



City of Inver Grove Heights Pavement Management Citizen Taskforce

Kick-off Meeting

October 21, 2021

The first meeting of the Pavement Management CTF will be held at Inver Grove Heights City Hall in the Council chambers. The meeting is public; Covid protocols for public meetings strongly encourages the use of masks and social distancing. We have a busy first meeting and hope to accomplish the following:

Agenda

| | | |
|-------------|------------------------------------|---------------------------------|
| 4:00 – 4:10 | Welcome (Taskforce Purpose) | Brad Reifsteck, WSB |
| 4:10 – 4:20 | What is a Taskforce, structure | Kris Wilson, City administrator |
| 4:20 – 4:40 | Taskforce member introductions | Brad Reifsteck, WSB |
| 4:40 – 4:45 | Meeting law and public interaction | Rebecca Kiernan, City Clerk |
| 4:45 – 4:55 | Role and etiquette of members | Kris Wilson, City administrator |
| 4:55 – 5:05 | Elect a chairperson | Brad Reifsteck, WSB |
| 5:05 – 5:20 | Review Charge of the CTF | Klay Eckles, City/WSB |
| 5:20 – 5:40 | Discuss and adopt Charter | All |
| 5:40 – 5:45 | Proposed schedule | Steve Dodge, City |
| 5:45 – 5:55 | Additional Questions | All |
| 5:55 – 6:00 | Topics for next meeting | Klay Eckles City/WSB |
| 6 pm | Adjourn | |

If you have any questions or concerns regarding the meeting format or content please contact Klay Eckles at keckles@ighmn.gov.

PAVEMENT MANAGEMENT TASK FORCE MEMBERS
(Listed in alphabetical order)

Bryant, Jason
Dietrich, Brenda
Ellis, Rick
Glewwe, Kelton
Haak, Dan
Karinen, Kerry B.
Kayser, Kelly
Kromrey, Craig
Mandell, Paul
McKenna, Cassie
Murphy, John
Sethre, Kevin
Snell, Lisa
T'Kach, Mary
Zochert, Theodore

Staff Members (10/21/21)

Kris Wilson, City Administrator
Klay Eckles, Interim Public Works Director
Steve Dodge, Assistant City Engineer
Rebecca Kiernan, City Clerk
Brad Reifsteck, WSB & Associates, Inc.



Pavement Management Program Citizen's Taskforce Tentative Schedule

In order to achieve the objectives spelled out in the Charter the CTF will work towards delivering a final report to City Council based on the following tentative meeting schedule:

| DATE | TOPIC |
|------------|---|
| 10/21/2021 | Intro, Charter, Election of Chair |
| 11/ 4/2021 | Infrastructure 101, Current state of city streets, city program as of today |
| 11/18/2021 | Pavement condition index, rehabilitation methods, cost comparisons |
| 12/ 2/2021 | Defining success-what is our goal. Relationship to other infrastructure rehab |
| 12/16/2021 | City Financing of infrastructure. Current street budget. Is it enough? |
| January | Assessment policy. How do we compare to other cities. Rural vs Urban |
| February | Formulating recommendations |
| February | Analysis of recommendations |
| March | Review Draft report |
| March | Review and adopt Final report |
| April | Presentation to Council |



Pavement Management Program Citizen's Taskforce Problem Definition and Charter

Inver Grove Heights has over 140 miles of roadways. Although the city has actively implemented a Pavement Management Program (PMP) over the last 10 years, the average pavement condition of city streets has declined. The city has a budget of about \$5M plus money collected via assessments to complete annual projects. An analysis of road condition, underlying soils and other factors suggested that a budget of \$16M a year would be necessary to improve city roads. The city does not have funding capabilities to proceed as per the analysis.

The Citizens Taskforce (CTF) has been created to explore improvements to the Inver Grove Heights PMP. The charge of the CTF is to examine all aspects of the PMP, then provide input and recommendations in a final report to City Council. Specific areas of the PMP that the CTF will investigate and give feedback on include:

1. **A citizen perspective on past PMP projects and efforts**, and input on what rehabilitation strategies hold the most promise for helping move the city toward meeting its PMP goals quickly.
2. What factors should be considered and how should they be weighted when choosing the appropriate rehabilitation technique for a given roadway.
3. Overall current funding levels—is the city providing enough funding to the program.
4. Whether the assessment policy is fair, effective, and comparable to other cities.
5. How specific streets are chosen for inclusion in a project.
6. Should the city consider “road diets” when a road requires reconstruction.
7. How the PMP program should be applied toward rural areas.
8. **How the City best communicates information about the city PMP program to the general public, and how it specifically engages neighborhoods that might be impacted by a future project.**
9. How the city defines **success and measures progress** in the program.

As a taskforce, decisions on recommendations will be made by consensus. The CTF is set to expire no later than December 14, 2022. Prior to that date, with the help of city staff and the city's consultant, the CTF will provide a final report summarizing the work and recommendations of the CTF.

Adopted _____

Roadway 101:

1. Infrastructure Assets: City has duty to build, operate, maintain and rehabilitate
 - a. Roads (Miles) Sewer & Water, Storm Sewer ponds & Pipes, Trails, lighting, signals
 - b. Inspect all infrastructure on regular basis.
 - c. create maintenance schedules, rehabilitation program, 5 yr CIP
 - d. Goal is to cost effectively provide high quality infrastructure
 - e. Each has its challenge. Roads perhaps most demanding. (decay fast, in the elements)
2. Streets:
 - a. City, County State federal.
 - b. City has local streets and major roadways (collectors and some arterials)
 - c. Partner with others on all except local, which is our responsibility.
 - d. Funding for local mntce, operation, and rehabilitation is
 - i. some gas tax
 - ii. assessments
 - iii. property tax
 - iv. construction is via new development
 - e. City uses annual budget money (mostly tax) to maintain using staff and contractors
 - f. City uses staff and consultants to inspect and “rate” the streets each year (PCI) then creates projections of decay, maintenance needs etc.
 - g. Create a 5 yr plan of action (CIP) for rehap projects
 - h. General principle that if we spend earlier and work proactively to address deterioration prior to complete failure the cost in the long run will be much less.
3. 2020 we completed an analysis of long-term financing needs and TF made recommendations on goals for street condition (PCI)-- More detail later
 - a. Report suggested we need \$10M more per year in city funds to get out of this problem because of bad soils under many miles of roads
4. Current situation
 - a. We are falling behind (50 miles)...and adding 5-10 more miles a year
 - b. Citizens and Council unhappy—and want us to look at solutions
 - c. 2022 we are trying new approach—system wide view, get the most for the least
 - d. Need CTF to look at new approach, goals and financing to give council report on future direction.