

**AGENDA
OF THE CITY
COUNCIL WORK SESSION
CITY OF EAST GRAND FORKS
TUESDAY, DECEMBER 9, 2014 – 5:00 PM**

CALL TO ORDER:

CALL OF ROLL:

DETERMINATION OF A QUORUM:

- 1. Proposal for Safe Routes to School Infrastructure Application - Patty Olson**
- 2. Matter of MN Functional Classification Revisions – Earl Haugen**
- 3. 2014-2015 Local Road Improvement Program – Greg Boppre**
- 4. Extension to the Agreement for Fire Services – Megan Nelson**
- 5. MN Four-Wheel Drive Request – Megan Nelson**
- 6. Northland College Contract Extension – David Murphy**
- 7. Cost of Living Increase – David Murphy**

ADJOURN:

Upcoming Meetings

Regular Council Meeting – December 16, 2014 – 5:00 PM – Council Chambers
Organizational Meeting – January 6, 2015 – 5:00 PM – Council Chambers

**Proposal for MN Safe Routes To School
Infrastructure Application
East Grand Forks City Council Work Session
Tuesday, December 9th, 2014**

Background: In 2014 the Minnesota legislature apportioned \$1 million from the general fund to the Safe Routes to School Program (SRTS) established in [Minnesota Statute 174.40](#). The funds were intended to supplement or replace aid for infrastructure projects under the federal SRTS program. The Minnesota Department of Transportation (MnDOT) is responsible for the administration of the state SRTS program and makes the funds available to communities through a competitive process. MnDOT with guidance from the SRTS steering committee will strive to align the new solicitation for state funded SRTS projects with other MnDOT state and federal solicitation to improve planning, coordination, and selection of local transportation projects.

This is significant as federal funding for SRTS is now part of the Transportation Alternatives Program meaning that school safety programs must compete with all other alternative transportation projects. The Minnesota state legislature may not appropriate such funds exclusively to SRTS in the future.

Prior and Current Funding:

Infrastructure:

2007 - \$175,000: Bylgand Road sidewalk extension (east side) to 13th Street SE
2009 - \$168,160: Byland Road sidewalk extension (east side) to Central Middle School
2011- \$193,460: Byland Road sidewalk extension (west side) to 13th Street SE

Non-infrastructure:

2011 - \$5,000: Awarded as part of the infrastructure grant to provide pedestrian and bicycle education, enforcement and encouragement program in the East Grand Forks elementary and middle schools.

2012 - \$20,000: Further funding for a comprehensive pedestrian and bicycle education, enforcement and encouragement program in the East Grand Forks elementary and middle schools.

Future Funding:

Non-infrastructure:

FY2016 - \$23,009.60: Funding for continuing the education, enforcement and encouragement programs. "Your Speed" radar signs will also be funded as well as in-street pedestrian crossing signs.

Request:

2015 - \$56,698.15: Sidewalk extensions at New Heights and South Point. ADA improvements on 15th Street, NW at New Heights. The state of Minnesota requires a 20% local match for funding projects.

These sidewalk extensions and improvements will continue the infrastructure work that has already been done and create a more walkable and bikeable environment around our schools. With the

continued programming being provided to the schools, this has the potential to increase the number of students biking and walking to school and decrease dependence on busing as a form of transportation.

**ADA Improvements
15th St NW & 7th Ave NW
East Grand Forks, Minnesota**

<u>Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
Remove Concrete Sidewalk	136	SF	\$ 1.70	\$ 231.20
Remove Pavement	22	SY	\$ 12.00	\$ 264.00
Remove Concrete Curb & Gutter	100	LF	\$ 4.00	\$ 400.00
Remove Tree	1	EA	\$ 500.00	\$ 500.00
Constuct Pavement	22	SY	\$ 109.00	\$ 2,398.00
4" Concrete Sidewalk	206	SF	\$ 5.70	\$ 1,174.20
Concrete Curb & Gutter	100	LF	\$ 29.00	\$ 2,900.00
Detectable Warning Panels	27	SF	\$ 98.00	\$ 2,646.00
Adjust Catch Basin Casting	2	EA	\$ 1,500.00	\$ 3,000.00
Seeding	37	SY	\$ 3.25	<u>\$ 120.25</u>
 Subtotal Construction				 \$ 13,633.65

Includes Construction or Reconstruction of 3 handicap ramps and drainage improvements

**Estimate of Cost
 ADA Improvements
 15th St NW & 7th Ave NW
 East Grand Forks, Minnesota**

Description	Total Quantity	Unit	School Quantity	City Quantity	Unit Price	School Cost	City Cost	Total Cost
Remove Concrete Sidewalk	136	SF	136	0	\$ 1.70	\$ 231.20	\$ -	\$ 231.20
Remove Pavement	22	SY	10.5	11.5	\$ 12.00	\$ 126.00	\$ 138.00	\$ 264.00
Remove Concrete Curb & Gutter	100	LF	47	53	\$ 4.00	\$ 188.00	\$ 212.00	\$ 400.00
Remove Tree	1	EA	1	0	\$ 500.00	\$ 500.00	\$ -	\$ 500.00
Constuct Pavement	22	SY	10.5	11.5	\$ 109.00	\$ 1,144.50	\$ 1,253.50	\$ 2,398.00
4" Concrete Sidewalk	206	SF	206	0	\$ 5.70	\$ 1,174.20	\$ -	\$ 1,174.20
Concrete Curb & Gutter	100	LF	47	53	\$ 29.00	\$ 1,363.00	\$ 1,537.00	\$ 2,900.00
Detectable Warning Panels	27	SF	27	0	\$ 98.00	\$ 2,646.00	\$ -	\$ 2,646.00
Adjust Catch Basin Casting	2	EA	0	2	\$ 1,500.00	\$ -	\$ 3,000.00	\$ 3,000.00
Seeding	37	SY	37	0	\$ 3.25	\$ 120.25	\$ -	\$ 120.25
Estimated Construction Total						\$ 7,493.15	\$ 6,140.50	\$ 13,633.65

Includes Construction or Reconstruction of 3 handicap ramps and drainage improvements

**ENGINEER'S ESTIMATE OF COST
 SIDEWALK EXTENSIONS
 SOUTH POINT ELEMENTARY SCHOOL
 EAST GRAND FORKS, MINNESOTA**



12/2/2014

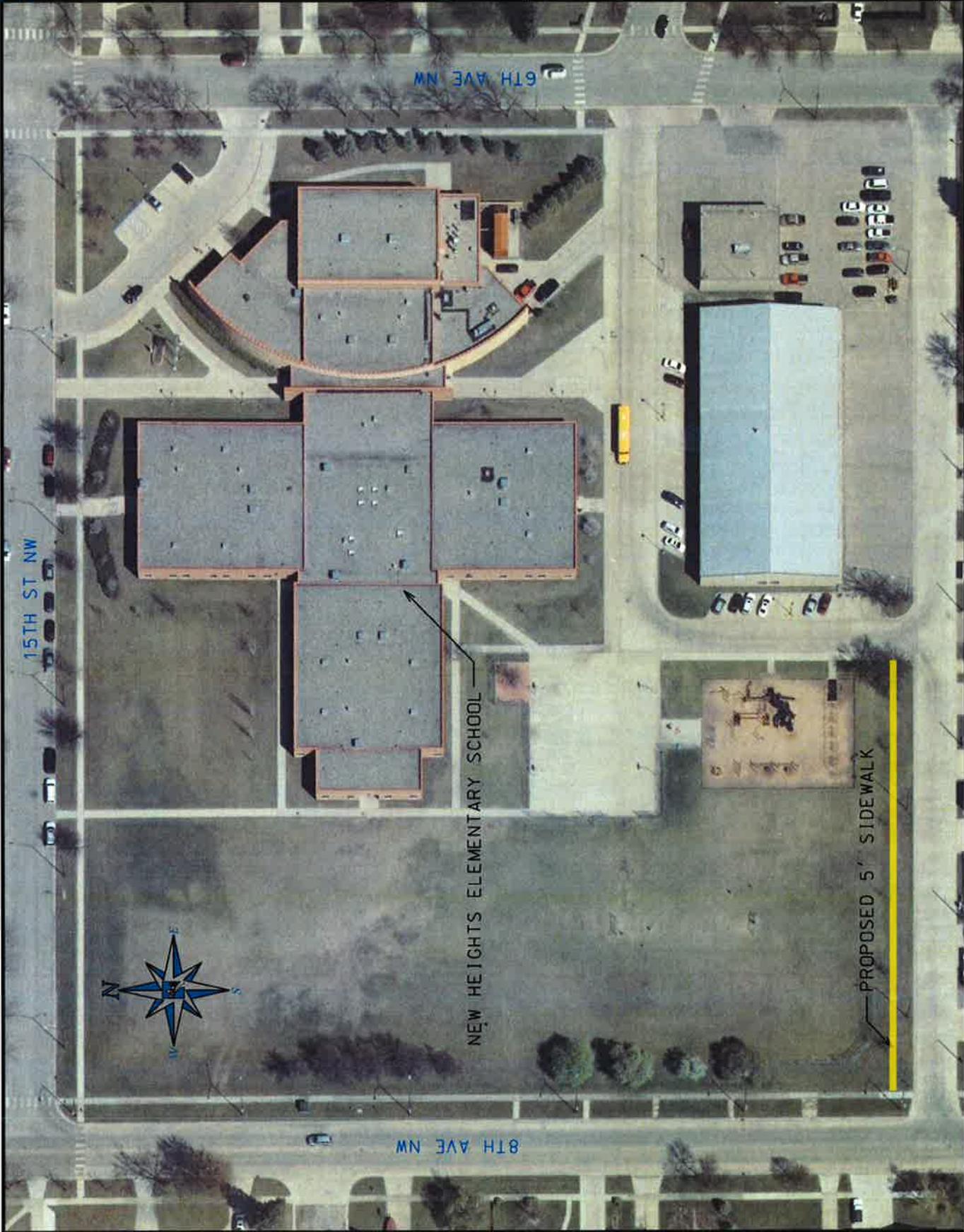
DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
Remove Concrete Curb & Gutter	LF	20	\$ 10.00	\$200.00
Common Excavation	CY	70	\$ 25.00	\$1,750.00
Aggregate Base (2")	CY	24	\$ 45.00	\$1,080.00
4" Non-Reinforced Concrete Sidewalk	SF	3130	\$ 7.00	\$21,910.00
Detectable Warning Panels	SF	20	\$ 98.00	\$1,960.00
Hydro-Seeding	SY	695	\$ 3.50	\$2,432.50
ESTIMATED CONSTRUCTION TOTAL =				\$29,332.50

**ENGINEER'S ESTIMATE OF COST
 SIDEWALK EXTENSIONS
 NEW HEIGHTS ELEMENTARY SCHOOL
 EAST GRAND FORKS, MINNESOTA**



12/2/2014

DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
Common Excavation	CY	36	\$ 25.00	\$900.00
Aggregate Base (2")	CY	12	\$ 45.00	\$540.00
4" Non-Reinforced Concrete Sidewalk	SF	1580	\$ 7.00	\$11,060.00
Hydro-Seeding	SY	352	\$ 3.50	\$1,232.00
ESTIMATED CONSTRUCTION TOTAL =				\$13,732.00



Engineer's Estimate of Cost for MN Infrastructure Projects

Project	Total Cost Per Project	City of East Grand Forks 80/20 cost
ADA Improvements 15 th St NW & 7 th Av NW	\$13,633.65	
Sidewalk Extensions New Height Elementary	\$13,732.00	
Sidewalk Extensions South Point Elementary	\$29,332.50	
Total cost for all projects	\$56,698.15	\$11,339.63



Technical Memorandum

DATE: 4 December, 2014

TO: EGF Mayor and City Council

FROM: E. Haugen, MPO Executive Director

RE: Matter of Minnesota Functional Classification Revisions.

The purpose of this memo is to provide an update of this item. The preliminarily approved map was submitted to MnDOT last month. MnDOT has provided the MPO with a “counter proposal” to the functional classification. I have attached their proposal and have highlighted the roadway segments that differ.

We have prepared a “counter proposal” containing some agreement with MnDOT (see attached).; However, we still have grave concerns about two issues. First, MnDOT wishes to have 5th Ave NW north of Gateway Drive classified as “local”. Our concern is that this may make that segment not eligible for federal funding. The question to answer is whether the City is going to make that a full intersection with Gateway Drive.

Second, MnDOT has made a decision to treat all Principal Arterials the same across the whole State. The MnDOT goal for Principal Arterials is to focus on statewide and interregional mobility. In some areas of the state, roadways were “bumped up” a classification when the roadway entered an urban area. This resulted in Principal Arterial stubs and spurs. The current FHWA guidelines note that the previous practice of automatically changing a roadway’s classification as it entered an urban area should be eliminated. Since the majority of these roadways were trunk highways, MnDOT HQ requested the MnDOT Planning Managers determine how these Principal Arterial segments should be classified. After internal discussion, it was decided to proceed with reclassifying these segments to the proposed lower classification.

MPO staff tend to agree with eliminating the automatic changing a roadway’s classification once it crosses into an urban area. The MPO believes that the roadways in question do actually function differently and that is the reason for the change. The MPO also is aware that, using data as of January 31, 2013, when MnDOT compared Minnesota’s functionally classified roadway system to the new FHWA guidelines,

overall, Minnesota's roadways fell within the new guidelines with the exception of Urban Principal Arterial – Other. So, the existing percentages for urban PA's are below the guidance ranges and their internal decision does not help this situation. Again, these Principal Arterials are classified as part of the NHS network and therefore are eligible for the biggest federal funding program – NHPP.

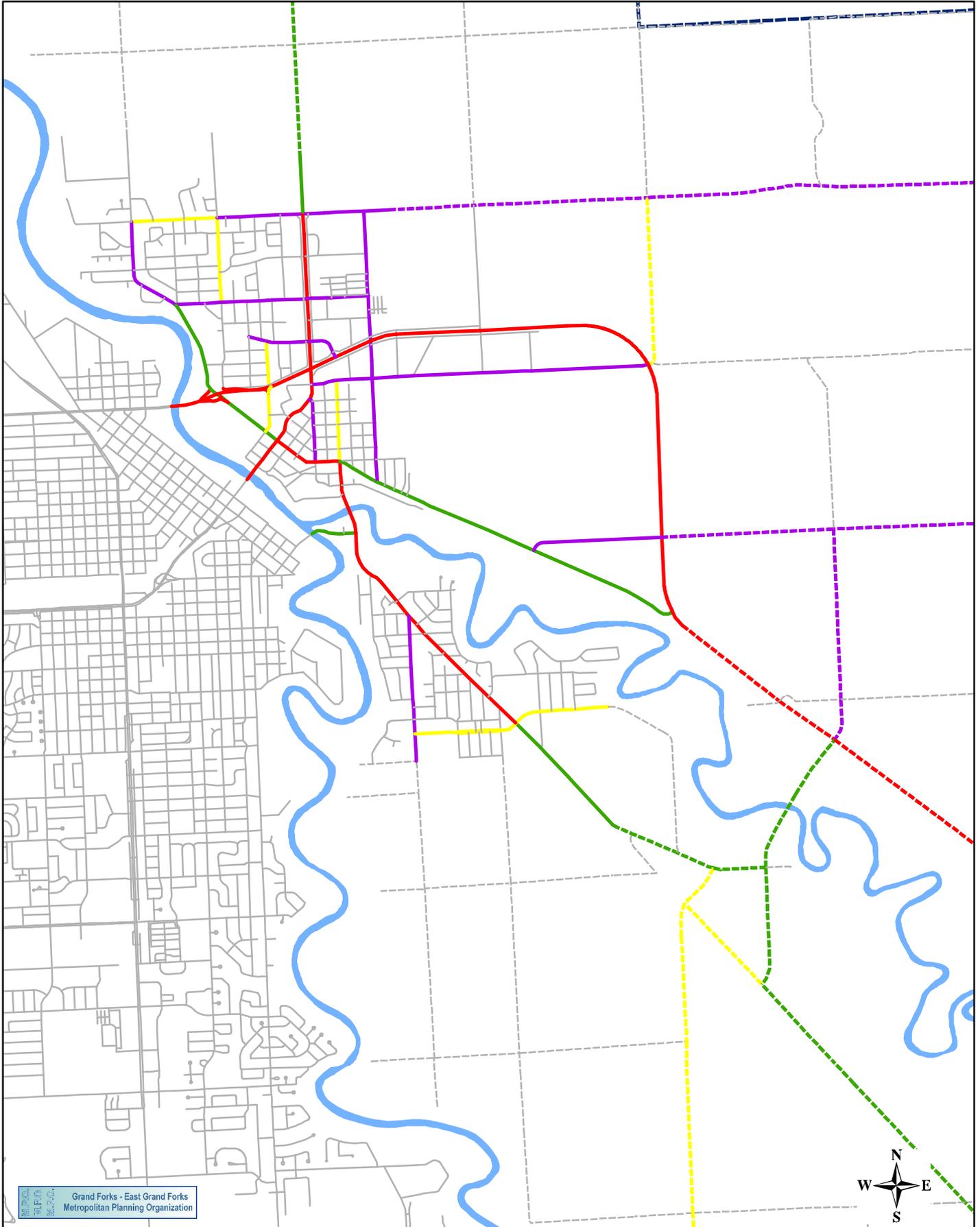
The MnMPO Directors are discussing how we can engage with MnDOT to have another perspective into the decision-making. If there is any further movement on this I will let you know as it occurs.

Our deadline is on December 16th to have City Council to once again preliminarily approve a map. Final approval does not occur until all parties have reached agreement.

SUPPORT MATERIALS:

- Presentation Slides
- map

MPO Counter Proposed FC



Grand Forks - East Grand Forks
Metropolitan Planning Organization



	Urban Principal Arterial		Rural Minor Arterial		Urban Minor Collector		Rural Local
	Rural Principal Arterial		Urban Major Collector		Rural Minor Collector		Urban Local
	Urban Minor Arterial		Rural Major Collector		Urban Local		

MnDOT Counter in **BOLD**. MPO proposed response in **BOLD**

First three are still being debated a HQ.

MN 220 – Gateway to 23rd – MPO recommended remain Principal Arterial – **Comment noted. The function of the road changes between the rural and urban areas; maintain as Principal Arterial**

US 2B – Bygland to Demers – MPO recommended remain Principal Arterial – **Comment noted. Maintain as Principal Arterial**

Bygland Rd (0510750119) – Demers to 13th St SE – MPO recommended remain Principal Arterial – **Keep as Minor Arterial. This road has local significance, but not interregional/statewide significance (which is provided by US 2). Also not consistent with how Principal Arterials have been applied statewide. Maintain as Principal Arterial. Our 2012 Bridge Intercept Survey reveal significant traffic interregional/statewide traffic using this route – significant portion of US 2 traffic counted east of our Metro Area use this route into/out of our Metro Area.**

Rhinehart Dr (0510750129 & 1010750072) – Bygland Rd to city limits – **MPO recommended Major Collector STILL** – FHWA guidelines note a minimum AADT threshold of 1100 for Urban Major or Minor Collectors. **Draft 2013 AADT is 1,850 which meets the minimum. Not sure where these come from - AADT along this segment ranges from 828 to 366.** While there are exceptions, the AADT is significantly below the threshold before the southern segment. **Minor Collector would be OK. End at 182 St SW. End at Greenway Blvd**

14th St (1010750257) – Rhinehart Dr to 14th Ave SE – and – 14th Ave SE (1010750178) – 14th St SE to Greenway Blvd – MPO recommended Minor Collector to Local. **OK – Local. Agree**

Greenway Blvd (0510750128) – Rhinehart Dr to Bygland Rd – MPO recommended Major Collector – FHWA guidelines note a minimum AADT threshold of 1100 for Urban Major or Minor Collectors. AADT along this segment is 679. Aerial photos do not show any traffic generators. The roadway serves residential development. **Minor Collector would be OK. Agree**

13th St SE (0510750127) – Bygland Rd to city limits – MPO recommended as Major Collector – FHWA guidelines note a minimum AADT threshold of 1100 for Urban Major or Minor Collectors. AADT along this segment is 746. Aerial photos show the road serves residential development and a school. Functional classification must change where the roadway's function changes (e.g., intersection). **Keep as Minor Collector from Bygland Rd to 20th Ave SE. Keep as Local starting at 20th Ave SE. Agree**

River Rd (0510750122) – Demers Ave to 17th St NW – MPO recommended as Minor Arterial – **OK – Minor Arterial. Agree**

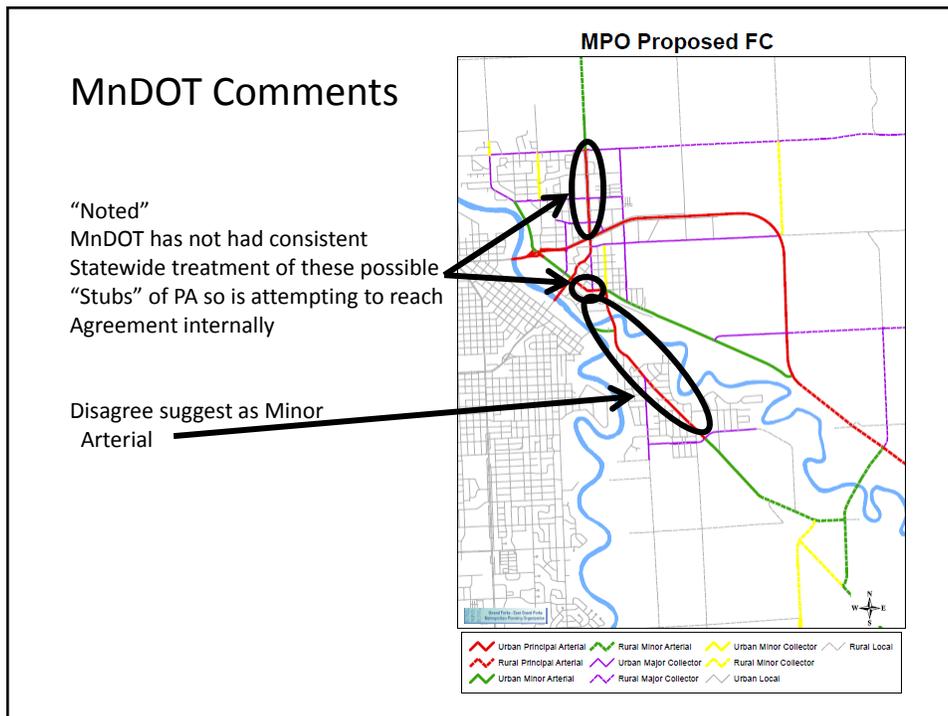
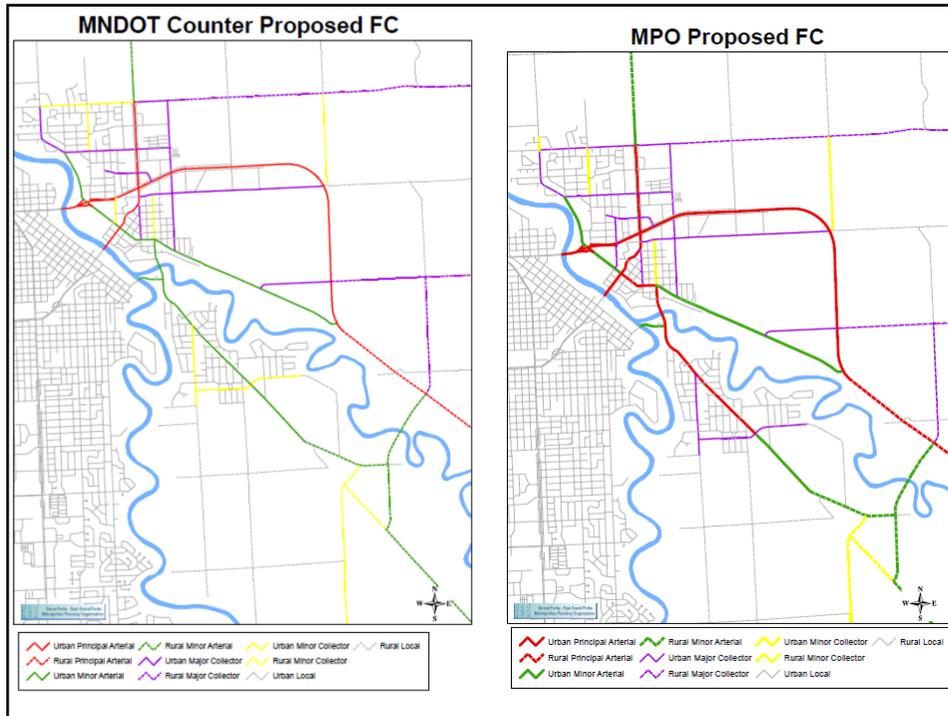
4th St NW (0510750122) – 23rd St NW to Pebble Beach Rd – MPO recommended as Minor Collector – FHWA guidelines note a minimum AADT threshold of 1100 for Urban Major or Minor Collectors. AADT along this segment is 254. While there can be exceptions, this AADT is significantly below the minimum threshold. **Keep as Local. Agree for now**

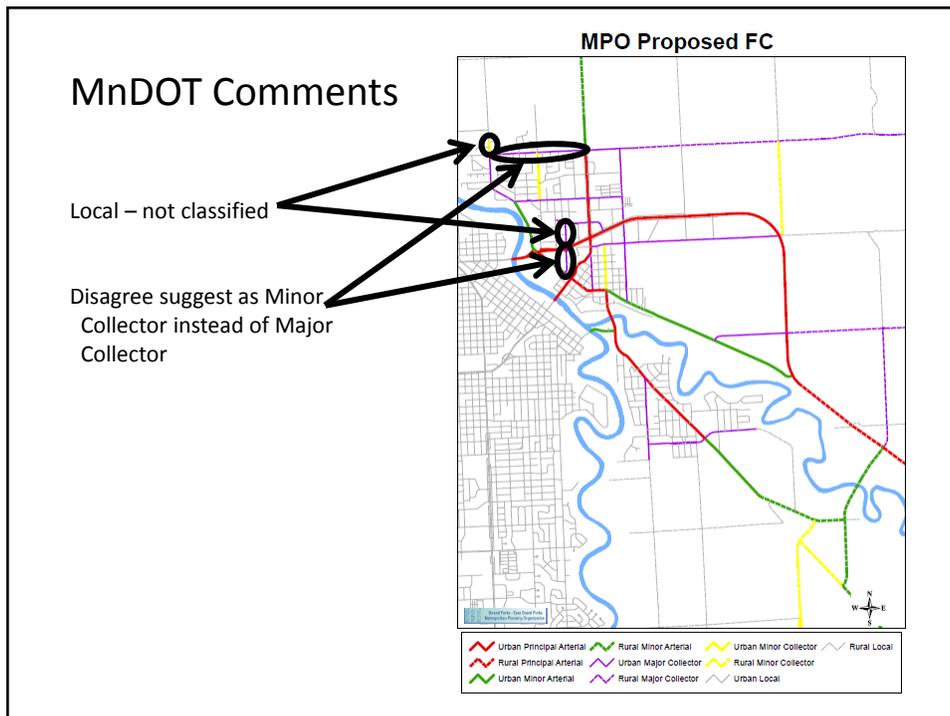
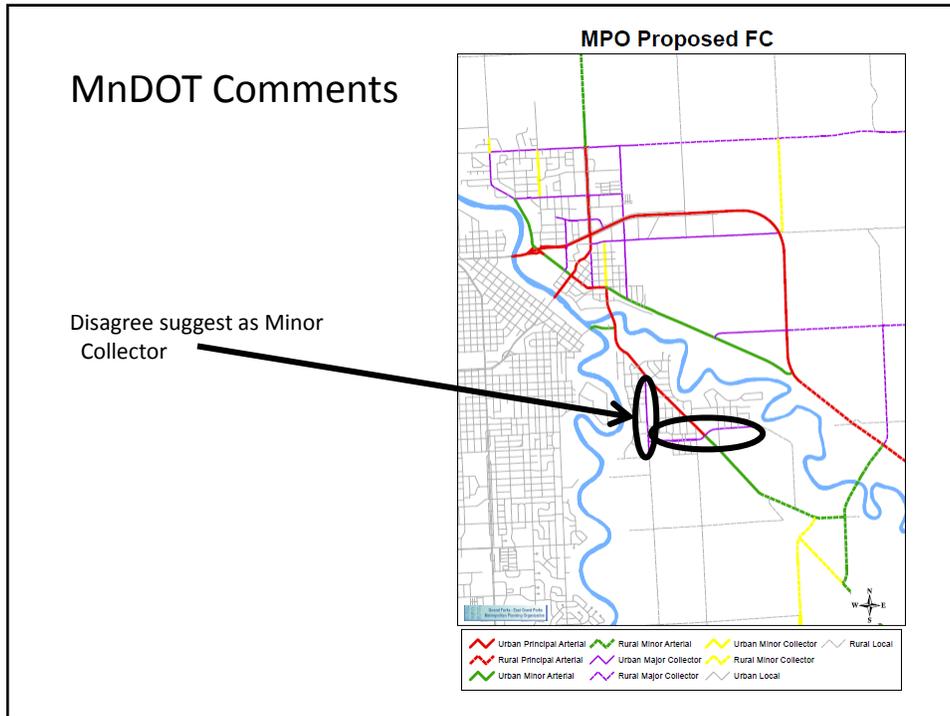
5th Ave NW (0510750103) – 4th St NW to US 2 – MPO recommended as Major Collector – FHWA guidelines note a minimum AADT threshold of 1100 for Urban Major or Minor Collectors. AADT is 707.

Functional classification must reflect a roadway's current function, not its future function. Once the full intersection is constructed and traffic patterns change, functional classification can be reevaluated. **Keep as Minor Collector. Agree for now**

5th Ave NW (0510750123) – 10th St NW to 14th St NW – MPO recommended as Major Collector - FHWA guidelines note a minimum AADT threshold of 1100 for Urban Major or Minor Collectors. AADT is 608. No connection to US 2. Functional classification must reflect a roadway's current function, not its future function. Once the full intersection is constructed and traffic patterns change, functional classification can be reevaluated. **Keep as Local. Place as a Minor Collector. Raised a concern if not classified above a local then may not be possible to use federal funds to connect to US #2 – am waiting an answer.**

23rd St NW (0510750121) – River Rd to MN 220 – MPO recommended as Major Collector – FHWA guidelines note a minimum AADT threshold of 1100 for Urban Major or Minor Collectors. **The eastern segment has draft 2013 AADT of 1,150.** The western segment (between 8th Ave NW and River Rd) has AADT less than 400. **Keep as Minor Collector. Agree to keep western half (River Road to 8th Ave NW) as Minor Collector – Still recommend eastern half (8th Ave NW to Central) be a Major Collector.**





Request for Council Action

Date: December 1, 2014

To: East Grand Forks City Council, Mayor Lynn Stauss, President Craig Buckalew, Council Vice President Greg Leigh, Council Members: Clarence Vetter, Henry Tweten, Chad Grassel, Mark Olstad and Dale Helms.

Cc: File

From: Greg Boppre, P.E.

RE: 2014-2015 Local Road Improvement Program

Background:

As the Council knows, we are preparing plans and specifications for the replacement of lift station No. 5. In our design meetings, we discussed this maybe the best opportunity to lower 5th Avenue NE. Therefore, we discussed the removal of the spur line with Mr. Ron Norman with Campbell Farms and they have agreed that the spur line does not provide any useful purpose for their operation (see attached letter).

Therefore, I have done some research into funds for this proposed project and MnDOT is taking applications for their 2014-2015 Local Road Improvement Program (LRIP, please see attached). This proposed project fits the criteria perfectly, therefore I would recommend submitting an application.

The application is due January 2, 2015 and I will need a City Council Resolution for the project. Therefore, I plan to bring this to your Tuesday, December 9 Work Session and then to your Tuesday, December 16 City Council meeting for approval.

Also, it may make some sense to construct 10th Street NE east of 5th Ave at the same time, as this is on our State Aid System.

Recommendation:

Submit application

Enclosures:

Application document

Cost estimates



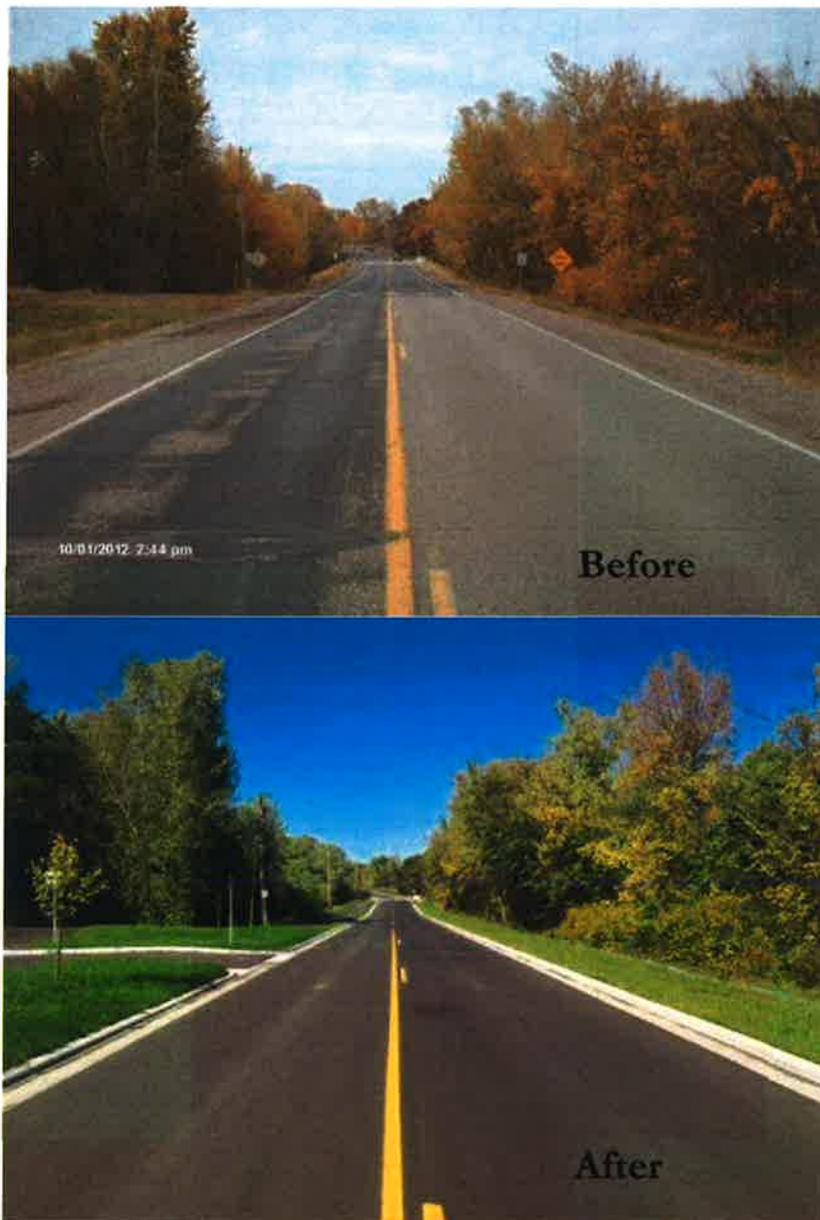
**STREET RECONSTRUCTION
10th Street NE
EAST GRAND FORKS**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
2021.501	Mobilization	LS	1	\$5,000.00	\$5,000.00
2104.501	Remove Curb and Gutter	LF	1561	\$5.00	\$7,805.00
2104.505	Remove Concrete Pavement	SY	200	\$6.00	\$1,200.00
2104.505	Remove Concrete Driveway Pavement	SY	100	\$6.00	\$600.00
2104.509	Remove Casting	EA	5	\$500.00	\$2,500.00
2104.511	Sawing Concrete Pavement (Full Depth)	LF	50	\$7.00	\$350.00
2105.501	Common Excavation (P)	CY	2200	\$8.00	\$17,600.00
2105.525	Topsoil Borrow (LV)	CY	150	\$40.00	\$6,000.00
2105.604	Geogrid	SY	4000	\$4.00	\$16,000.00
2112.604	Subgrade Preparation	SY	4000	\$4.00	\$16,000.00
2211.607	Aggregate Base(10")	CY	1100	\$35.00	\$38,500.00
2301.529	Reinforcement Bars (Epoxy Coated)	LB	1500	\$3.00	\$4,500.00
2301.604	Concrete Pavement 9.0"	SY	3700	\$60.00	\$222,000.00
2502.541	4" Perforated Drain Tile	LF	960	\$3.00	\$2,880.00
2503.511	18" RCP Storm Sewer	LF	100	\$60.00	\$6,000.00
2504.602	Adjust Gate Valve & Box	EA	5	\$300.00	\$1,500.00
2506.516	Casting Assembly, Type A	EA	4	\$1,000.00	\$4,000.00
2506.516	Casting Assembly Type C	EA	3	\$1,200.00	\$3,600.00
2506.602	Install Catch Basin	EA	4	\$3,000.00	\$12,000.00
2506.603	Construct Storm Manhole (48")	LF	40	\$250.00	\$10,000.00
2521.501	4" Concrete Sidewalk	SF	1000	\$5.00	\$5,000.00
2531.501	Concrete Curb and Gutter, Design B624	LF	1560	\$20.00	\$31,200.00
2531.507	6" Concrete Driveway Pavement	SY	100	\$50.00	\$5,000.00
2563.601	Traffic Control	LS	1	\$5,000.00	\$5,000.00
2573.530	Storm Drain inlet Protection	EA	4	\$100.00	\$400.00
2575.501	Seeding	SY	3500	\$2.00	\$7,000.00
2582.502	4" Broken Line White - Epoxy	LF	750	\$4.00	\$3,000.00
2582.601	Traffic Enhancements	LS	1	\$20,000.00	\$20,000.00
TOTAL CONSTRUCTION COST					\$454,635.00
Engineering – Plans/Specifications					\$54,556.20
Engineering – Stake/Inspection					\$36,370.80
Administration					\$13,639.05
Legal					\$9,092.70
Contingencies					\$22,731.75
TOTAL					\$591,025.50



2014-2015 Local Road Improvement Program Solicitation

September 2014



Prepared by

The Minnesota Department of Transportation
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To request this document in an alternative format

Please call 651-366-4718 or 1-800-657-3774 (Greater Minnesota). You may also send an email to ADArequest.dot@state.mn.us.

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Local Road Improvement Program Solicitation Overview

The Local Road Improvement Program established in Minnesota Statute 174.52 has three types of funding accounts which provide funding assistance to local agencies on transportation projects. The three accounts are the Trunk Highway Corridor Projects Account, the Routes of Regional Significance Account, and the Rural Road Safety Account. The Trunk Highway corridor project accounts provide funds to assist in paying the local share of trunk highway projects with local costs related to the trunk highway improvement. The Routes of Regional Account provides funds for the costs of constructing or reconstructing city streets, county highways, or town roads with statewide or regional significance. The Rural Road Safety Account funds capital improvement projects on county state-aid highways that are intended primarily to reduce traffic crashes, deaths, injuries, and property damages.

The Local Roads Improvement Program was appropriated \$54.356 million during the 2014 Legislative Regular Session from two laws passed to fund projects in the Routes of Regional Significance Account or the Rural Road Safety Account and specified projects. Applicants may request up to \$750,000 for each proposed LRIP project.

The Minnesota Department of Transportation State Aid for Local Transportation Office administers the Local Roads Improvement Program with guidance from the Local Road Improvement Program Advisory Committee. The process and criteria for prioritizing projects for the solicitation are established in the statute and recommended by the LRIP Advisory Committee.

Funding

Projects selected from this solicitation will be funded either with state bond funds or cash from the general fund. The following requirements are associated with the relevant type of funding.

The **maximum that an applicant may apply for their project is \$750,000**. The LRIP funds may be requested for the full cost of a project up the maximum or be leveraged with other funding sources on a project.

Solicitation Schedule

Solicitation Notice:	September 15, 2014
Application Due Date:	January 2, 2015
LRIP Advisory Committee convenes:	February 2015
Award Notice*:	March 1, 2015

*Subject to change depending on the number of applications submitted and review time needed.

Project Selection

Each project will be scored based on the following criteria along with other considerations including geographical distribution.

- 1) Be a local road (street or highway) construction, reconstruction, or reconditioning project.
Note: LRIP bond funds may not be used for right-of-way acquisition, engineering costs, or enhancement projects (landscaping, trails, sidewalks, ADA improvements, etc.).

- 2) Address a transportation deficiency with an engineering strategy identified in Table 4.4 of the Minnesota Strategic Highway Safety Plan. See Attachment D for more information about the engineering strategies.
- 3) Demonstrate the regional significance of the route by being classified as a minor collector or higher unless it meets one of the following criteria; a) identified in a regional plan as a farm-market artery, b) part of a 10-ton route system, c) part of an economic development plan, d) serves as a regional tourist destination, e) provides capacity or congestion relief to a parallel trunk highway or county road, and f) is a connection to the IRC system, trunk highway, or a county road.
- 4) Be supported by agency board or council and other local agencies impacted by the project.
Note: Cities that are not a State Aid city (populations less than 5000) and townships must have County sponsor. The sponsor must have the support of the County Board. A city or township resolution in support of the project and a county board resolution for support and willingness to sponsor the project must be included in the application package. See Attachment C and Appendix D for a list of all the State Aid Cities and counties respectively.

The County Sponsor's task could include but not limited to acting as the fiscal agent, keeping the project on schedule, and ensuring that all program documentations and requirements are met.
- 5) Consider availability of other funding sources.
- 6) Be non-controversial.

Note: Projects should not have problems or issues that could delay the letting and construction such as right-of-way acquisition and historical impact.
- 7) Have a minimum expected life of the project of 10 years.
- 8) Be located on a CSAH, MSAS, county road, city street, or township road and owned by the county, city or township.
- 9) Provide letters of support from other local agencies or public/private parties impacted by the improvement. For example, letters of support from area businesses regarding the impact and benefit of constructing a road to a 10-ton design standard.
- 10) All projects must be approved for construction letting by **June 2016**.

Application Guidance

A copy of the application is attached in Appendix E for your reference. Use the guide below to for assistance in filling out the application. Please keep the descriptions clear and concise.

Contact Section

Agency: The name of the agency applying for the Local Road Improvement Program funds.

First Name: The first name of the person at the agency applying for the funds. This person should be the project manager for the project.

Last Name: The last name of the person at the agency applying for the funds.

Address: The address of the agency

City: The city where the agency is located.

Phone Number: The work phone number of the person at the agency applying for the funds.

E-mail: The work e-mail address of the person at the agency applying for the funds.

County Sponsor (if applicable): Provide the county sponsor if the project is for a township or a city with 5,000 population or less

Project Location

Road Authority: The name of the agency responsible for the road.

Road Authority Name: Contact person from the road authority agency

Route: The route or roadway that the project will be located on.

MnDOT District: The MnDOT District that the project is within. For reference see Appendix A.

City/township: Provide the city or township that the project is located within.

County: Provide the County that the project is located within.

Note: Cities that are not a State Aid city (populations less than 5,000) and townships must have a County sponsor. The sponsor must have the support of their County Board. A city resolution and a county board resolution must be included with the application submittal. See Appendix B and Appendix C for a list of all the State Aid cities and counties respectively.

Project Limits

From Mile Post: Provide beginning mile post of the project.

To Mile Post: Provide ending mile post of the project.

Length (mi): Provide the total length of the project.

Beginning Description Location: Provide a short description of the beginning location of the project.

Ending Description Location: Provide a short description of the ending location of the project.

Description Section

Brief description of the project: Describe what type of work and improvement will be done on the project.

Route of regional significance: Check all the criteria that apply to the project for Route of Regional Significance consideration.

Project's contribution to other local, regional, or state economic development or redevelopment efforts: Explain how this project benefits economical or redevelopment efforts in the local community, the region, or the state.

Project's transportation deficiency and proposed safety strategy: Describe the problem(s) that exist within the roadway segment under the current conditions. Then explain how the proposed project will address the problems and which engineering strategy in the Minnesota Strategic Highway Safety Plan does the project align with.

Project Readiness Section

Construction Year: Select the year the project is planned for construction.

Historical/archeological impacts: Select the sentence that applies to the project on historical and/or archeological impacts.

Project development status: Select the sentence that applies to the project regarding its status

Right-of-Way status on the project: Select the sentence that applies to the project regarding right-of-way.

Cost Section:

Provide source of funding, amount from each source, and the total estimated cost for the project. LRIP finds will be capped at \$750,000. Any projects less than \$750,000 is not required to provide a match.

Application Submittal

Your agency may submit more than one project. Please complete all sections of the application and attach the following documents for each project you are applying for:

- Completed application
- Sponsoring Agency Resolution - County Board and/or City Council Resolution
- Map(s) of project location
- Letter(s) of concurrence or support
- Engineer's estimate on the project cost with itemized breakdown

The application form is a formatta form that requires a free Formatta Filler software to download and save the application. Instructions on how to download the applications are on the website.

For more detailed information on the program and criteria please reference the state aid website, www.dot.state.mn.us/stateaid and select State Aid Programs.

When the electronic application is completed, ensure that you have saved it to your local drive or server. The application and attachments are due January 2, 2015. Applicants have to send in a printed copy of the application and attachments by postal mail and submit the electronic application by e-mail to Patti Loken in the State Aid Office.

Postal Mail: Patti Loken
State Aid Division
Transportation Building
395 John Ireland Blvd.
Mail Stop 500
St. Paul, MN 55155

E-mail: patti.loken@state.mn.us

If you have questions about the program or application please submit them to Patti Loken.

Attachment A: MnDOT Districts and DSAE Contacts



MnDOT District	District State Aid Engineer	Phone Number
District 1 - Duluth	Walter Leu	(218) 725-2705
District 2 - Bemidji	Lou Tasa	(218) 755-6570
District 3 - Brainerd	Kelvin Howieson	(218) 828-5707
District 4 – Detroit Lakes	Merle Earley	(218) 846-3607
Metro	Dan Erickson	(651) 234-7763
District 6 - Rochester	Fausto Cabral	(507) 286-7620
District 7 - Mankato	Gordy Regenscheid	(507) 304-6105
District 8 - Willmar	Vacant Contact DSAA –Stu Peterson	(507) 537-2045

Attachment B: State Aid City Contacts

City Engineers

City	Dist.	Engineer	Main Phone	City	Dist.	Engineer	Main Phone
Albert Lea	6	Steve Jahnke	507-377-4325	Faribault	6	Tim Murray	507-333-0360
Albertville	3	Adam Nafstad	763-497-3384	Farmington	5	Kevin Schorzman	651-463-1607
Alexandria	4	Timothy Schoonhoven	320-762-8149	Fergus Falls	4	Dan Edwards	218-332-5416
Andover	5	David Berkowitz	763-755-5100	Forest Lake	5	Ryan Goodman	612-597-7140
Anoka	5	Greg Lee	763-576-2781	Fridley	5	Layne Otteson	763-572-3550
Apple Valley	5	Colin Manson	952-953-2425	Glencoe	8	John Rodeberg	952-912-2600
Arden Hills	5	Terry Maurer	651-792-7847	Golden Valley	5	Jeff Oliver	763-593-8030
Austin	6	Steven Lang	507-437-7674	Grand Rapids	1	Julie Kennedy	218-326-7626
Baxter	3	Trevor Walter	218-454-5100	Ham Lake	5	Tom Collins	763-862-8000
Belle Plaine	5	Joe Duncan	507-625-4171	Hastings	5	Nick Egger	651-480-2370
Bemidji	2	Craig Gray	218-333-1851	Hermantown	1	David Salo	218-727-8796
Big Lake	3	Bradley Dewolf	320-231-3956	Hibbing	1	Jesse Story	218-262-3486
Blaine	5	Jean M Keely	763-784-6700	Hopkins	5	Nate Stanley	952-548-6353
Bloomington	5	Shelly Pederson	952-563-4870	Hugo	5	Jay Kennedy	763-287-7192
Brainerd	3	Jeff Hulsether	218-828-2309	Hutchinson	8	Kent Exner	320-234-4212
Brooklyn Center	5	Steve Lillehaug	763-569-3300	International Falls	1	Curt Meyer	218-444-1859
Brooklyn Park	5	Jeff Holstein (Acting)	763-493-8102	Inver Grove Heights	5	Tom Kaldunski	651-450-2572
Buffalo	3	Bradley Dewolf	320-231-3956	Isanti	3	Bradley Dewolf	763-433-2851
Burnsville	5	Ryan Peterson	952-895-4400	Jordan	5	Tim Loose	952-890-0509
Byron	6	William Angerman	507-288-3923	Kasson	6	Neil Britton	507-292-8743
Cambridge	3	Todd Blank	651-490-2000	La Crescent	6	William Angerman	507-288-3923
Champlin	5	Tim Hanson	763-421-1955	Lake City	6	William Anderson	507-288-6464
Chanassen	5	Paul Oehme	952-227-1169	Lake Elmo	5	Jack Griffin	651-233-5410
Chaska	5	Bill Monk	952-448-2851	Lakeville	5	Zachary Johnson (Interim)	952-985-4505
Chisholm	1	Jim Johnson	218-741-4284	Lino Lakes	5	Jason Wedel	651-982-2430
Circle Pines	5	Peter Willenbring	763-287-7188	Litchfield	8	Bradley Dewolf	320-231-3956
Cloquet	1	James R Prusak	218-879-6758	Little Canada	5	Lee Elfering	763-780-0450
Columbia Heights	5	Kevin Hansen	763-706-3705	Little Falls	3	Greg Kimmer	320-616-5500
Coon Rapids	5	Kevin Kawlewski	763-767-6465	Mahtomedi	5	Jay Kennedy	763-287-7192
Corcoran	5	Kent Torve	763-479-4209	Mankato	7	Jeffrey E Johnson	507-387-8640
Cottage Grove	5	Jennifer Levitt	651-458-2890	Maple Grove	5	Ken Ashfeld	763-494-6000
Crookston	2	Richard Clauson	218-281-6522	Maplewood	5	Michael Thompson	651-249-2403
Crystal	5	Thomas Mathisen	763-531-1160	Marshall	8	Glenn Olson	507-537-6774
Dayton	5	Vince Vander Top	763-479-5124	Medina	5	Tom Kellogg	763-231-4865
Delano	3	Vince Vander Top	763-479-5124	Mendota Heights	5	John Mazzitello	651-452-1850
Detroit Lakes	4	Jon Pratt	218-373-7999	Minneapolis	5	Steven Kotke	612-673-2443
Duluth	1	Cindy Voigt	218-730-5200	Minnetonka	5	Lee Gustafson	952-939-8200
Eagan	5	John Gorder	651-675-5645	Minnetrista	5	Mark Erichson	763-287-7795
East Bethel	5	Craig Jochum	763-427-5860	Montevideo	8	Dave Berryman	320-269-7695
East Grand Forks	2	Greg Boppre	218-773-5627	Monticello	3	Shibani Bisson	763-287-7162
Eden Prairie	5	Rod Rue	952-949-8330	Moorhead	4	Robert Zimmerman	218-299-5393
Edina	5	Chad Millner (Acting)	952-826-0318	Morris	4	Jeff Kuhn	320-762-8149
Elk River	3	Justin Femrite	763-635-1051	Mound	5	Dan Faulkner	952-448-8838
Fairmont	7	Troy Nemmers	507-238-9461	Mounds View	5	Nicholas Debar	763-717-4051
Falcon Heights	5	Marc Culver	651-792-7042	New Brighton	5	Grant Wyffels	651-638-2053

City Engineers

City	Dist.	Name	Main Phone	City	Dist.	Name	Main Phone
New Hope	5	Chris Long	651-604-4838	Waite Park	3	Terry Wotzka	320-229-4300
New Prague	7	Chris Cavett	507-388-1989	Waseca	7	Mark DuChene	507-835-9716
New Ulm	7	Steven P Koehler	507-359-8244	West Saint Paul	5	Matt Saam	651-552-4130
North Branch	5	Diane Hankee	763-287-7179	White Bear Lake	5	Mark Burch	651-429-8531
North Mankato	7	Daniel Sarff	507-625-4171	Willmar	8	Sean Christensen	320-235-4913
North St. Paul	5	Morgan Dawley	--	Winona	6	Brian Defrang	507-457-8269
Northfield	6	Joseph Stapf	507-645-3006	Woodbury	5	John Bradford	651-714-3593
Oak Grove	5	Chuck Schwartz	612-548-3141	Worthington	7	Dwayne M Haffield	507-372-8640
Oakdale	5	Brian Bachmeier	651-730-2730	Wyoming	5	Mark Erichson	763-287-7163
Orono	5	Jesse Struve	952-249-4661	Zimmerman	3	Kevin Bittner	763-433-2851
Otsego	3	Ron Wagner	763-427-5860				
Owatonna	6	Kyle Skov	507-444-4350				
Plymouth	5	Doran Cote	763-509-5000				
Prior Lake	5	Larry Poppler	952-447-9800				
Ramsey	5	Bruce Westby	763-427-1410				
Red Wing	6	Jay Owens	651-385-3600				
Redwood Falls	8	Andy Kehren	507-794-5541				
Richfield	5	Kristin Asher	612-861-9792				
Robbinsdale	5	Richard Mccoy	763-537-4534				
Rochester	6	Richard Freese	507-328-2426				
Rogers	5	Bret A Weiss	763-541-4800				
Rosemount	5	Andy Brotzler	651-322-2022				
Roseville	5	Marc Culver	651-792-7042				
Sartell	3	Mike Nielson	320-258-7318				
Sauk Rapids	3	Terry Wotzka	320-229-4300				
Savage	5	John M Powell	952-882-2672				
Shakopee	5	Bruce Loney	952-233-9361				
Shoreview	5	Tom Wesolowski	651-490-4652				
Shorewood	5	Paul Hornby	952-474-3236				
South Saint Paul	5	John Sachi	651-554-3210				
Spring Lake Park	5	Phil Gravel	651-604-4885				
St. Anthony	5	Todd Hubmer	763-287-7182				
St. Cloud	3	Steven Foss	320-255-7243				
St. Francis	5	Jared Voge	612-756-0326				
St. Joseph	3	Randy Sabart	320-229-4300				
St. Louis Park	5	Deb Heiser	952-924-2662				
St. Michael	3	Steven G Bot	763-497-2041				
St. Paul	5	John Maczko	651-266-6137				
St. Paul Park	5	Morgan Dawley	763-287-7173				
St. Peter	7	Tim Loose	507-625-4171				
Stewartville	6	David Strauss	507-316-6644				
Stillwater	5	Shawn Sanders	651-430-8830				
Thief River Falls	2	Richard Clauson	218-281-6522				
Vadnais Heights	5	Mark Graham	651-204-6050				
Victoria	5	Cara Geheren	651-300-4261				
Virginia	1	Matt Reid	218-305-4725				
Waconia	5	Kreg Schmit	952-448-8838				

Attachment C: County Contacts

County Engineers

County	Dist.	Name	Main Phone	County	Dist.	Name	Main Phone
Aitkin	3	John Welle	218-927-3741	McLeod	8	John Brunkhorst	320-484-4321
Anoka	5	Douglas W Fischer	763-862-4200	Meeker	8	Ron Mortensen	320-693-5360
Becker	4	Jim Olson	218-847-4463	Mille Lacs	3	Bruce Cochran	320-983-8264
Beltrami	2	Bruce Hasbargen	218-333-8173	Morrison	3	Steve Backowski	320-632-0121
Benton	3	Chris Byrd	320-968-5054	Mower	6	Mike Hanson	507-437-7718
Big Stone	4	Nicholas Anderson	320-839-2594	Murray	8	Randy Groves	507-836-6327
Blue Earth	7	Alan Forsberg	507-304-4025	Nicollet	7	Seth Greenwood	507-931-1760
Brown	7	Wayne Stevens	507-233-5700	Nobles	7	Stephen P Schnieder	507-295-5322
Carlton	1	Mike Tardy	218-384-9150	Norman	2	Tom Knakmuhs	218-784-7126
Carver	5	Lyndon Robjent	952-466-5206	Olmsted	6	Kaye Bieniek	507-328-7070
Cass	3	David E Enblom	218-547-1211	Otter Tail	4	Richard K West	218-998-8470
Chippewa	8	Steven B Kubista	320-269-2151	Pennington	2	Michael Flaagan	218-683-7017
Chisago	5	Joe Triplett	651-213-8708	Pine	1	Mark LeBrun	320-216-4203
Clay	4	David Overbo	218-299-5099	Pipestone	8	David Halbersma	507-825-6710
Clearwater	2	Dan Sauve	218-694-6132	Polk	2	Rich Sanders	218-470-8253
Cook	1	David Betts	218-387-3695	Pope	4	Mike McMahon	320-634-7751
Cottonwood	7	JinYeene M Neumann	507-831-1389	Ramsey	5	James Tolaas	651-266-7100
Crow Wing	3	Tim Bray	218-824-1110	Red Lake	2	Corky Kleven	218-253-2697
Dakota	5	Mark Krebsbach	952-891-7102	Redwood	8	Willy Rabenberg	507-637-4056
Dodge	6	Guy W Kohlnhofer	507-374-6694	Renville	8	Jeff Marlowe	320-523-3759
Douglas	4	Dave Robley	320-762-2999	Rice	6	Dennis Luebbe	507-210-7786
Faribault	7	John P McDonald	507-526-3291	Rock	7	Mark Sehr	507-283-5010
Fillmore	6	Ron Gregg	507-765-3854	Roseau	2	Brian Ketring	218-463-2063
Freeborn	6	Sue G Miller	507-377-5188	Scott	5	Mitch Rasmussen	952-496-8026
Goodhue	6	Gregory Isakson	651-385-3025	Sherburne	3	Rhonda Lewis	763-765-3352
Grant	4	Tracey Von Bargaen	218-685-8300	Sibley	7	Tim Becker	507-237-4092
Hennepin	5	James Grube	612-596-0307	St. Louis	1	Jim Foldesi	218-625-3830
Houston	6	Brian Pogodzinski	507-725-3925	Stearns	3	Jodi A Teich	320-255-6180
Hubbard	2	David A Olsonawski	218-732-3302	Steele	6	Anita Benson	507-444-7671
Isanti	3	Richard Heilman	763-689-1870	Stevens	4	Brian Giese	320-589-7430
Itasca	1	Karin Grandia	218-327-7389	Swift	4	Andy Sander	320-842-5251
Jackson	7	Tim Stahl	507-847-2525	Todd	3	Loren Fellbaum	320-732-2722
Kanabec	3	Chad A Gramentz	320-679-6300	Traverse	4	Larry Haukos	320-563-4848
Kandiyohi	8	Melvin Odens	320-235-3266	Wabasha	6	Dietrich Flesch	651-565-3366
Kittson	2	Kelly D Bengtson	218-843-2686	Wadena	3	Ryan Odden	218-631-7636
Koochiching	1	Joe L Sutherland	218-283-1186	Waseca	7	Nathan Richman	507-835-0660
Lac Qui Parle	8	Barry Anderson	320-598-3878	Washington	5	Wayne Sandberg	651-430-4339
Lake	1	Krysten Foster	218-834-8380	Watonwan	7	Roger Risser	507-375-3393
Lake Of The	2	Tim Erickson	218-634-1767	Wilkin	4	Steve Neppi (Acting)	218-643-4772
Lesueur	7	Darrell Pettis	507-357-2251	Winona	6	David Kramer	507-457-8840
Lincoln	8	Dave Halbersma	507-694-1464	Wright	3	Virgil Hawkins	763-682-7388
Lyon	8	Aaron Vanmoer	507-532-8202	Yellow Medicine	8	Andy Sander	320-313-3000
Mahnomen	4	Jon Large	218-935-2296				
Marshall	2	Lon Aune	218-745-4381				
Martin	7	Kevin Peyman	507-235-3347				



Minnesota Strategic Highway Safety Plan Update



TABLE 4.4
Engineering Strategies

Strategy	Source	CEA	Implementation Status	Champion	Goal
Utilize low cost safety improvements for lane departure crashes, including: installation of median barriers for narrow-width medians on multilane roads (including consideration of four-cable median barriers which may successfully stop heavy vehicles); addition of shoulder, edge-line or centerline rumble strips; enhance delineation of sharp curves and unexpected changes in horizontal alignment; enhance pavement markings; eliminate shoulder drop-offs (i.e., widen shoulders, pave shoulders, add safety wedge); delineate roadside objects; and construct truck pull-off areas for driver and vehicle inspections.	C 5, H 2, & H 5	4	Yellow - Red	Mn/DOT - OTSO & MCEA Safety Council	Invest 30% of available funds statewide on proactive lane departure strategies.
Make low-cost geometric improvements at intersections, including: provide left or right turn lanes; utilize offset turn lanes; lengthen turn lanes to provide sufficient length to accommodate deceleration and queuing; add left and right turn acceleration lanes; provide by-pass lanes at T-intersections; install splitter islands on the minor-road approach to improve visibility of an intersection; use curb extensions to allow stop sign to be moved closer to road (to make more visible, especially if on-street parking is allowed); utilize indirect left turn treatments (i.e., J-turn); and improve sight distance at intersections (i.e., clearing sight triangles on approaches and in medians, and eliminate on street parking that restricts sight distance).	C 8, M 1, M 6, & M 2	2	Yellow - Red	Mn/DOT - OTSO & MCEA Safety Council	Invest 15% of available funds statewide on proactive geometric improvements for intersections.
Make low-cost improvements to increase driver awareness of intersections, including: install or enhance intersection lighting; install larger regulatory and warning signs; use freeway style guide signs along high-speed expressways; provide supplementary stop signs; provide a stop bar (or wider stop bar) on the minor road approach; provide pavement markings with supplementary stop signs, such as STOP AHEAD, and double yellow centerline at intersections and at median openings; provide dashed markings (extended left edgelines) for major roadway continuity at divided highway intersections; install red flashing beacons on stop signs; deploy mainline dynamic flashing beacons to warn drivers of entering traffic; install advance warning flashers to inform drivers of a need to stop at high-speed signalized intersections, and install rural intersection warning and decision support systems.	C 8, M 2, & I 5	2	Yellow - Red	Mn/DOT - OTSO & MCEA Safety Council	Invest 15% of available funds statewide on proactive intersection awareness strategies.
Perform proper maintenance of roadway facilities, including: improve roadside hardware; remove and relocate objects in hazardous locations; enhance winter storm maintenance (pre-treating and increasing number of snow plows); maintain gravel shoulders; keep roadways in construction zones free of loose debris; and maintain pavement marking lines (C 9). An extension would be to review work zones (traffic management plans or actual construction site) to better accommodate heavy vehicles and provide advanced warning so drivers can select alternative routes (H 8).	C 9 & H 8	4	Yellow	Mn/DOT - OTSO, MCEA Safety Council, & LRRB	Develop and roll out training course for Mn/DOT, county, and city maintenance staff.
Perform road safety audits at the network level.	C 13	2 & 4	Green - Yellow	Mn/DOT - OTSO & MCEA Safety Council	Increase number of road safety audits with a focus on the network (i.e., sections).
Improve access management by: implement driveway closures and relocations; implement driveway turn restrictions; restrict cross median access near intersections; and restrict or eliminate turning maneuvers by signing; providing channelization or closing median openings.	M 3	2	Green - Yellow	Mn/DOT - OTSO & MCEA Safety Council	Utilize Mn/DOT manual in decision making.
Create partnerships with law enforcement agencies to facilitate red-light running enforcement by first assisting in the identification of locations with a history of red-light running violations and then supporting traditional red-light running enforcement with the installation of confirmation lights on the back side of mast arms (M 4). <i>Note: Roadway agencies could make confirmation lights a standard feature in signal design to facilitate widespread and cost effective deployment.</i>	M 4	2	Red	Mn/DOT - OTSO	Adopt as a standard for signal installation and implement at 50 intersections.
Reduce frequency and severity of intersection conflicts through traffic signal control and operational improvements. This may include: employ multiphase signal operation; optimize clearance intervals; restrict or eliminate turning maneuvers (including right turns on red); employ signal coordination; improve operation of pedestrian and bicycle facilities at signalized intersections (i.e., countdown heads).	M 5	2	Green - Yellow	Mn/DOT - County, and City Engineers	Maintain and increase programs which evaluate and optimize signal operations.
Improve infrastructure systems and signage, including: expand work zone safety systems; implement variable speed limit signs; expand the use of dynamic message signs to provide location based, real-time information to drivers; research use of graphics (and text) for dynamic message sign messages; expand geographic coverage of the RTMC systems; and integrate reporting systems across state and local borders.	I 4	2, 4 & 5	Yellow	Mn/DOT - OTSO	Develop ITS Work Zone contract and implement multiple ITS safety strategies.
Proactively incorporate low-cost safety project into preservation projects (i.e., Project Safety Review [PSR] checklist).	New	2 & 4	Yellow - Red	Mn/DOT - OTSO	Implement PSR on all preservation projects.

**Local Road Improvement Program Solicitation
2014 Application Form**



MnDOT / State Aid for Local Transportation
395 John Ireland Blvd, MS 500
St. Paul, MN 55155

Contact

Agency:

1st Name: Last Name:

Address: City:

State: Phone Num: () - E-mail:

County Sponsor (if applicable):

Project Location

Road Authority Road Authority Name

Route: MnDOT District

County: City/Township

Project limits (Termini)

From Mile Post: To Mile Post: Length (mi):

Beg. Desc. Loc. End. Desc. Loc.

Description

Brief Description of the Project:

Is your project on a route of regional significance? (check all that apply)

<input type="checkbox"/> Farm to Market artery	<input type="checkbox"/> Part of a 10-ton route system
<input type="checkbox"/> Part of an economic development plan	<input type="checkbox"/> Serves as a regional tourist destination
<input type="checkbox"/> Provides capacity or congestion relief to a parallel trunk highway system or county road	<input type="checkbox"/> Is a connection to the IRC system, trunk highway or a county road

Project's contribution to other local regional, or state economic developments or redevelopment efforts:

Local Road Improvement Program Solicitation
2014 Application Form



MnDOT / State Aid for Local Transportation
 395 John Ireland Blvd, MS 500
 St. Paul, MN 55155

Description

Identify the transportation deficiency that the project will address and the proposed safety or engineering strategy.

Project Readiness

Construction Year (select one)

Does the project have any historical/archeological impacts?

No Yes, Describe:

What is the project development status?

Design work has not started Design in progress Plans have been approved

What is the Right-Of-Way status on the project?

No R/W needed R/W needed but not yet acquired

Cost

Project funding sources:

Federal	State Aid	Local/Other	LRIP	Total Cost
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0.00"/>

For Internal Use Only

 District State Aid Engineer Signature - Review and Approval

 Date



Ryan's LLP
425 Gateway Dr NE
East Grand Forks, MN 56721

City of East Grand Forks
600 Demers Ave
East Grand Forks, MN 56721

To Whom it May Concern:

Campbell's/Ryan's LLP releases the railroad track on the intersection of 5th Avenue and 10th Street to be taken out.

Sincerely,

Ron Norman
Director of Operations
Ryan's LLP

Request for Council Action

Date: 12/4/2014

To: East Grand Forks City Council Mayor Lynn Stauss, President Craig Buckalew, Council Vice President Greg Leigh, Council Members: Clarence Vetter, Dale Helms, Henry Tweten, Mark Olstad, and Chad Grassel

Cc: File

From: Megan Nelson

RE: Extension to the Agreement for Fire Services

The extension to the fire contract the City has with the neighboring townships has been revised. Mr. Galstad has had the chance to review the document and found it to be satisfactory. Included with this RCA is the extension of the contract for your review and consideration to be passed at the next Council Meeting.

EXTENSION TO THE AGREEMENT FOR FIRE SERVICES

This agreement (“Extension”) is made between the City of East Grand Forks, a Municipal Corporation, of Polk County, Minnesota, (hereafter referred to as “City”), and the following Townships, all located in Polk County, Minnesota: Bygland, Grand Forks, Huntsville, Keystone, Nesbit, Rhinehart and Sullivan, (hereafter referred to as “Townships”). This Extension is effective April 1, 2015.

Background: The City and Townships have had a cooperative agreement for fire and rescue services for many years. Most recently the parties entered into an agreement dated March 17, 2009, (the “Agreement”) and amended on September 7, 2010, (together referred to as the “Original Agreements”). The parties now intend to extend the termination date of the Original Agreements and to modify the annual payments by the Townships. In all other regards the parties intend the Original Agreements to remain effective and unchanged.

Based on the foregoing, the undersigned parties hereby agree to amend the Original Agreements, effective April 1, 2015, as follows:

Township Payments/Conditions:

1. Section 6 of the Agreement is deleted and a new Section 6 is added to read as follows:
 - a. The Townships agree to pay the City annual payments on April 1st each year as follows:

<u>Date</u>	<u>Amounts</u>
i. April 1, 2015:	\$50,122
ii. April 1, 2016:	51,124
iii. April 1, 2017:	52,146
iv. April 1, 2018:	53,188
v. April 1, 2019:	54,251
 - b. The City shall apply for, obtain, process and spend all fire aid available from the State of Minnesota, (currently equal to 2%) in accordance with all applicable laws, rules and regulations during the term of this Agreement.
 - c. The City will not charge the Townships or their residents for fire or first responder services and response calls during the term of this Agreement.
 - d. The City will not seek or obtain any other type of revenue increase from the Townships or Township residents, whether direct or indirect, resulting from taxing authorities or other means of revenue enhancement during the term of this Agreement.
 - e. The above increase in payments by the Townships is conditioned upon:
 - The City implementing a monthly utility assessment of \$5.00 on its residents beginning January 1, 2011, and continuing during the term of this Agreement. This revenue would be ear marked and used as a “rescue unit fee.” Beginning April 1, 2015, in lieu of the \$5.00 per household rescue unit fee, the City may use other means to obtain the necessary revenue so long as funding continues at approximately the same level.

- The City providing the same level of service to the Townships in fire, rescue and first responder services that existed at the beginning of this Agreement in March 2009.

2. Section 8 of the Agreement is deleted and a new section 8 is added to read as follows:

8. Term of Agreement: The term of this Agreement was originally for 5 years, commencing on April 1, 2010 and expiring on May 1, 2015. In 2014, the parties entered into an extension of the term of the agreement. This Agreement expires on May 1, 2020.

IN TESTIMONY WHEREOF, the City Council and the Township Boards having approved this Extension, the undersigned have set their hands and seals on the date specified herein.

CITY:

The City of East Grand Forks, Minnesota
A Municipal Corporation.

By: _____ Date: _____
Mayor

By: _____ Date: _____
City Administrator

Megan Nelson

From: Dan Larson [dan27@frontiernet.net]
Sent: Monday, November 24, 2014 8:39 AM
To: Megan Nelson
Subject: MN Four Wheel Drive / Legacy Sponsor Request
Attachments: trail_legacy_application_ORV2015.docx; ATT22378.htm

Mayor Stauss and Members of the East Grand Forks City Council:

Thank you for allowing me to present the MN Four-Wheel Drive Association request to the council to act as sponsor for the MN4WDA application for Greater MN Parks and Trails funding for the Border to Border Touring Trail.

To reiterate, this project is an Off – Road Vehicle (ORV) trail that will connect the north shore of Lake Superior to the prairie lands of East Grand Forks by using existing forest roads, minimum maintenance roads and some trail development along the Laurentian Divide and beyond. This interconnect trail and road system will be approximately 500 miles in length and tie in multiple communities, state parks, one state trail and many forest campgrounds.

The grant request itself is for \$150,000, the bulk of which is anticipated to go toward securing the services of an outside project manager/planner.

In addition to Off-Road 4x4 vehicle and ATV use, the project is intended to have application for the following outdoor recreational users:

Walking/hiking, Mountain bicycling, horseback riding, snowmobiling, and off-highway motorcycling.

We hope you will consider this request positively. Please let me know if you have any additional questions or concerns.

Sincerely,

Dan Larson
MN4WDA
5077 144th St. W.
St. Paul, MN 55124
612-210-2493



PARKS AND TRAILS LEGACY GRANT PROGRAM FY 2015 Trail Legacy Grant Application

INSTRUCTIONS

Delete this page before submitting Application



Before completing this application read and study the program manual, all information on the program website, and these instructions.

APPLICATION DUE DATE: Friday, September 26, 2014

COMPLETING THE APPLICATION:

- Carefully review the Project Eligibility section of the program manual to understand the different requirements and eligible expenditures.
- Type all responses within the blank boxes associated with each question (not within the question box). For location and site maps, you may insert these as separate pages immediately following each question.
- Replace the sample resolution page with the actual approved resolution. See instructions below for items needed in the resolution.
- DO NOT change the format of this document.
- Respond to all of the required questions and provide all required documents, including those outlined in the Attachment Checklist. Failure to complete the application appropriately will mean that the project will not be considered for funding.
- FY15 application form must be submitted. Previous Fiscal Year Applications will not be accepted.
- Read each question thoroughly. Please keep answers as brief and concise as possible.

HOW TO SUBMIT THE APPLICATION:

Applications are to be submitted electronically in a “.pdf” format by the due date above. Paper submission of applications will no longer be accepted unless specifically arranged and approved in advance of the due date with program staff. To submit the application, email a pdf version of the application and attachments to Trailgrants.DNR@state.mn.us. Please format the entire application, including all attachments, as one pdf document with all pages 8 ½” by 11” in dimension. After submission, make sure you have received a confirmation email that your application has arrived in a useable form by the due date. Applications submitted in an unusable format will NOT be considered for funding. If there are any questions about submitting the application please contact the program staff below.

GENERAL INFORMATION:

This is a competitive program. Staff is available to discuss your project or review application materials. You are encouraged to submit any draft application or materials by September 2, 2014 if you would like staff to provide comments. For assistance, please contact:

Traci Vibo, Grant Coordinator
traci.vibo@state.mn.us; Phone (651) 259-5619

Revised 7/7/2014

Project #	
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PARKS AND TRAILS LEGACY GRANT PROGRAM FY 2015 Trail Legacy Grant Application

1) GENERAL CONTACT INFORMATION:

Grant Applicant (Unit of Government Required):	Beltrami County
Contact Person:	Joe
Contact Title:	Land Commissioner
Mailing Address:	
Phone:	(218)
E-mail address:	
<i>If the project has a trail club, organization, or project partner, please include below:</i>	
Organization/Club Name:	Minnesota 4 Wheel Drive Association
Contact Person:	
Contact Title:	Land Use Director
Mailing Address:	
Phone:	(763)
E-mail address:	

2) GENERAL PROJECT INFORMATION:

Project Name:	Laurentian Divide Boarder Trail
Project Summary (30 words or less):	This project is an Off – Road Vehicle (ORV) trail that will connect the north shore of Lake Superior to the prairie lands of East Grand Forks by using existing forest roads, minimum maintenance roads and some need trail development along the Laurentian Divide and beyond. This interconnect trail and road system will be approximately 500 miles in length and tie in multiple communities, state parks, one state trail and many forest campgrounds.
Project Completion Date:	June 23, 2017

3) FINANCIAL INFORMATION:

Grant Request:	\$150,000.00	Source of Cash Match (describe below in the box next to \$ amount):	Are these match funds secured? (Check below):	
			YES	NO
Non-State Cash Matching Funds (No match required, include only if applicable):	\$			
	\$			
	\$			
Total Project Cost:	\$150,000.00	(Grant Request + Matching Funds must = Total Project		

		Cost)		
If this project has received federal funding through the Enhancements Program or TAP Program, please indicate which year the project is programmed for construction?			FFY:	

4) PROJECT LOCATION:

County Project is Located:	Beltrami (Sponsor)
State Legislative (House) District:	
State Senate District:	
State House Representative:	
State Senator:	
Congressional District:	

5) MEASURABLE TARGETS/OUTCOMES:

It is required that measurable targets and outcomes be collected for your project. Complete the boxes below on the right with exactly how many miles of trail that will be acquired, newly developed or existing trail miles improved, along with the number of trailhead facilities, bridges, and/or culverts that will be developed or restored as part of the project. After the project is complete the measurable outcome will be compared with the target you include here.

Trail Miles to be Acquired:	
New Trail Miles to be Developed/Created:	20
Existing Trail Miles to be Restored or Improved:	80
Number of Trailhead Facilities to be Developed or Restored:	6
Number of Trail Bridges/Culverts to be Developed or Restored:	11

6) RECREATIONAL USES FOR PROJECT:

Below, indicate which primary and secondary recreation uses will directly benefit from the proposed project:

Primary Use	Secondary Use	
	X	Walking/Hiking
		Bicycling
	X	Mountain Bicycling
	X	Horseback Riding
		Cross-Country Skiing
		In-Line Skating
	X	Snowmobiling
X		ATV Riding
	X	Off-Highway Motorcycling
X		4 X 4 Trucking
		Other (specify):

Describe/Justify how each of the above identified primary and/or secondary trail user groups will benefit from the project. Response required for each identified use above

This trail will be designed and built for ORV use but will utilize existing forest roads, minimum maintenance public roads and when necessary short segments of maintained public roads. This system will also require some segments of new trail to be built to connect all of this together, those segments will be designated as ORV trails. Because this system will be signed, mapped and maintained it will be easy for other user groups to also follow this trail system. Because it will tie into existing campgrounds and several cities along the way it will be easy for equestrians, hikers and mountain bikers to use short segments adjacent to these communities and campgrounds. This system will also provide a new cross state route that will be used for snowmobiling in part, but will not be groomed for that purpose and the ORV's will use the route until the snow becomes too deep for driving through. ATV's will use those segments of this system that are on forest roads and public roads that are already open for that type of use. Those

segments of new trail that are built as connectors will be for ORV's only unless further planning indicate a need for ATV designation on those segments as well. This system will provide some opportunity for OHM's use, primarily on the forest roads that are open for that type of use. OHM's are not allowed to operate on public roads unless it is part of a designated OHM trail system and this effort will not be designating any of the public roads for that type of use. New segments of trail again will be designated as ORV only and if OHM's need those segments to complete trail systems that will require them to be designated as OHM trail as well. That would be done through a separate process.

Will this project provide year round trail use? If it is planned to provide year round use, outline which users indicated above will benefit and how the facility will be maintained for those uses.

This would provide year round trail use because of ORV use all year until such time as the snow becomes too deep for ORV travel. This system would allow snowmobile use as well but will not be groomed for that type of use in its entirety. Certain segments will be groomed if they are part of an existing snowmobile trail, those segments will not be open for ORV use during those times they are being groomed for snowmobile use.

7) REGIONAL SIGNIFICANCE:

To be eligible for this grant, the project must demonstrate that it is of regional or statewide significance. Describe how your project meets each of the identified criteria listed below. Trails must meet the first two criteria specifically and must address criteria three, four, and five in aggregate. Provide your response in the box below each part of this question.

1. Regionally desirable setting: The trail is located in a regionally desirable setting. Criteria include attractive, unusual, and/or representative landscapes, important destinations, or high quality natural areas.

This trail will cross northern Minnesota from Lake Superior to East Grand Forks. It will cross both National Forests, Superior and Chippewa, as well as many state forests and county forests. It will provide access to many state parks and forest campgrounds, national and state as well as community and county parks. This trail will connect the forested areas of northeastern and north central Minnesota to the prairies of northwestern Minnesota. These are very desirable locations for this type of recreation and will provide the highest quality natural setting as well as experience a working forest setting. This opportunity will be unique with nothing else like this available in Minnesota or in the Midwest. This will provide a unique touring route for ORV riders that are looking to get off the main routes and take a slow trail ride in a natural setting with a lot of opportunities to stop and camp, hike or experience the northwoods along the way.

2. High quality opportunity and use: The trail serves as a destination, providing high quality recreational opportunities, attracts a regional clientele (multiple communities), potentially may draw tourists, and generates an economic impact from outside the local area. The trail should be developed and maintained to include easy access, secure parking, access to drinking water and other necessary services, and is wide enough or designed in such a way to avoid user conflict and provide a safe experience.

This will be a quality trail experience and very unique. Nothing like this is currently available in the Midwest and will attract ORV riders from Minnesota as well as the Midwest and central Canada. Riders can start or stop and many different location along the system depending upon the amount of time they have and the type of experience they are looking for. This system will also provide connections to other existing opportunities like the Iron Range OHV State Recreation Area and Mesabi Mountain ORV trail. Although this cross state ORV trail will be designed for slow touring in a natural setting other more technical opportunities will be identified and connected in where they exist.

Because it will have direct access to many towns and campgrounds along the system access to drinking water and other necessary facilities will be easy convenient. It will certainly provide an economic impact to cities directly connected to this system. Because of the magnitude of this project it will have an economic impact on the Regions as well. Most of these vehicles will be highway legal vehicles and will certainly be able to travel away from the trail system for services as needed or desired. Therefore the economic impact of this project will extend well beyond the communities directly connected to this trail system.

Because of the variety of access points the use or activity at any one site should be minimal as well as any user conflict. Because this touring trail system in a remote area, in a natural setting and generally on a primitive trail or minimum maintenance road, travel speed will be slow. Because this route will also be signed, mapped and maintained it will be a safer riding experience as compared to other options that might be available.

3. Adequate length: The trail provides at least an hour of outdoor recreation opportunity, or connects to other facilities that can provide at least an hour of recreation in total.

This trail system will be slightly over 500 miles in length, certainly enough for a day excursion, a weekend or an entire week of exploring and touring the north woods. Certainly a recreational opportunity, a destination and an economic benefit to the Regions.

4. Connections: The trail currently or potentially will link to an existing trail of regional or statewide significance. This includes providing connections between significant trails, or connecting communities/ community facilities to these trails.

This trail system will connect with many state parks, one state trail, many state forest campgrounds and National Forest campgrounds and many city and county parks. Trail will start on the east side near Cascade River State Park, connecting with many national forest campgrounds as it crosses the Superior National Forest. Will provide access to Bear Head Lake State Park as well as the new Lake Vermilion State Park. At this point it will also connect with the Taconite State Trail. Will also provide a spur trail in this area connecting to the Iron Range OHV State Recreation Area as well as the Mesabi Mountain ORV Trail. Will also have access to Pfeiffer Lake NF campground in this area. Will continue following the Taconite State Trail , connecting with McCarthy Beach State Park and several more state forest campgrounds as it traverses through the George Washington, Sturgeon River, and the Big Fork State Forest before connecting with the Chippewa National Forest. Will also provide access to Scenic and Bemidji State Parks as it also continues through the Black Duck, Buena Vista, Mississippi Headwaters and the White Earth State Forests, again connecting to several state forest campgrounds. As it continues west it will tie in several small communities, city and county parks and regional trails until it terminates in East Grand Forks at the State Recreation Area/ City park and campground.

5. Scarcity of Trail Resources: The trail provides a high quality recreational opportunity not otherwise available within a reasonable distance.

This trail system will be very unique to the area and the region. Nothing else like this is available in the state or Midwest. Some opportunities do exist in the Black Hills of South Dakota but they are not mapped, signed and maintained to this level. Closest similar opportunity that we are aware of is the Continental Divide trail system in Colorado. This is a very unique and high quality recreational opportunity that is not available within a several day drive from here.

8) PROJECT DESCRIPTION:

Provide a description sufficient enough to understand the project. Indicate prominently whether this is primarily a new trail or facility development request, an enhancement to an existing trail or facility, or an acquisition. Make sure to include the design specifics of the project, such as the trail width (paved multi-use bicycle/pedestrian trails must be at least 10 feet wide). Include how this project will be immediately available for use by the general public. If this project is a phase of a larger project, make sure to briefly describe how it fits into the larger plan, however, focus specifically on how the grant funds will be used for eligible expenditures. Also, explain why it is important for this project to be funded. Use the box below.

This project is a new project that will link existing forest roads, minimum maintenance public roads, some low volume public roads with some new miles of ORV trail to make a continuous route for ORV touring. This will be a low speed remote touring route that will connect the north shore of Lake Superior to the prairie country of East Grand Forks. It will connect many city, county, state and federal facilities as it stretches over 500 miles across the state, crossing both National Forests.

This will be a low speed touring trail for ORV's and will follow the trail recommendation as provided in the Section 6 of the *Trail Planning, Design, and Development Guidelines* manual.

Phase 1 of this project is to complete the trail plan and layout, identify all existing forest roads and public roads that will be a part of this system. It will also require identifying any new connector trails that need to be developed to complete the system along with any additional structures, staging areas or waysides. These facilities will be developed where currently needed, remainder will become part of phase 2. Because this project crosses two National Forests, eight counties, eleven state forests and several watersheds this will take considerable coordination at many different levels. Phase 1 will map and sign those segments that are open and ready to use and also identify those segments that are closed pending new development and additional funding under phase 2.

It is important to fund this project at this time because of the time it will take to totally develop a trail plan of this magnitude. Nothing like this has ever been actually proposed before in Minnesota, this is truly a Legacy type project that will have a significant economic impact on northern Minnesota and make those regions a Midwest destination and even a national destination.

9) PROJECT COST BREAKDOWN:

Identify each recreational trail/facility being proposed for funding. Provide a short quantitative description of the facility (linear feet, dimension of structures, number of components, etc.), the total estimated cost and the expected completion date for each eligible expenditure. Include rows for items like materials, landscaping, design/engineering services, contract service, etc. Add or delete rows in the text boxes below as appropriate. If acquisition (fee title and/or easement) will be included in your project, fill out the acquisition information in the table provided below.

Trail/Facility	Description	Estimated Cost	Expected Completion Date
Laurentian/Boarder to Boarder Trail-finalize alignment	Work with contractor to complete inventory of existing roads, routes and trails that will complete the system, identify key connections to facilities,(county, state and federal), towns, and other points of interest.	75,000	September, 2015
	Upgrade, map and sign those segments that are ready for public use and make logical connections.	50,000	November 30, 2015
	Build staging areas and waysides along section open for use, as needed and appropriate.	25,000	August 1, 2016
Total		\$150,000	

ACQUISITION (if applicable):

Description of Parcel	Acres or Miles of Trail	Reasonable Market Value Estimate	Expected Acquisition Date
Total		\$	

10) PROJECT LOCATION MAP:

It is important for reviewers to have an idea of where in the state and/or your region the project being proposed is located. This map must be 8 ½" X 11" in size ONLY, should be in color, and be able to show where the project is generally located within the state or region. So typically the scale of this map is very large, such as a state or regional map identifying the project location. Insert the map here.

11) PROJECT SITE LEVEL MAP:

It is also important for the reviewers to be able to see where the project is located within the context of a city, county, park, etc. This map must be 8 ½” X 11” in size ONLY, should be in color, and should be effective at showing how the project fits within its specific context. The map must show existing trails/facilities, proposed trails/facilities as directly proposed as part of the project, and future trail/facility development/acquisition plans. Make sure to include a key to the map. Point out any relevant/important facilities the trail connects to that was noted in a response to a question in the application. A clear and high quality map is very important in explaining the project. The scale of this map is usually small. Insert the map here.

12) SITE AND PROJECT QUALITY:

What considerations have been given to the needs of the intended trail user groups and are they appropriate for the location? What attractive features exist on site or within view of the proposed project that may bring in potential user groups to this project location? What other facilities (if any) are on site or within the trail corridor that enhances this project? Describe what attractive features exist on the site or within view. Use the box below.

Besides the natural settings of a working forest many other features exist along this route that will be of special interest to the users of this system. This system will connect to numerous forest campgrounds that are located primarily on lakes within the forests that provide opportunity for swimming, fishing and other water recreation activities. Trail will also have many scenic vistas along the route with interpretation provided when appropriate.

Connection to the Iron Range OHV State Recreation Area and the Mesabi Mountain ORV trail will provide a very important and significant connection. This connection will afford the trail users opportunities that will not exist anywhere else on this trail system. From the technical riding aspect it is a vital connection to have.

Besides the many lakes and rivers adjacent to this trail the connections to the state parks will provide opportunities for these trail users to participate in other forms or recreation or enjoy some interpretative events offered at these parks. Certainly not the least of which would be a trip to Itasca State Park to view the headwaters of the Mississippi for those vehicles that are street legal and want to take a very interesting side trip.

But with all of that said the most attractive feature of this project is the length and the various landscapes it crosses. That makes this project very unique and is really one of the major attractions of this project.

13) PROJECT READINESS:

What is the current status of the project? Can the project begin immediately? What major activities must still be accomplished before the project can begin? Will the project be completed within the appropriation timelines? At a minimum, please reference land acquisition requirements, status of engineering/design, and relevant permits and approvals that have/have not been obtained for the project. Use the box below.

With this project, phase 1 is ready to go. It can be started immediately once funding has been approved. This funding will allow for the final alignment to be completely mapped and segments that need to be developed will be identified. Those segments that are completed will be signed, mapped and open to the public. Phase 1 will not allow the entire 500+ miles to be open but will open what is ready and get a plan in place to complete the missing segments and determine what will be needed to finish this major project. Phase 1 shouldn't need any additional permits at this time, those will be part of phase 2.

14) ACCESSIBILITY (ADA):

All facilities that are developed, or portions thereof, using these funds must be accessible for persons with disabilities or be eligible for an exemption. The Americans with Disabilities Act (ADA) has developed guidelines for outdoor developed areas, buildings and facilities and is available at www.access-board.gov. Will the project facilitate and/or improve ADA access to existing trails or trail related facilities? Describe design details to be utilized on how the trail or

facility is designed for use by persons of all abilities and takes into consideration ADA design standards. If the project is eligible for an exemption, list the specific guideline, and describe how the project qualifies under this exemption. Use the box below.

This project will comply with ADA requirements. Most of this will be addressed at the existing facilities that are part of the city, county, state or federal this trail will be connecting to. Any staging area or trail wayside that will be constructed as part of this project will follow the guidance provided in the *Trail Planning, Design, and Development Guidelines*.

15) CONNECTIVITY:

15A) Describe how the trail project will connect multiple destinations and/or communities. Use the box below.		
This trail project will run completely across the State from east to west, from Lake Superior to East Grand Forks. It will connect many cities along that route, will connect eight counties, two national forests and eleven state forests. It will be over 500 miles long when completed and will probably connect more communities than any existing single trail system. Only system in Minnesota that is more interconnected with the communities is probably the snowmobile trail system, which isn't one system but rather a combination of about 200 different club systems.		
15B) Does the trail project connect directly to an existing state or regional trail? Check all that apply to the right and describe in the box below if applicable.	Connects to Designated and Existing State Trail:	X
	Connects to Designated and Existing Regional Trail:	X
This system will connect in with the Taconite State Trail in a couple different locations. It will also connect to the Lake County Regional trail and the Agassiz Regional trail		
15C) Does the trail project connect directly to an existing state park, state recreation area, regional park, high quality natural resource, local recreation area, or local park? Check all that apply to the right and describe in the box below if applicable.	Connects Directly to a State Park or State Recreation Area:	X
	Connects Directly to a Regional Park or Regional Recreation Area:	X
	Connects Directly to a Local Park or Recreation Area:	X
	Connects Directly to a High Quality Natural Resource (not included above):	X
15D) Describe how the trail project contributes to the overall connectivity of the trail system in the area. Specifically, how well does the project connect existing trail networks or fill critical gaps within the trail system? How well does the project help promote connectivity among trail networks statewide? Use the box below.		

16) NATURAL RESOURCE IMPACT:

Describe the potential impact to natural resources by the project and efforts to avoid or mitigate adverse effects. This includes considerations for trail design and construction practices, noise, odors, dust control measures, surface erosion, fish and wildlife populations, damage to wetlands or other ecologically sensitive natural resources, landscaping that includes native planting, and historical/archaeological sites. Also, demonstrate the compatibility of the proposed project with existing adjoining land uses. To the extent possible, all landscaping or plantings that are done in the project area must be native to Minnesota and preferably of the local ecotype, and describe below how this project will comply with this requirement. Use the box below.

--

17) ENHANCED OPPORTUNITY FOR COMMUTERS:

Describe how the project provides enhanced opportunities for commuting. Will the project provide a trail connection between where people live and where they work? Will it encourage bicycle commuting? Use the box below.

--

18) ENHANCED SAFETY:

Explain if the project will increase trail safety. For example, describe if the project provides for safer road crossings or route alternatives that direct trail users, such as bicyclists or pedestrians from roads or road shoulders on to trails. Use the box below.

--

ATTACHMENT CHECKLIST

REQUIRED ATTACHMENTS (All attachments MUST be 8 ½ by 11 ONLY)	
	<p>Attachment A – Required Certifications</p> <p>The first signature block is to be signed by the proper authority for the grant applicant. The specific manager of the facility that is being rehabilitated, enhanced or developed should sign the second section. If the proposed project will utilize public land that is not under the jurisdiction of the grant applicant, the proper authority must sign the final section in order to assure that they are both aware and supportive of the project.</p>
	<p>Attachment B – Resolution Supporting Application</p> <p>The application must be accompanied by either a copy of a resolution, council minutes or some other official documentation that demonstrates that the local unit of government supports the proposed project and the consequent application. The resolution does not need to have a specific form or specific language, as long as it satisfies what was outlined in the previous sentence. A sample resolution has been included. The sample resolution is a combination type resolution example. It shows support of the grant application (as required above to apply), and if the project is awarded, it includes language to support accepting the grant award, names the fiscal agent, and states that the facility or trail will be maintained for no less than twenty years as required per the grant program. It also notes that the local unit of government will comply with all applicable laws, environmental requirements and regulations as stated in the grant agreement. This combination resolution helps eliminate the need for an additional resolution for this project in the future, if awarded a grant. If awarded and the aforementioned requirements are not in the resolution that was submitted with the application, a new resolution will be requested in order to receive the grant funds.</p>
ADDITIONAL ATTACHMENTS (if applicable)	
	<p>Attachment C – Letters of Support</p> <p>Letters of support are an important factor for reviewers when selecting projects. There should be an effort to solicit letters from specific groups that will derive a direct benefit from the project. The applicant is also welcome to provide letters of support from all other sources as well.</p>
	<p>Attachment D – Transportation Enhancement or Transportation Alternatives Program (TAP) Program Letter</p> <p>If this project is scheduled to receive Federal SAFETEA-LU Transportation Enhancement funds or TAP funds, then your local MnDOT district should have notified you in some manner. Please attach this notification and fill in the year in which you are scheduled to receive the funding under question 3.</p>

Attachment A – REQUIRED CERTIFICATIONS

Complete the Required Certifications form below with original signatures.

For Grant Applicants:

“I hereby certify that all of the information provided in this application is true and accurate to the best of my knowledge. I recognize that in the event of the proposed project being funded, this document will be used as an addendum to the agreement between the sponsoring unit of government and the state to guide project scope and reimbursement. I also acknowledge that all work must be completed by **June 30, 2017**, and no reimbursement will be sought for an in-house labor services and/or to meet existing payroll. I also preliminarily agree with plans to develop the proposed trail related project on land administered by my agency.”

Name:		Title:	
Unit of Government:			
Signature:		Date:	

For Trail and Park Administrators:

“I substantially agree that the proposed trail related project will be mutually beneficial to the local community, as well as to the goals and purposes for which this recreation unit was established. I will cooperate in its provision if the project proposal should be funded.”

Name:		Title:	
Unit of Government:			
Signature:		Date:	

For All Administrators of Public Lands Crossed/Utilized in the Proposed Linkage

(Required only if the proposed project will utilize public land that is not under the jurisdiction of the grant applicant):

“I preliminarily agree with plans to develop the proposed trail related project on land administered by my agency, and I will cooperate in seeking more formal authorization in the event the project proposal is authorized for reimbursement.”

Name:		Title:	
Unit of Government:			
Signature:		Date:	

SAMPLE RESOLUTION

DELETE THIS PAGE AND REPLACE WITH ACTUAL RESOLUTION

WHEREAS, the City of Sunnybrook supports the grant application made to the Minnesota Department of Natural Resources for the Parks and Trails Legacy Grant Program. The application is to construct five (5) miles of paved trail for the Sunnybrook Recreational Trail System. The trail system is located within 30 acres of Sunnybrook Park, and

WHEREAS, the City of Sunnybrook recognizes that it has secured \$50,000 in non-state cash matching funds for this project.

NOW, THEREFORE, BE IT RESOLVED, if the City of Sunnybrook is awarded a grant by the Minnesota Department of Natural resources, the City of Sunnybrook agrees to accept the grant award, and may enter into an agreement with the State of Minnesota for the above referenced project. The City of Sunnybrook will comply with all applicable laws, environmental requirements and regulations as stated in the grant agreement, and

BE IT FURTHER RESOLVED, the City Council of the City of Sunnybrook names the fiscal agent for the City of Sunnybrook for this project as:

Jane Doe
Director of Finance/Treasurer
City of Sunnybrook
87224 Happy Trails Avenue
Sunnybrook, MN 26395

BE IT FURTHER RESOLVED, the City of Sunnybrook hereby assures the Sunnybrook Recreational Trail will be maintained for a period of no less than 20 years and land acquisitions will require a perpetual easement for recreational trail purposes.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SUNNYBROOK THIS _____ DAY OF _____, 2014.

MARY DOE - MAYOR

ATTEST:

JOHN DOE - CITY CLERK

Request for Council Consideration

Date: December 9, 2014

To: East Grand Forks City Council Mayor Lynn Stauss, President Craig Buckalew, Council Vice President Greg Leigh, Council Members: Clarence Vetter, Dale Helms, Henry Tweten, Mark Olstad, and Chad Grassel

Cc: File

From: David Murphy – East Grand Forks City Administrator

RE: Northland Community College Lease Renewal.

Background.

The lease that was signed in October was for a trial period and expires in January. Mr. Huschle has supplied me with an updated agreement that runs through January 2016.

Issue for discussion and action.

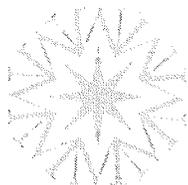
Discussion on the success/concerns of the last few months of Semi-Driving.

Budget Impact

None Identified.

Staff Recommendation.

Approval of renewed contract.



Minnesota
STATE COLLEGES
& UNIVERSITIES

NON-EXCLUSIVE USE AGREEMENT - MNSCU

THIS AGREEMENT is made by and between City of East Grand Forks, located at 600 Demers Avenue, East Grand Forks, MN 56721, hereinafter referred to as CITY, and the **STATE OF MINNESOTA, BY AND THROUGH THE BOARD OF TRUSTEES OF MINNESOTA STATE COLLEGES AND UNIVERSITIES ON BEHALF OF Northland Community and Technical College**, located at 2022 Central Avenue NE, East Grand Forks, MN 56721, hereinafter referred to as STATE,

WHEREAS, the Board of Trustees of Minnesota State Colleges and Universities is empowered by Minn. Stat. §136F.06, to lease non-state property for use by its colleges and universities, and

WHEREAS, the CITY is the owner of the parking lot, located at the northeast corner, west of 4th Avenue, East Grand Forks, Minnesota, and desires to lease space in the property to STATE, and

NOW THEREFORE, CITY and STATE, in consideration of the rents, covenants and considerations hereinafter specified, do hereby agree each with the other as follows:

1. PREMISES.

CITY grants and STATE accepts the lease of the following described Premises located in the City of East Grand Forks, County of Polk, Minnesota; more particularly described as:

Northeast corner, west of 4th Avenue, East Grand Forks, Minnesota:

Which is attached and incorporated as **Exhibit A** as part of this Use Agreement (hereinafter defined as the "Premises").

2. USE.

STATE shall use and occupy the Premises for higher education purposes and for such activities related to STATE's operation as a Minnesota State Colleges and Universities system member institution leased location, or for any other lawful purpose for the commercial vehicle operation program.

STATE will ensure an instructor will always be either in a vehicle or onsite when students are in driving training. STATE will ensure students and instructor will monitor all training activities and suspend operations when a non-training vehicle or pedestrian enters the training location. Vehicles left on training location will be worked around if practical and safe; training will otherwise be suspended. STATE will ensure students will drive a commercial vehicle to the location with an instructor in the vehicle and will enter and exit the location utilizing the east (4th Avenue) entrance.

3. TERM.

Subject to Section 4(e), the term of this Agreement shall commence on January 10, 2015, (the "Commencement Date"), and end on January 9, 2016, unless otherwise sooner terminated as provided in this Lease.

4. TERMINATION.

- a. Consistent with Minnesota Statutes, Section 16B.24, Subdivision 6, this Agreement is subject to cancellation upon thirty (30) days written notice by STATE for any reason except lease of other non-state-owned land or premises for the same use.
- b. The CITY reserves the right to cancel this agreement with reasonable notice not to exceed 45 days if it is determined at the sole discretion of the CITY that the property is needed for a public purpose or it is determined that the use by the STATE unreasonably interferes with the parking lots intended use.

5. OPERATING EXPENSES AND SERVICES.

- a. Operating Expenses for a Gross Lease: CITY shall bear the cost of all typical costs and expenses paid to operate and maintain the parking lot. The STATE shall bear the cost for any damage caused to the parking lot upon mutual agreement and subject to an encumbrance of funds as required by state law; normal wear and tear is excepted.
- b. Exterior Lighting: CITY shall provide adequate exterior lighting in the parking lot.

6. ACCESS TO PREMISES.

STATE shall allow access to the Premises by CITY or its authorized representatives at any reasonable time during the life of this Agreement for the purpose of operation, maintenance, inspection, display and repairs of the Premises.

STATE will contact CITY one week (seven calendar days) prior to use of the space to insure space availability for specific dates and times. Typical STATE hours of operation are Mondays through Thursdays from 9:00 a.m. until 3:00 p.m. and Fridays from 9:00 a.m. until noon.

7. ASSIGNMENT AND SUBLEASE.

STATE shall not assign, sublet, or otherwise transfer its interest in this Agreement.

8. ALTERATION TO PREMISES.

STATE shall make no alterations, additions, or changes in the Premises, without the advance written consent of CITY.

STATE will paint 3" orange dots on the parking lot to mark location of cones, barrels, or barricades to facilitate effective set up. During hours of operation, STATE will section off area of parking lot with cones/barricades prior to 9:00 a.m. to prevent vehicular traffic within leased area. STATE will remove cones/barricades by 3:00 p.m. at the conclusion of hours of operation within leased area, Monday through Thursday, and noon on Fridays.

9. MAINTENANCE AND REPAIRS.

- a. Maintenance: CITY shall maintain in working condition and good repair, all appurtenances within the scope of this Agreement.
- b. Snow Removal: CITY shall be responsible for removal of snow, ice and debris within the parking lot. Snow plowing, snow shoveling and ice removal must be completed by 8:00 a.m., unless snow or wind conditions make this impractical. If the snow and ice removal is not completed by 8:00 a.m., CITY will make every effort to complete the snow removal as soon as possible.

10. DESTRUCTION OF LEASED PREMISES

If the Premises is destroyed or damaged by fire, tornado, flood, civil disorder, or any cause whatsoever, so that the Premises become unstable, the STATE shall have the option of terminating this Agreement immediately or allowing CITY such amount of time as STATE deems reasonable to restore the damaged Premises to stable condition.

11. INSURANCE

General Liability and Property Damage Requirements. It shall be the duty of CITY and STATE to maintain insurance or self-insurance on their own property, both real and personal. For purposes of this Agreement, CITY shall maintain applicable insurance coverage consistent with the coverages outlined on **Exhibit B**, attached hereto and made

a part of this Agreement, at CITY's sole expense during the term of this Agreement. CITY and STATE shall provide each other with evidence of insurance, upon request. Notwithstanding anything apparently to the contrary in this Agreement, CITY and STATE hereby release one another and their respective partners, officers, employees and property manager from any and all liability or responsibility to the other or anyone claiming through or under them by way of subrogation or otherwise for loss or damage covered by said insurance, even if such loss or damage shall have been caused by the fault or negligence of the other party, or anyone for whom such party may be responsible.

12. LIABILITY

CITY and STATE agree that each party will be responsible for its own acts and the results thereof to the extent authorized by law and shall not be responsible for the acts of any others and the results thereof. STATE's and the CITY'S liability shall be governed by the provisions of the Minnesota Tort Claims Act, Minnesota Statutes, Sections 3.736 and 466.01 and other applicable law.

13. NOTICES

All notices, requests, and other communications between CITY and STATE that are required or that CITY or STATE elect to deliver shall be deemed sufficiently given or rendered if in writing and delivered to either party personally, by a recognized overnight courier service or by United States mail, first-class, certified or registered, postage prepaid, (return receipt required) addressed as follows:

CITY: City of East Grand Forks
600 Demers Avenue
East Grand Forks, MN 56721
ATTN: David Murphy, City Administrator

STATE: Northland Community and Technical College
2022 Central Avenue NE
East Grand Forks, MN 56721
ATTN: Brian Huschle, Dean of Academic Affairs, EGF

With a copy to: Minnesota State Colleges and Universities
ATTN: Real Estate Services
30 E. 7th Street, Suite 350
St. Paul, MN 55101

14. HUMAN RIGHTS

When applicable, CITY certifies that it has received a certificate of compliance from the Commissioner of Human Rights pursuant to Minnesota Statutes, Section 363A.36, or that it has not had more than 40 full-time employees at any time during the previous 12 months and claims exemption from Minnesota Statutes, Section 363A.36.

15. ENVIRONMENTAL

CITY warrants that, to the best of CITY's knowledge there do not, and there will not on the Commencement Date, exist any Hazardous Substance, including mold in, on or about the Premises. CITY has delivered to STATE complete copies of all reports relating to the environmental condition of the Premises and underlying land in its possession of control, including but not limited to those assessing the presence or absence of Hazardous Substances and violations of or compliance with Environmental Law. "Hazardous Substance" means any pollutant, contaminant, toxic or hazardous waste, potentially dangerous substance, noxious substance, toxic substance, flammable, explosive or radioactive material, urea formaldehyde foam insulation, asbestos, PCBs, or any other substance the removal of which is required, or the manufacture, preparation, production, generation, use, maintenance, treatment, storage, transfer, handling, or ownership of which is restricted, prohibited, regulated, or penalized by any and all federal, state, county, or municipal statutes or laws now or at any time hereafter in effect, including but not limited to, the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. § 9601, et seq.), the Hazardous Materials Transportation Act (49 U.S.C. § 5101 et seq.), the Resource Conservation and Recovery Act (42 U.S.C. § 6901 et seq.), the Federal Water Pollution Control Act (33 U.S.C. § 1251 et seq.), the Clean Air Act (42 U.S.C. § 7401 et seq.), the Toxic Substances Control Act, as amended (15 U.S.C. § 2601 et seq.), and the Occupational Safety and Health Act (29 U.S.C. § 651 et seq.) as these laws have been amended or supplemented (such laws are collectively referred to as "Environmental Law"). CITY will defend and indemnify STATE from any claims, liabilities, penalties, costs, fines, damages, or expenses, including all attorney's fees, which STATE incurs arising out of the presence of any Hazardous Substances placed, stored, or generated on or about the Premises, except to the extent any such liability arises from the STATE's own actions.

16. CITY REPRESENTATIONS.

CITY represents and warrants that it is the owner in fee simple of the Building and underlying real property. CITY represents that entering into this agreement will not cause CITY to violate any other agreement to which CITY is a party.

17. ENTIRE AGREEMENT

The Agreement documents, which constitute the entire Agreement between the parties except for agreed upon written amendments issued after execution of this Agreement, are enumerated as follows:

- Agreement
- **EXHIBIT A**, Premises
- **EXHIBIT B**, Performance Specifications and Standards
- **Any Subsequent amendments, addendum properly executed by the parties.**

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed intending to be bound thereby.

APPROVED:

CITY certifies that the appropriate person(s) have executed the contract on behalf of CITY as required by applicable articles, by-laws, resolutions, or ordinances.

CITY: City of East Grand Forks

By: _____
Mr. David Murphy

Title: City Administrator

Date: _____

STATE: STATE OF MINNESOTA, BY AND THROUGH THE BOARD OF TRUSTEES OF MINNESOTA STATE COLLEGES AND UNIVERSITIES ON BEHALF OF Northland Community and Technical College

By: 
Dr. Anne Temte

Title: President

Date: 11-19-14

EXHIBIT A: PREMISES

This page intentionally left blank. Exhibit A on the following page.

EXHIBIT B – GENERAL INSURANCE REQUIREMENTS

POLICY REQUIREMENTS

1. Workers' Compensation Insurance

- A. Statutory Compensation Coverage
- B. Coverage B – Employers Liability with limits of not less than:
 - \$100,000 Bodily Injury by Disease per Employee
 - \$500,000 Bodily Injury by Disease Aggregate
 - \$100,000 Bodily Injury by Accident

2. General Liability Insurance

- A. Minimum Limits of Liability:
 - \$2,000,000 – Per Occurrence
 - \$2,000,000 – Annual Aggregate
 - \$2,000,000 – Annual Aggregate applying to Products/Completed Operations
- B. Coverages:
 - Premises and Operations Bodily Injury and Property Damage
 - Personal & Advertising Injury
 - Blanket Contractual
 - Products and Completed Operations
 - Other; if applicable, please list _____
 - State of Minnesota or Minnesota State Colleges and Universities named as Additional Insured

Additional Insurance Conditions

- CITY agrees to notify the State of Minnesota within five (5) business days with a copy of the cancellation notice, unless STATE's policy(ies) contain a provision that coverage afforded under the policy(ies) will not be cancelled without at least thirty (30) days advance written notice to the State of Minnesota
- CITY is responsible for payment of Agreement related insurance premiums and deductibles.
- If CITY is self-insured, a Certification of Self-Insurance must be attached.
- CITY's policy(ies) shall include legal defense fees in addition to the liability policy limits.
- CITY shall obtain insurance policy(ies) from insurance company(ies) having an "AM Best" rating of A- (minus), Financial Size Category of VII or better, and authorized to do business in the State of Minnesota.
- An Umbrella or Excess Liability insurance policy may be used to supplement the CITY's policy limits to satisfy the full policy limits required by the Agreement.

Request for Council Consideration

Date: December 9, 2014

To: East Grand Forks City Council Mayor Lynn Stauss, President Craig Buckalew, Council Vice President Greg Leigh, Council Members: Clarence Vetter, Dale Helms, Henry Tweten, Mark Olstad, and Chad Grassel

Cc: File

From: David Murphy – East Grand Forks City Administrator

RE: Cost of Living Increase for Non-Union Workers

Background.

Each year the Council is required to adopt the non-union pay grade schedule for the upcoming year. The 2015 pay grade schedule includes a 2% Cost of Living Allowance (COLA) over 2014. This is the same COLA that is in the four Union Contracts that are in effect through 2015.

Issue for discussion and action.

This item needs to be approved prior to set the wages for the non-union employees. The majority of employees are covered by the collective bargaining agreements therefore, this resolution affects a small percentage of the City Employees.

Budget Impact

The Mayor has indicated that he will Veto the final tax levy of 10%. If the Veto stands, adjustments will need to be made to the approved budget. The majority of the City's payroll costs are part of collective bargaining agreements and not subject to adjustment. It is possible to adjust the COLA of the non-union employees.

Staff Recommendation.

Approval of the Increase.

2014	Step							
Grade	1	2	3	4	5	6	7	8
1	19,670.70	20,188.35	20,706.00	21,741.30	22,776.60	23,811.90	24,847.20	25,882.50
2	20,949.30	21,500.59	22,051.89	23,154.48	24,257.08	25,359.67	26,462.27	27,564.86
3	22,311.00	22,898.13	23,485.26	24,659.53	25,833.79	27,008.06	28,182.32	29,356.58
4	23,761.21	24,386.51	25,011.80	26,262.39	27,512.98	28,763.57	30,014.16	31,264.76
5	25,305.69	25,971.63	26,637.58	27,969.45	29,301.33	30,633.21	31,965.08	33,296.97
6	26,950.57	27,659.79	28,369.01	29,787.47	31,205.92	32,624.36	34,042.82	35,461.27
7	28,702.35	29,457.67	30,213.01	31,723.65	33,234.30	34,744.95	36,255.61	37,766.25
8	30,568.00	31,372.43	32,176.84	33,785.69	35,394.53	37,003.37	38,612.22	40,221.05
9	32,554.93	33,411.64	34,268.34	35,981.76	37,695.17	39,408.59	41,122.01	42,835.42
10	34,671.00	35,583.39	36,495.78	38,320.57	40,145.36	41,970.15	43,794.94	45,619.73
11	36,924.61	37,896.31	38,868.01	40,811.41	42,754.80	44,698.21	46,641.95	48,585.01
12	39,324.71	40,359.13	41,394.43	43,464.15	45,533.87	47,603.59	49,673.31	51,743.04
13	41,880.81	42,982.94	44,085.06	46,289.32	48,493.58	50,697.82	52,902.08	55,106.34
14	44,603.06	45,776.84	46,950.60	49,298.13	51,645.65	53,993.18	56,340.72	58,688.25
15	47,502.27	48,752.33	50,002.38	52,502.51	55,002.62	57,502.75	60,002.86	62,502.98
16	50,589.91	51,921.23	53,252.54	55,915.17	58,577.79	61,240.42	63,903.04	66,565.68
17	53,878.25	55,296.11	56,713.95	59,549.65	62,385.35	65,221.05	68,056.75	70,892.45
18	57,380.34	58,890.35	60,400.36	63,420.38	66,440.40	69,460.42	72,480.43	75,500.45
19	61,110.06	62,718.23	64,326.39	67,542.70	70,759.03	73,975.34	77,191.67	80,407.98
20	65,082.22	66,794.91	68,507.60	71,932.99	75,358.39	78,783.74	82,209.12	85,634.50
21	69,312.57	71,136.58	72,960.59	76,608.63	80,256.65	83,904.69	87,552.71	91,200.75
22	73,817.88	75,760.46	77,703.03	81,588.18	85,473.33	89,358.49	93,243.64	97,128.79
23	78,616.04	80,684.88	82,753.73	86,891.41	91,029.10	95,166.79	99,304.47	103,442.17
24	83,726.09	85,929.40	88,132.72	92,539.36	96,946.00	101,352.63	105,759.27	110,165.90
25	89,168.29	91,514.82	93,861.35	98,554.42	103,247.49	107,940.55	112,633.62	117,326.69

2015	Step							
Grade	1	2	3	4	5	6	7	8
1	20,064.11	20,592.12	21,120.12	22,176.13	23,232.13	24,288.14	25,344.14	26,400.15
2	21,368.28	21,930.60	22,492.93	23,617.57	24,742.22	25,866.87	26,991.51	28,116.16
3	22,757.22	23,356.10	23,954.97	25,152.72	26,350.46	27,548.22	28,745.96	29,943.72
4	24,236.44	24,874.24	25,512.04	26,787.64	28,063.24	29,338.85	30,614.45	31,890.05
5	25,811.81	26,491.06	27,170.33	28,528.84	29,887.36	31,245.88	32,604.39	33,962.91
6	27,489.58	28,212.98	28,936.39	30,383.21	31,830.04	33,276.85	34,723.67	36,170.50
7	29,276.39	30,046.82	30,817.27	32,358.13	33,898.99	35,439.85	36,980.72	38,521.58
8	31,179.36	31,999.88	32,820.38	34,461.40	36,102.42	37,743.44	39,384.46	41,025.47
9	33,206.02	34,079.87	34,953.70	36,701.39	38,449.07	40,196.76	41,944.45	43,692.13
10	35,364.42	36,295.05	37,225.70	39,086.98	40,948.27	42,809.55	44,670.84	46,532.12
11	37,663.10	38,654.23	39,645.37	41,627.64	43,609.90	45,592.17	47,574.79	49,556.71
12	40,111.21	41,166.31	42,222.32	44,333.43	46,444.55	48,555.66	50,666.78	52,777.90
13	42,718.43	43,842.60	44,966.76	47,215.11	49,463.45	51,711.78	53,960.12	56,208.46
14	45,495.13	46,692.37	47,889.61	50,284.09	52,678.56	55,073.05	57,467.53	59,862.01
15	48,452.31	49,727.38	51,002.43	53,552.56	56,102.67	58,652.80	61,202.92	63,753.04
16	51,601.71	52,959.65	54,317.59	57,033.47	59,749.35	62,465.23	65,181.10	67,896.99
17	54,955.82	56,402.03	57,848.23	60,740.64	63,633.05	66,525.47	69,417.88	72,310.30
18	58,527.95	60,068.16	61,608.37	64,688.78	67,769.21	70,849.63	73,930.04	77,010.46
19	62,332.26	63,972.59	65,612.92	68,893.56	72,174.21	75,454.85	78,735.50	82,016.14
20	66,383.86	68,130.80	69,877.75	73,371.65	76,865.56	80,359.42	83,853.31	87,347.19
21	70,698.82	72,559.31	74,419.81	78,140.80	81,861.79	85,582.78	89,303.77	93,024.76
22	75,294.24	77,275.67	79,257.09	83,219.95	87,182.80	91,145.66	95,108.52	99,071.37
23	80,188.36	82,298.58	84,408.81	88,629.24	92,849.69	97,070.13	101,290.56	105,511.01
24	85,400.61	87,647.99	89,895.37	94,390.15	98,884.92	103,379.68	107,874.46	112,369.22
25	90,951.65	93,345.11	95,738.58	100,525.51	105,312.44	110,099.37	114,886.29	119,673.22

RESOLUTION NO. 14 – 12 - XXX

Council _____, supported by Council Member _____, introduced the following resolution and moved its adoption:

WHEREAS, the City Council of East Grand Forks supports the incorporation of a citywide Compensation Plan to create a long-term sustainable, long-term compensation solution that complies with Minnesota State Statutes regarding pay equity;

WHEREAS, pursuant to the 2014 – 2015 Law Enforcement Labor Services Agreement, the Police Department Employees shall receive a 2% cost of living increase for 2015.

WHEREAS, pursuant to the 2014 – 2015 International Association of Fire Fighters Agreement, the Fire Department Employees shall receive a 2% cost of living increase for 2015.

WHEREAS, pursuant to the 2014 – 2015 AFSCME Agreement, the Department Heads shall receive a 2% cost of living increase for 2015;

WHEREAS, the employee placement on the wage scale for 2015 as presented is contingent upon favorable performance evaluation for employees

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF EAST GRAND FORKS, that the City implements the Compensation Plan attached herein for non-union employees.

BE IT FURTHER RESOLVED that the City Council authorizes the City Administrator to implement the Compensation Plan attached herein;

Any provisions not amended in this resolution shall be addressed through the City of East Grand Forks Personnel Policy Manual under the sections including, but not limited to, **POSITION CLASSIFICATION PLAN, RECLASSIFICATION, and COMPENSATION.**

City of East Grand Forks Compensation Plan

Grade	Step							
	1	2	3	4	5	6	7	8
1	20,064.11	20,592.12	21,120.12	22,176.13	23,232.13	24,288.14	25,344.14	26,400.15
2	21,368.28	21,930.60	22,492.93	23,617.57	24,742.22	25,866.87	26,991.51	28,116.16
3	22,757.22	23,356.10	23,954.97	25,152.72	26,350.46	27,548.22	28,745.96	29,943.72
4	24,236.44	24,874.24	25,512.04	26,787.64	28,063.24	29,338.85	30,614.45	31,890.05
5	25,811.81	26,491.06	27,170.33	28,528.84	29,887.36	31,245.88	32,604.39	33,962.91
6	27,489.58	28,212.98	28,936.39	30,383.21	31,830.04	33,276.85	34,723.67	36,170.50
7	29,276.39	30,046.82	30,817.27	32,358.13	33,898.99	35,439.85	36,980.72	38,521.58
8	31,179.36	31,999.88	32,820.38	34,461.40	36,102.42	37,743.44	39,384.46	41,025.47
9	33,206.02	34,079.87	34,953.70	36,701.39	38,449.07	40,196.76	41,944.45	43,692.13
10	35,364.42	36,295.05	37,225.70	39,086.98	40,948.27	42,809.55	44,670.84	46,532.12
11	37,663.10	38,654.23	39,645.37	41,627.64	43,609.90	45,592.17	47,574.79	49,556.71
12	40,111.21	41,166.31	42,222.32	44,333.43	46,444.55	48,555.66	50,666.78	52,777.90
13	42,718.43	43,842.60	44,966.76	47,215.11	49,463.45	51,711.78	53,960.12	56,208.46
14	45,495.13	46,692.37	47,889.61	50,284.09	52,678.56	55,073.05	57,467.53	59,862.01
15	48,452.31	49,727.38	51,002.43	53,552.56	56,102.67	58,652.80	61,202.92	63,753.04
16	51,601.71	52,959.65	54,317.59	57,033.47	59,749.35	62,465.23	65,181.10	67,896.99
17	54,955.82	56,402.03	57,848.23	60,740.64	63,633.05	66,525.47	69,417.88	72,310.30
18	58,527.95	60,068.16	61,608.37	64,688.78	67,769.21	70,849.63	73,930.04	77,010.46
19	62,332.26	63,972.59	65,612.92	68,893.56	72,174.21	75,454.85	78,735.50	82,016.14
20	66,383.86	68,130.80	69,877.75	73,371.65	76,865.56	80,359.42	83,853.31	87,347.19
21	70,698.82	72,559.31	74,419.81	78,140.80	81,861.79	85,582.78	89,303.77	93,024.76
22	75,294.24	77,275.67	79,257.09	83,219.95	87,182.80	91,145.66	95,108.52	99,071.37
23	80,188.36	82,298.58	84,408.81	88,629.24	92,849.69	97,070.13	101,290.56	105,511.01
24	85,400.61	87,647.99	89,895.37	94,390.15	98,884.92	103,379.68	107,874.46	112,369.22
25	90,951.65	93,345.11	95,738.58	100,525.51	105,312.44	110,099.37	114,886.29	119,673.22

Voting Aye:
Voting Nay:

The President declared the resolution passed.

Passed: December 16, 2014

Attest:

City Administrator

President of Council

I hereby approve the foregoing resolution this 16th of December, 2014.

Mayor