,280						
Sidewalk	104,300						
<b>Total Uses of Funds</b>	<b>\$1,865,130</b>	<b>\$ -</b>					

These improvements would be consistent with the City's street/infrastructure efforts in recent years and in accordance with the City's street renewal and assessment policies. The streets in these areas do not currently have curb and gutter. This project would be done in cooperation with the City of Roseville.



## Owasso Street Realignment

PWA 24

Road reconstruction and watermain, sanitary sewer and storm sewer improvements related to the realignment of Owasso Street at Victoria Street with County Road E (South leg). Reconstruction of the County Road E (North leg)/Victoria Street intersection would also be required as part of this project.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Tax Increment	\$ 1,087,000						
County	360,000						
Grant	452,550						
Debt-Special Assessments	1,356,400						
<b>Total Sources of Funds</b>	<b>\$ 3,255,950</b>	<b>\$ -</b>					
<b>Uses</b>							
Street	\$ 1,428,000						
Water Main	269,000						
Sanitary Sewer	80,000						
Storm Sewer	231,000						
Sidewalk	76,000						
Trail	57,000						
Traffic Signal	594,000						
Street Lighting	37,000						
Railroad Crossing	345,170						
R.O.W & Easements	110,375						
private Utility Relocate	28,405						
<b>Total Uses of Funds</b>	<b>\$ 3,255,950</b>	<b>\$ -</b>					

The improvements would be necessary as part of a proposed redevelopment of the existing strip mall located at the corner of Owasso Street and Victoria Street. Approximately 800 feet of Owasso Street would be vacated and reconstructed along the Northerly side of the site.



Owasso Street Realignment

PWA 00024

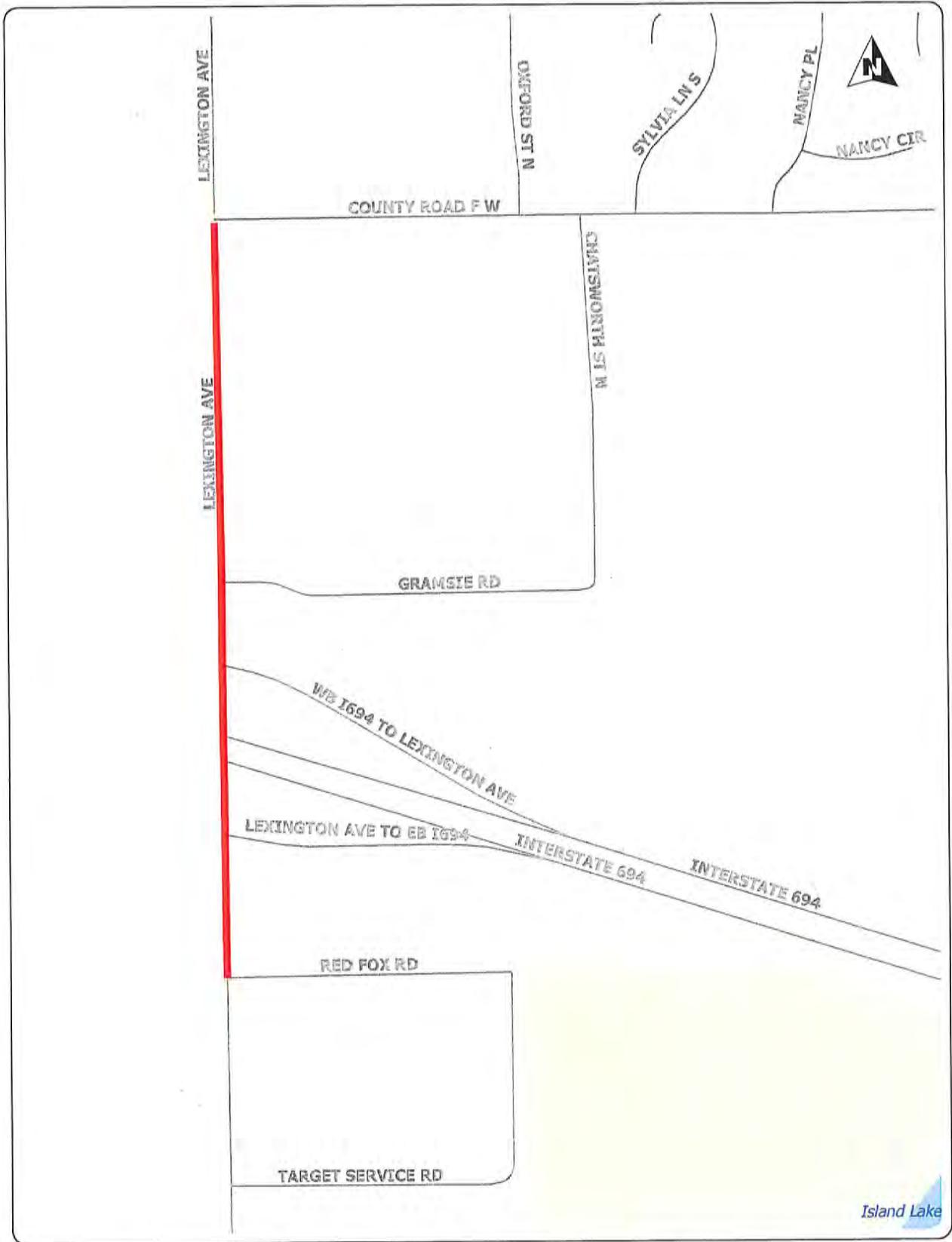
**Lexington Avenue Reconstruction**

PWA 10

City participation in Ramsey County's reconstruction of Lexington Avenue from County Road F to Red Fox Road. The proposed project would consist of improvements to Lexington Avenue and associated intersections to address traffic congestion issues. The project would also include drainage improvements and the relocation or rehabilitation of City-owned water main and sanitary sewer.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Water Fund		100,000					
Sewer Fund		50,000					
<b>Total Sources of Funds</b>	<b>\$ -</b>	<b>\$ 150,000</b>	<b>\$ -</b>				
<b>Uses</b>							
Water Main		100,000					
Sanitary Sewer		50,000					
<b>Total Uses of Funds</b>	<b>\$ -</b>	<b>\$ 150,000</b>	<b>\$ -</b>				

Per Ramsey County's State Aid Highway (CSAH) cost participation policy and practices, the City will be required to fund portions of the costs related to the project. An understanding of the extent of the improvements and funding requirements of the City is being developed through participation in the planning process.



**Rice Street/I-694 Interchange**

PWA 11

City participation in Ramsey County's reconstruction of the Rice Street (County Highway 49) and I-694 interchange. The proposed project would consist of the replacement of the existing Rice Street Bridge over I-694 and the associated access ramps.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
MSA					\$ 420,000		
Total Sources of Funds	\$ -	\$ -	\$ -	\$ -	\$ 420,000	\$ -	\$ -
<b>Uses</b>							
Street					\$ 420,000		
Total Uses of Funds	\$ -	\$ -	\$ -	\$ -	\$ 420,000	\$ -	\$ -

Per Ramsey County's County State Aid Highway (CSAH) cost participation policy and practices, corresponding to Minnesota Trunk Highway Turnback funding, the City will be required to fund portions of the costs related to the project. An understanding of the extent of the improvements and funding requirements of the City is being developed through participation in the planning process.



Rice Street/I - 694 Interchange

PWA 00011

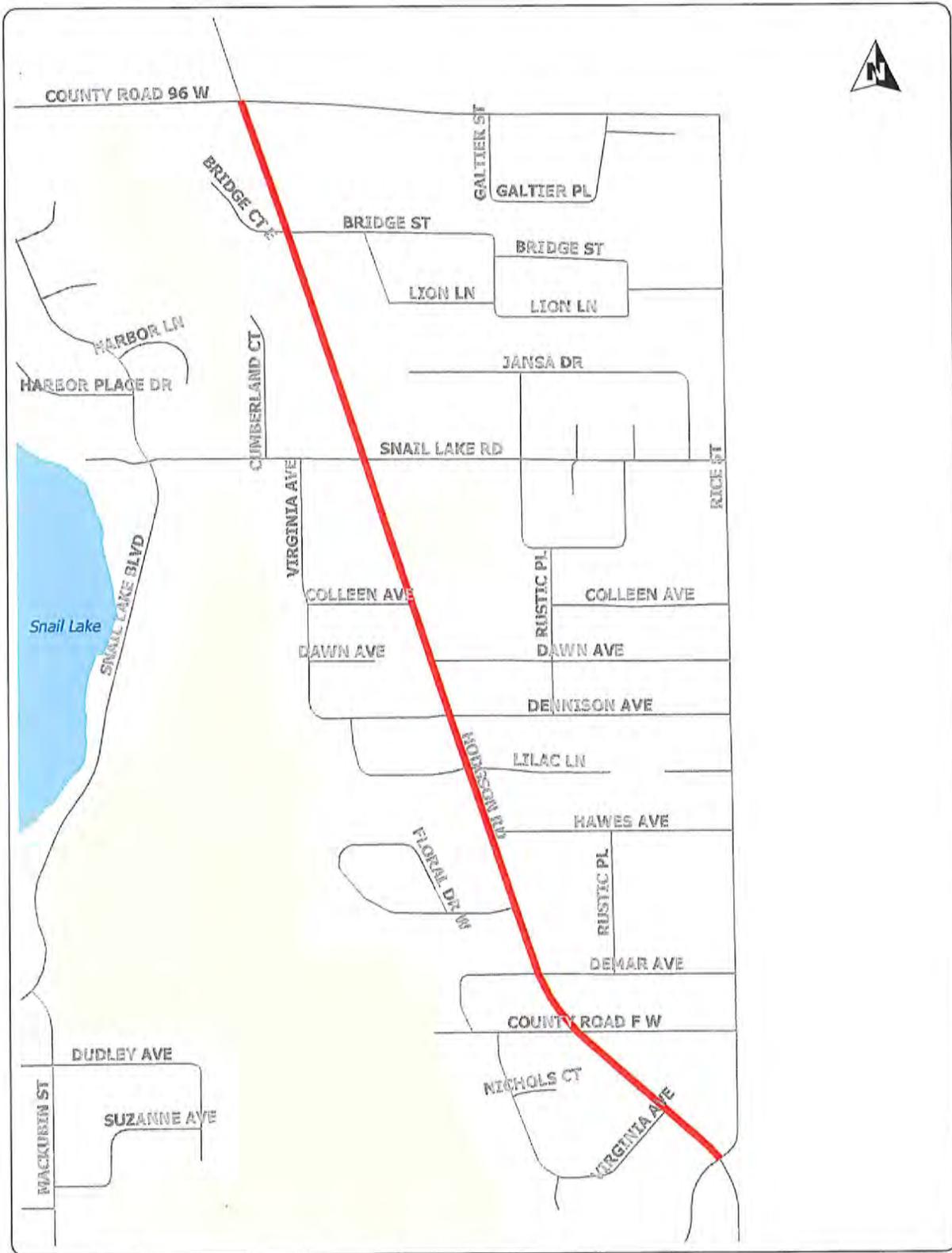
**Highway 49/Hodgson (H96-Gramsie)**

PWA 12

City participation in Ramsey County's reconstruction of Highway 49, from Gramsie Road to Highway 96. The proposed project would consist of road construction to modern suburban standards, and potentially include the installation of concrete curb and gutter, drainage improvements, sidewalks/trails, additional through and turn lanes, and relocation or rehabilitation of City-owned water main and sanitary sewers. The project would also include geometric revisions and permanent signalization of the Snail Lake Road intersection. Assessments for the project totaling \$75,000 are for storm sewer.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
MSA					\$ 218,000		
Street Lighting Fund					12,000		
Community Investment					94,000		
Debt-Special Assessments					75,000		
Debt-Water Revenue					54,000		
Debt-Sewer Revenue					44,000		
<b>Total Sources of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 497,000</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Uses</b>							
Traffic Signal					\$ 158,000		
Trail					94,000		
Water Main					54,000		
Sanitary Sewer					44,000		
Storm Sewer					107,000		
Street Lighting					40,000		
<b>Total Uses of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 497,000</b>	<b>\$ -</b>	<b>\$ -</b>

Per Ramsey County's County State Aid Highway (CSAH) cost participation policy and practices, corresponding to Minnesota Trunk Highway Turnback funding, the City will be required to fund portions of the costs related to right-of-way acquisition, parking and/or turn lanes, drainage improvements, city-owned utility upgrades or repairs and off-street pedestrian improvements. An understanding of the extent of the improvements and funding requirements of the City is being developed through participation in a corridor planning process that is expected to identify Highway 49 priorities.



Highway 49/Hodgson (Highway 96 to Gramsie)

PWA 00012

**Owasso Boulevard N Reconstruction**

PWA 25

Complete reconstruction of the road surface and upgrade of Owasso Boulevard North (from Owasso Boulevard West to Soo Street) and Arbogast Street (from Victoria Avenue to Owasso Boulevard West). The project would also include the addition of concrete curb and gutter, replacement of watermain, repairs to sanitary sewer piping, and the addition of storm water collection and treatment systems.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Debt-Special Assessments							\$ 130,000
MSA							2,155,000
Debt-Water Revenue							320,000
Debt-Sewer Revenue							150,000
<b>Total Sources of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$2,755,000</b>
<b>Uses</b>							
Street							\$1,600,000
Water Main							320,000
Sanitary Sewer							150,000
Storm Sewer							550,000
Street Lighting							135,000
<b>Total Uses of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$2,755,000</b>

These improvements would be consistent with the City's street/infrastructure efforts in recent years and in accordance with the City's street renewal assessment policies. The streets in these areas do not have concrete curb and gutter and have minimal storm water collection and treatment systems.



**Sealcoat Streets**

PWA 1

Street sealcoating and crackfilling are performed annually throughout the City, per the recommendation of the City's Pavement Management Program. The work involves sealcoating and crackfilling one seventh of city streets each year (approximately 12.9 miles) with support from the Street Renewal Fund.

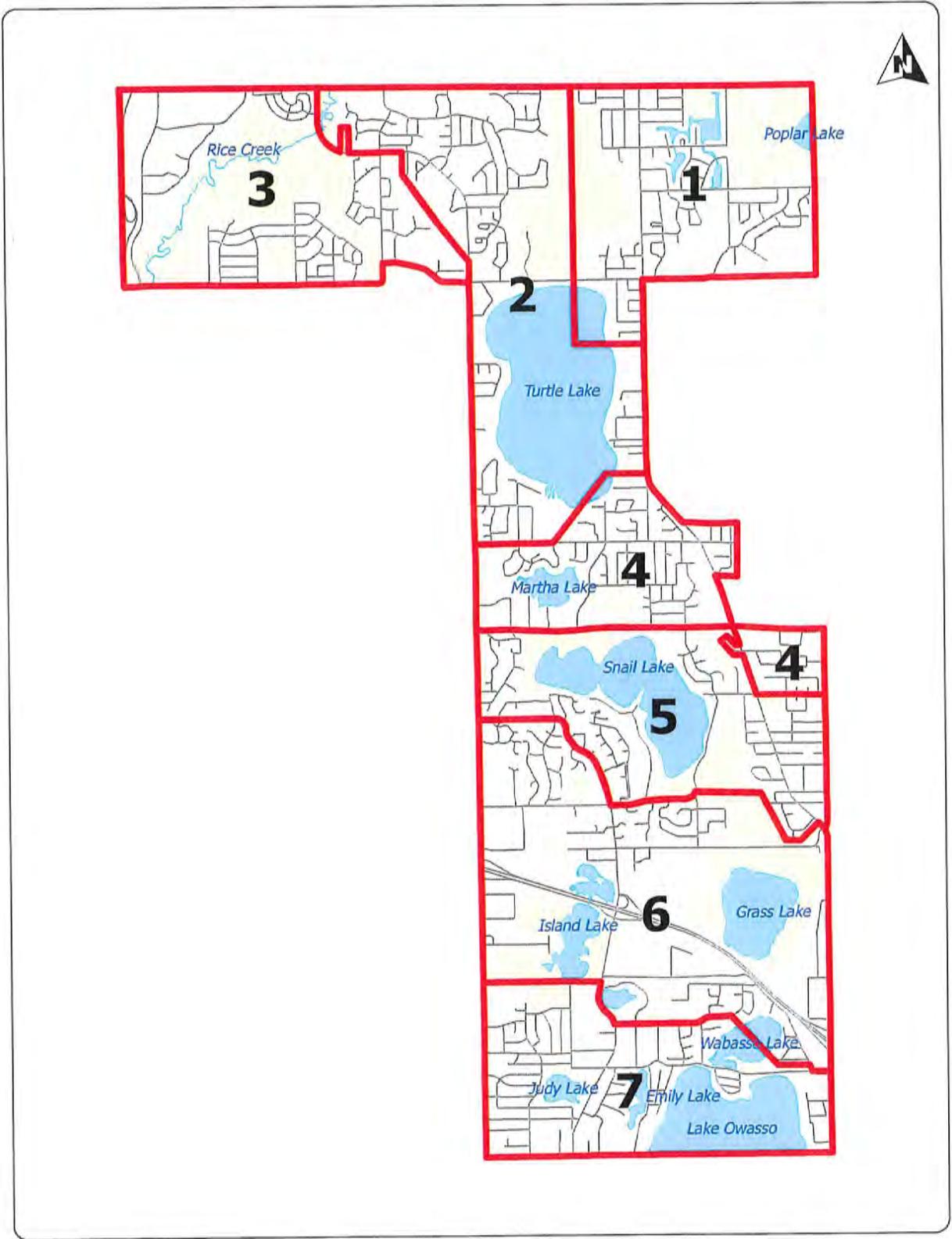
Planned street zones include:

- 2013 - zone 6 streets (208,273 SY)
- 2014 - zone 7 streets (210,503 SY)
- 2015 - zone 1 streets (210,299 SY)
- 2016 - zone 2 streets (210,133 SY)
- 2017 - zone 3 streets (211,595 SY)
- 2018 - zone 4 streets (205,519 SY)
- 2019 - zone 5 streets (205,688 SY)

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Street Renewal Fund	\$ 302,500	\$ 313,900	\$ 325,000	\$ 332,900	\$ 344,200	\$ 348,200	\$ 354,500
Total Sources of Funds	\$ 302,500	\$ 313,900	\$ 325,000	\$ 332,900	\$ 344,200	\$ 348,200	\$ 354,500
<b>Uses</b>							
Crack Fill Streets	\$ 19,000	\$ 19,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 23,000	\$ 23,000
Sealcoat Streets	277,000	288,400	296,500	304,400	315,700	316,700	323,000
Street Condition Survey	6,500	6,500	7,500	7,500	7,500	8,500	8,500
Total Uses of Funds	\$ 302,500	\$ 313,900	\$ 325,000	\$ 332,900	\$ 344,200	\$ 348,200	\$ 354,500

Street condition surveys (data collection measures used to evaluate street condition as part of the Pavement Management Program) are performed over 1/3 of city streets each year.

Sealcoating and crackfilling are two maintenance strategies used to prolong the useful life of streets. The Pavement Management Program estimates the future funding necessary for cost-effective management of streets and protection of street condition.



**Cottage Place Reconstruction**

PWA 22

Complete reconstruction of the road surfaces and upgrade of Cottage Place from Victoria Street West to the dead end. The project would also include the addition of concrete curb and gutter, installation of a cul-de-sac at the west dead end, replacement of water main, installation of a storm water collection and treatment system, and installation of street lights.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Street Renewal Fund	\$ 186,650						
Debt-Special Assessments	20,350						
Debt-Water Revenue	88,500						
Sewer Fund	28,000						
Debt-Surface Water Revenue	183,700						
Street Lighting Fund	13,570						
<b>Total Sources of Funds</b>	<b>\$ 520,770</b>	<b>\$ -</b>					
<b>Uses</b>							
Street	\$ 207,000						
Water Main	88,500						
Sanitary Sewer	28,000						
Storm Sewer	183,700						
Street Lighting	13,570						
<b>Total Uses of Funds</b>	<b>\$ 520,770</b>	<b>\$ -</b>					

These improvements would be consistent with the City's street/infrastructure efforts in recent years and in accordance with the City's street renewal and assessment policies. The streets in these areas do not currently have curb and gutter.



Cottage Place Reconstruction

PWA 00022

**Red Fox Road Reconstruction**

PWA 23

Road reconstruction , watermain, sanitary sewer, and storm water improvements related to the widening of Red Fox Road from Lexington Avenue east to the cul-de-sac. A right turn lane from northbound Lexington Avenue to eastbound Red Fox Road would also be required as part of this project. TIF contributions to this project include \$146,600 from TIF District #5 for preliminary expenses that occurred in 2012, and \$200,000 from TIF District #1 for expenses occurring in 2013.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
MSA	\$ 143,800						
Street Renewal Fund	258,400						
Debt-Special Assessments	142,250						
Debt-Water Revenue	123,500						
Sewer Fund	35,000						
Debt-Surface Water Revenue	528,850						
Street Lighting Fund	23,200						
Tax Increment	146,600						
Tax Increment	200,000						
<b>Total Sources of Funds</b>	<b>\$ 1,601,600</b>	<b>\$ -</b>					
<b>Uses</b>							
Street	\$ 562,200						
Water Main	123,500						
Sanitary Sewer	35,000						
Storm Sewer	668,100						
Street Lighting	46,000						
Traffic Signal	166,800						
<b>Total Uses of Funds</b>	<b>\$ 1,601,600</b>	<b>\$ -</b>					

These improvements are needed to address issues with traffic flow that cause congestion and delays on Red Fox Road, especially during peak traffic times.



### Hanson, Oakridge Neighborhood

PWA 14

Complete reconstruction of the road surface and upgrades of Hanson Road, Oakridge Avenue, and the North half of Nottingham Place. The project would also include the addition of curb and gutter, replacement of cast iron water main, and the addition of storm sewer improvements. Assessments for the project, totaling \$146,000, are for storm (\$56,100) and street (\$89,900).

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Street Renewal Fund		\$ 537,000					
Street Lighting Fund		70,000					
Debt-Special Assessments		146,000					
Debt-Water Revenue		300,000					
Debt-Sewer Revenue		125,000					
Debt-Surface Water Revenue		257,000					
<b>Total Sources of Funds</b>	<b>\$ -</b>	<b>\$ 1,435,000</b>	<b>\$ -</b>				
<b>Uses</b>							
Street		\$ 625,000					
Water Main		300,000					
Sanitary Sewer		125,000					
Storm Sewer		315,000					
Street Lighting		70,000					
<b>Total Uses of Funds</b>	<b>\$ -</b>	<b>\$ 1,435,000</b>	<b>\$ -</b>				

The improvements would be consistent with the City's street/infrastructure reconstruction efforts in recent years, and in accordance with the City's street renewal and assessment policies.



Handon, Oakridge Neighborhood

PWA 00014

**Turtle Lane Neighborhood**

PWA 15

Complete reconstruction of the road surfaces and upgrade of Johns Road, Turtle Lane (East and West), Schifsky Road, and the addition of storm water improvements. Assessments for the project, totaling \$149,200, are for storm (\$44,800) and street (\$104,400).

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Street Renewal Fund			\$ 630,600				
Street Lighting Fund			70,000				
Debt-Special Assessments			149,200				
Debt-Water Revenue			320,000				
Debt-Sewer Revenue			135,000				
Debt-Surface Water Revenue			427,700				
<b>Total Sources of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,732,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Uses</b>							
Street			\$ 735,000				
Water Main			320,000				
Sanitary Sewer			135,000				
Storm Sewer			472,500				
Street Lighting			70,000				
<b>Total Uses of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,732,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

The improvements would be consistent with the City's street/infrastructure reconstruction efforts in recent years, and in accordance with the City's street renewal and assessment policies.



Turtle Lane Neighborhood

PWA 00015

**Windward Heights Neighborhood**

PWA 16

Complete reconstruction and upgrade of road surfaces on Dawn Avenue, Rustic Place, and Colleen Avenue on the East side of Highway 49; and Dennison Avenue, Lilac Lane and Virginia Avenue on the West of Highway 49. The project would also include storm drainage improvements as well as replacement of cast iron water main and any necessary sanitary sewer repairs. Assessments for the project, totaling \$245,700, are for (storm \$100,100) and street (\$145,600).

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund				\$ 47,000	\$ 47,000		
Street Renewal Fund				627,200	627,200		
Street Lighting Fund				62,500	62,500		
Debt-Special Assessments				122,850	122,850		
Debt-Water Revenue				275,000	275,000		
Debt-Sewer Revenue				85,000	85,000		
Debt-Surface Water Revenue				249,950	249,950		
<b>Total Sources of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,469,500</b>	<b>\$1,469,500</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Uses</b>							
Street				\$ 700,000	\$ 700,000		
Trail				47,000	47,000		
Water Main				275,000	275,000		
Sanitary Sewer				85,000	85,000		
Storm Sewer				300,000	300,000		
Street Lighting				62,500	62,500		
<b>Total Uses of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,469,500</b>	<b>\$1,469,500</b>	<b>\$ -</b>	<b>\$ -</b>

These improvements would be consistent with the City's street/infrastructure efforts in recent years, and in accordance with the City's street renewal and assessment policies. The streets in this neighborhood do not currently have curb and gutter.



**Bridge, Lion Neighborhood**

PWA 26

Complete reconstruction of the road surfaces of Arner Avenue (Dale St to Mackubin St), Dale Street (96-Arner Ave), Dale Court N & S, Bridge Street (Hodgson Rd to Galtier St), and Lion Lane (Bridge St to Galtier St). The project would also include the addition of concrete curb and gutter, installation of watermain and services to Dale Court N & S, and installation of storm water collection and treatment systems. Assessments for the project, totalling \$184,720 are for storm (\$45,920), street (\$100,300) and water (\$38,500).

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Debt-Special Assessments						\$ 184,720	
MSA						132,000	
Debt-Water Revenue						41,500	
Debt-Sewer Revenue						120,000	
Debt-Surface Water Revenue						285,080	
Street Lighting Fund						85,000	
Street Renewal Fund						792,700	
<b>Total Sources of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,641,000</b>	<b>\$ -</b>
<b>Uses</b>							
Street						\$ 981,000	
Street Lighting						85,000	
Water Main						80,000	
Sanitary Sewer						120,000	
Storm Sewer						375,000	
<b>Total Uses of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,641,000</b>	<b>\$ -</b>

The improvements are consistent with the City's street/infrastructure efforts in recent years and in accordance with the City's street renewal and assessment policies. The streets in these areas do not have curb and gutter.



Bridge, Lion Neighborhood

PWA 00026

## Wabasso Neighborhood

PWA 8

Complete reconstruction of the road surface of streets located on the East side of Lake Wabasso with access off Soo Street. This area includes Cottage Place, Janice Street, Wabasso Avenue, Centre Street, Grand Avenue, and the alley south of Grand. The project would also include the addition of concrete curb and gutter, water main repair, sanitary sewer repair and replacement of services, installation of a storm water collection and treatment system, and installation of street lights. Assessments for the project, totaling \$104,000, are for storm (\$44,000) and street (\$60,000).

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Street Renewal Fund							\$ 552,000
Street Lighting Fund							30,000
Debt-Special Assessments							104,000
Debt-Water Revenue							50,000
Debt-Sewer Revenue							80,000
Debt-Surface Water Revenue							426,000
<b>Total Sources of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,242,000</b>
<b>Uses</b>							
Street							\$ 612,000
Water Main							50,000
Sanitary Sewer							80,000
Storm Sewer							470,000
Street Lighting							30,000
<b>Total Uses of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,242,000</b>

These improvements are consistent with the City's street/infrastructure efforts in recent years, and in accordance with the City's street renewal and assessment policies. The streets in these areas do not currently have curb and gutter.



Wabasso Neighborhood

PWA 00008

**Park Facility Replacements**

PKA 1

This project provides an allowance for park replacements, funded by the General Fixed Asset Replacement Fund. A description of planned costs by park is provided below.

Bucher Park costs include:

- 2019 - \$44,000 fencing replacement

Commons costs include:

- 2013 - \$ 25,000 Commons area and highway 96 landscaping
- 2014 - \$ 20,000 Commons area and highway 96 landscaping
- 2015 - \$ 20,000 Commons area and highway 96 landscaping
- 2015 - \$ 20,000 outfield fencing
- 2016 - \$ 20,000 Commons area and highway 96 landscaping
- 2017 - \$ 20,000 Commons area and highway 96 landscaping
- 2018 - \$ 90,000 replace playground

Ponds Park costs include:

- 2018 - \$40,000 playground replacement

Rice Creek costs include:

- 2017 - \$ 50,000 scoreboard replacement
- 2018 - \$ 65,000 replace playground

Theisen Park costs include:

- 2018 - \$ 28,000 replace building lighting

Wilson Park costs include:

- 2015 - \$120,000 relocate playground
- 2016 - \$ 20,000 fencing replacement

Repair and replacement allowances include:

- 2013 - \$ 50,000 ADA compliance changes in several parks

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 75,000	\$ 20,000	\$ 160,000	\$ 40,000	\$ 70,000	\$ 223,000	\$ 44,000
<b>Total Sources of Funds</b>	<b>\$ 75,000</b>	<b>\$ 20,000</b>	<b>\$ 160,000</b>	<b>\$ 40,000</b>	<b>\$ 70,000</b>	<b>\$ 223,000</b>	<b>\$ 44,000</b>
<b>Uses</b>							
Commons Park	\$ 25,000	\$ 20,000	\$ 40,000	\$ 20,000	\$ 20,000	\$ 90,000	
Wilson Park			120,000	20,000			
Rice Creek Park					50,000	65,000	
Ponds Park						40,000	
Theisen Park						28,000	
Bucher Park							44,000
Repair/Replacement Allowance	50,000						
<b>Total Uses of Funds</b>	<b>\$ 75,000</b>	<b>\$ 20,000</b>	<b>\$ 160,000</b>	<b>\$ 40,000</b>	<b>\$ 70,000</b>	<b>\$ 223,000</b>	<b>\$ 44,000</b>

An allowance is included in the City's infrastructure replacement plan for routine repair and replacement of amenities in City parks. Periodic replacement of park improvements is necessary to maintain the appearance and condition of the parks, and to remain in compliance with legal standards.

**Park Facility Improvements**

PKA 2

Park improvements planned throughout the community, and supported by the Capital Improvement Fund, include:

Bucher Park:

- 2014 - \$ 60,000 Rocks-N-Ropes course

Commons Park:

- 2014 - \$ 30,000 Expand irrigation

McCullough Park:

- 2017 - \$600,000 Improvements and new features
- 2017 - \$100,000 Playground equipment replacement

Shamrock Park:

- 2013 - \$ 60,000 add trail segments
- 2019 - \$600,000 Improvements and new features
- 2019 - \$100,000 Playground equipment replacement

Wilson Park:

- 2015 - \$ 40,000 add picnic shelter

Allowances:

- 2014 - \$ 20,000 Park analysis
- 2014 - \$ 30,000 Park signs

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Community Investment		\$ 140,000	\$ 40,000		\$ 600,000		\$ 600,000
General Fixed Asset Fund					100,000		100,000
Capital Improvement Fund	60,000						
<b>Total Sources of Funds</b>	<b>\$ 60,000</b>	<b>\$ 140,000</b>	<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ 700,000</b>	<b>\$ -</b>	<b>\$ 700,000</b>
<b>Uses</b>							
Bucher Park		\$ 60,000					
Commons Park		30,000					
McCullough Park					700,000		
Shamrock Park	60,000						700,000
Wilson Park			40,000				
Repair/Replacement Allowance		50,000					
<b>Total Uses of Funds</b>	<b>\$ 60,000</b>	<b>\$ 140,000</b>	<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ 700,000</b>	<b>\$ -</b>	<b>\$ 700,000</b>

Periodic improvements to park facilities are necessary to keep the parks in good condition and an asset to the neighborhoods.

### Parking & Driveways/City-Owned Facilities

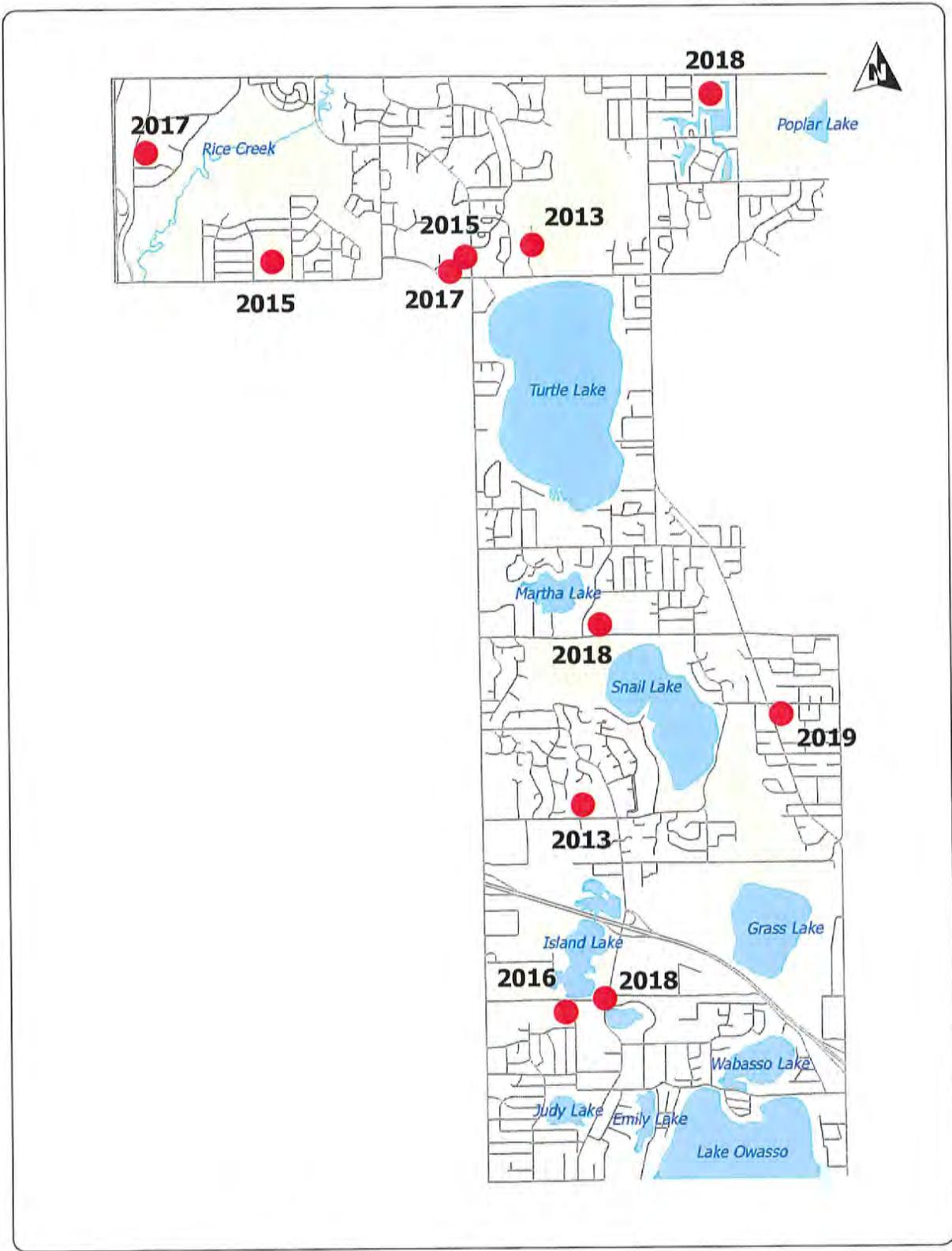
PWA 30

Sealcoating, rehabilitation or replacement of parking lots and driveways at City-owned facilities, including: City hall, community center, City parks and fire stations. Sealcoating of parking lots is completed in conjunction with the City's street sealcoating program. Planned costs include:

- 2013 - \$156,000 McCullough pavement rehabilitation
- 2013 - \$125,000 Wilson pavement replacement
- 2015 - \$ 77,000 Shamrock pavement rehabilitation
- 2015 - \$ 82,000 Fire station #3 replace driveway/parking lot
- 2016 - \$ 78,000 Theisen pavement rehabilitation
- 2017 - \$ 8,000 Rice Creek Fields sealcoat parking lot
- 2017 - \$ 1,400 Larson house sealcoat parking lot
- 2018 - \$ 63,000 Bucher parking lot replacement
- 2018 - \$550,000 City Hall and Community Center parking lot rehabilitation
- 2018 - \$ 20,000 Fire station #4 pavement rehabilitation
- 2019 - \$ 4,200 Sitzer Park sealcoat parking lot
- Note: \$32,226 in 2015, and \$7,860 in 2018 of the cost for pavement sealcoating and rehabilitation at fire stations is paid by other contract cities

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 281,000		\$ 126,774	\$ 78,000	\$ 9,400	\$ 625,140	\$ 4,200
Other Local Government			32,226			7,860	
<b>Total Sources of Funds</b>	<b>\$ 281,000</b>	<b>\$ -</b>	<b>\$ 159,000</b>	<b>\$ 78,000</b>	<b>\$ 9,400</b>	<b>\$ 633,000</b>	<b>\$ 4,200</b>
<b>Uses</b>							
McCullough Park	\$ 156,000						
Wilson Park	125,000						
Shamrock Park			77,000				
Theisen Park				78,000			
Rice Creek Park					8,000		
Bucher Park						63,000	
City Hall/Community Ctr						550,000	
Sitzer Park							4,200
Fire Station #3			82,000				
Fire Station #4						20,000	
Repair/Replacement Allowance					1,400		
<b>Total Uses of Funds</b>	<b>\$ 281,000</b>	<b>\$ -</b>	<b>\$ 159,000</b>	<b>\$ 78,000</b>	<b>\$ 9,400</b>	<b>\$ 633,000</b>	<b>\$ 4,200</b>

Sealcoating and crack filling are pavement management strategies that prolong the useful life of pavement. Shoreview's comprehensive infrastructure replacement plan, which is updated annually, provides for the replacement and maintenance of these areas.



**Tennis & Basketball Court Pavement**

PKA 6

Periodic sealcoat and/or color coat of tennis and basketball courts in City parks. Planned costs include:

- 2013 - \$35,000 Bucher court resurfacing
- 2014 - \$35,000 McCullough court resurfacing
- 2015 - \$50,000 mill and overlay center two courts at Theisen Park
- 2018 - \$40,000 Shamrock Park court surfacing
- 2019 - \$40,000 Commons Park court surfacing
- 2019 - \$40,000 Sitzer Park court surfacing

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 35,000	\$ 35,000	\$ 50,000			\$ 40,000	\$ 80,000
Total Sources of Funds	\$ 35,000	\$ 35,000	\$ 50,000	\$ -	\$ -	\$ 40,000	\$ 80,000
<b>Uses</b>							
Bucher Park	\$ 35,000						
Commons Park							40,000
McCullough Park		35,000					
Shamrock Park						40,000	
Sitzer Park							40,000
Theisen Park			50,000				
Total Uses of Funds	\$ 35,000	\$ 35,000	\$ 50,000	\$ -	\$ -	\$ 40,000	\$ 80,000

An allowance is included in the City's comprehensive infrastructure replacement plan for routine repair and replacement of park amenities. Routine replacement of court surfaces is necessary to maintain the appearance and condition, as well as to preserve the use for residents.

**Park Building Rehabilitation**

PKA 7

Provide an allowance for park building replacements. Planned costs include:

Bucher Park:

- 2018 - \$60,000 convert park building roof to metal

Commons Park:

- 2014 - \$30,000 picnic shelter replacement

Lake Judy Park

- 2015 - \$ 5,000 picnic shelter roof replacement

McCullough Park:

- 2014 - \$22,000 park building and picnic shelter roof replacement

Shamrock Park:

- 2014 - \$10,000 picnic shelter roof replacement

Sitzer Park:

- 2016 - \$50,000 convert park building roof to metal

Replacement Allowance

- 2019 - \$15,000 miscellaneous park building repairs

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund		\$ 62,000	\$ 5,000	\$ 50,000		\$ 60,000	\$ 15,000
Total Sources of Funds	\$ -	\$ 62,000	\$ 5,000	\$ 50,000	\$ -	\$ 60,000	\$ 15,000
<b>Uses</b>							
Bucher Park						\$ 60,000	
Commons Park		30,000					
Lake Judy Park			5,000				
McCullough Park		22,000					
Shamrock Park		10,000					
Sitzer Park				50,000			
Repair/Replacement Allowance							15,000
Total Uses of Funds	\$ -	\$ 62,000	\$ 5,000	\$ 50,000	\$ -	\$ 60,000	\$ 15,000

An allowance for park building repairs and replacements is included in the City's comprehensive infrastructure replacement plan. Periodic repair and replacement is necessary to maintain the condition of park buildings.

**Bucher Park Rehabilitation**

PKA 4

An allowance for the renovation of Bucher Park includes the following costs:

- \$100,000 - Playground equipment replacement
- \$ 40,000 - Park replacements
- \$495,000 - Improvements and new features

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 140,000						
Capital Improvement Fund	495,000						
<b>Total Sources of Funds</b>	<b>\$ 635,000</b>	<b>\$ -</b>					
<b>Uses</b>							
Bucher Park	\$ 635,000						
<b>Total Uses of Funds</b>	<b>\$ 635,000</b>	<b>\$ -</b>					

Periodic improvements to park facilities are necessary to keep the parks in good condition and an asset to the neighborhoods.

**Wading Pool Replacement**

PKA 5

Renovation and updating of the outdoor wading pool with a shallow water splash pool and mid-size interactive water play structure.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund				\$ 100,000			
Community Investment				400,000			
<b>Total Sources of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Uses</b>							
Pool/Whirlpool				\$ 500,000			
<b>Total Uses of Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

This project will increase Community Center revenue between \$20,000 and \$40,000 per year and will increase the amenities in the pool area and the attraction for youth and families.

**Trail Rehabilitation**

PWA 20

Rehabilitation of the pavement surface on paved trails throughout the City. This project may consist of replacement of the pavement surface, or providing a protective coating, such as a sealcoat, to extend the life of the trail segments. Scheduled rehabilitation of paths located in these areas:

- 2013 - Northeast corner of the City
- 2014 - Theisen Park and along County Rd I, including replacement of the boardwalk at County Rd I
- 2015 - throughout the center section of the City's trail system
- 2016 - for trail segments to be determined in the future
- 2017 - for trail segments to be determined in the future
- 2018 - for trail segments to be determined in the future
- 2019 - for trail segments to be determined in the future

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 65,000	\$ 140,000	\$ 75,000	\$ 75,000	\$ 80,000	\$ 80,000	\$ 80,000
Total Sources of Funds	\$ 65,000	\$ 140,000	\$ 75,000	\$ 75,000	\$ 80,000	\$ 80,000	\$ 80,000
<b>Uses</b>							
Trail	\$ 65,000	\$ 140,000	\$ 75,000	\$ 75,000	\$ 80,000	\$ 80,000	\$ 80,000
Total Uses of Funds	\$ 65,000	\$ 140,000	\$ 75,000	\$ 75,000	\$ 80,000	\$ 80,000	\$ 80,000

To preserve the integrity and extend the life of bituminous trails and concrete sidewalks throughout the City's trail system. Replacement or rehabilitation of trail assets are planned in accordance with the City's comprehensive infrastructure replacement plan, updated annually.

**Fire Stations**

ADM 1

A repair and replacement allowance for fire stations, intended to cover equipment, furnishings and minor maintenance items. The cost shown in the table below represents Shoreview's share of costs (60.7%). Specific items planned for each station are listed below.

Station #2 costs include:

- 2013 - \$ 65,182 Remodel station
- 2013 - \$ 2,691 Repair/stain wood fence
- 2015 - \$ 607 Paint computer room/kitchen
- 2015 - \$ 8,498 Paint bay ceilings/walls
- 2015 - \$ 1,214 Replace computer room tiles

Station #3 costs include:

- 2015 - \$ 9,105 Replace carpet
- 2016 - \$ 23,066 Resurface bay floors
- 2017 - \$ 30,350 Replace roof over bays

Station #4 costs include:

- 2013 - \$238,602 Station addition, convert space for sleeping quarters
- 2015 - \$ 21,245 Emergency backup generator

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 306,475		\$ 40,669	\$ 23,066	\$ 30,350		
Total Sources of Funds	\$ 306,475	\$ -	\$ 40,669	\$ 23,066	\$ 30,350	\$ -	\$ -
<b>Uses</b>							
Fire Station #2	67,873		10,319				
Fire Station #3			9,105	23,066	30,350		
Fire Station #4	238,602		21,245				
Total Uses of Funds	\$ 306,475	\$ -	\$ 40,669	\$ 23,066	\$ 30,350	\$ -	\$ -

Routine repairs and replacements are necessary to maintain the condition and appearance of the buildings, and to protect the investment in the buildings. In addition, there is a need for replacement of equipment and furnishings within the fire stations.

## General Government Buildings

ADM 6

Replacements, rehabilitation and improvements to municipal buildings, including the Council chambers, and general government equipment.

Equipment includes:

- 2013 - \$115,500 Council chamber audio visual control system
- 2014 - \$ 56,000 Election equipment replacement (voting machines)
- 2015 - \$ 25,000 Council chamber lighting
- 2019 - \$ 50,000 Council chamber cameras

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund		\$ 56,000					
Cable Television Fund	115,500		25,000				50,000
Total Sources of Funds	\$ 115,500	\$ 56,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 50,000
<b>Uses</b>							
Equipment-General	115,500	56,000	25,000				50,000
Total Uses of Funds	\$ 115,500	\$ 56,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 50,000

Periodic replacement of camera and sound equipment is necessary to maintain functionality for broadcasting public meetings.

Election equipment replacements are coordinated with Ramsey County (the cost shown is Shoreview's share of election equipment).

**Community Center Rehabilitation**

CC 1

A repair/replacement allowance for mechanical systems and other building replacements provides for the following costs:

Building costs include:

- 2013 - \$ 42,150 fire alarm panel replacement
- 2013 - \$ 42,270 computer room cooling
- 2014 - \$ 15,000 replace tree on patio in pool
- 2015 - \$400,000 sloped gym roof
- 2015 - \$ 50,000 hot water tank
- 2015 - \$ 55,000 replace parks front counter, strip wallpaper and repaint walls in office areas.

Carpet/flooring costs include:

- 2014 - \$ 90,000 replace upper level carpeting (lobby and hall areas)
- 2015 - \$ 25,000 replace rubber floor in Beachcomber Bay room
- 2016 - \$ 60,000 replace track running surface
- 2017 - \$ 48,000 replace lower level carpet
- 2017 - \$ 30,000 replace rubber floor in fitness studio #3
- 2017 - \$ 55,000 rehab pool deck
- 2018 - \$ 52,000 replace carpet in Council Chambers

Mechanical System costs include:

- 2014 - \$ 10,000 replace wave prep area exhaust fan

Gymnasium costs include:

- 2015 - \$ 21,000 repair gym ceiling and track

Repair/replacement allowances include:

- 2016 - \$ 20,000 allowance for repair/replacements
- 2018 - \$ 85,000 allowance for repair/replacements
- 2019 - \$ 90,000 allowance for repair/replacements

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 84,420	\$ 115,000	\$ 551,000	\$ 80,000	\$ 133,000	\$ 137,000	\$ 90,000
<b>Total Sources of Funds</b>	<b>\$ 84,420</b>	<b>\$ 115,000</b>	<b>\$ 551,000</b>	<b>\$ 80,000</b>	<b>\$ 133,000</b>	<b>\$ 137,000</b>	<b>\$ 90,000</b>
<b>Uses</b>							
Municipal Buildings	\$ 84,420	\$ 15,000	\$ 505,000				
Carpet/flooring		90,000	25,000	60,000	133,000	52,000	
Mechanical Systems		10,000					
Gymnasium			21,000				
Repair/Replacement Allowance				20,000		85,000	90,000
<b>Total Uses of Funds</b>	<b>\$ 84,420</b>	<b>\$ 115,000</b>	<b>\$ 551,000</b>	<b>\$ 80,000</b>	<b>\$ 133,000</b>	<b>\$ 137,000</b>	<b>\$ 90,000</b>

The age of mechanical systems and volume of use at the Community Center increase the need for mechanical system repairs and other building replacements. Completion of these repairs in a timely manner is necessary to maintain the appearance of the building, to protect the investment in the building, and to retain customers. An allowance is included in the City's infrastructure replacement plan so that routine and periodic repairs can be made without impacting the Community Center operating budget.

**Banquet Facility**

CC 2

A repair and replacement allowance for the banquet room facilities and furnishings. Planned costs are listed below.

Furniture costs include:

- 2015 - \$ 15,000 replace meeting room chairs
- 2017 - \$102,000 replace banquet chairs

Banquet room repairs include:

- 2013 - \$ 13,000 miscellaneous repairs
- 2014 - \$ 90,000 movable walls for banquet and meeting rooms
- 2016 - \$ 15,000 miscellaneous repairs
- 2017 - \$ 15,000 miscellaneous repairs
- 2018 - \$ 20,000 miscellaneous repairs
- 2019 - \$ 20,000 miscellaneous repairs

Carpet replacement includes:

- 2014 - \$ 45,000 Shoreview Room carpet
- 2018 - \$ 35,000 Community Room carpet

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 13,000	\$ 135,000	\$ 15,000	\$ 15,000	\$ 117,000	\$ 55,000	\$ 20,000
Total Sources of Funds	\$ 13,000	\$ 135,000	\$ 15,000	\$ 15,000	\$ 117,000	\$ 55,000	\$ 20,000
<b>Uses</b>							
Furniture			\$ 15,000		\$ 102,000		
Banquet Room Repairs	13,000	90,000		15,000	15,000	20,000	20,000
Carpet/flooring		45,000				35,000	
Total Uses of Funds	\$ 13,000	\$ 135,000	\$ 15,000	\$ 15,000	\$ 117,000	\$ 55,000	\$ 20,000

The volume of banquet room use, for weddings, receptions, Summer Discovery, and other activities causes wear and tear on the facility. Completion of these repairs in a timely manner is necessary to maintain the appearance of the facility, to protect the investment in the building and to retain customers. An allowance is included in the City's comprehensive infrastructure replacement plan so that routine and periodic repairs can be made without impacting the Community Center operating budget.

## Pool &amp; Locker Room Areas

CC 3

A repair and replacement allowance for the pool and locker room areas at the community center. Planned costs are listed below.

Pool/whirlpool replacement costs include:

- 2015 - \$ 60,000 zero-depth beach water feature
- 2017 - \$ 20,000 miscellaneous pool items
- 2018 - \$ 23,400 water treatment
- 2019 - \$ 20,000 miscellaneous pool items

Water slide repair/replacements include:

- 2013 - \$ 6,563 refurbish water slide
- 2013 - \$ 75,000 water slide stair repairs
- 2018 - \$ 40,000 water slide refurbish

Repair and replacement allowances include:

- 2014 - \$ 12,000 water-walk exit and land pad replacement
- 2014 - \$ 25,000 repair leak & refurbish rock waterfall
- 2014 - \$ 20,000 replace pool deck furniture
- 2014 - \$ 19,000 replace zero-beach railings
- 2015 - \$ 20,000 refurbish shark attack
- 2017 - \$ 75,000 pool ceiling repainting

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 81,563	\$ 76,000	\$ 80,000		\$ 95,000	\$ 63,400	\$ 20,000
Total Sources of Funds	\$ 81,563	\$ 76,000	\$ 80,000	\$ -	\$ 95,000	\$ 63,400	\$ 20,000
<b>Uses</b>							
Pool/Whirlpool			\$ 60,000		\$ 20,000	\$ 23,400	\$ 20,000
Water Slide	81,563					40,000	
Repair/Replacement Allowance		76,000	20,000		75,000		
Total Uses of Funds	\$ 81,563	\$ 76,000	\$ 80,000	\$ -	\$ 95,000	\$ 63,400	\$ 20,000

The volume of use of pool and locker room facilities throughout the year causes wear and tear on the facility. Completion of these repairs in a timely manner is necessary to maintain the appearance of the facility, to protect the investment in the building and to retain customers. An allowance is included in the City's comprehensive infrastructure replacement plan so that routine and periodic repairs can be made without impacting the Community Center operating budget.

**Furniture & Equipment**

CC 4

A repair and replacement allowance for community center furniture and equipment. Planned costs are listed below.

Fitness equipment replacement allowances include:

- 2013 - \$30,000
- 2014 - \$45,000 including Revving bikes
- 2015 - \$40,000 including Revving bikes
- 2016 - \$30,000
- 2017 - \$65,000
- 2018 - \$20,000
- 2019 - \$20,000

Furniture replacement costs include:

- 2014 - \$10,000 replace Wave Cafe seating area chairs
- 2014 - \$20,000 replace lower level plaza site furnishings
- 2015 - \$70,000 refurbish modular office furniture (city hall & parks & rec)
- 2018 - \$20,000 miscellaneous furniture repairs/replacement

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	30,000	75,000	110,000	30,000	65,000	40,000	20,000
Total Sources of Funds	\$ 30,000	\$ 75,000	\$ 110,000	\$ 30,000	\$ 65,000	\$ 40,000	\$ 20,000
<b>Uses</b>							
Equipment-Fitness	\$ 30,000	\$ 45,000	\$ 40,000	\$ 30,000	\$ 65,000	\$ 20,000	\$ 20,000
Furniture		30,000	70,000			20,000	
Total Uses of Funds	\$ 30,000	\$ 75,000	\$ 110,000	\$ 30,000	\$ 65,000	\$ 40,000	\$ 20,000

The volume of use of the community center facility throughout the year causes wear and tear on furniture and equipment. Completion of these repair/replacements in a timely manner is necessary to maintain the appearance of the facility, to protect the investment in the building and to retain customers. An allowance is included in the City's comprehensive infrastructure replacement plan so that routine and periodic repairs can be made without impacting the Community Center operating budget.

**Community Center Improvements**

CC 10

Planned community center improvements and allowances for improvements to be determined in the future are listed below.

Building costs include:

- 2013 - \$15,000 tint windows in pool and upper lobby (glare reduction)
- 2014 - \$15,000 install UV system on whirlpool filtering
- 2014 - \$10,000 install lights on roof top units for night repairs

Equipment-Community Center costs include:

- 2013 - \$50,000 upgrade banquet room AV system

Improvement allowances include:

- 2014 - \$25,000 for items to be determined later
- 2015 - \$50,000 for items to be determined later
- 2016 - \$50,000 for items to be determined later
- 2017 - \$50,000 for items to be determined later
- 2018 - \$50,000 for items to be determined later
- 2019 - \$50,000 for items to be determined later

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Community Investment Capital Improvement Fund	65,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
<b>Total Sources of Funds</b>	<b>\$ 65,000</b>	<b>\$ 50,000</b>					
<b>Uses</b>							
Municipal Buildings	15,000	25,000					
Equipment-Community Center Improvement Allowance	50,000	25,000	50,000	50,000	50,000	50,000	50,000
<b>Total Uses of Funds</b>	<b>\$ 65,000</b>	<b>\$ 50,000</b>					

To preserve the vitality of the Community Center and continue to generate income in support of operating costs, it is important to offer new experiences to customers through periodic changes to the community center facility.

**Community Center Addition**

CC 12

Construction of a community center addition is planned, to expand fitness and gymnasium activity areas. Support from the Community Center and Recreation Program Funds will be provided through a combination of lump-sum transfers in 2014, and the remaining cost will be supported by the Community Investment Fund.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Community Center Fund			\$ 200,000				
Recreation Programs Fund			200,000				
Community Investment Capital Improvement Fund	24,000	100,000	1,476,000				
<b>Total Sources of Funds</b>	<b>\$ 24,000</b>	<b>\$ 100,000</b>	<b>\$ 1,876,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Uses</b>							
Municipal Buildings	\$ 24,000	\$ 100,000	\$ 1,876,000				
<b>Total Uses of Funds</b>	<b>\$ 24,000</b>	<b>\$ 100,000</b>	<b>\$ 1,876,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

The addition will create additional space for fitness equipment, fitness classes, multipurpose classroom space for Summer Discovery and other recreational programs, and will provide space for expansion of the indoor playground.

**Water Systems**

PWA 5

This project includes improvements to the City's water system.

2013 costs include:

- \$250,000 - Construct a water booster station to increase the water pressure in the Weston Woods area. The booster station is to consist of underground pumps and associated piping. This project is in response to inadequate water pressures discovered in a recent update to the City's water distribution model, completed due to resident complaints of low water pressure in the area. The booster will correct inadequate water pressure for residential households and fire flow.
- \$107,000 - Extend water main to the Gaston Avenue/Grove Avenue/St. Albans Street neighborhood, and install water services to properties that are not currently served by City water.

2014 costs include:

- \$ 40,000 - Update, upgrade and improve the SCADA system software for controlling the water system. An update/upgrade to the SCADA system is planned in accordance with the City's comprehensive infrastructure replacement plan, which is reviewed and updated annually.

2015 costs include:

- \$100,000 - Install natural gas/alternate power backup generator for Well 6. Well 6 is a stand-alone well, meaning the water is treated and pumped directly into the water system. All of the other wells pump to the reservoir where the water is treated.

2019 costs include:

- \$125,000 Redevelop well cavity, remove sand from Well 7.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Debt-Water Revenue	\$ 259,000	\$ 40,000	\$ 100,000				\$ 125,000
Debt-Special Assessments	98,000						
<b>Total Sources of Funds</b>	<b>\$ 357,000</b>	<b>\$ 40,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 125,000</b>
<b>Uses</b>							
Water Miscellaneous	\$ 250,000		\$ 100,000				\$ 125,000
Utility System Controls		40,000					
Water Main	107,000						
<b>Total Uses of Funds</b>	<b>\$ 357,000</b>	<b>\$ 40,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 125,000</b>

Improvements, rehabilitation, cleaning and inspection of the City's water system are planned in accordance with the City's Comprehensive Infrastructure Replacement policy, which is reviewed and updated annually.

**Water Treatment Plant**

PWA 17

The addition of a water treatment plant will address the issue of rising levels of iron and manganese in the City's wells. Water treatment will effectively remove dissolved iron and manganese from the City's water supply.

- 2014 Engineering consultant fees associated with design of the water treatment plant
- 2015 and 2016 Construction and engineering consultant fees associated with construction of the water treatment plant

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Debt-Water Revenue		\$ 1,000,000	\$ 4,000,000	\$ 4,000,000			
Total Sources of Funds	\$ -	\$ 1,000,000	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -
<b>Uses</b>							
Buildings-Proprietary		\$ 1,000,000	\$ 4,000,000	\$ 4,000,000			
Total Uses of Funds	\$ -	\$ 1,000,000	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -

The water in most of the City's wells has manganese levels higher than the secondary standards set by the EPA. Some wells are showing signs of high levels of iron as well. Iron and manganese, at the levels found in Shoreview's water, are not considered harmful to health, but they can cause esthetic problems as well as taste and odor issues within the water system. Increasing levels of iron and manganese is supported by the steadily growing number of customer concerns or complaints regarding the color and/or look and feel of the City's water.

**Sanitary Sewer Rehabilitation**

PWA 6

The repair or rehabilitation of high-maintenance or defective sanitary sewer segments located within the City through technology or construction techniques which are unavailable to City maintenance crews. For instance, the City is actively pursuing the use of trenchless methods, and/or pipe re-lining, as an alternative to excavating in existing streets/neighborhoods.

- 2015 - \$500,000 for Floral Drive and Demar Avenue West of Hodgson, the Hanson Road/Oakridge Neighborhood, the Turtle Lane Neighborhood, Schifsky Road and miscellaneous areas throughout the City including 3000 feet of Bucher easement
- 2019 - \$950,000 for Edgetown Acres/Bridge/Lion and miscellaneous areas throughout the City

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Debt-Sewer Revenue			\$ 800,000				\$ 950,000
Total Sources of Funds	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ -	\$ 950,000
<b>Uses</b>							
Sanitary Sewer			\$ 800,000				\$ 950,000
Total Uses of Funds	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ -	\$ 950,000

Various sections of the City's sanitary sewer system are in need of repair or rehabilitation. Often, leaky and/or broken pipes and manholes are responsible for groundwater infiltration into the sewage system, resulting in higher sewage treatment costs for the City. The pipes and manholes in need of repair are also more likely to fail, resulting in sewage back-ups and resulting damage claims.

## Sewer Lift Stations

PWA 3

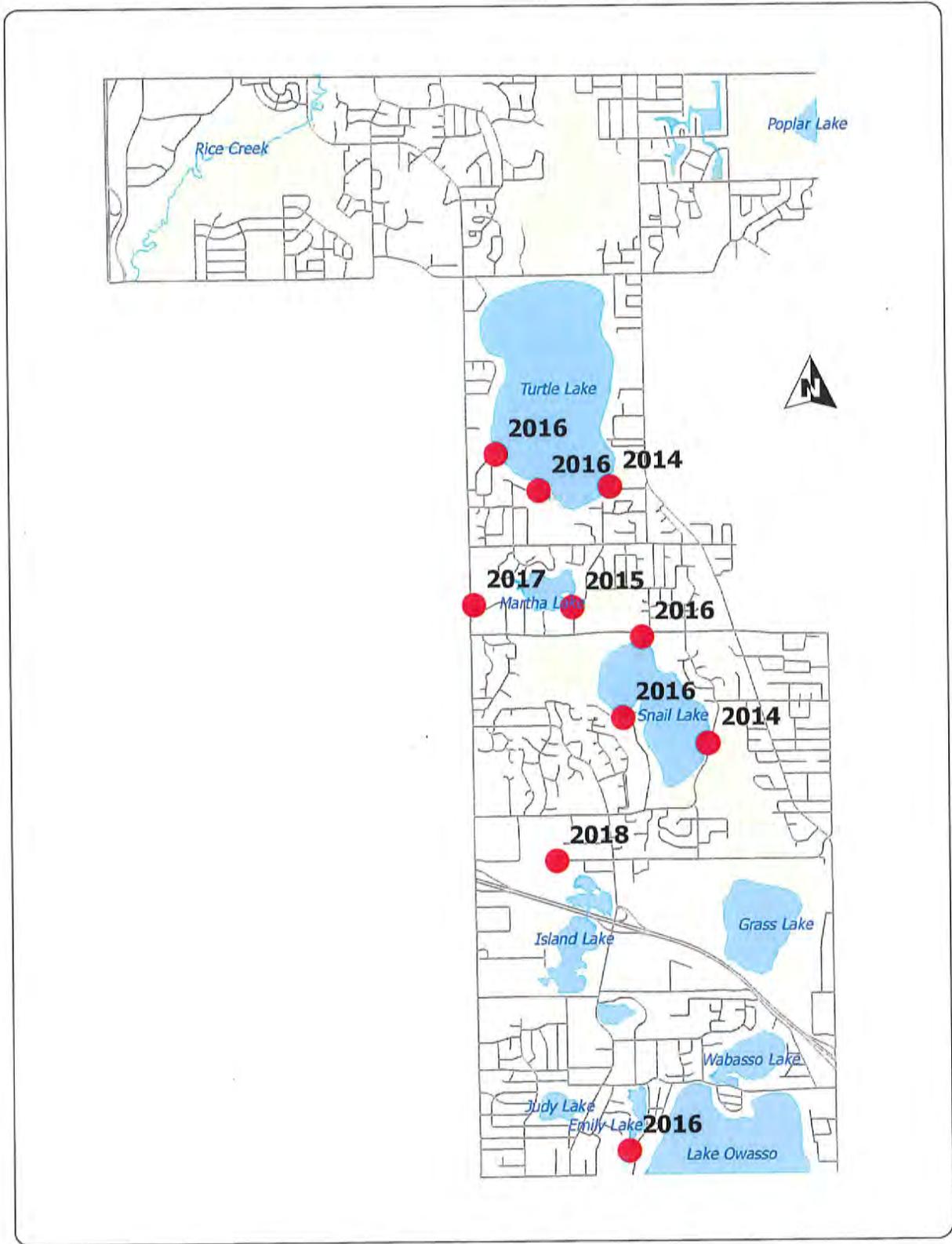
Sewer lift station improvements include updates and replacement of lift station equipment as well as system controls and monitoring capability.

Scheduled replacements and upgrades include:

- 2014 - update and improvement of controls and pumps/components at the Schifsky and Snail Lake lift stations
- 2015 - update, upgrade, and improve the SCADA system software for controlling and monitoring sanitary sewer lift stations
- 2016 - update 5 lift stations including: South Carlson, Reiland Lane, Turtle Lake, Dale & 96, and Oakridge.
- 2017 - update and improve controls and components at the North Lexington lift station
- 2018 - update and improve controls and components at the Gramsie lift station

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Debt-Sewer Revenue		\$ 40,000	\$ 45,000	\$ 75,000	\$ 30,000	\$ 30,000	
Total Sources of Funds	\$ -	\$ 40,000	\$ 45,000	\$ 75,000	\$ 30,000	\$ 30,000	\$ -
<b>Uses</b>							
Sewer Lift Station		\$ 40,000	\$ 45,000	\$ 75,000	\$ 30,000	\$ 30,000	
Total Uses of Funds	\$ -	\$ 40,000	\$ 45,000	\$ 75,000	\$ 30,000	\$ 30,000	\$ -

Updates and improvements are planned in accordance with the City's comprehensive infrastructure replacement plan, which is reviewed and updated annually.



**Pretreatment Structures**

PWA 2

Construction of storm water pretreatment structures (within the road right-of-way) near the current location of storm water pipes that directly discharge run-off into lakes. The following improvements are planned:

- 2015 - East shore of Shoreview Lake, subject to potential redevelopment of the adjacent multi-unit dwellings
- 2018 Install storm water treatment structure for elimination of a direct discharge

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Debt-Surface Water Revenue			\$ 120,000			\$ 120,000	
Total Sources of Funds	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ 120,000	\$ -
<b>Uses</b>							
Storm Sewer			\$ 120,000			\$ 120,000	
Total Uses of Funds	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ 120,000	\$ -

Based on the City's Surface Water Management Plan, the projects have been identified to eliminate direct discharges and improve the quality of surface water run-off.



## Residential Street Lights

PWA 7

Replacement of City-owned street lighting components each year. This work typically includes poles, luminaries, power sources, wiring, etc. in residential neighborhoods. Based on factors including age, material types, and reliability, the City will identify high priority areas and work with a lighting contractor on the selection and installation of the components.

Replacement allowances reflect conversion of City-owned street lights to more efficient LED fixtures and the gradual replacement and transfer of ownership of Xcel lights to City-owned lights.

Allowances for street light replacements are as follows:

- 2013 - 22 lights
- 2014 - 22 lights
- 2015 - 21 lights
- 2016 - 21 lights
- 2017 - 32 lights
- 2018 - 32 lights
- 2019 - 32 lights

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Street Lighting Fund	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 235,000	\$ 241,220	\$ 247,230
Total Sources of Funds	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 235,000	\$ 241,220	\$ 247,230
<b>Uses</b>							
Street Lighting	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 235,000	\$ 241,220	\$ 247,230
Total Uses of Funds	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 235,000	\$ 241,220	\$ 247,230

To address the growing trend and costs associated with street lighting outages and repairs in residential neighborhoods. This project proposes to address street lighting needs on a neighborhood basis, as opposed to responding to customer complaints.

A substantial amount of residential development occurred in the 1970's and the 1980's, and the components typically used for street lighting in those neighborhoods are reaching the end of their useful life. For instance, hollow wood poles are subject to rotting and bird/insect damage, and direct-buried wiring (as opposed to wiring in conduit) causes increased lighting outages. The upgraded system (with metal or fiberglass poles, efficient luminaries and wiring) is expected to have lower operating costs, and a service life of at least 35 years.

**Fire Equipment**

ADM 2

An allowance for the replacement of fire vehicles and equipment is planned for Shoreviews share (at 60.7% of the total cost) of fire equipment, as estimated by the Lake Johanna Fire Department.

Truck replacements include:

- 2013 - \$ 83,720 Chief's vehicle and utility vehicle
- 2014 - \$ 77,696 Utility vehicle
- 2017 - \$476,495 Fire truck and chiefs vehicle
- 2018 - \$ 32,778 Chiefs vehicle

Information systems estimates cover one computer replacement each year through 2016, and in 2014 includes \$12,140 for mobile computers for shift trucks.

Self-Contained Breathing Apparatus (SCBA) equipment includes:

- 2013 - \$24,000 SCBA replacement
- 2014 - \$22,459 Breathing air compressor- station #2
- 2019 - \$ 2,732 Hydro Test of SCBA bottles

Rescue equipment includes:

- 2016 - \$ 24,280 Technical rescue equipment

Miscellaneous equipment includes:

- 2013 - \$ 21,408 Ladder truck repairs, tire replacement and thermal imaging camera replacement
- 2014 - \$ 2,428 Replace enclosed trailer

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund	\$ 131,221	\$ 116,848	\$ 2,155	\$ 26,465	\$ 476,495	\$ 32,778	\$ 2,732
<b>Total Sources of Funds</b>	<b>\$ 131,221</b>	<b>\$ 116,848</b>	<b>\$ 2,155</b>	<b>\$ 26,465</b>	<b>\$ 476,495</b>	<b>\$ 32,778</b>	<b>\$ 2,732</b>
<b>Uses</b>							
Fire Vehicles/Equipment	\$ 83,720	\$ 77,696			\$ 476,495	\$ 32,778	
Other Information Systems	2,093	14,265	2,155	2,185			
SCBA Equipment	24,000	22,459					2,732
Equipment-Rescue				24,280			
Equipment-Miscellaneous	21,408	2,428					
<b>Total Uses of Funds</b>	<b>\$ 131,221</b>	<b>\$ 116,848</b>	<b>\$ 2,155</b>	<b>\$ 26,465</b>	<b>\$ 476,495</b>	<b>\$ 32,778</b>	<b>\$ 2,732</b>

Replacement of fire apparatus, rescue equipment and other equipment for the Fire Department is important to providing quality fire protection service to the community.

**Warning Sirens**

ADM 3

An allowance for the replacement/repair of warning sirens for each year is provided below.

- 2015 - \$18,000 Victoria St siren at the maintenance center
- 2017 - \$18,000 Victoria & 694 siren
- 2017 - \$ 9,000 Shoreview's share of Rice & Country Drive siren
- 2019 - \$ 9,000 Shoreview's share of Rice & Snail Lake Rd siren
- 2019 - \$18,000 Turtle Lake School siren

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fixed Asset Fund			\$ 18,000		\$ 27,000		\$ 27,000
Total Sources of Funds	\$ -	\$ -	\$ 18,000	\$ -	\$ 27,000	\$ -	\$ 27,000
<b>Uses</b>							
Public Safety			\$ 18,000		\$ 27,000		\$ 27,000
Total Uses of Funds	\$ -	\$ -	\$ 18,000	\$ -	\$ 27,000	\$ -	\$ 27,000

Regular maintenance/replacement of sirens is necessary to maintain the effectiveness of the warning system.

## Computer Systems

FINA 1

An allowance for periodic upgrades and replacements to the City's information systems (hardware and software) is planned to ensure the continued effectiveness of the network. The five-year information systems plan has expanded in recent years to address system-wide technology needs, in part due to the increased integration between systems. As such, the plan provides for personal computers, printers (member card, desktop, multi-function, high-speed, CAD plotter/scanner), file servers, miscellaneous hardware/systems (card access, security cameras, image scanners, card scanners, mobile devices, building monitors, phone system, wireless capability), network storage, LAN infrastructure, LAN software (backup protection, server virtualization, email, calendar, etc.), and periodic upgrades and enhancements to specialized software (accounting, recreation, CAD, GIS, office, permits, etc.).

Replacement of the City's accounting software is planned for the year 2018 at an estimated cost of \$500,000.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
General Fund	\$ 560						
Cable Television Fund	5,950						
Capital Improvement Fund	7,828						
Capital Acquisition (IT)		42,650	4,000	25,800	5,000	8,300	12,500
General Fixed Asset Fund	106,410	122,000	144,000	138,000	108,500	629,000	104,000
Water Fund	300		800		3,800		800
Sewer Fund	300		800		3,800		800
Central Garage Fund			14,000				
<b>Total Sources of Funds</b>	<b>\$ 121,348</b>	<b>\$ 164,650</b>	<b>\$ 163,600</b>	<b>\$ 163,800</b>	<b>\$ 121,100</b>	<b>\$ 637,300</b>	<b>\$ 118,100</b>
<b>Uses</b>							
Computers	\$ 20,000	\$ 13,500	\$ 15,000	\$ 10,000	\$ 10,000	\$ 13,500	\$ 15,000
Printers	19,300	10,000	16,000	2,000	29,000	2,000	2,000
Servers	4,000	9,000	33,000	10,000	22,000		
Security Systems	17,000	48,500	23,000	37,000	15,500	12,000	12,000
Recovery/Backup Systems	12,000	12,500	50,000			40,000	12,500
Communication Systems	7,710	8,500	2,000	7,000	2,000	22,000	2,000
LAN/Network	14,350	21,000	12,000	82,000	9,000	10,000	9,000
Imaging/Records Storage	3,500	15,000			5,000		
Specialized Applications	15,828	15,650	5,000	6,000	17,000	530,000	55,000
Other Information Systems	7,660	11,000	7,600	9,800	11,600	7,800	10,600
<b>Total Uses of Funds</b>	<b>\$ 121,348</b>	<b>\$ 164,650</b>	<b>\$ 163,600</b>	<b>\$ 163,800</b>	<b>\$ 121,100</b>	<b>\$ 637,300</b>	<b>\$ 118,100</b>

The City's computer systems are used extensively by staff, and the range and amount of use is continuing to expand. Timely replacements are necessary to maintain the productivity of the network, to protect the various systems, to provide adequate redundancy in the event of an emergency, and to keep pace with technology. Personal computers are replaced every 4 to 6 years, depending on the level of use. Other hardware is replaced as necessary for the productivity of the applicable system.

### Central Garage Equipment

PWA 18

Central Garage equipment is scheduled for replacement based on an evaluation of equipment condition, repair records, incidence of breakdowns, and changing operational needs. The cost of operation and replacement of all Central Garage equipment is recovered through annual rent charges (paid by funds and activities that use the equipment throughout the year). Maintaining an efficient and effective fleet of equipment is essential to consistent service delivery.

	2013 Estimate	2014 Planned	2015 Planned	2016 Planned	2017 Planned	2018 Planned	2019 Planned
<b>Resources</b>							
Central Garage Fund	\$ 679,097	\$ 524,000	\$ 519,000	\$ 548,000	\$ 527,000	\$ 540,000	\$ 551,000
Water Fund	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Sewer Fund	10,000	10,000	10,000	10,000	10,000	10,000	10,000
<b>Total Sources of Funds</b>	<b>\$ 704,097</b>	<b>\$ 549,000</b>	<b>\$ 544,000</b>	<b>\$ 573,000</b>	<b>\$ 552,000</b>	<b>\$ 565,000</b>	<b>\$ 576,000</b>
<b>Uses</b>							
Truck/s	\$ 197,043	\$ 326,000	\$ 394,000	\$ 260,000	\$ 260,000	\$ 214,000	\$ 334,000
Staff Vehicle/s	20,425	28,000				30,000	
Tractor/Mower/Loader/Cart	196,771	55,000				140,000	45,000
Field & Grounds Maint Equip		30,000		111,000		42,000	18,000
Chipper							50,000
Street Repair Equipment	63,858						15,000
Sweeper			60,000		200,000		
Sewer Cleaning Equipment				110,000			
Generator	140,000					45,000	
Bobcat (annual rotation)	36,000	40,000	40,000	42,000	42,000	44,000	44,000
Equipment-Central Garage	50,000	70,000	50,000	50,000	50,000	50,000	70,000
<b>Total Uses of Funds</b>	<b>\$ 704,097</b>	<b>\$ 549,000</b>	<b>\$ 544,000</b>	<b>\$ 573,000</b>	<b>\$ 552,000</b>	<b>\$ 565,000</b>	<b>\$ 576,000</b>

This project also provides for an annual equipment rotation for the bobcat skid steer, currently used by public works maintenance personnel in conjunction with excavating projects, pond maintenance, street patching, snow removal and tree planting/landscaping projects. The annual replacement (rotation) is cost effective because the annual cost to maintain the equipment (covering routine maintenance, tire repairs and replacements) continue to rise. The trade-in program for State and Local government agencies allows the City to trade in a piece of equipment that is 1-2 years old, and purchase a new piece of equipment using state purchasing contract pricing. The annual cost of repairs/replacements for the equipment is eliminated, and the City obtains a new bobcat skid steer for a net annual cost of approximately \$2,000. The City may elect to participate in the program each year, and is under no obligation to continue participation in the program in the future. This CIP project assumes using the annual rotation each year, and also assumes a net gain on the disposal of the equipment each year, because the trade-in value is high in the first 1-2 years.



*Community Benchmarks*

*How does Shoreview compare?*

August 2013

City of Shoreview, Minnesota  
4600 Victoria Street North  
Shoreview, MN 55126

## Introduction

Comparisons of taxes and spending among cities are a topic of interest as the City moves through the annual budget process. Benchmark comparisons are assembled for metro-area cities closest to Shoreview in size (using population levels), and for peer cities that generally receive high quality-of-life ratings from citizens in their respective community surveys.

The comparisons are useful to illustrate how taxes and spending compare to Shoreview, as well as to evaluate how Shoreview's ranking changes over time. This document provides a summary of the information in preparation for the annual budget hearing.

Statistical information is derived from two key sources:

1. League of Minnesota Cities (LMC) publishes a report each fall on City property values, tax levies, tax rates and state aid for the current year. The most recent report provides 2013 data.
2. Minnesota Office of State Auditor (OSA) publishes a report in the spring on final City revenue, spending, debt levels and enterprise activity for two years earlier. The most recent OSA report provides 2011 data.

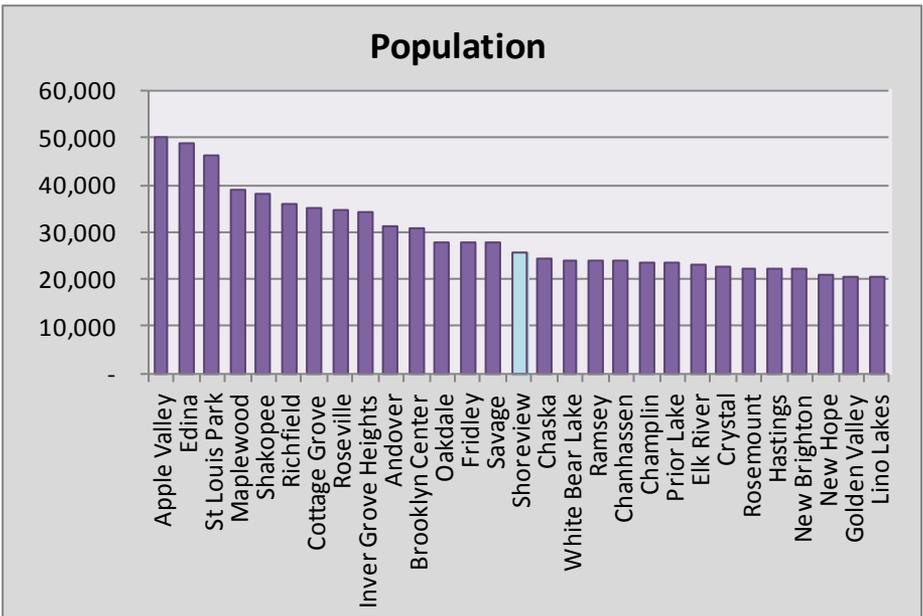
Shoreview uses both the LMC and OSA information to assemble two sets of data:

1. Comparison Cities - to illustrate how Shoreview ranks in relation to metro-area cities with population levels closest to Shoreview by selecting 14 cities larger and 14 cities smaller. These are cities with populations between 20,000 and 50,000.
2. MLC Cities - to illustrate how Shoreview ranks in relation to cities belonging to the Municipal Legislative Commission (MLC).

The 16 peer cities represented by the Municipal Legislative Commission (MLC) provide important comparisons because these cities have achieved high quality-of-life rankings from their residents in their respective community surveys, and they are often recognized as having sound financial management. In fact, most of the 16 cities have AAA bond ratings, as does Shoreview.

## Population

The graph below contains the 2012 population for each of the comparison cities. By design, Shoreview falls exactly in the middle. A similar graph with population levels for MLC cities is presented on page 13.



## City-Share of Property Taxes

The 2013 City-share of property taxes for a \$222,200 home (Shoreview's median value) is illustrated in the graph below. Shoreview ranks 6th lowest at \$758, and is about 21% below the average of \$960. It should be noted that for property tax purposes, the home value is reduced from \$222,200 to \$205,000 due to market value exclusion (MVE).



## Tax Levy Ranking

Shoreview's tax levy rank has improved in the last 10 years in relation to comparison cities. For instance, in the year 2003 Shoreview ranked 18, and has dropped 2 positions to rank 20 in 2013. Shoreview's tax levy was 22.4% below the average of comparison cities in 2003, compared to 23.4% below the average for 2013.

2003		
Rank	City	Levy
1	Edina	\$17,236,228
2	Apple Valley	13,698,293
3	St. Louis Park	13,287,553
4	Golden Valley	10,409,110
5	Lakeville	10,346,442
6	Maplewood	10,234,590
7	Blaine	10,213,520
8	Roseville	8,142,444
9	Inver Grove Heigt	7,945,796
10	Richfield	7,843,960
11	Cottage Grove	7,548,562
12	Brooklyn Center	7,479,709
13	Savage	7,285,830
14	Chanhassen	7,139,604
15	Shakopee	7,045,984
16	New Hope	6,277,853
17	Oakdale	5,909,991
18	Shoreview	5,658,692
19	Andover	5,388,512
20	Hastings	5,356,467
21	Fridley	5,055,122
22	New Brighton	4,694,776
23	West St Paul	4,648,292
24	Crystal	4,546,157
25	Champlin	4,429,102
26	South Saint Paul	4,002,653
27	White Bear Lake	3,801,762
28	Columbia Heights	3,780,960
29	Chaska	2,040,310
Average		\$ 7,291,320
Shvw to Avg		-22.4%

2013		
Rank	City	Levy
1	Edina	\$26,134,552
2	St Louis Park	24,713,766
3	Apple Valley	21,547,993
4	Maplewood	17,835,649
5	Richfield	17,745,792
6	Golden Valley	16,944,472
7	Roseville	16,444,831
8	Shakopee	15,333,211
9	Savage	15,056,684
10	Inver Grove Heigh	14,551,233
11	Brooklyn Center	13,632,645
12	Cottage Grove	12,238,469
13	Hastings	11,981,030
14	Fridley	10,920,942
15	Rosemount	10,459,805
16	Andover	10,446,842
17	Elk River	10,175,711
18	Oakdale	9,879,444
19	Chanhassen	9,750,535
20	Shoreview	9,604,567
21	New Hope	9,570,914
22	Crystal	8,713,272
23	Champlin	8,323,469
24	Prior Lake	8,287,277
25	Lino Lakes	8,215,854
26	Ramsey	7,998,483
27	New Brighton	7,392,656
28	Chaska	5,028,964
29	White Bear Lake	4,754,998
Average		\$ 12,540,830
Shvw to Avg		-23.4%

## State Aid

Shoreview receives no local government aid (LGA) to help support the cost of City services. The table below shows the total LGA received by each comparison city, as well as the amount of LGA per capita. The highest city (on a per capita basis) is Crystal at \$64.91 of LGA per capita. Most comparison cities receive no LGA.

City	Local Govt Aid (LGA)	LGA Per Capita
Crystal	\$1,455,066	\$ 64.91
White Bear Lake	\$ 1,532,448	\$ 63.66
Richfield	\$ 1,218,346	\$ 33.86
Fridley	\$ 759,414	\$ 27.52
Brooklyn Center	\$ 411,378	\$ 13.46
New Hope	\$ 41,843	\$ 2.02
Chaska	\$ 37,441	\$ 1.55
Apple Valley	\$ -	\$ -
Edina	\$ -	\$ -
St Louis Park	\$ -	\$ -
Maplewood	\$ -	\$ -
Shakopee	\$ -	\$ -
Cottage Grove	\$ -	\$ -
Roseville	\$ -	\$ -
Inver Grove Heights	\$ -	\$ -
Andover	\$ -	\$ -
Oakdale	\$ -	\$ -
Savage	\$ -	\$ -
Shoreview	\$ -	\$ -
Ramsey	\$ -	\$ -
Chanhassen	\$ -	\$ -
Champlin	\$ -	\$ -
Prior Lake	\$ -	\$ -
Elk River	\$ -	\$ -
Rosemount	\$ -	\$ -
Hastings	\$ -	\$ -
New Brighton	\$ -	\$ -
Golden Valley	\$ -	\$ -
Lino Lakes	\$ -	\$ -

## Tax Rates

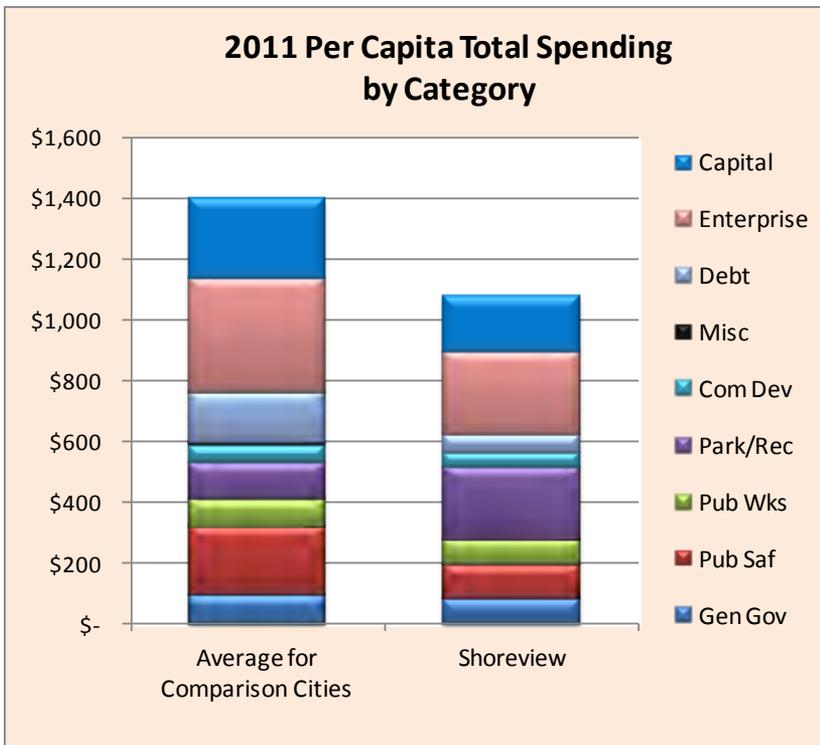
Tax rates provide a useful comparison because they measure both levies and values (the levy is divided by the taxable value to compute the tax rate). Shoreview's tax rate has remained relatively constant in the last 10 years, ranking 6th lowest in both 2003 and 2013. For 2013, Shoreview is about 19.5% below the average tax rate of 45.94%.

2003		
Rank	City	Tax Rate
1	Brooklyn Center	52.79%
2	Hastings	50.08%
3	New Hope	49.87%
4	Golden Valley	46.95%
5	Savage	46.53%
6	Columbia Heights	45.27%
7	Cottage Grove	41.99%
8	Apple Valley	41.58%
9	Inver Grove Heights	41.57%
10	South Saint Paul	41.26%
11	Crystal	39.46%
12	Oakdale	39.27%
13	Richfield	39.00%
14	Chanhassen	38.99%
15	West St Paul	38.72%
16	Champlin	38.57%
17	St. Louis Park	36.39%
18	Maplewood	36.32%
19	New Brighton	35.85%
20	Blaine	35.49%
21	Shakopee	33.94%
22	Andover	33.16%
23	Lakeville	32.94%
24	Shoreview	28.75%
25	Fridley	28.69%
26	Edina	27.14%
27	Roseville	25.73%
28	White Bear Lake	24.20%
29	Chaska	19.70%
Average		37.59%
Shvw to Avg		-23.5%

2013		
Rank	City	Tax Rate
1	Brooklyn Center	71.07%
2	Hastings	68.55%
3	Richfield	64.06%
4	New Hope	58.81%
5	Golden Valley	58.20%
6	Crystal	56.15%
7	Savage	55.51%
8	Elk River	50.37%
9	Apple Valley	49.21%
10	Rosemount	48.86%
11	Maplewood	48.66%
12	Fridley	47.36%
13	Inver Grove Heights	46.81%
14	Lino Lakes	46.77%
15	St Louis Park	46.55%
16	Cottage Grove	44.85%
17	Champlin	44.77%
18	Ramsey	44.29%
19	Oakdale	44.07%
20	Shakopee	42.00%
21	New Brighton	42.00%
22	Andover	40.88%
23	Roseville	38.90%
24	Shoreview	36.97%
25	Prior Lake	31.82%
26	Chanhassen	28.42%
27	Chaska	27.76%
28	Edina	27.22%
29	White Bear Lake	21.50%
Average		45.94%
Shvw to Avg		-19.5%

## Total Spending Per Capita

Data obtained from the OSA each year helps Shoreview compare total spending per capita. The graph below contrasts the average spending per capita in 2011 for comparison cities along side the per capita spending in Shoreview. Shoreview's total 2011 spending is about \$1,076 per capita, which is about 23% below the average of \$1,398.



## Spending Per Capita by Activity

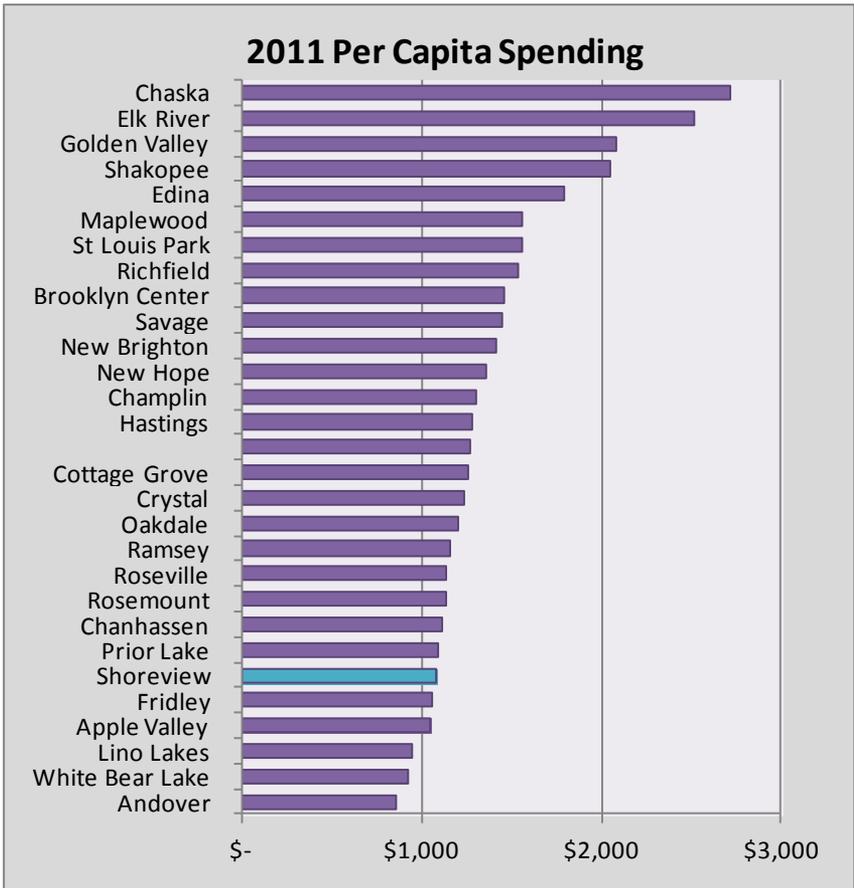
When reviewing spending in more detail, Shoreview is below average in all activities except parks and traditional utility operations (water, sewer, storm and street lighting).

- Parks and recreation spending is higher in Shoreview due to the Community Center and Recreation Program operations (largely supported by user fees and memberships).
- Utility spending is higher due to differences in how cities account for storm sewer and street light operations. For instance, some cities support these operations with property tax revenue.
- Public safety spending in Shoreview is the lowest for all comparison cities, at \$113.67 per capita, due to the efficiencies gained by contracting for both police and fire protection.
- Debt payments are 64% below average in Shoreview due to lower overall debt balances.

2011 Per Capita Spending	Average	Shoreview	Shoreview to Average	
			Dollars	Percent
General government	\$ 94.66	\$ 79.12	\$ (15.54)	-16.4%
Public safety	221.24	113.67	(107.57)	-48.6%
Public works	95.73	80.49	(15.24)	-15.9%
Parks	116.50	240.31	123.81	106.3%
Commun devel/EDA/HRA/Housing	52.64	49.18	(3.46)	-6.6%
All other governmental	13.78	-	(13.78)	-100.0%
Water/sewer/storm/st lights	238.19	274.95	36.76	15.4%
Electric	113.09	-	(113.09)	-100.0%
All other enterprise operations	23.95	-	(23.95)	-100.0%
Debt payments	165.01	59.41	(105.60)	-64.0%
Capital outlay	263.27	178.89	(84.38)	-32.1%
<b>Total All Funds</b>	<b>\$ 1,398.06</b>	<b>\$ 1,076.02</b>	<b>\$ (322.04)</b>	<b>-23.0%</b>

The graph below shows total 2011 spending per capita (spending divided by population) for all comparison cities. Spending levels range from a high of \$2,716 in Chaska to a low of \$853 in Andover.

Shoreview ranks 6th lowest at \$1,076 per capita, and is 23% below the average of \$1,398.



## Revenue Per Capita by Source

Shoreview is below average for every revenue classification in 2011 except charges for service, traditional utility revenue, and tax increment. Recreation program fees and community center admissions and memberships cause Shoreview to collect charges for service revenue well above average. Shoreview is 2nd lowest for special assessments.

2011 Per Capita Revenue	Average	Shoreview	Shoreview to Average	
			Dollars	Percent
Property tax	\$ 415.79	\$ 352.10	\$ (63.69)	-15.3%
Tax increment (TIF)	69.63	81.04	11.41	16.4%
Franchise tax	18.53	11.43	(7.10)	-38.3%
Other tax	1.86	0.58	(1.28)	-68.8%
Special assessments	48.62	7.70	(40.92)	-84.2%
Licenses & permits	28.71	17.57	(11.14)	-38.8%
Federal (all combined)	8.90	0.03	(8.87)	-99.7%
State (all combined)	71.10	43.74	(27.36)	-38.5%
Local (all combined)	10.87	3.19	(7.68)	-70.7%
Charges for service	124.89	222.63	97.74	78.3%
Fines & forfeits	8.33	2.47	(5.86)	-70.3%
Interest	21.48	14.02	(7.46)	-34.7%
All other governmental	30.22	8.09	(22.13)	-73.2%
Water/sewer/storm/street lighting	238.87	289.51	50.64	21.2%
Electric enterprise	124.22	-	(124.22)	-100.0%
All other enterprise	28.68	-	(28.68)	-100.0%
<b>Total Revenue per capita</b>	<b>\$ 1,250.70</b>	<b>\$ 1,054.10</b>	<b>\$ (196.60)</b>	<b>-15.7%</b>

The combined results for property tax and special assessments is striking because Shoreview's long-term strategy for the replacement of streets shifts a greater burden for replacement costs to property taxes and utility fees, and away from special assessments. Shoreview's Comprehensive Infrastructure Replacement Policy states that "the City, as a whole, is primarily responsible for the payment of replacement and rehabilitation costs".

Shoreview's policy further states "the maximum cost to be assessed for any reconstruction and/or rehabilitation improvements is limited to the cost of added improvements", meaning property owners pay for an improvement only once via assessments. This practice is uncommon among comparison cities.

In order to achieve this result, Shoreview estimates replacement costs for a minimum of 40 years and identifies the resources (tax levies and user fees) necessary to support capital replacement costs well in advance. To comply with the policy requirements, Shoreview prepares an annual Comprehensive Infrastructure Replacement Plan (CHIRP).

This practice would seem to suggest that property taxes would be significantly higher in Shoreview to generate the resources needed to fund capital replacements, yet the tables and graphs provided on previous pages in this document illustrate that Shoreview remains not only competitive but ranks consistently lower than comparison cities.

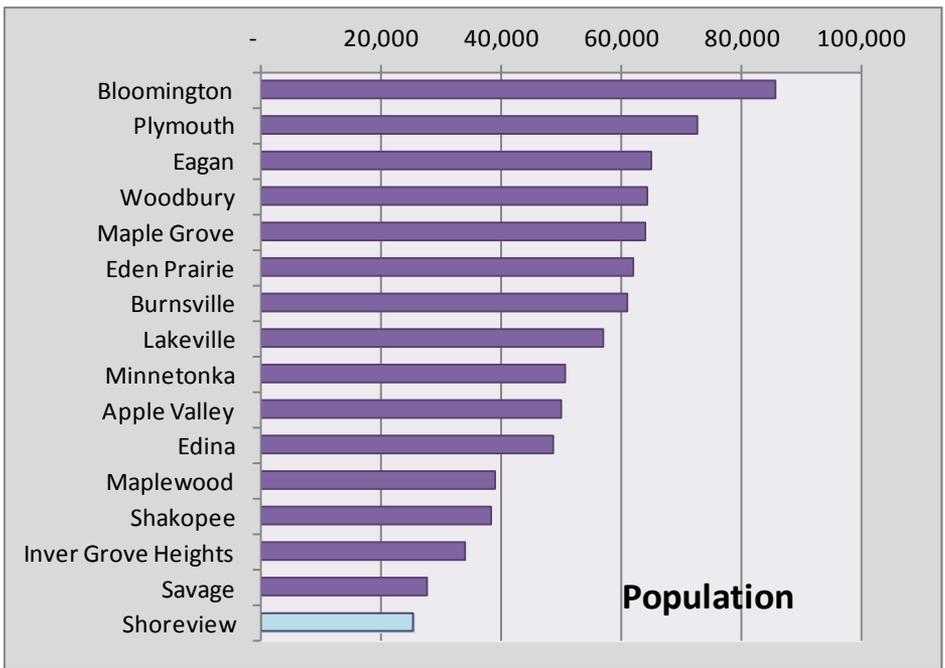
- Shoreview's 2011 spending per capita ranks 6th lowest
- Shoreview's assessment collections per capita are 2nd lowest among comparison cities
- Shoreview's share of the 2012 property tax bill, on a home valued at \$222,200, is 6th lowest
- Shoreview receives no state aid (LGA) to help pay for city services and reduce the property tax burden
- Shoreview's tax rate has remained stable and low in relation to comparison cities, ranking 24th among comparison cities in 2013 and in 2003 (6th lowest)

In short, Shoreview's long-term capital replacement planning has allowed the city to keep pace with replacement needs, and strongly limit the use of assessments while keeping property taxes lower than most comparison cities.

## Comparison to MLC Cities

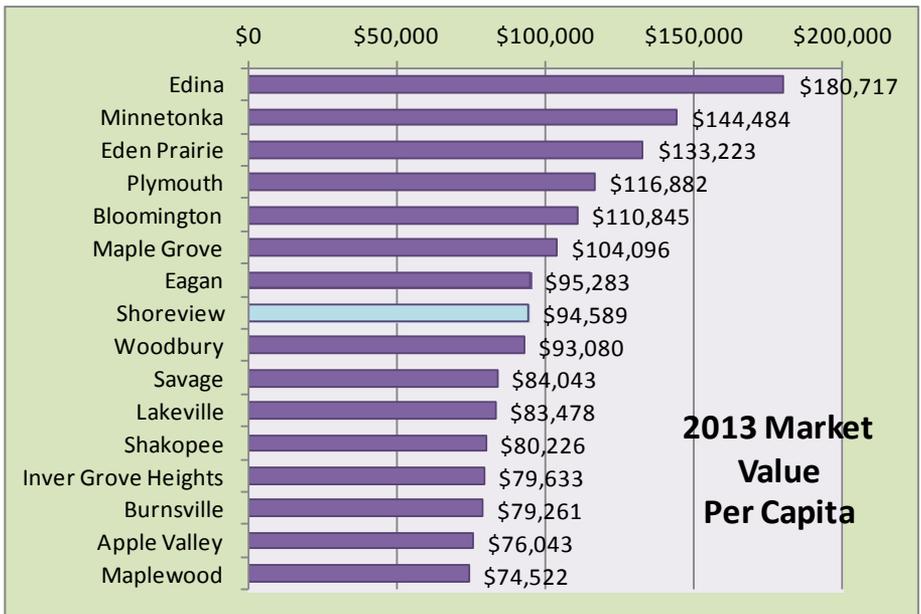
Comparisons for the 16 cities belonging to the Municipal Legislative Commission (MLC) provide an important comparison because these peer cities generally achieve high quality-of-life rankings from their residents in their respective community surveys, and are often recognized as having sound financial management (and most have AAA bond ratings, like Shoreview).

Shoreview has the smallest population in the group, and is roughly half of the average for the group.



Market Value comparisons are most useful when viewed on a per capita basis, because the geographic size and total market value of each community can vary greatly. For instance, Bloomington has the highest total market value at \$9.49 billion followed by Edina with total market value of \$8.82 billion. Once the value is divided by population, Edina ranks highest at \$180,717 of value per resident, while Bloomington ranks 5th at \$110,845.

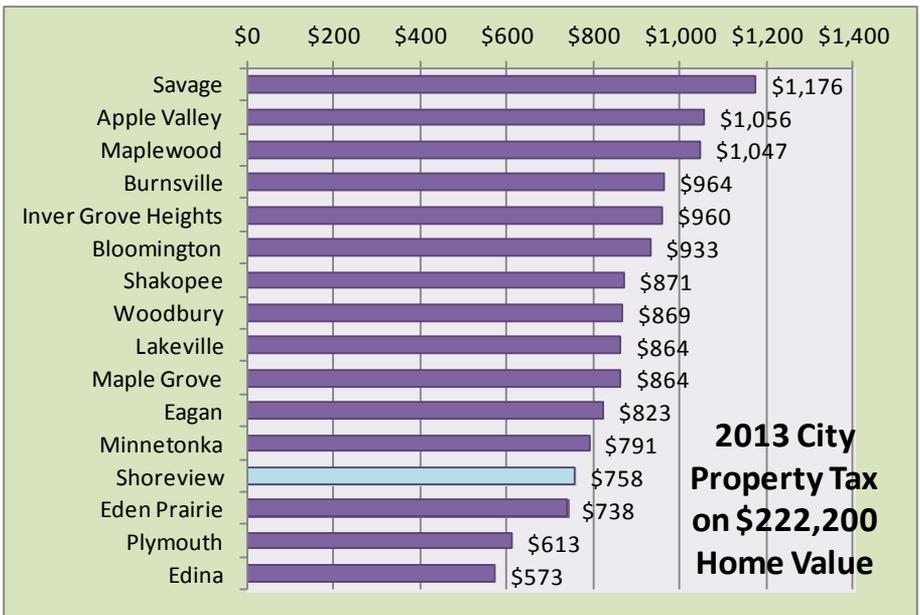
The graph below presents market value per capita for each MLC city. Shoreview is near the middle of the group at \$94,589 (about 7.2% below the average of \$101,900).



Property Tax by Component Unit comparisons are perhaps the most revealing because taxes are compared for each type of component unit (i.e. city, county, school district and special districts).

The next 5 graphs compare property taxes by the type of taxing jurisdiction, starting with the city share of the tax bill.

City taxes are presented below for a home valued at \$222,200 (Shoreview's median value). Shoreview ranks 4th lowest at \$758, compared to a high of \$1,176 in Savage, and a low of \$573 in Edina. The average City tax for MLC cities is \$869.



School District property taxes are presented in the table below. It should be noted that the estimate for Shoreview assumes that the property is located in the Mounds View school district. Since MLC cities are located throughout the metro area, this illustration provides a comparison for a variety of school districts.

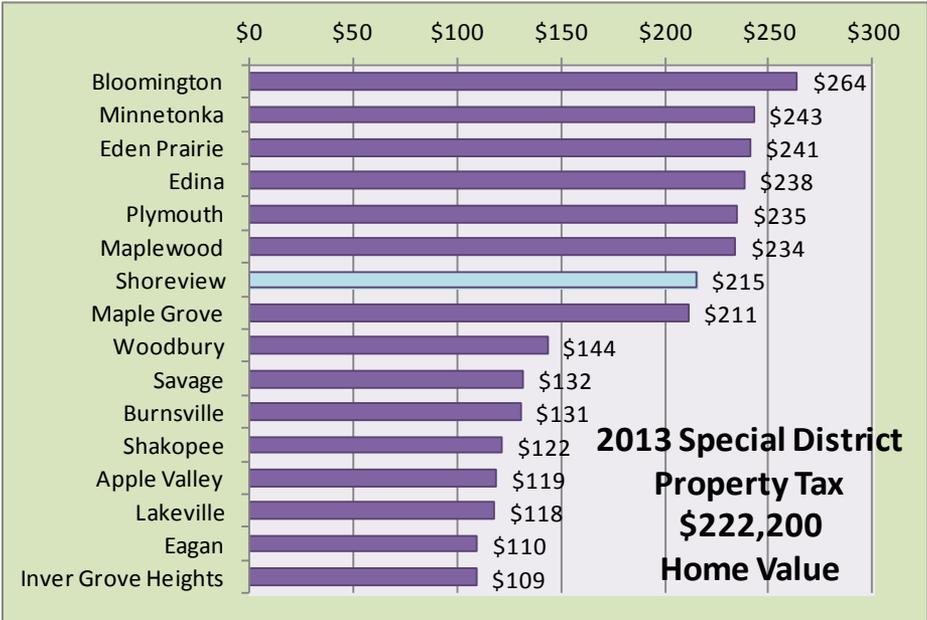
Property taxes in the Mounds View school district rank about 2.2% above the MLC city average.



Special Districts also vary throughout the metro area, depending on the watershed districts and local housing districts in each City. In Shoreview, special districts include the Regional Rail Authority, Metropolitan Council, Mosquito Control, Rice Creek Watershed and the Shoreview HRA. The special district tax bill in Shoreview breaks down as follows:

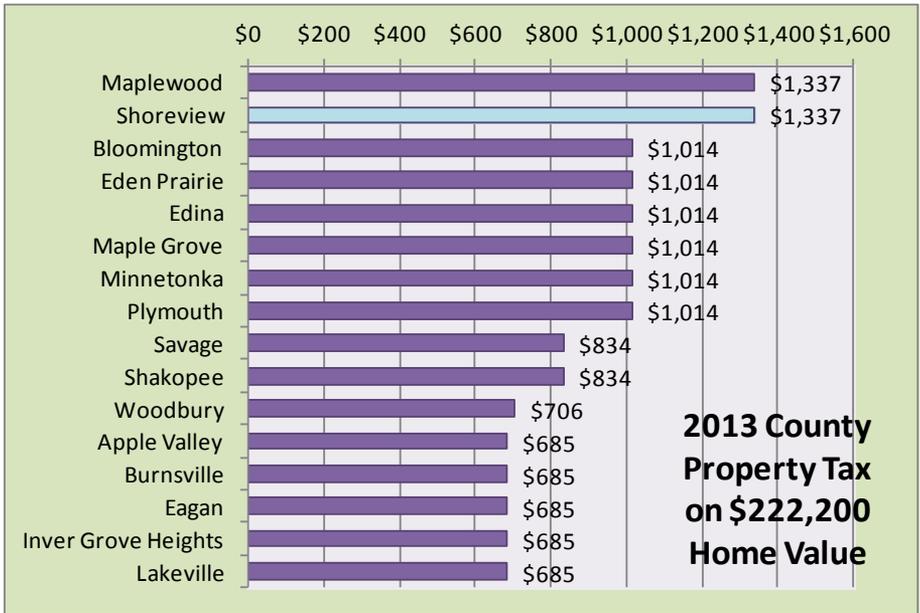
Regional Rail	\$ 92
Metropolitan Council	57
Mosquito Control	12
Rice Creek Watershed	48
Shoreview HRA	<u>6</u>
Total Special District Tax	\$215

The graph below presents an estimate for combined special district property taxes in each City. In Shoreview, the combined tax for these districts ranks 20% above the average of \$179.

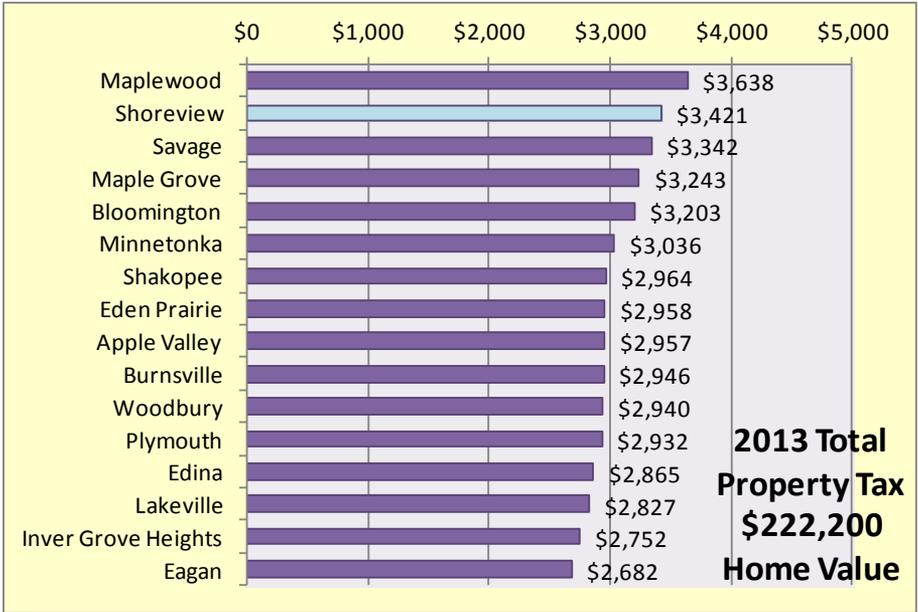


County property taxes vary the greatest among MLC cities.

- Ramsey County taxes are \$1,337, the highest for MLC cities. Cities in Ramsey County include Maplewood and Shoreview.
- Hennepin County cities are \$1,014, second highest for MLC cities (including the cities of Bloomington, Eden Prairie, Edina, Maple Grove, Minnetonka and Plymouth).
- Scott County taxes are \$834 (including the cities of Savage and Shakopee).
- Washington County taxes are \$706 (Woodbury).
- Dakota County is lowest at \$685 (including the cities of Apple Valley, Burnsville, Eagan, Inver Grove Heights and Lakeville).



Total taxes in Shoreview (for all taxing jurisdictions combined) rank 2nd highest among MLC cities (see graph below).



To further put the difference into perspective, the table below provides a side-by-side comparison of the total tax bill in Shoreview compared to the total tax bill in Eagan (the lowest MLC city). For the same value home, county property taxes are \$652 higher in Shoreview, school district taxes are \$47 higher, special district taxes are \$105 higher and City taxes are \$65 lower.

Jurisdiction	Shoreview	Eagan	Difference
County	\$ 1,337	\$ 685	\$ 652
School District	1,111	1,064	47
City	758	823	(65)
Special Districts	215	110	105
<b>Total</b>	<b>\$ 3,421</b>	<b>\$ 2,682</b>	<b>\$ 739</b>

## Summary

Additional information on the City's budget, tax levy and utility rates will be made available in late November on the City's website and at city hall through two other informational booklets:

- Budget Summary
- Utility Operations

The budget hearing on the City's 2014 Budget is scheduled for December 2, 2013 at 7:00 p.m., in conjunction with the first regular Council meeting in December.

Adoption of the final tax levy, budget, capital improvement program and utility rates is scheduled for December 16, 2013 (the second regular Council meeting in December).

This document was prepared by the City's finance department.



**TO:** Mayor, City Council and City Manager

**FROM:** Kathleen Nordine, City Planner

**DATE:** October 9, 2013

**SUBJECT:** Quiet Zones - Canadian Pacific Railroad

Pursuant to the City Council's direction, the Staff has gathered additional information on the establishment of Quiet Zones for the at-grade rail crossings in the community. Within the City, there are two main rail lines or corridors owned and operated by Canadian Pacific Railroad with the first line running parallel to County Road E and the second line being east of Lake Owasso, Wabasso Lake and Grass Lake. These lines converge at Cardigan Junction which is located north of Interstate 694, east of Grass Lake. There are four at-grade crossings: Lexington Avenue, north of County Road E; Victoria Street, at County Road E; North Owasso Boulevard, east of Rice Street and at Jerrold Avenue, east of Rice Street. Attached is a map identifying these facilities.

### **Quiet Zone Process**

A quiet zone is a specified section of a railroad corridor, typically ½ mile in length, where train crews do not routinely sound the horn at railroad crossings. The Federal Railroad Administration (FRA) provides the requirements necessary to establish Quiet Zones. The railroad segments will qualify for Quiet Zone designation if crossing safety improvements are implemented, such as crossing closures, one-way conversions, quad gates, medians & signs and pavement markings. Once the construction is completed, the FRA has the ability to approve/disapprove the implementation of the Quiet Zone. The Quiet Zone process, from initiation to establishment, can take approximately 12 months to 24 months.

The first step in the process is to initiate a study which would explore the crossing improvements needed based on the results of a field review with the key agencies, and analysis using the Federal Railroad Administration's (FRA) Quiet Zone Risk Index (QZRI) Calculation. It is estimated that the feasibility study would take about 2 to 3 months to complete. If there is support to move forward with the establishment of a quiet zone, funding sources and costs associated would then be identified, design plans prepared, notice of intent submitted to affected agencies, improvements completed, then inspected and finally the zone could then be established.

### **Rail Corridors**

The Staff has discussed the implementation of quiet zones with Dave McKenzie of SEH, Inc., who has worked on establishing quiet zones for other communities. Mr. McKenzie did provide some preliminary comments regarding the two rail corridors located in the City, and Cardigan Junction.

The east/west rail corridor that runs parallel to County Road E has two at grade crossings: Lexington Avenue and Victoria Street. Both roadways are under the jurisdiction of Ramsey County and the east half of Lexington Avenue is in the City of Arden Hills. It appears that the Lexington Avenue crossing has been designed to comply with the quiet zone requirements, but additional signage would be required. The Victoria Street crossing, however, does not meet the minimum requirements and is problematic due to the configuration of the County Road E/Owasso Street/Victoria Street intersection. Since this crossing would not score well on the Quiet Zone Risk Index, Mr. McKenzie suggested that the City look at establishing a quiet zone for this corridor and grouping it with the Lexington Avenue crossing to raise its score.

The north/south line runs east of Lake Owasso, Lake Wabasso and Grass Lake and has two at grade crossings: North Owasso Boulevard and Jerrold Avenue. North Owasso Boulevard is under the jurisdiction of Ramsey County. Both of these crossings would need to be upgraded to comply with the minimum standards for a quiet zone. If considered independently, these crossing may score low on the Quiet Zone Risk Index due to the due to the configuration of the road network, therefore, Mr. McKenzie suggested grouping these together to improve the score.

While additional analysis is needed to determine the level of improvements needed, representatives from Canadian Pacific Rail estimated that improvements for the Jerrold Avenue and North Owasso Boulevard at-grade crossings would cost a minimum of \$250,000 each. Financial assistance may be available through the Minnesota Department of Transportation's Transportation Improvement Program which will finance up to 90% of the improvement costs. Funding through this program is a competitive process and would take a number of years.

### **Cardigan Junction**

Cardigan Junction consists of the two main lines and some additional siding track lines. Since there are no at-grade public road crossings, a quiet zone cannot be implemented. Mr. McKenzie did confirm that there has been an increase in traffic along the north-south line and that Canadian Pacific is using the Junction as a staging area for their rail traffic.

### **Railroad Operational Analysis and Quiet Zone Study**

To address the current and future issues associated with rail operations, at-grade crossings and quiet zone feasibility, the City needs to engage professional services to prepare a study to assist in addressing railroad-related topics. It would be in the City's best interest to have a resource that would provide value to the City not only for the current Quiet Zone discussion, but for future topics that would include improvement of at-grade railroad crossings, programming and/or funding options, and approaches that may be available to minimize blockage/disruption of public roadway operations. The City would be better positioned to respond to resident and business concerns for train noise and operational impacts with a study that included these minimum elements. As indicated earlier, Staff has been in contact with SEH, Inc. regarding this issue. SEH, Inc. is qualified to conduct this study which would include the following:

- Meet with CP and CN Railroad personnel to discuss rail car loads, track conditions, current and planned operations and proposed improvements to the railroad system in Shoreview
- An inventory and review all data relevant to the crossings
- A diagnostic field review of all crossings involving FRA, MnDOT, City, County and Railroad personnel
- Risk index calculation for each crossing
- Development of options and concept drawings for each crossing
- Preparation of preliminary cost estimates for the improvements
- Evaluation of phasing options
- Prepare background on Federal and State regulations on railroads and what options the City has to influence railroad operations;
- Written report and/or presentation of results to City staff or Council

The estimated cost for this study is about \$10,000.00 and it would take approximately 3 months to complete.

### **Recommendation**

This information is being presented to the City Council in response to the Council's direction pertaining to rail use and the establishment of quiet zones. If the Council is supportive of the proposed study, a contract with SEH, Inc. will be drafted and presented to the City Council within the next month.

Attachments:

- 1) Train Horn Rule Summary
- 2) Rail Line Map

# THE “TRAIN HORN” FINAL RULE

## Summary

### 1. Overview:

- The Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings, published in the *Federal Register* on April 27, 2005, is intended to:
  - ⇒ Maintain a high level of public safety;
  - ⇒ Respond to the varied concerns of many communities that have sought relief from unwanted horn noise; and
  - ⇒ Take into consideration the interests of localities with *existing* whistle bans.
- Currently, state laws and railroad operating rules govern use of the horn at highway-rail grade crossings. When this rule takes effect, it will determine when the horn is sounded at public crossings (and private crossings within “quiet zones”).
- This Final Rule was mandated by law<sup>1</sup>, and was issued by the Federal Railroad Administration (FRA) after consideration of almost 1,400 public comments on the Interim Final Rule (IFR) (68 FR 70586) published December 18, 2003.
- Consistent with the statutory mandate requiring its issuance, the rule requires that locomotive horns be sounded at public highway-rail grade crossings, but provides several exceptions to that requirement.<sup>2</sup>
- Local public authorities may designate or request approval of, quiet zones in which train horns may not be routinely sounded. The details for establishment of quiet zones differ depending on the type of quiet zone to be created (Pre-Rule or New) and the type of safety improvements implemented (if required).
- Horns may continue to be silenced at Pre-Rule Quiet Zones, provided certain actions are taken.
- Intermediate Quiet Zones (whistle bans that were implemented after October 9, 1996 but before December 18, 2003) may continue to have the horns silenced for one year (until June 24, 2006), provided certain actions are taken. After which time they must comply with the provisions for a New Quiet Zone if the horns are to remain silent.

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<sup>1</sup>49 U.S.C. 20153.

- The rule goes into effect on June 24, 2005.
- Pre-Rule Quiet Zones in the six county Chicago region are excepted from the provisions of this rule pending further evaluation of the data.

## 2. Requirement to sound the locomotive horn:

- Outside of quiet zones, railroads must sound the horn 15-20 seconds prior to a train's arrival at the highway-rail grade crossing, but not more than 1/4 mile in advance of the crossing.

Note: Most State laws and railroad rules currently require that the horn be sounded beginning at a point 1/4 mile in advance of the highway-rail grade crossing and continued until the crossing is occupied by the locomotive. Under the rule, for trains running at less than 45 mph, this will reduce the time and distance over which the horn is sounded. This will reduce noise impacts on local communities.

- The pattern for sounding the horn will remain, as it currently exists today (two long, one short, one long repeated or prolonged until the locomotive occupies the highway-rail grade crossing).
- Locomotive engineers may vary this pattern as necessary where highway-rail grade crossings are closely spaced; and they will also be empowered (but not required) to sound the horn in the case of an emergency, even in a quiet zone.
- The rule addresses use of the horn only with respect to highway-rail grade crossings. Railroads remain free to use the horn for other purposes as prescribed in railroad operating rules on file with FRA, and railroads must use the horn as specified in other FRA regulations (in support of roadway worker safety and in the case of malfunctions of highway-rail grade crossing active warning devices).
- The rule prescribes both a minimum and *maximum* volume level for the train horn. The minimum level is retained at 96 dB(A), and the new maximum will be 110 dB(A). This range will permit railroads to address safety needs in their operating territory (see discussion in the preamble).
- The protocol for testing the locomotive horn will be altered to place the sound-level meter at a height of 15 feet above top of rail, rather than the current 4 feet above the top of the rail. Cab-mounted and low-mounted horns will continue to have the sound-level meter placed 4 feet above the top of the rail.

Note: The effect of this change will be to permit center-mounted horns to be “turned down” in some cases. The previous test method was influenced by the “shadow

effect” created by the body of the locomotive to indicate a lower sound level than would otherwise be expected several hundred feet in front of the locomotive (where the crossing and approaching motorists are located).

- The effect of these changes will reduce noise impacts for 3.4 million of the 9.3 million people currently affected by train horn noise.

### **3. Creation of quiet zones:**

- The rule provides significant flexibility to communities to create quiet zones, both where there are existing whistle bans and in other communities that heretofore have had no opportunity to do so.
- The Final Rule permits implementation of quiet zones in low-risk locales without requiring the addition of safety improvements.
  - ✓ This concept utilizes a risk index approach that estimates expected safety outcomes (that is, the likelihood of a fatal or non-fatal casualty resulting from a collision at a highway-rail crossing).
  - ✓ Risk may be averaged over crossings in a proposed quiet zone.
  - ✓ Average risk within the proposed quiet zone is then compared with the average nationwide risk at gated crossings where the horn is sounded (the “National Significant Risk Threshold” or “NSRT”). FRA will compute the NSRT annually.

The effect of this approach is that horns can remain silenced in over half of Pre-Rule Quiet Zones without significant expense; and many New Quiet Zones can be created without significant expense where flashing lights and gates are already in place at the highway-rail grade crossings.

- If the risk index for a proposed New Quiet Zone exceeds the NSRT, then supplementary or alternative safety measures must be used to reduce that risk (to fully compensate for the absence of the train horn or to reduce risk below the NSRT).
- The Final Rule—
  - ✓ Retains engineering solutions known as “supplementary safety measures” for use without FRA approval.
  - ✓ Retains explicit flexibility for the modification of “supplementary safety measures” to receive credit as “alternative safety measures.” For instance,

*Disclaimer: This is a summary of the Final Rule for initial briefing purposes only. Entities subject to the rule should refer to the rule text as published in the Federal Register on April 27, 2005.*

shorter traffic channelization arrangements can be used with reasonable effectiveness estimates.

- ✓ Adds a provision that provides risk reduction credit for pre-existing SSMS and pre-existing modified SSMS that were implemented prior to December 18, 2003.
  - ✓ Continues education and enforcement options, including photo enforcement, subject to verification of effectiveness.<sup>3</sup>
- The public authority responsible for traffic control or law enforcement at the highway-rail grade crossing is the only entity that can designate or apply for quiet zone status.
  - FRA will provide a web-based tool for communities to use in performing “what if” calculations and preparing submissions necessary to create or retain quiet zones. The tool may be found at <http://www.fra.dot.gov>.
  - In order to ensure proper application of the risk index, the National Highway-Rail Crossing Inventory must be accurate and complete. In the absence of timely filings to the Inventory by the States or Railroads, local authorities may file updated inventory information, and railroads must cooperate in providing railroad-specific data.
  - FRA regional personnel will be available to participate in diagnostic teams evaluating options for quiet zones.
  - Once a quiet zone is established (including the continuation of Pre-Rule or Intermediate Quiet Zones pending any required improvements), the railroad is barred from routine sounding of the horn at the affected highway-rail grade crossings.
  - See below for discussion of **Pre-Rule Quiet Zones** and **New Quiet Zones**.

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<sup>3</sup>The rule neither approves nor excludes the possibility of relying upon regional education and enforcement programs with alternative verification strategies. FRA is providing funding in support of an Illinois Commerce Commission-sponsored regional program. The law provides authority for use of new techniques when they have been demonstrated to be effective.

**Horns may continue to be silenced at Pre-Rule Quiet Zones if–**

- ⇒ The average risk at the crossings is less than the NSRT; or
- ⇒ The average risk is less than twice the NSRT and no relevant collisions have occurred within the past 5 years; or
- ⇒ The community undertakes actions to compensate for lack of the train horn as a warning device (or at least to reduce average risk to below the NSRT).

Train horns will not sound in existing whistle ban areas if authorities state their intention to maintain “Pre-Rule Quiet Zones” and do whatever is required (see above) within **5 years** of the effective date (June 24, 2005) (**8 years** if the State agency provides at least some assistance to communities in that State).

A “Pre-Rule Quiet Zone” is a quiet zone that contains one or more consecutive grade crossings subject to a whistle ban that has been actively enforced or observed as of October 9, 1996 and December 18, 2003.

To secure Pre-Rule Quiet Zone status, communities must provide proper notification to FRA and other affected parties by June 3, 2005 and file a plan with FRA by June 24, 2008 (if improvements are required).

**New Quiet Zones may be created if–**

All public highway-rail grade crossings are equipped with flashing lights and gates; and either–

- ✓ After adjusting for excess risk created by silencing the train horn, the average risk at the crossings is less than the NSRT; or
- ✓ Supplemental Safety Measures are present at each public crossing; or
- ✓ Safety improvements are made that compensate for loss of the train horn as a warning device (or at least to reduce average risk to below the NSRT).

Detailed instructions for establishing or requesting recognition of a quiet zone are provided in the regulation.

**4. Length of quiet zones:**

- Generally, a quiet zone must be at least ½ mile in length and may include one or more highway-rail grade crossings.
- Pre-Rule Quiet Zones may be retained at the length that existed as of October 9, 1996, even if less than ½ mile. A Pre-Rule Quiet Zone that is greater than ½ mile may be reduced in length to no less than ½ mile and retain its pre-rule status. However, if its length is increased from pre-rule length by the addition of highway-rail grade crossings that are not pre-rule quiet zone crossings, pre-rule status will not be retained.

**5. Supplementary and alternative safety measures:**

- Supplementary safety measures are engineering improvements that clearly compensate for the absence of the train horn. If employed at every highway-rail grade crossing in the quiet zone, they automatically qualify the quiet zone (subject to reporting requirements). They also may be used to reduce the average risk in the corridor in order to fully compensate for the lack of a train or to below the NSRT.
  - ✓ Temporary closure used with a partial zone;
  - ✓ Permanent closure of a highway-rail grade crossing;
  - ✓ Four-quadrant gates;

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- ✓ Gates with traffic channelization arrangements (i.e., non-mountable curb or mountable curb with delineators) at least 100 feet in length on each side the crossing (60 ft. where there is an intersecting roadway);
  - ✓ One-way Street with gate across the roadway.
- Alternative safety measures may be applied such that the combination of measures at one or more highway-rail grade crossings reduces the average risk by the required amount across the quiet zone (so-called “corridor approach”).
  - ✓ Any modified supplementary safety measure (e.g., barrier gate and median; shorter channelization); or
  - ✓ Education and/or enforcement programs (including photo enforcement) with verification of effectiveness; or
  - ✓ Engineering improvements, other than modified SSMs; or
  - ✓ Combination of the above.
- The rule provides that pre-existing SSMs and pre-existing modified SSMs will be counted towards risk reduction.

#### **6. Recognition of the automated wayside horn:**

- The rule authorizes use of the automated wayside horn at any highway-rail grade crossing with flashing lights and gates (inside or outside a quiet zone) as a one-to-one substitute for the train horn.
- Certain technical requirements apply, consistent with the successful demonstrations of this technology.
- The Federal Highway Administration (FHWA) has issued an interim approval for the use of wayside horns as traffic control devices. Communities interested in employing this option should contact FHWA to ensure that they comply with the provisions of the interim approval.

#### **7. Special circumstances:**

- A community or railroad that views the provisions of the rule inapplicable to local circumstances may request a waiver from the rule from FRA.
- A railroad or community seeking a waiver must first consult with the other party and seek agreement on the form of relief. If agreement cannot be achieved the party may still request the relief by a waiver, provided the FRA Associate Administrator determines that a joint waiver petition would not be likely to contribute significantly to public safety.

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- FRA grants waivers if in the public interest and consistent with the safety of highway and railroad users of the highway-rail grade crossings.

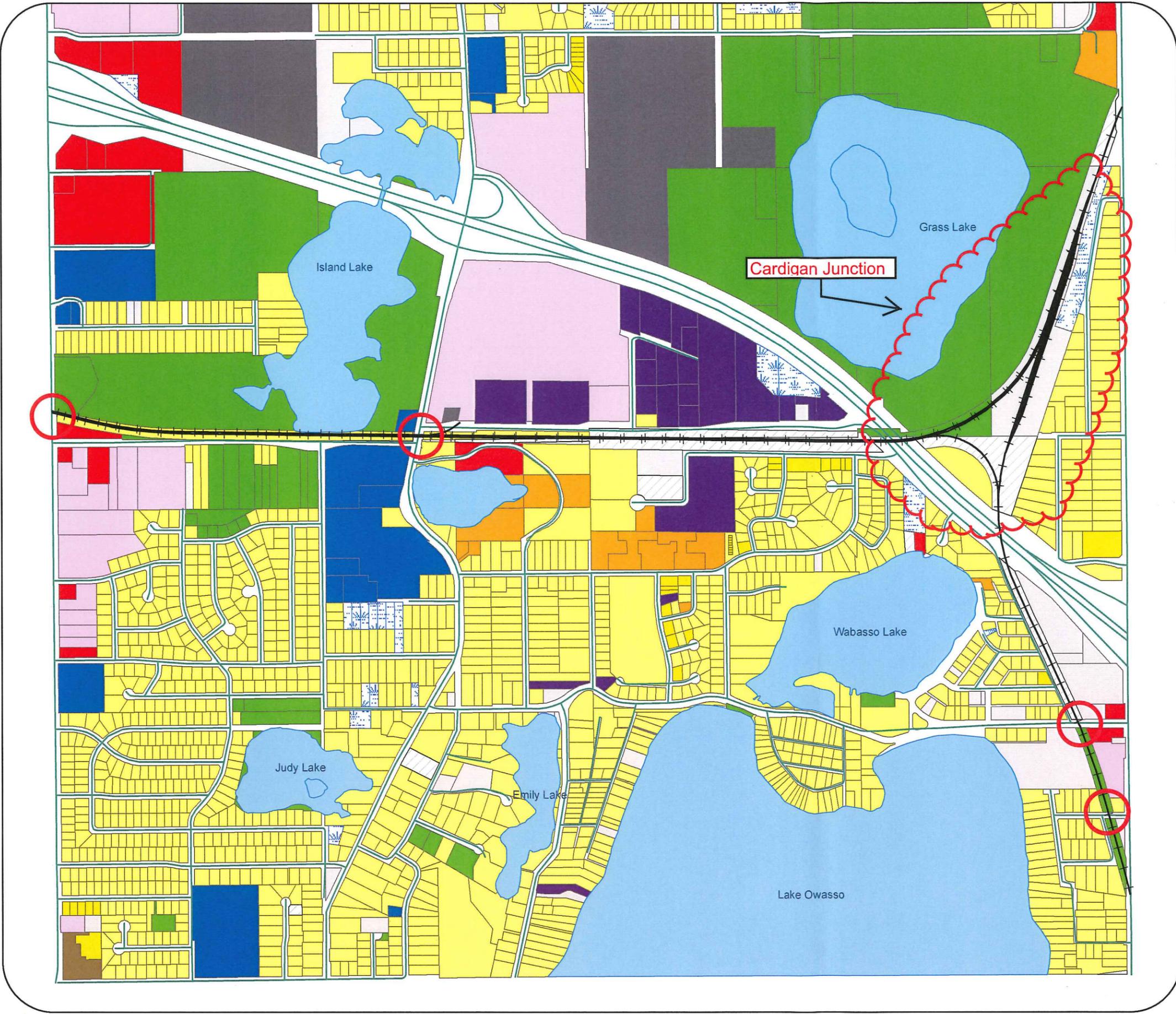
## 8. Summary of major changes to the Interim Final Rule

- The final rule provides a one-year grace period to comply with New Quiet Zone standards for communities with pre-existing whistle bans that were in effect on December 18, 2003, but were adopted after October 9, 1996. These communities are considered “Intermediate” Quiet Zones under the final rule.
- The final rule addresses quiet zones that prohibit sounding of horns during the evening and/or nighttime hours. These are referred to as Partial Quiet Zones.
- The final rule requires diagnostic team reviews of pedestrian crossings that are located within proposed New Quiet Zones and New Partial Quiet Zones.
- The final rule requires quiet zone communities to retain automatic bells at public highway-rail grade crossings that are subject to pedestrian traffic.
- The final rule extends “recognized State agency” status to State agencies that wish to participate in the quiet zone development process.
- The final rule contains a 60-day comment period on quiet zone applications.
- The final rule requires public authorities to provide notification of their intent to create a New Quiet Zone. During the 60-day period after the Notice of Intent is mailed, comments may be submitted to the public authority.
- The final rule provides quiet zone risk reduction credit for certain *pre-existing* SSMs.
- The final rule provides quiet zone risk reduction credit for *pre-existing* modified SSMs.
- The final rule contains a new category of ASMs that addresses engineering improvements other than modified SSMs.

Additional information, including the full text of the Final Rule, the Final Environmental Impact Statement, and background documents, are available at <http://www.fra.dot.gov>.

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# Shoreview Railway Corridors and Adjacent Land Use



—+— Railway  
 — Roads  
 ○ At Grade Crossing

**Land Use**

**Residential**

- Single Family Detached
- Single Family Attached
- Manufactured Housing Park
- Multi-Family Residential
- Mixed Use Residential/Commercial

**Commercial/Industrial**

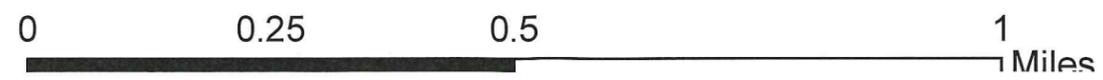
- Commercial
- Office
- Industrial
- Utility
- Railway

**Public/Quasi-Public**

- Institutional
- Right of Way
- Open Space
- Parks / Recreational

**Undeveloped**

- Vacant
- Wetlands



TO: MAYOR, CITY COUNCIL, AND CITY MANAGER

FROM: CHARLIE GRILL, ADMINISTRATIVE SERVICES COORDINATOR *CRG*  
MARK MALONEY, PUBLIC WORKS DIRECTOR *mm*

DATE: OCTOBER 09, 2013

SUBJ: CLEANUP DAY PROGRAM CHANGES

### BACKGROUND

Cleanup Days are annual spring and fall events that are administered as an extension of Shoreview's recycling program. For more than 20 years, the events have provided opportunities for residents to get rid of used or broken appliances, electronics and general debris. In an effort to improve the efficiency of and participation in the events, staff is proposing changes to the City's 2014 Recycling budget that reflect assumptions for event logistics and the way it will be funded.

### DISCUSSION

Clean Up Day continues to be held jointly between Shoreview and Arden Hills and is considered a successful and beneficial service to the residents. In recent years, there have been State and County initiatives to increase the amount of material collected and the number of households participating in these types of events. While these events are highly appreciated by those attending, on average less than 10% of Shoreview households actually participate in a given year. Staff is seeking ways to respond to those initiatives while improving the efficiency of the event; e.g. reduce administrative effort, shorten waiting times for residents, etc.

Significant changes have occurred to the Clean Up Day events in recent years. Prior to 2010, Cleanup Days were organized and operated by Shoreview's Curbside Recycling vendor as a function of their contract with the City. In 2010, when the City recycling contract was awarded to Allied Waste, all of the administrative responsibilities for Clean Up Day events moved to Shoreview city staff. The location of the event was also moved to the Ramsey County/Arden Hills Maintenance Facility to accommodate the remodeling and site modifications to Shoreview's Maintenance Facility where the events were previously held. The move to the Ramsey County site also leverages the County Household Hazardous Waste Drop-off which is very active during the Clean Up Day events.

To ensure accountability, Shoreview began staffing trained cash handlers and vehicle inspectors for the event. This increase in staffing and administrative services has raised the overall cost of the event and it is evident that a significant amount of resources need to be allocated to handle a relatively small amount of money. Please refer to attached summaries of vehicle counts and event revenues for recent events. On average the City spends about \$2,500 in extra personnel and administrative costs to process the approximately \$15,000

per year collected from Shoreview residents participating in the events. Details of added personnel and administrative costs include:

- 6 cash trained hourly City employees the day of the event
- Use of I pads and mobile devices to process payments at the remote site
- Purchase/use of event tent for cash and receipt processing

While these Clean Up Days are conducted for the benefit of both Arden Hills and Shoreview, nearly all of the event planning and administration work is performed by Shoreview staff. Both cities continue to provide Maintenance staff to assist in the material processing that occurs after the vehicle inspection and cash handling.

Other factors also have an impact on the event. The customer wait times are typically a function of the vehicle inspection and cash/credit handling and processing. Further, weather conditions such as high winds and rain can create issues with the paper tracking forms, receipts and mobile devices. A simple steady rain has greatly hindered the efficiency of the event and increased wait times. The Army Reserve has also drilled and trained near TCAAP during the weekends, so longer lines of waiting Clean Up Day customers sometimes conflict with the military vehicles trying to use the joint access road.

With these realities staff is exploring program and funding changes to improve the event. The attached draft 2014 Shoreview Recycling budget reflects an increase in the annual recycling charge of \$3.00 per household, from \$42 to \$45 dollars per household per year. \$2.00 of that proposed increase is necessary to cover increased recycling rates and to build fund equity. The additional \$1.00 of increase reflects paying for Clean Up Day costs directly through the Recycling Budget, and eliminating the need to collect fees and process payments on-site during the event. Therefore, staff is preparing a one year pilot program that will make the spring and fall Clean Up Day a "no fee" event. The added cost anticipated through increased participation and revenue reduction have been incorporated into the proposed 2014 recycling budget. The staff still needs to work with the City of Arden Hills on this concept.

The other significant program change being anticipated is taking e-waste collection out of Clean Up Day, and directing residents to other (usually cheaper and even free) alternatives. This change is being pursued because e-waste is the single highest disposal cost to the City in these events and staff believes that residents would be better served by using other alternatives available in our market.

Staff believes that getting the cash handling/processing aspect out of the event will directly support the State and County initiatives mentioned earlier as well as reduce the rising administrative costs and potential waiting times for residents. With corresponding public education and outreach, a "no fee" event would likely increase both volume of material processed and number of Shoreview household participating in the service. Community surveys as well as City efforts in code enforcement recognize an increased concern for the condition and appearance of residential properties in Shoreview. Efforts to increase participation in Clean Up Days would be consistent with those efforts.

Staff is seeking council feedback on this proposed Clean Up Day pilot program.



<u>Event</u>	<u>Shoreview Cars</u>	<u>Arden Hills Cars</u>	<u>Total Cars</u>	<u>Shoreview \$\$\$\$</u>	<u>Arden Hills \$\$\$\$</u>	<u>Total \$\$\$</u>
2010 Spring	687[1]	110	797	-	-	\$0.00
2010 Fall	467	182	649	-	-	\$0.00
<b>Total</b>	<b>1154</b>	<b>292</b>	<b>1446</b>			<b>\$0.00</b>
2011 Spring	466	140	606	\$12,904.75	\$3,588.00	\$16,492.75
2011 Fall	426	60	486	\$7,931.00	\$1,000.00	\$8,931.00
<b>Total</b>	<b>892</b>	<b>200</b>	<b>1092</b>	<b>\$20835.75</b>	<b>\$4588</b>	<b>\$25423.75</b>
2012 Spring	585	109	694	\$11,872.00	\$2,208.00	\$14,080.00
2012 Fall	298	146	444	\$6,494.00	\$2,659.00	\$9,153.00
<b>Total</b>	<b>883</b>	<b>255</b>	<b>1138</b>	<b>\$18366</b>	<b>\$4867</b>	<b>\$23233</b>
2013 Spring	473	201	674	\$7,745.00	\$3,021.00	\$10,766.00
2013 Fall	526	173	699	\$6,625.00	\$2,538.00	\$9,163.00
<b>Total</b>	<b>999</b>	<b>374</b>	<b>1373</b>	<b>\$14370</b>	<b>\$5559</b>	<b>\$19929</b>
2014 Spring						
2014 Fall						

## *Cleanup Day Budget Breakdown*

	<u>2011</u>	<u>2012</u>	<u>2013</u>
<b><u>Total \$ Collected (Both Cities)</u></b>			
Spring	\$16,492.75	\$14,080.00	\$10,766.00
Fall	\$8,931.00	\$9,149.00	\$9,163.00
<b>Total</b>	<b>\$25,423.75</b>	<b>\$23,229.00</b>	<b>\$19,929.00</b>
<b><u>AH Cash and Checks</u></b>			
Spring	\$3,588.00	\$2,033.00	\$2,404.00
Fall	\$816.00	\$2,110.00	
<b>Total</b>	<b>\$4,404.00</b>	<b>\$4,143.00</b>	
<b><u>AH Credit Card Payments</u></b>			
Spring	N/A	\$175.00	\$617.00
Fall	\$49.00	\$549.00	
<b>Total</b>	<b>\$0.00</b>	<b>\$724.00</b>	
<b><u>Shoreview Cash, Check and Credit (34390)</u></b>			
Spring	\$12,904.75	\$11,872.00	\$7,745.00
Fall	\$8,066.00	\$6,490.00	\$6,625.00
<b>Total</b>	<b>\$20,970.75</b>	<b>\$18,362.00</b>	<b>\$14,370.00</b>
<b><u>Total AH Invoice (1/3 Program Costs) (33910)</u></b>			
Spring	\$10,366.36	\$7,782.68	\$8,651.63
Fall	\$7,236.08	\$7,127.98	
<b>Total</b>	<b>\$17,602.44</b>	<b>\$14,910.66</b>	
<b><u>Total Shoreview Revenue</u></b>			
Spring	\$23,271.11	\$19,654.68	\$16,396.63
Fall	\$15,302.08	\$13,617.98	
<b>Total Revenue</b>	<b>\$38,573.19</b>	<b>\$33,272.66</b>	<b>\$16,396.63</b>

<b>Allied Waste Costs (3640)</b>			
Spring	\$29,531.40	\$23,239.65	\$24,450.73
Fall	\$19,549.83	\$18,893.82	
<b>Total</b>	<b>\$49,081.23</b>	<b>\$42,133.47</b>	
<b>Personnel Costs (1020)</b>			
Spring	\$838.63	\$600.76	\$1,504.14
Fall	\$1,312.14	\$1,522.94	
<b>Total</b>	<b>\$2,150.77</b>	<b>\$2,123.70</b>	
<b>Other Costs (3640)</b>			
Spring	\$131.77	\$131.77	\$0.00
Fall	\$0.00	\$111.77	\$0.00
<b>Total</b>	<b>\$131.77</b>	<b>\$243.54</b>	<b>\$0.00</b>
<b>Event Cost</b>			
Spring	\$30,501.80	\$23,972.18	\$25,954.87
Fall	\$20,861.97	\$20,528.53	
<b>Total Event Costs</b>	<b>\$51,363.77</b>	<b>\$44,500.71</b>	<b>\$25,954.87</b>
<b>Total Event Cost vs Revenue (1/3 Subsidy)</b>			
Spring	\$7,230.69	\$4,317.50	\$9,558.24
Fall	\$5,559.89	\$6,910.55	
<b>Total</b>	<b>\$12,790.58</b>	<b>\$11,228.05</b>	<b>\$9,558.24</b>
<b>Number of Parcels</b>			
	10,719	10,720	10,720
<b>Number of Cars</b>			
Spring	606	694	674
Fall	486	444	699
<b>Total</b>	<b>1092</b>	<b>1138</b>	<b>1373</b>