

City of Maplewood, Minnesota

**The Creation of a Government
Managed Waste Hauling Monopoly**

A Case Study

May 21, 2013

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Executive Summary

In 2011, the City of Maplewood's elected officials decided to move the community to a government managed waste hauling monopoly on a 4-1 vote. As part of this process, they held a series of public hearings and followed the process outlined in Minnesota law.

Throughout the consideration of the proposal and up to and including its final implementation, public opposition was significant. Citizens packed public hearings in opposition to the proposal and the city received countless phone calls, letters, and emails in opposition. Garbage haulers in the community were opposed and supported citizens in their efforts.

In recent years, the City of Maplewood has been under serious financial pressure. In 2011, the council proposed a 5% tax increase, almost double the rate of inflation. The cost of this proposal included over \$100,000 in consultant fees and staff time, plus \$422,019 to purchase carts. The purchasing of carts is typically borne by garbage haulers in the competitive free market. While the city made various claims about cost savings, no budget reductions were ever made as a result of creating a government managed waste hauling monopoly.

During the process, there was significant political upheaval. Prior to the signing of the contract with a national hauler, the lead proponent on the city council was defeated for reelection. After the election, the council on a split vote proceeded to sign a contract with one hauler and established a new government managed monopoly. Several months later, a proponent resigned from the council and through a special election, was replaced with a candidate who actively campaigned in opposition to government managed collection and the city's contract. Within one year of the council signing the contract, the council had changed from 4-1 in support, to the *opponents* now carrying a 3-2 majority. Citizens now look forward to the next city election when the last remaining proponent will be on the ballot for re-election.

A longtime Minnesota owned hauler in the community lost 20% of his business by one stroke of the Mayor's pen. The community continues to remain divided as those in power ignored the benefits of market driven competition with locally owned businesses. The issue will continue to divide the community for years to come.

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Full Report

Effect on the city government

The process establishing government managed collection in the City of Maplewood lasted 19 months from preliminary discussions to the signing of a contract. The situation is still far from over. Due to the results of city council elections that followed, and elections to come, this situation will continue to scar the community. It will continue to distract from issues of greater importance that the community is facing.

Financial decisions related to the switch to government managed collection have had a significant negative impact on the city's budget. Close to \$100,000 was spent on outside consultants. Over \$100,000 in addition is estimated to have been spent when factoring in staff time and other resources.

Switching to a government managed system required the city to purchase household garbage carts, which were previously provided by private haulers. The city spent \$422,019 to purchase carts from Otto Environmental Systems N.A. Inc. Under the previous market driven system the haulers managed this cost, cart maintenance and any disputes related to abuse or wear and tear. Now, it is the city's job.

Like neighboring cities, Maplewood is struggling to balance needs against available funds. City leaders have accepted tough cuts in municipal programs including a 3% decrease in the Fire Department budget and a 6% decrease in the Parks Department budget over the past 4 years. Mayor Will Rossbach said, "We are delaying positions in maintenance and the police department, and there are a lot of things we are not doing." Councilmember John Nephew made the point that the city's "Taste of Maplewood" festival has lost money for 5 years and it was time to "let it go."

In calling for the consolidation of garbage hauling, city officials have expressed concerns about cost, safety and road maintenance. However, no widely accepted study exists that verifies their claims. A Minnesota Pollution Control Agency (MPCA) study cited by the city was based on data from an extremely small sample that was not statistically valid. The MPCA report also contained major inconsistencies in calculations of taxes and environmental fees, again, partially attributed to a statistically invalid sample. The problems in this report were highlighted in a review done by the National Solid Wastes Management Association, NSWMA. **(See Attachment A)**

The city has suggested that there are numerous benefits to government managed collection that will provide budget relief for the city. Although residents may save a few dollars per month in their garbage bill, depending upon selection of cart size and the successful avoidance of new service penalties in the contract, the city has specified no dollar amount saved and no budget reductions have been made. There is no scientific evidence to support any claims that there will be financial savings to the city.

Claims of savings on road wear and tear are dubious. Scientific studies show that most road damage caused in Minnesota is attributed to the freeze-thaw weather cycle and poor subsurface soils, not garbage trucks. In March 2005, the City of Arden Hills hired URS, a professional engineering firm, to analyze what causes road damage. Engineer Nick Landwer P.E. stated "...environmental factors are generally responsible for the majority of pavement wear and deterioration..." **(See Attachment B)** When Moore Engineering, Inc., a professional engineering firm, compared the cost per mile among cities that have government managed collection versus those with a market driven open system, there were no differences. **(See Attachment C)** Eliminating a few garbage trucks from a road will result in no measurable increase in the life expectancy of street pavement and no cost savings on road repairs.

The city has also suggested that government managed collection will bring traffic relief. This claim that there will be measurable traffic relief is specious. Maplewood is a major metropolitan suburb with a regional shopping mall and large commercial areas, which is bisected by three freeways. In addition, the city's government managed collection only applies to residential properties. The commercial facilities, which may receive multiple pickups per week, were not affected by the city's proposal. The average resident will notice no change in traffic congestion in the community.

Planning for government managed collection added significant cost to the city budget. Promised benefits from the city cannot be guaranteed, in many cases cannot even be proven, and in some cases defy common sense.

Effect on the City Council's relationship with the community

This issue has seriously compromised the council's relationship with the community. On October 4, 2010, again on March 28, 2011, and finally on November 28, 2011, hundreds of residents attended a council hearing on this issue. Hundreds of emails, phone calls and letters were sent to the City Council. Almost everyone who spoke expressed their dissatisfaction with the council's intent to take over garbage collection and eliminate

resident choice. In response, the council voted 4-1 to move forward in support of government managed collection and in opposition of public testimony.

On August 9, 2011, the city held its primary election to narrow down five candidates to four. Two council members were up for reelection and had three challengers. At this point in time, even in spite of the well-attended public hearings, most residents were not aware of the government managed collection issue and the candidate's positions on it.

Council member John Nephew, the author of the government managed collection proposal, came in first place with 26% of the vote. Council member Marv Koppen, the one who opposed government managed collection, came in second place with 25% of the vote. Bob Cardinal and Rebecca Cave took the last two spots in the primary election both opponents of government managed collection.

August 9, 2011 Maplewood City Primary Election

John Nephew	26%	932	Supported Gov't Management
Marvin Koppen	25%	901	Opposed Gov't Management
Bob Cardinal	23%	806	Opposed Gov't Management
Rebecca Cave	13%	470	Opposed Gov't Management
Elizabeth Sletten	13%	463	Opposed Gov't Management

Total		3572	

After the August primary election, residents organized after hearing about the impact on locally owned haulers. Many were disgusted by what they observed at the two public hearings and worked hard to get word out to the community. They informed residents of this government managed collection effort being forced upon them by the city council. They made sure that residents knew that of the four candidates who made it through the primary, only Councilmember John Nephew supported government managed collection and he was the leader behind this effort. Citizens in the community felt that they had no voice before their city council. Their only option for relief was at the ballot box.

On November 8, 2011, the city held its general election to fill two council seats. John Nephew, who placed first in the primary election with 26%, came in fourth or last place with 19%. Bob Cardinal, a challenger and lead opponent to government managed collection, came in first with 30% of the vote. Marv Koppen, who previously voted no on government managed collection, came in second with 26% of the vote. Another opponent of government managed collection came in third with 24% of the vote.

November 8, 2011 Maplewood City General Election

Bob Cardinal	30%	3352	Opposed Gov't Management
Marvin Koppen	26%	2935	Opposed Gov't Management
Rebecca Cave	24%	2707	Opposed Gov't Management
John Nephew	19%	2170	Supported Gov't Management

Total		11164	

Twenty days after the general election on November 28, 2011, was another hearing on the council's continued efforts to force government managed collection upon the residents. It was standing room only again in the council chambers and in the lobby outside the chambers. Almost everyone who spoke expressed their dissatisfaction with the council's intent to take over garbage collection and eliminate resident choice (**See Attachment D**).

Residents spoke directly at council member John Nephew when they reminded the council that the results of the general election were reflective of the opinion of the community. After his defeat in the general election, Nephew continued to serve as a lame duck member until the end of the year. The council's response to the public hearing and the election results was to move forward on another split 4-1 vote.

In January 2012, Bob Cardinal was sworn into office to take John Nephew's seat. Now the council was 3-2 in favor of government managed collection. The split council continued to move forward to implement their plan.

On June 29, 2012, council member James Llanas one of the three remaining supporters of government managed collection, announced his resignation from the council and his departure from the city. The city council called for a special election to be held on November 6, 2012 to fill the remainder of his term.

The November 6, 2012 election was extremely contentious as government managed collection continues to be a major issue in the community. Rebecca Cave, who placed a strong third in the 2011 general election and was a staunch opponent of government managed collection, was the leading candidate going into this election. On election night, she was victorious and was sworn in as the replacement to government managed collection supporter James Llanas on November 15, 2012.

November 6, 2012 Maplewood City General Election

Rebecca Cave	40%	6280	Opposed Gov't Management
Julie Wasiluk	32%	5140	
Tracey Tischler	14%	2163	
Marylee Abrams	13%	2160	

Total		15743	

The community opposition to government managed collection was so strong that it even became a topic of discussion in the state legislative race that covered a portion of the city. One of the candidates who spoke in favor of government managed collection at the November 28, 2011 council meeting was suddenly backtracking and downplaying his support. He even went so far as to put a posting on his website informing people that he was not on the city council and was unable to cast a vote on the issue.

With the November 6, 2012 election, the tables have been turned on the city council supporters of government managed collection. Within two years of the city council moving forward on a 4-1 vote in support government managed collection, the city council is now 3-2 in *opposition*. All three city council members who are in opposition to government managed collection made this a central theme of their campaigns. Only time will tell how this new majority is going to address this issue.

On the November 5, 2013 ballot, the last remaining proponent of government managed collection that remains on the city council, Kathy Juenemann, will be up for re-election. In March 2013, Mayor Will Rossbach announced in a newspaper article that he would not seek reelection.

Distrust of the council by residents and anger at how they were treated by city council members at public hearings will not soon be forgotten. Videos of the three public hearings that drew hundreds of residents opposed to government managed collection will continue to be shown on public access television news shows in the community. The acrimony this issue has created in the community will continue to haunt the city council for years to come.

Effect on the Citizens in the Community

Government managed collection significantly changes how consumers select the waste hauler that best meets their needs for service. They have no choice.

It has been said by former Councilmember Nephew: "Let the city bargain for you". As the election showed, his statement did not reflect the will of the people. Residents value the relationship they have with their garbage hauler, just like their favorite plumber or lawn care company. In a market driven competitive system, residents have the opportunity to shop for the best price, support Minnesota owned companies, or simply choose a hauler based on the condition of their equipment.

The dependability Maplewood residents have come to expect in waste hauling is based on a competitive market and a resident's ability to change service providers. If a hauler does not meet expectations, residents now have to accept whatever is written in the 150 page contract between the city and one hauler. No relationship, just words and attorneys.

Private haulers and their families have worked for many years to build valuable and trusted relationships with their customers. Government managed collection will destroy that tradition of service and replace it with another government program. The pressure of competition and a resident's right to switch haulers keeps private companies sharp and focused on their customers, not a government administrator.

Regardless of "promised" short term savings, residents want to make this decision themselves and feel government is ill-equipped to provide cost effective long term value in this area. Replacing competition with government managed collection, most likely will lead to promised savings being offset by added costs to the city budget and future taxes necessary to support those expenses. Most likely, added taxpayer expenses will be buried under miscellaneous categories in the city budget with names like "administrative expenses."

Residents have clearly informed the council that saving a few bucks a year to get more government and less choice is not worth it.

Government Managed Collection Used as a Fundraising Program

There is also serious concern that government managed garbage collection will turn into another fundraising program like what has happened with the Maplewood recycling program. This recycling program is another government managed collection program.

Currently residents are charged for recycling as a line item on their utility bill. The cost of the program in 2010 was \$486,760 (**See Attachment E**). As of January 1, 2011, the fund has a positive balance of \$509,577 (**See Attachment F**). Even though the program is fully funded for the 2011 calendar year, the city continues to collect taxes. The continued collection of taxes for a program that is fully funded defies common sense, presuming that the tax is being collected solely for the administration of the program. The fact that they continue to collect excess taxes raises the question of what does the city plan on doing with this excess revenue?

Many residents have a concern that their government managed garbage collection system could be used in a similar manner. There are various methods that the city could use to directly or indirectly overcharge residents for garbage service. They could do this through contractor they hire to carry out service, or do it directly.

There is precedence for cities to overcharge for garbage service and use proceeds for unrelated uses. In Robbinsdale, MN, a western suburb of Minneapolis, the city overcharges residents for garbage services and takes the proceeds and places them into their park improvement program (**See Attachment G**). The so called "savings" is essentially eliminated and turned into a secretive tax against the residents of the community and most are completely unaware of this. It is not unreasonable in light of the recycling program that this could easily happen in Maplewood with government managed garbage service.

From a regulation and innovation perspective, a government managed collection system will not lead to a better product for the residents. The industry is not opposed to change and reasonable regulation in the marketplace. Also in a competitive environment, haulers have responded with new and innovative ways to service customers. They have made significant investments of time, energy, and money to make the system better. With the elimination of competition there is no incentive to create a better product or more options for the residents.

"City managed collection will destroy the tradition of service residents have come to expect and replace it with another government program," Berkopec said. "The pressure

of competition and residents' right to switch keeps private companies sharp and focused on their customers."

Effect on the Haulers in the Community

The effect on haulers, small business owners invested in the community, has been significant. This is especially true for one particular owner.

Tennis Sanitation is a family owned business in the community and the impact of the city's actions against the family and the employees is huge. In one stroke of the Mayor's pen, 20% of their business was taken from them.

Willie and Greg from Tennis Sanitation were welcomed into the city in 2001 when the city granted them a license. They complied with all the requirements the city asked of them, just like any other professionally licensed business. They built a business, and their customer base from scratch, and their customers love them. Many of their customers voiced their opposition to the city's plan. Now the city has pulled the rug out from underneath them and their customers.

Another person affected by this action was Gene. His business, Gene's Disposal, is a second generation family run business. The business was not given to him. He purchased it from his parents. He still continues to make payments to his parents who are now retired. He cannot simply close up shop and leave the business. He cannot default on a loan to some faceless banking corporation. He cannot stop making payments by using the excuse that government took customers away from him without compensation.

Overall, seven haulers were displaced. They include Tennis Sanitation, Genes Disposal, Highland Sanitation, Maroney's Sanitation, Advanced Disposal (FKA Veolia Environmental), Walters Recycling & Refuse, and Waste Management. Five were locally owned and operated businesses and two were national haulers.

Effect on Citizen Privacy

Under a free market open garbage collection system, the customer-business relationship is private. The relationship is between the resident and the hauler. Government is not involved. A private relationship means that a resident's personal

contact information, credit card information, cart size information, service option information, usage information, and all other information a hauler may have is not public information.

Under a government managed collection system, much of this information is public. The remaining information is entrusted to the safety and security of city hall. The city cannot dodge public information laws by hiring out services to another company. The Minnesota Data Practice Act states that all data, “created, collected, received, stored, used, or disseminated”, when a city contracts with a private company, is public information. To date, the court has upheld this position. On October 9, 2012, the Minnesota Court of Appeals ruled unanimously that documents from a sub-contractor relating to the construction of new school facilities are public information. (*Marshall Helmberger vs. Johnson Controls Inc.*, Minnesota Court of Appeals A12-0327)

After the government managed collection contract was signed at the end of 2011, the city started gathering information from residents. In 2012, the city asked residents for their name, address, phone number, email address, requested cart size, etc. Residents were required to provide most of this information in order to obtain service.

Shortly after thousands of residents submitted this information to city hall, longtime citizen activists who have had various beefs with city hall immediately made public information requests for all of this new information. It was a treasure trove.

The city may also start to collect usage and other data from residents, with or without their knowledge or approval. When they do so, in most cases that information will also become public and will be subject to public information requests. Even if the legislature attempts to make some of this information non-public, government will still be able to access this information and may be able to share it with other government entities.

Now citizen activists have information in their possession that most residents thought was personal and only known to their hauler. What these citizen activists plan on doing with this information is anyone’s guess. They have full ability to share or sell this information to anyone else.

Professional Survey

On July 30, 2011, the results of a community scientific poll were released. It confirmed that Maplewood residents were strongly opposed to government managed garbage collection.

Four-hundred Maplewood residents were surveyed on July 29 and 30 by Mason-Dixon Research about their trash-hauler preferences.

The independent poll showed that nearly 70 percent of Maplewood residents preferred an "open" trash hauling system over an "organized system where the city selects the trash hauler for residents.

The survey also showed that 75 percent of Maplewood residents were "very satisfied" with the current trash-collection system and another 17 percent said they were "satisfied."

Additionally, the survey shows strong support for the private haulers themselves, with 85 percent of respondents saying they are "very satisfied" with their current garbage-collection provider.

"Citizen opposition to government managed trash collection has been voiced clearly at public meetings, and the new survey provides further evidence that Maplewood residents do not want this to happen," Mike Berkopec (ACE Solid Waste) said. "We urge the council to listen to its constituents, abandon the move toward government managed trash collection and stay out of trash hauling decisions."

Poll Results

The survey of Maplewood residents by Mason-Dixon Polling & Research, Inc., included telephone interviews with a randomly-dialed sample of 400 homeowners or renters aged 18 and older. All indicated they were involved in the household decision to select their trash hauler. Overall, the results have a margin of error of +/- 5.0 percentage points.

QUESTION:

Maplewood currently uses a subscription or "open" trash hauling system where residents select their provider from among the many licensed trash haulers that operate

in the city. Maplewood's City Council is currently considering changing to an "organized" trash hauling system, in which the city will select and contract with one or more trash haulers, setting schedules and cost for trash hauling services and passing the cost on to homeowners.

Which method of trash hauling system would you prefer? (ORDER ROTATED)

- 68% – The current "open" system where you choose your trash hauler
- 22% – An organized system where the city would select the trash haul service for all residents
- 10% - Not Sure (NOT READ)

QUESTION:

How satisfied are you with the current "open" system for trash hauling services? Are you:

- Very satisfied 75%
- Somewhat satisfied 17%
- Not too satisfied 7%
- Not at all satisfied 1%

QUESTION:

How satisfied are you with your current trash hauler? Are you:

- Very satisfied 85%
- Somewhat satisfied 11%
- Not too satisfied 3%
- Not at all satisfied 1%

Demographics - Age:

- 18-34 51 (13%)
- 35-49 95 (24%)
- 50-64 141 (35%)
- 65+ 110 (27%)
- Refused 3 (1%)

Demographics - Education:

High School or less 118 (29%)
Some college/technical training 103 (26%)
College graduate 115 (29%)
Graduate degree 61 (15%)
Refused 3 (1%)

Demographics - Gender:

Male 218 (55%)
Female 182 (45%)

Did you vote in the last Maplewood city election, or not?

Yes 171 (43%)
No 220 (55%)
Not Sure 9 (2%)

Timeline of Events

May 3, 2010	Council holds a discussion on government managed collection
August 9, 2010	Council reviews city trash system
August 23, 2010	Council calls a public hearing
October 4, 2010	Council holds public hearing Citizens turn out in force at a public meeting to express their opposition to any further City involvement in trash collection. Citizens spoke loud and clear they can handle their own trash.
November 15, 2010	Council reviews public hearing
February 7, 2011	Council holds strategic planning session
February 28, 2011	Council calls a public hearing
March 28, 2011	Council approves a resolution of intent to organize collection Citizens turn out AGAIN in force to express their dissatisfaction. The City Council moves ahead anyway and passes a resolution of INTENT to organize trash collection on a split council vote.
April 25, 2011	Council discusses scope of work
May 23, 2011	Council holds workshop discussion
June 27, 2011	Council discusses at meeting

July 11, 2011	City of Maplewood issues 85-page Request for Proposals
July 30, 2011	Community scientific poll results released Mason-Dixon scientific poll shows 70% of residents still want an open, market driven trash collection system. In addition, 92% of residents are satisfied with their current service
August 19, 2011	RFP deadline
August 21, 2011	Council receives presentation
August 22, 2011	Council discusses budget
August 29, 2011	Council receives presentation on existing system
September 15, 2011	Council receives update from citizen commission
September 26, 2011	Council reviews proposals City Council delays action to negotiate with one hauler under a government managed scheme due to significant citizen opposition.
October 5, 2011	Council reviews proposals
October 10, 2011	Council reviews proposals, authorizes negotiations City Council moves ahead anyway to negotiate with Allied Waste systems for a city-wide single hauler program.
October 24, 2011	Council reviews current system & contract update
November 8, 2011	General election. Voters strongly supported city council candidates who opposed government managed collection.

Incumbent City Council John Nephew was NOT re-elected and went from having received the most votes in the primary, to receiving the least number of votes in the general election.

November 14, 2011

Council reviews contracts

November 28, 2011

Council approves 150 page contract

The City Council voted to put 7 haulers out of business in the city. Despite a chamber packed the third time with people opposed to their action, they did it anyway.

December 12, 2011

Council adopts "Findings of Facts" about the city's trash collection system analysis and implementation schedule for trash plan

February 27, 2012

City council votes 3-2 to spend \$422,019 in public funds to buy garbage carts. In a market driven system, the hauler provides the carts.

November 6, 2012

City special election. Voters again support the city council candidate who opposed government managed collection. Rebecca Cave is elected to replace government managed collection supporter James Llanas, who resigned several months earlier.

City council 4-1 support for government managed collection two years earlier has now shifted to 3-2 in *opposition*.

March 28, 2013

Mayor Rossbach announces that he will not file for re-election in a local newspaper article

August 13, 2012

City primary **election.**

November 5, 2013

City general election.

Statistical Background

The City of Maplewood is a suburb that is located on the northeast border of the City of Saint Paul, the capitol city of the State of Minnesota. It was incorporated in 1957 and occupies 17.3 square miles.

Maplewood has 38,000 residents and the population has increased approximately 9% since 2010. Population density is 2195 per square mile with an average of 2.48 persons per household.

Maplewood’s gender distribution is 48% male and 52% female. The median age is 39 years old. Minnesota’s average is 43 years old.

Maplewood’s estimated median household income in 2009 was \$54,000 per year and the estimated per capita income was \$28,000. Minnesota’s estimated median income was \$56,000 per year.

Maplewood’s estimated median house or condo value in 2009 was \$221,049. Minnesota’s estimated median house or condo value was \$200,000.

Maplewood’s race distribution is as follows:

White alone	72.6%
Asian alone	10.4%
Black alone	8.0%
Hispanic	6.2%
Two or more races	2.4%
American Indian alone	0.4%
Other race alone	0.08%
Native Hawaiian, other	
Pacific Islander alone	0.03%

Education:

High school or higher	90.1%
Bachelor’s degree or higher	25.6%
Graduate or professional degree	8.3%
Unemployed	3.0%

Marital Status:

Never married	25.9%
Now married	55.8%
Separated	0.8%
Widowed	7.4%
Divorced	10.2%

Approximately 15,000 households have residential garbage service.

From the city's incorporation in 1957 until 2012, residents received garbage service through a market driven competitive system. Local people committed countless hours and financial resources to build a business based on this model. Maplewood elected officials, through the power of government, took the investment without compensation.

Newspaper articles

Minneapolis Star Tribune (www.startribune.com)

February 9, 2011

Maplewood considers changing trash pickup service

March 2, 2011

Maplewood residents are invited to air views on single-hauler plan

March 3, 2012

Maplewood selects trash cart vendor

March 27, 2011

They'll be talking trash in Maplewood

March 29, 2011

Maplewood advances plan to study trash collection changes

October 11, 2011

Maplewood begins negotiations with trash hauler

October 29, 2011

Maplewood council race turns trashy

November 28, 2011

Vote on controversial trash pickup plan in Maplewood set for Monday

November 29, 2011

Maplewood goes with one trash hauler

March 3, 2012

Maplewood selects trash cart vendor

September 29, 2012

Single hauler to begin trash service in Maplewood

Ramsey County – Maplewood Review (www.lillienews.com)

October 13, 2010

Rethinking Maplewood's rubbish

March 3, 2011

Organized trash hauling public hearing set for March 28

May 11, 2011

Maplewood planning phase for organized trash begins

April 6, 2011

Trash hauling topic draws standing room only crowd in Maplewood

July 6, 2011

Maplewood talking trash

July 20, 2011

Maplewood gives trash haulers its wish list

August 10, 2011

Garbage haulers say their poll shows many Maplewood residents happy with current trash hauling system

September 7, 2011

Maplewood looks at making open trash system work

September 20, 2011

The pros and cons of organized trash hauling

October 5, 2011

Maplewood delays trash negotiations

October 21, 2011

Maplewood enters negotiations with Allied Waste

November 3, 2011

Maplewood previews trash contract

November 10, 2011

Cardinal replaces Nephew on Maplewood council, Koppen stays

November 14, 2011

Cardinal replaces Nephew on Maplewood council, Koppen retains seat

November 23, 2011

Maplewood published possible contract for organized trash collection

December 7, 2011

Raucous Maplewood meeting ends in organized trash collection vote

December 21, 2011

Maplewood casts final vote on trash switch

Saint Paul Pioneer Press (www.pioneerpress.com)

February 16, 2011

City braces for trash talking; Limiting haulers could cut costs but anger residents

March 29, 2011

City to study organized trash collection plan; Most residents who speak at meeting criticize the move

September 11, 2011

Who picks up trash? Residents to discuss; Switching to single collector proposed

October 20, 2011

Candidates spar over city's plan for trash; Nephew alleges illegal contribution

November 9, 2011

In Maplewood garbage debate, pro-choice candidates in charge; Cardinal, Koppen win spots on city council

November 16, 2011

Election doesn't alter trash debate; Single-hauler plan still on track even after foe elected to city council

November 27, 2011

Months of trash talk come down to vote; City poised to be first since 1991 to move to a one-hauler system

November 29, 2011

Maplewood makes it official: one trash hauler; After heated meeting, city council votes 4-1 to adopt controversial plan

March 2, 2012

Maplewood's trash tussle picked up by Legislature

March 4, 2012

City's trash fight lingers at Capitol; Effort inspires rival bills on one-hauler issue

October 1, 2012

Maplewood trash system of single hauler begins

Attachment A
NSWMA Report on MPCA Study



Lower Price? Rate Survey Based on Bad Information.



Background

The Minnesota Pollution Control Agency has published, and is promoting, a report that draws conclusions using limited information and statistically inconclusive data. The report wrongly concludes that having more government involvement and less choice in solid waste management will benefit Minnesotans. **Consumers know they get the best value when they choose their waste collector without government interference.** Don't be fooled by a government promise of lower cost, especially when it is based on faulty information.

In the report, MPCA concedes that their data is statistically invalid, but they continue to promote their findings from these results as legitimate. Buried in the fine print of the report they admit, "It should be noted that this survey (of garbage rates) was not a scientific process with random sampling. Also, there are many variables that affect pricing." This document explains some of the shortcomings with the data and the survey findings.

Sample Set Small & Biased

Too little data was used to make accurate statewide conclusions. The State of Minnesota has more than 2,000,000 households; yet, only 151 data points were used in the report. In Minnesota, where consumer choice is the tradition, this reliance on limited data does not value a homeowner's right to select a service and rate package that best fits their personal needs.

- 97 data points from the customer driven competitive market (65 percent of the total), and of these, **46 percent were from just one city (St. Paul).**
- 54 data points from government controlled collection cities (35 percent).

Bad Information

More than 50 percent of the data on the competitive market is not supported by actual invoices, and a cursory review of the data showed many errors.

- The single data point in Roseville (customer driven competition) includes yard waste service; however, prices for government managed service do not include yard waste service.
- In Otsego (customer driven competition), the data point was checked against customer's actual invoice, and the reported rate was overstated by more than 50 percent.



Since the banning of burning barrels back in the 70's, the private hauling industry has stepped forward to service the needs of Minnesotans. We believe citizens recognize this value and think it is unfair for government to take over the businesses that have been built on this tradition.

Learn more.

Get involved to protect competition.

www.MNgarbagefacts.com

- Throughout all service levels numerous mathematical and transcription errors were clearly evident: incorrect tax rates, charges for recycling not included and surcharges for yard waste service included in garbage rates.
- A review of the customer surveys showed most were completed by government employees and government-paid consultants. This could create a bias in favor of government controlled systems.



Lower Price? Rate Survey Based on Bad Information.



Apples to Oranges Comparisons

The authors of the report failed to use even the simplest of statistical techniques to insure data integrity.

A lower average tax rate is used in government managed examples.

Service System	Average Tax Rate in Survey
Open Competition	27.41%
Government Managed	16.78%

Impact: The difference between the two systems is overstated by 37 percent (10 basis points).

Final disposal cost varies greatly among cities surveyed.

For example, when comparing the customer driven, competitive market of Rochester with the government controlled city of Blaine, the consultant did not adjust for the fact that disposal is 114 percent higher in Rochester. If disposal is “normalized” the true difference is shown below:

90 Gallon Service	Reported Monthly Rate	Disposal Rate Per Ton	Avg Lbs Month	Disposal Cost Per Month	True Rates for Comparison
Rochester	\$24.80	\$83.00	167	\$6.92	\$17.51
Blaine	\$14.98	\$38.75	167	\$3.23	\$13.65
Difference	\$9.82			\$3.69	\$3.86
% Different	66%			114%	28%

Impact: The difference in the 90 gallon rate is overstated by more then 60%.

The range within the data points, especially given the small data set, is not statistically acceptable.

A standard deviation analysis was not performed resulting in data points clearly outside an acceptable range to be included in the average. The table below shows the simple average used in the report does not correctly represent rate in the market. The simple average used in the report does not correctly represent the data.

Service	Customer Driven			Government Controlled		
	Low	High	Range	Low	High	Range
30 Gallon	\$11.33	\$43.25	\$31.92	\$8.74	\$21.64	\$12.90
60 Gallon	\$9.60	\$52.22	\$42.62	\$8.27	\$24.01	\$15.74
90 Gallon	\$16.03	\$39.08	\$23.05	\$14.98	\$35.00	\$20.02

Impact: The simple average used in the report does not represent the market.

Some Facts to Remember

- Garbage and recycling service is always customized to a community.
- Factors affecting pricing include: taxes, disposal, geographic density, customer requests, required equipment, and service levels.
- To make a proper comparison of rates each of these factors must be considered and normalized against each other.
- Despite costing over \$145,000 writing and promoting this report, the MPCA report fails to give us accurate information.

NSWMA represents for-profit companies in North America that provide solid, hazardous and medical waste collection, recycling and disposal services, and companies that provide professional and consulting services to the waste services industry. NSWMA members conduct business in all 50 states.

Attachment B
Arden Hills URS Report

Thresher Square
700 Third Street South
Minneapolis, MN 55415
Phone: (612) 370-0700
Fax: (612) 370-1378

To: Murtuza Siddiqui **Copy:** *Greg Brown/URS **File:**
Tom Moore/A. H.

*** From:** Nick Landwer, P.E,

Date: March 9, 2005

Subject: Pavement Design

Virtually all streets owned and maintained by the City of Arden Hills are bituminous (asphalt) roadways. Therefore, this discussion is based on the design and load characteristics of bituminous pavement. Concrete roadways have different mechanical characteristics, are constructed differently and for economical reason have a different design life.

It is commonly accepted that a 20-year design life for bituminous pavement is the most economical in the state of Minnesota. In Arden Hills a 9-ton pavement design is used for residential streets to account for heavier vehicles such as delivery trucks, buses and garbage trucks. Pavement is designed considering three main factors; 1) pavement base, 2) pavement surface and 3) drainage. With these factors in mind the following information is used:

- The underlying soils are tested to determine the strength and stability properties.
- Traffic loading and the distribution of types of vehicles are projected over the life of the pavement.
- MnDOT design standards are and have been used on all new residential and commercial road design in Arden Hills.

Pavement Base

This portion of pavement design considers the underlying soil for strength and stability. The gravel base thickness is determined this way using MnDOT design charts. The gravel base is the strength of the roadway and is designed to carry most of the traffic load.

Pavement Surface

The pavement surface is the bituminous portion of the road section and, although it does contribute to the strength of the pavement, its primary purpose is to create a watertight and smooth surface. The projected amount of traffic for a section of roadway determines the pavement thickness and the aggregate and binder oils to be used in the bituminous mixture. The binder oils used in Minnesota are typically designed to handle the extreme temperature ranges experienced here.

Drainage

Drainage is accounted for on the surface and in the subsurface of the pavement section. It is extremely important to keep water from saturating and undermining the pavement and base. On the surface the pavement is sloped to get the water out of the roadway and into the storm sewer system. In addition surface cracks are sealed to keep water from draining into the pavement base through them. Typically a 12-inch sand layer is constructed beneath the aggregate base to add strength and to drain the base. In many cases perforated drainpipes are installed in the sand base to route any subsurface water in the pavement base to the storm sewer system. Because water is drained from the sand base the road becomes much less susceptible to freeze thaw cycles.

The main causes for deterioration of bituminous pavement over its life span are the strength and stability of the pavement base, traffic volumes, type of traffic and environmental factors such as water, temperature, sun and pollutants.

Traffic

For design purposes traffic is estimated for the 20-year design life based on traffic counts and projected traffic growth rates averaged over the design life to determine the Average Daily Traffic counts for the roadway. In most cases MnDOT has traffic distribution tables for the percentages of different vehicles that will be using the road. The traffic counts and the distribution of vehicles are used to calculate Equivalent 9-ton (N18) Single Axle Loads (ESALs.) The ESALs are used to determine both the base and surface thickness of the pavement section. For example, using ESALs, a typical garbage truck has the equivalent loading of approximately 1500 passenger cars. Although passenger cars are typically the largest percentage of vehicles to use the road the roadway section is designed to handle the loading of the larger vehicles. Tables H.1 and H.2 from the MnDOT Geotechnical and Pavement Manual are included to show typical vehicle type distributions and the load factors applied to a particular type of vehicle.

Environmental

Water is very hard on the pavement section particularly in cities like Arden Hills where the clay soils under the road can trap water and become a problem during freeze thaw cycles. On pavement with no hard edges such as concrete curb and gutter the water can also contribute to the raveling of the pavement on the edges.

The bituminous pavement itself becomes brittle over time from the effects of temperature, sun and pollutants. Typically most cracking exhibited in properly constructed bituminous roadways is due to temperature changes causing the pavement to expand and contract. For this reason, cracks are sealed and roadways are generally seal coated with a bituminous slurry and covered with a fine aggregate. Seal coating is typically recommend every 7 to 10 years to maintain and possibly extend the life of the pavement.

It has been observed that many of the older streets in Arden Hills, particularly the rural design with no curb and gutter, rely more on the pavement as strength and do not have very good aggregate bases and generally do not have a sand layer. It is assumed that many of these streets began as gravel roads and have been overlaid with a bituminous surface with varying thickness.

A typical newer pavement section in used on residential streets in Arden Hills is:

- 12-inch sand base
- 8 to 12 inches of aggregate base
- 4 to 6 inches of bituminous pavement

Summary

Although vehicle types and loading contribute to the wear of the pavement section, environmental factors also contribute to the deterioration of the pavement section. A properly designed bituminous surface should be able to handle the traffic loading over its design life including heavy truck loadings experienced in Arden Hills. Reducing the number of heavy truck loadings should have positive effects on the lifespan and quality of local streets however, environmental factors are generally responsible for the majority of pavement wear and deterioration for Arden Hills streets and therefore significant extensions of pavement life are unlikely.

Appendix H.1

Assumed Distribution Factors By Vehicle Type (Table 7-5.03B)

Vehicle Type	Description	Rural Truck Highway % of AADT	Metro % of AADT	Local Rural and CSAH % of AADT**
1	Passenger Cars	78.1	83.5	75.7
2	Panels and Pickups (under 1 ton)	10.0	9.0	16.0
3	Single Unit - 2 axle, 4 tire	1.4	1.6	2.4
4	Single Unit - 2 axle, 6 tire	3.9	1.8	2.6
5	Single Unit - 3 axle & 4 axle	1.3	0.5	1.7
6	Tractor Semitrailer Combination - 3 axle	0.3	0.3	--
7	Tractor Semitrailer Combination - 4 axle	0.5	0.4	0.1
8	Tractor Semitrailer Combination - 5 axle	3.0	2.4	0.5
9	Tractor Semitrailer Combination - 6 axle	*	*	*
10	Trucks with Trailers and Buses	1.5	0.5	1.0

* Too few to establish a value at this time.

** Data for local roads is from 1975 and 1977 County Roads Pilot Project, and these should not be used in preference to current seasonally adjusted classification counts.

This is Table 7-5.03B From Mn/DOT Road Design Manual January 31, 1982, reference 5.

Appendix H.2

Average N18 Factors By Vehicle Type (Table 7-5.03D)

Vehicle Type	Description	Rural T.H. N18 Factor	Metro N18 Factor	Local Rural CSAH and Municipal N18 Factors	Range		
					Max. Legal 10-Ton	Measured	
						Max.	Min.
1	Passenger Cars	0.0004	0.0004	0.0004	--	0.0008	0.0003
2	Panels and Pickups (under 1 ton)	0.007	0.007	0.007	3.0	0.012	0.0006
3	Single Unit - 2 axle, 4 tire	0.01	0.01	0.01	3.0	0.070	0.003
4	Single Unit - 2 axle, 6 tire*	0.24	0.22	0.21	3.0	0.61	0.019
5	Single Unit - 3 axle & 4 axle****	0.41	0.57	0.45	2.61	1.40	0.015
6	Tractor Semitrailer Combination - 3 axle	0.58	0.21	0.15	2.20	2.45	0.028
7	Tractor Semitrailer Combination - 4 axle	0.53	0.41	0.30	2.62	3.91	0.060
8	Tractor Semitrailer Combination - 5 axle	0.88	0.63	0.59	2.20	4.10	0.028
9	Tractor Semitrailer Combination - 6 axle	***	***	***	--	--	--
10	Trucks with Trailers and Buses**	0.42	0.42	0.34	--	--	--

* Use 0.60 for 2 axle garbage trucks.

** Use 1.25 for MTC buses.

*** Too few to establish a value at this time.

**** Use 0.91 for sugar beet trucks.

This is Table 7-5.03D from Mn/DOT Road Design Manual January 31, 1982, reference 5.

Attachment C

Moore Engineering Inc. Report



moore engineering, inc.

West Fargo, ND • Fergus Falls, MN
www.mooreengineeringinc.com

City Street Budgets Cost Comparison Analysis

Prepared for:

Ace Solid Waste, Inc.

March 2011



Consulting Engineering
Land Surveying

March 16, 2011

Mike Berkopec, General Manager
Ace Solid Waste, Inc.
6601 McKinley Street NW
Ramsey, MN 55303

Re: City Street Budgets
Cost Comparison Analysis

Dear Mr. Berkopec:

Enclosed is the cost comparison analysis of city street budgets for eight communities within the Minneapolis-St Paul Metro area. Four of the communities, Blaine, Columbia Heights, Robbinsdale, and Stillwater have a government managed waste collection system. Four of the communities, Coon Rapids, Eagan, Fridley, and Maplewood have a free enterprise, market driven system of waste collection.

The information used to complete the cost comparison for each community is included as an Appendix to this document.

If you have any questions on the information presented, please do not hesitate to contact me.

Thank you!

Sincerely,

MOORE ENGINEERING, INC.

A handwritten signature in blue ink, appearing to read 'Mike Foertsch', is written over a light blue horizontal line.

Mike Foertsch, PE/PLS

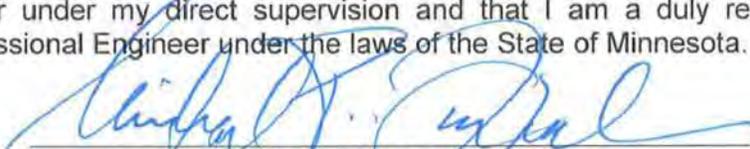
925 10th Avenue East
West Fargo, ND 58078

T: 701.282.4692
F: 701.282.4530

www.mooreengineeringinc.com

City Street Budgets Cost Comparison Analysis

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly registered Professional Engineer under the laws of the State of Minnesota.


Michael P. Foertsch

Date 3/28/11 Reg. No. 18139

Introduction:

Is there a difference in a local residential street’s life cycle costs if a community has a government managed trash hauling system or a market driven system?

This report reviews the details of the general fund street budgets of eight (8) Minneapolis/St. Paul (MSP) metro-area communities. Four (4) of the communities listed below have a government managed system and four (4) communities currently have a market driven system of trash hauling. Although, communities vary greatly in their approach to managing budgets and the items included in street department budgets, this analysis should give stakeholders a starting point to determine if reducing the number of garbage truck trips will have a favorable impact on City budgets. The common denominator in all cases is that street maintenance and repair is a part of the general fund operating budget of the city. The information presented below has been reviewed for consistency between each of the communities’ respective budgets and is based on the “available” public information on their respective websites.

Analysis:

	City Budget	Street Budget	Street Miles	Cost per Mile
<u>Gov’t Managed</u>				
Blaine	\$23.695M	\$1.340M	244	\$5,500
Columbia Heights	\$8.752M	\$0.802M	60	\$13,300
Robbinsdale	\$7.956M	\$0.893M	49	\$18,000
Stillwater	\$10.466M	\$1.391M	90	\$15,500
<u>Market Driven</u>				
Coon Rapids	\$24.598M	\$1.784M	225	\$7,900
Eagan	\$27.537M	\$2.144M	237	\$9,000
Fridley	\$14.127M	\$1.190M	115	\$10,300
Maplewood	\$18.046M	\$0.787M	125	\$6,300

Conclusion:

Generally, it appears there is not a definitive correlation between the type of garbage collection system and the cost per mile to maintain streets.

The above table represents a point in time in the community’s life cycle. City budgets change as priorities within the city change. It is not uncommon for a community to temporarily suspend a street maintenance activity or a sealcoat program, for example, to fund a higher priority budget item.

Based on my experience the following factors have the most impact on City road budgets:

- 1) Environmental impacts.
Freeze-thaw cycles and the presence of water below the bituminous surfacing of the roadway have a significant impact on a roadway’s load bearing capacity and life expectancy. A community’s policies and maintenance practices for preventing the introduction of water into the pavement section directly impact a pavement’s life expectancy.

2) Historical design standards.

The communities with the higher cost per mile are mature, first ring suburbs and a mature community, just on the outside of the immediate MSP metro-area. More mature communities are generally older first ring suburbs versus less mature outer ring suburbs. The higher cost per mile may be in part due to the existing design standards when the streets were originally designed and built. An increased awareness of the benefit of residential street design and construction standards has naturally evolved over the past 20-30 years. An increased focus on pavement research into pavement life expectancies and the development of "new technologies" in pavement maintenance and design have resulted in longer lasting pavements.

3) Maintenance Practices.

Blaine's cost per mile is lower than the others in part because there was no evidence in the information that Blaine currently has a seal coat program? The remaining communities have identified a program and a cost for seal coating their streets on a regular cycle. Some included the seal coat cost in their general operating budget, some did not. Where seal coat information was identified as a capital improvement cost versus an operating cost, it was added to the operating budget for comparison purposes.

4) Sub-grade Material.

A drained, granular sub-grade provides a more stable foundation on which to build a roadway, whereas, a more non-granular sub-grade is less stable, requiring a thicker pavement cross-section. A brief review of the "standard" detail design standards for the residential streets within the communities in this study shows they generally identify the same cross-section thickness of the pavement section. This means, they are mostly "assuming" a similar sub-grade material below their street pavement section. The instability of the subgrade is a major factor in pavement failure.

A focus on the factors above will provide a lower maintenance cost per mile for most cities. Although a reduction in vehicle traffic will always have an incremental benefit on any street, converting this to hard dollar savings will be difficult for any City given factors outlined above. The inconsistent application of roadway design standards and maintenance operations which vary from community to community make cost comparisons extremely complicated.

Attachment D

November 28, 2011 Maplewood Council Meeting Minutes

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MAPLEWOOD, MINNESOTA:

A. That the City Engineer and City Clerk are hereby instructed to make the following adjustments to the assessment roll for the Holloway Ave and Stanich Highlands Improvements, City Project 09-13:

1. Paul Berglund, 1929 Kingston Avenue (PIN 14.29.22.34.0034): **Deny cancellation** of the assessment as the property is receiving direct benefit (per appraisal) from the proposed street reconstruction and utility improvements.
2. Kathy Haley, 1930 Kingston Avenue (PIN 14.29.22.34.0041): **Deny cancellation** of the assessment as the property is receiving direct benefit (per appraisal) from the proposed street reconstruction and utility improvements.
3. Margaret Haggerty, 1935 Kingston Avenue (PIN 14.29.22.34.0038): **Deny cancellation** of the assessment as the property is receiving direct benefit (per appraisal) from the proposed street reconstruction and utility improvements.

B. The assessment roll for the Holloway Avenue and Stanich Highlands Improvements, City Project 09-13, is hereby accepted, a copy of which is attached hereto and made a part hereof. Said assessment roll shall constitute the assessment against the lands named therein, and each tract of land therein included is hereby found to be benefited by the proposed improvement in the amount of the assessment levied against it.

C. Such assessments shall be payable in equal annual installments extending over a period of 15 years, the first installments to be payable on or before the first Monday in January 2012 and shall bear interest at the rate of 5.4 percent per annum. To the first installment shall be added interest on the entire assessment from December 28, 2011 until December 31, 2011. To each subsequent installment when due, shall be added interest for one year on all unpaid installments.

D. The owner of any property so assessed may, at any time prior to certification of the assessment to the county auditor, but no later than December 28, 2011, pay the whole of the assessment on such property, without interest, to the city clerk. And they may, at any time after December 28, 2011, pay to the county auditor the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made. Such payment must be made before November 15 or interest will be charged through December 31 of the next succeeding year.

E. The city engineer and city clerk shall forthwith after December 28, 2011, but no later than December 29, 2011, transmit a certified duplicate of this assessment to the county auditor to be extended on the property tax lists of the county. Such assessments shall be collected and paid over the same manner as other municipal taxes.

Adopted by the council on this 28th day of November 2011.

Seconded by Councilmember Koppen

Ayes – All

The motion passed.

2. Consider Authorizing the Execution of Contract Between the City of Maplewood and Allied Waste Services for City-Wide Residential Trash Collection

Environmental Planner Finwall presented the staff report and answered questions of the council. Mayor Rossbach asked for questions from the audience regarding specific issued to the contract.

The following people commented:

1. Larry Whitcomb, Maplewood
2. Tom Jorissen, Maplewood
3. Did not give name
4. Bob Zick, North St. Paul
5. John Wykoff, Maplewood

At 7:50 p.m. Mayor Rossbach declared a recess due to the unruly nature of the audience; called back at 7:54 p.m.

The following people asked questions of the council:

- | | |
|--|------------------------------|
| 6. Marita Karras | 13. Guy Vogt, Maplewood |
| 7. Chris Green, Maplewood | 14. Did not give name |
| 8. Wayne Birchem, Maplewood | 15. Mark Bradley, Maplewood |
| 9. Tim Kinley, Maplewood | 16. Dave Singer, Maplewood |
| 10. William Robbins, Maplewood | 17. Roger Logan, Maplewood |
| 11. Dana Lienke, Maplewood | 18. Diana Longrie, Maplewood |
| 12. David Stewart, Highland Sanitation | 19. Francis Coyne, Maplewood |

Mayor Rossbach requested audience comments based on those opposed and those in favor. Fifteen opposed and fifteen in favor addressed the council alternatively.

The following people spoke:

1. Russell Johnson, Maplewood
2. Jo Harkins-Craven, Maplewood
3. John Wykoff, Maplewood

Mayor Rossbach declared a recess due to the unruly nature of the audience.

The following people spoke:

- | | |
|-----------------------|-------------------------|
| 4. Dale Trippler | 18. Judith Johannessen |
| 5. Chris Green | 19. Bob Cardinal |
| 6. Mary Newcomb | 20. Roxanne Schallinger |
| 7. Thomas Jorisson | 21. Rebecca Cave |
| 8. David Malcolm | 22. Jerry Robertson |
| 9. Ralph Sletten | 23. Willis Woldt |
| 10. Tom Mathisen | 24. John Mohr |
| 11. William D. Hansen | 25. Todd Haugstad |
| 12. Michael Santoro | 26. Al Singer |
| 13. Diana Longrie | 27. Brian Skelly |
| 14. Ginny Yingling | 28. Peter Fischer |
| 15. Larry Whitcomb | 29. Guy Vogt |
| 16. Christine Stone | 30. Susan Mason |
| 17. Willie Tennis | |

Mayor Rossbach requested Rich Hirstein of Allied Waste to address the council. Mr. Hirstein addressed and answered questions of the council.

Mayor Rossbach permitted Bob Stewart, Owner of Highland Sanitation and Eugene Wegleitner, Owner of Gene's Sanitation to address the council.

Mayor Rossbach moved to approve to Authorize Execution of the Contract Between the City of Maplewood and Allied Waste Services for City-Wide Residential Trash Collection.

Seconded by Councilmember Juenemann

Ayes – Councilmember Nephew, Llanas,
Juenemann; Mayor Rossbach
Nays - Councilmember Koppen

The motion passed.

Mayor Rossbach took a 10 minute break.

J. NEW BUSINESS

1. Land Use Plan Amendment from C (Commercial) to LDR (Low Density Residential) for 1961, 1967 and 1975 McMenemy Street

City Planner Ekstrand presented the staff report and answered questions of the council.

Councilmember Nephew moved to approve the Resolution for the Land Use Plan Amendment from C (Commercial) to LDR (Low Density Residential) for 1961, 1967 and 1975 McMenemy Street.

RESOLUTION 11-11-655 LAND USE PLAN AMENDMENT

WHEREAS, the City of Maplewood Planning Staff, on the direction of the Maplewood Planning Commission, has requested a change to the City of Maplewood's land use plan from C (commercial) to LDR (low density residential).

WHEREAS, this change applies to the properties located at 1961, 1967 and 1975 McMenemy Street. The legal descriptions are:

The S 90 FT of N 270 FT E 223 FT of SE ¼ of SE ¼ of NE ¼ (Subj to Rd) of SEC 18, TN 29, RN 22. (PID# 182922140005)

The S 90 FT of N 180 FT E 223 FT of SE ¼ of SE ¼ of NE ¼ (Subj to Rd) of SEC 18, TN 29, RN 22. (PID# 182922140004)

The S 90 FT of N 90 FT E 223 FT of S ½ of SE ¼ of NE ¼ (Subj to Rd) of SEC 18, TN 29, RN 22. (PID# 182922140003)

WHEREAS, the history of this change is as follows:

1. On November 1, 2011, the planning commission held a public hearing. The city staff published a hearing notice in the Maplewood Review and sent notices to the surrounding property owners. The planning commission gave everyone at the hearing a chance to speak and present written statements. The planning commission recommended that the city council approval the land use plan change.
2. On November 28, 2011 the city council discussed the land use plan change. They considered reports and recommendations from the planning commission and city staff.

Attachment E

Maplewood 2011 Adopted Budget Report, page 44

**CITY OF MAPLEWOOD, MINNESOTA
OPERATING BUDGET
EXPENDITURE SUMMARY**

<u>Total By Department</u>	2008 ACTUAL	2009 ACTUAL	2010 BUDGET	2011 BUDGET	PERCENT OVER(UNDER) 2010 BUDGET
Citizen Services	\$1,171,469	\$1,172,538	\$1,226,440	\$1,236,120	0.8%
Community and Parks Development	5,219,225	5,476,767	5,545,050	5,708,950	3.0%
Executive	919,699	793,206	1,008,440	1,090,700	8.2%
Finance	838,439	747,041	748,480	781,480	4.4%
Fire	3,745,832	3,608,560	4,329,160	4,296,430	-0.8%
Information Technology	721,077	720,532	742,210	745,760	0.5%
Legislative	193,828	187,785	188,100	184,140	-2.1%
Police	7,528,577	7,355,294	7,741,800	7,834,730	1.2%
Public Works	10,094,589	10,050,177	10,191,160	10,538,710	3.4%
Totals	\$30,432,735	\$30,111,900	\$31,720,840	\$32,417,020	2.2%
 <u>Total By Classification</u>					
Personnel Services	\$17,115,889	\$17,332,270	\$18,546,280	\$19,032,930	2.6%
Commodities	1,827,881	1,482,789	1,705,000	1,656,510	-2.8%
Contractual Services	8,548,398	8,704,998	8,978,430	9,184,200	2.3%
Capital Outlay and Depreciation	1,616,120	1,615,528	1,426,250	1,578,210	10.7%
Other Charges	1,324,447	976,315	1,064,880	965,170	-9.4%
Totals	\$30,432,735	\$30,111,900	\$31,720,840	\$32,417,020	2.2%
 <u>Total By Fund</u>					
Ambulance Service	\$2,161,947	\$2,158,068	\$2,570,570	\$2,548,530	-0.9%
Buffer Zone Protection	6	0	0	0	N/A
Charitable Gambling Tax	39,895	44,756	25,120	25,120	0.0%
Community Center	2,480,522	2,629,769	2,701,340	2,674,840	-1.0%
Enhanced 911 Service	836	0	0	0	N/A
Environmental Utility	1,351,424	1,428,474	1,357,360	1,643,910	21.1%
Fleet Management	901,312	782,085	758,300	759,980	0.2%
General	17,560,011	16,938,835	18,158,570	18,046,090	-0.6%
Information Technology	721,077	720,532	742,210	745,760	0.5%
Justice Assistance Grant	117	0	0	0	N/A
Law Enforcement Block Grant	1	0	0	0	N/A
Legal Contingency	0	0	0	135,000	N/A
Police Services	20,310	23,773	26,000	26,000	0.0%
Recreation Programs	744,314	659,304	625,330	676,900	8.2%
Recycling Program	355,586	476,495	486,760	665,460	36.7%
Sanitary Sewer	3,903,875	4,020,855	4,065,540	4,190,650	3.1%
Street Light Utility	180,983	184,785	203,740	205,470	0.8%
Taste of Maplewood	0	38,712	0	60,000	N/A
Tree Preservation	10,519	5,457	0	13,310	N/A
Totals	\$30,432,735	\$30,111,900	\$31,720,840	\$32,417,020	2.2%

Attachment F

Maplewood 2011 Adopted Budget Report, page 28

**CITY OF MAPLEWOOD, MINNESOTA
ALL BUDGETARY FUNDS
BUDGETED CHANGES IN FUND BALANCE/RETAINED EARNINGS**

<u>Total By Fund</u>	<u>BALANCE 01-01-11</u>	<u>REVENUES</u>	<u>NET OTHER INCREASES (DECREASES)</u>	<u>EXPENDITURES</u>	<u>BALANCE 12-31-11</u>
Operating Budget:					
Ambulance Service	(\$609,551)	\$2,271,070	\$0	\$2,548,530	(\$887,011)
Charitable Gambling Tax	21,863	20,050	0	25,120	16,793
Community Center	7,514,923	2,368,770	0	2,674,840	7,208,853
Environmental Utility	18,509,526	1,903,300	(754,540)	1,643,910	18,014,376
Fleet Management	2,075,428	920,200	0	759,980	2,235,648
General	6,501,087	18,444,050	(150,000)	18,046,090	6,749,047
Information Technology	268,800	594,690	0	745,760	117,730
Legal Contingency Fund	75,000	0	60,000	135,000	0
Police Services Fund	16,217	9,850	0	26,000	67
Recreation Programs	26,434	631,600	0	676,900	(18,866)
Recycling Program	509,577	491,770	0	665,460	335,887
Sanitary Sewer	12,408,467	4,736,160	(1,631,150)	4,190,650	11,322,827
Street Light Utility	155,352	241,080	0	205,470	190,962
Taste of Maplewood	0	25,000	35,000	60,000	0
Tree Preservation Fund	21,051	100	0	13,310	7,841
Total Operating Budget	\$47,494,174	\$32,657,690	(\$2,440,690)	\$32,417,020	\$45,294,154
Capital Improvements Budget:					
Capital Improvement Projects	\$84,623	\$100	(\$60,000)	\$45,180	(\$20,457)
Bruentrup Farm Restoration Grant	(14,514)	0	0	0	(14,514)
Fire Training Facility	325	450,000	120,000	570,000	325
Fire Truck Replacement	425,006	900	0	451,730	(25,824)
Legacy Village Park Development	7,135	0	0	0	7,135
Legacy Village Tax Abatement District	1,282,643	2,500	0	2,500	1,282,643
Open Space	197,859	350	755,000	750,800	202,409
Park Development	854,706	421,660	180,000	1,051,000	405,366
Public Improvement Projects	707,189	0	702,000	0	1,409,189
Public Safety Communication System	0	0	0	0	0
Public Works Building Addition	0	0	0	0	0
Redevelopment	(47,926)	0	20,000	0	(27,926)
Right of Way Fund	36,985	0	0	0	36,985
Sewer Lift Station #8 Rehab	(42,500)	0	260,000	217,500	0
Sewer Lift Station #18 Project	(1,256)	0	0	0	(1,256)
Tax Increment Economic Development District #1-5	15,165	43,460	0	39,710	18,915
Tax Increment Housing District #1-1	5,423	108,420	(107,920)	500	5,423
Tax Increment Housing District #1-2	6,849	137,040	(136,540)	500	6,849
Tax Increment Housing District #1-3	2,958	59,080	(58,580)	500	2,958
Tax Increment Housing District #1-4	1,871	37,440	(36,840)	600	1,871
Tax Increment Housing District #1-5	1,540	30,740	(30,140)	600	1,540
Tax Increment Housing District #1-6	173,503	79,370	0	72,440	180,433
Tax Increment Housing District #1-7	2,445	23,100	0	22,210	3,335
Tax Increment Housing District #1-8	34,193	64,950	0	59,010	40,133
Water Availability Charge - No. St. Paul	(56,405)	9,480	0	1,550	(48,475)
Water Availability Charge - St. Paul	(115,911)	210,060	(50,040)	1,760	42,349
Total Capital Budget	\$3,561,906	\$1,678,650	\$1,556,940	\$3,288,090	\$3,509,406
Debt Service Budget:					
Debt Service Fund	11,506,854	6,306,710	883,750	13,729,300	4,968,014
Grand Total	\$62,562,934	\$40,643,050	\$0	\$49,434,410	\$53,771,574

Note: The amounts listed in the column labeled NET OTHER INCREASES (DECREASES) consist of the following: transfers between funds, bond issue proceeds and credits arising from the transfer of depreciation expense to contributed capital.

Attachment G

Robbinsdale Capital Improvement Plan 2007-11, page 38

Government Run Garbage Collection results in Hidden Tax on Utility Fees

Rates for garbage sold to Citizens do not show this hidden tax

Capital Improvement Plan 2007-2011



Hollingsworth Park Improvement - 2006

City of Robbinsdale, Minnesota

<http://www.ci.robbinsdale.mn.us/FinanceAnnualCIP.shtml>

City of Robbinsdale, Minnesota
Capital Improvement Plan 2007-2011

Capital Improvement Fund - Traffic & Transportation Section
Projected Financial Position 2007-2011

Category	2007 Proposed	2008 Projected	2009 Projected	2010 Projected	2011 Projected
Revenue & Other Financing Sources					
Special Assessments	\$ 220,000	\$ 289,226	\$ 265,274	\$ 410,090	\$ 363,436
Intergovernmental:					
State Grants & Aids	261,000	165,100	1,348,250	890,360	15,100
Other local grants				360,000	
Total Intergovernmental	<u>261,000</u>	<u>165,100</u>	<u>1,348,250</u>	<u>1,250,360</u>	<u>15,100</u>
Charges for Services	10,000	190,500	184,600	179,500	172,200
Franchise Fees	267,200	240,000	200,000	150,000	100,000
Investment Income	155,000	184,803	202,308	196,573	177,507
Proceeds from the issuance of Bonds					1,575,000
Transfers From:					
REDA TIF Development					
Solid Waste Fund	<u>150,000</u>	<u>150,000</u>	<u>150,000</u>	<u>150,000</u>	<u>150,000</u>
Total Transfers From	<u>150,000</u>	<u>150,000</u>	<u>150,000</u>	<u>150,000</u>	<u>150,000</u>
Total	<u>1,063,200</u>	<u>1,219,629</u>	<u>2,350,432</u>	<u>2,336,523</u>	<u>2,553,243</u>
Expenditures & Other Uses					
Other Services & Charges	30,000	30,000	30,000	30,000	30,000
Capital Equipment and Improvements	2,718,054	581,000	2,287,710	2,601,780	2,305,720
Transfers to other funds	541,000	170,980	176,109	181,393	186,834
Total	<u>3,289,054</u>	<u>781,980</u>	<u>2,493,819</u>	<u>2,813,173</u>	<u>2,522,554</u>
Designated Fund Balance					
Change in Fund Balance	(2,225,854)	437,649	(143,387)	(476,650)	30,689
Fund Balance, January 1	6,845,917	4,620,063	5,057,712	4,914,325	4,437,675
Fund Balance, December 31	<u>\$ 4,620,063</u>	<u>\$ 5,057,712</u>	<u>\$ 4,914,325</u>	<u>\$ 4,437,675</u>	<u>\$ 4,468,363</u>
State Aid Account					
Beginning Balance	\$ 674,792	\$ 813,792	\$ 1,063,792	\$ 130,642	\$ (344,618)
Additions	400,000	400,000	400,000	400,000	400,000
Withdrawals	<u>261,000</u>	<u>150,000</u>	<u>1,333,150</u>	<u>875,260</u>	
Ending Balance	<u>\$ 813,792</u>	<u>\$ 1,063,792</u>	<u>\$ 130,642</u>	<u>\$ (344,618)</u>	<u>\$ 55,382</u>

Note: The State Aid account represents the City's state aid allocation for the improvements of state aid designated roads.

Garbage Haulers for Citizen Choice

Garbage Haulers for Citizen Choice is a group of independent locally owned businesses who are invested in the communities we serve and create quality jobs with quality wages.

We believe citizens should have the freedom to choose who provides services to their home, without government interference.

We believe in the value and service options that a competitive market brings where smart consumers can easily shop for the options that best fits their needs.

We believe efforts to create new, single hauler government collection monopolies restrict consumer choice and stifle the pace of innovation in the market.

We support candidates for office, regardless of political party affiliation or no affiliation at all, who believe in these ideals.

Mike Berkopec
ACE Solid Waste

Brett Anderson
Dick's Sanitation

Mark Stoltman
Randy's Environmental Services

Paul Rosland
Suburban Waste Services

George Walter
Walters Recycling and Refuse

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