

WEEKLY MEMO

Date: October 1, 2010

To: Mayor Lynn Stauss, Council President Dick Grassel, Vice President Henry Tweten, Council Members Marc Demers, Craig Buckalew, Wayne Gregoire, Greg Leigh, and Mike Pokrzywinski.

From: Scott Huizenga

RE: Weekly Update

UPCOMING MEETINGS:

October 5, 2010 – 5:00 pm City Council Meeting

October 6, 2010 – 5:00 pm Budget Meeting

October 7, 2010 – 2:15 pm - MN Governor Candidate Tom Horner Visit – Council Chambers

October 12, 2010 – 5:00 pm Work Session

October 13, 2010 – 5:00 pm Budget Meeting

October 14, 2010 – 7:00 pm Public Hearing – 2040 Comprehensive Plan – Council Chambers

WEEKLY UPDATE:

Curbside Chat

Charles Marohn from [Strong Towns](#) hosted the Curbside Chat on Monday at City Hall. Marohn reviewed the history of development patterns in many areas of the country, and he explained how current ideologies of unrestrained growth is unsustainable in the long run – especially as state and federal subsidies become scarce. Many developments do not actually pay for themselves when one factors long-term maintenance to the City. Marohn led an engaged dialogue; and he managed to convert some initial skeptics in attendance with his data and analysis. Some materials from the presentation are attached for your convenience.

Red River Basin Downstream Impact Group

The working group met in the Council Chambers on Wednesday to discuss its proposal for a multi-jurisdictional Joint Powers Agreement. The Agreement would allow the proposed authority to, among other items, execute contracts, authorize studies and other expenditure, and procure legal counsel. The proposed agreement is attached. The working group is asking communities to express their intent to execute or decline the proposed JPA by November.

Budget Work Sessions

Budget Work Sessions begin next Wednesday, October 6. Public Works and Planning will present on Wednesday. The Council will hear department presentations on each Wednesday evening in October.

City Hall Energy and Building Improvements

Bonnie Abel and Tom Spoor met with me this week to discuss potential energy savings for City Hall. They will work with contractors on lighting improvements and changes (including turning off more lights at night), better weatherization options for doors, window shading, and plumbing improvements. Ms. Abel recently entered City Hall energy statistics into an Energy Star

benchmarking tool. The early results indicated that City Hall ranked just 5 points out of a 100-point scale (100 being the highest) for energy efficiency. City Hall, with its high ceilings and long corridors, was not optimally designed for energy efficiency. Nonetheless, we can undertake certain improvements (“the little things”) to gain efficiencies where possible. I thank Bonnie and Tom for undertaking this effort independently.

COPS Grant

The US Department of Justice notified the City that the City’s COPS hiring grant application was not awarded. The Department awarded just 8 percent of total nationwide requests.

Department Reports:

Parks and Recreation, Dave Aker

- 1 - Arts and Craft Show on Saturday and Sunday (Oct. 3 & 4)
- 2 - 30 Tree stumps are being taken out by Paul's Stump Removal
- 3 - The flower pots have been removed for the winter
- 4 - The VFW Arena will have ice ready Oct. 20, Civic Center will be ready Oct 23

Fire Department, Randy Gust

5 members of the Fire Department attended the fall meeting of the Northern Region Firefighters Association. At the meeting elections were held and Chief Randy Gust was elected to the board of directors of the MN State Fire Chiefs Association representing Region 2 and Dale Dahlin was elected to represent Polk County for the Northern Region Firefighters.

As a reminder the Fire Department will be holding its annual open house on the 4th of Oct. between 6:00pm and 8:00 pm, all are welcome.

Public Works, John Wachter

IQBID.com is hosting an online auction for the city. The auction will begin on September 27 and run until October 6th. You can go on line to this site and bid on the items that are on auction.

SANITATION

Residential fall clean-up will be held the week of October 4th -8th. Hazardous Waste/Electronics Drop Off is October 9 from 9am to 3pm at the Public Works Building.

FLOOD CONTROL SYSTEM/STORMWATER

The Army Corps of Engineers have contractors in town accessing levee right-of-way. They will also be gathering information and conducting centerline profiles and cross section surveys. The contractors should be in town for approximately one week.

The work to lift stations L8 and K1 has been delayed due to high river levels. Once the river level subsides work will begin. Gowan Construction has been awarded the contract to increase pumping capacity at both the L8 (871 James Ave SE) and K1 (Valley Golf) storm lift stations. Additional pumps will be added to each lift station. Also, two gate shafts at the L8 storm lift station will be repaired.

Dye testing has been completed for the State Park. Dye testing of the storm water system will continue throughout the fall, as time permits. To date, staff has not found any cross connections between the storm system and the wastewater system.

Library, Charlotte Helgeson

A group of UND student volunteers will be washing windows at the Library on Saturday morning. A Volunteer Potluck will be held Monday, October 4 from 5:30-7 pm in the large meeting room. Bring a dish and find out who else supports our library with their time and energy.

AGENDA ITEMS:

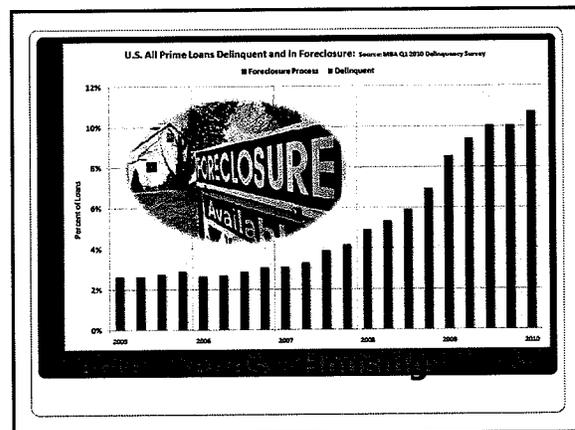
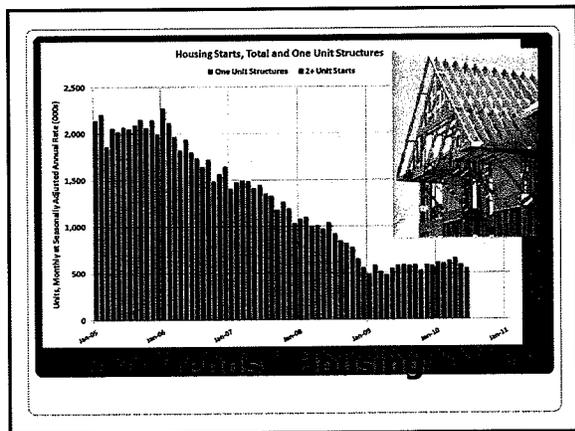
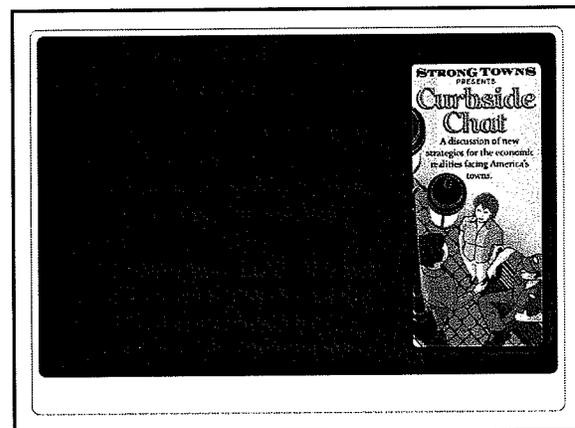
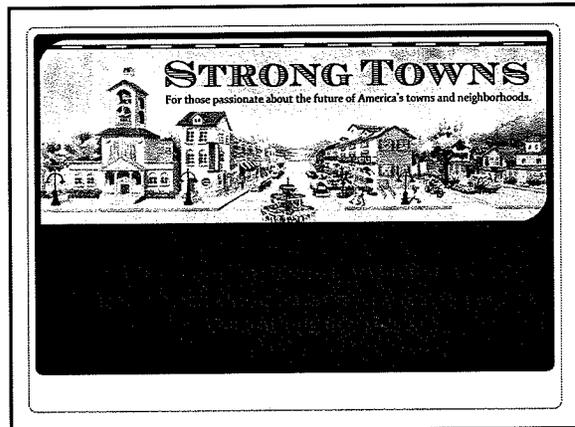
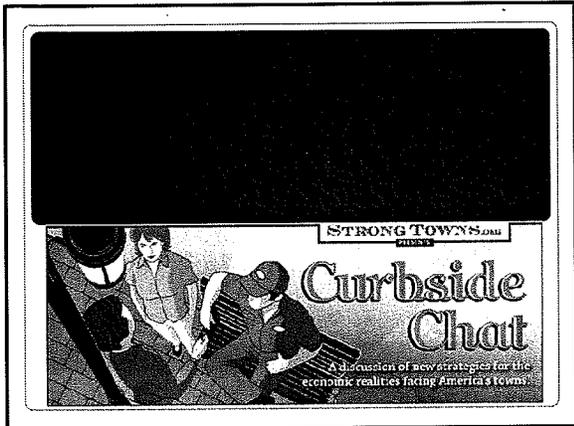
The consent agenda includes the winter snow plow lease; the successful completion of two employees' probationary periods; and a taxi license application. The applicant's background check included no substantive violations in the last 10-15 years.

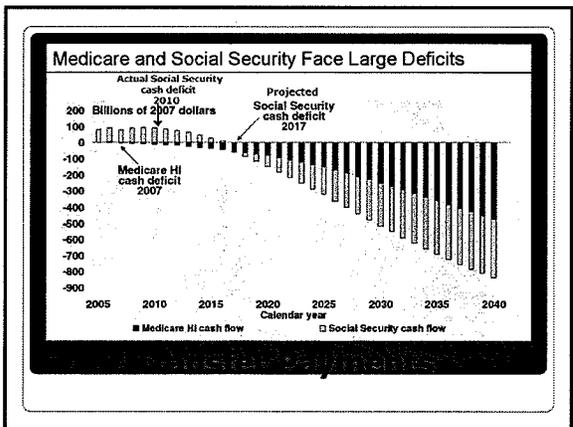
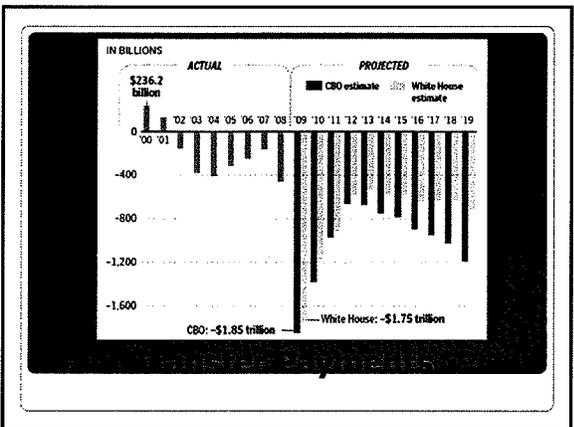
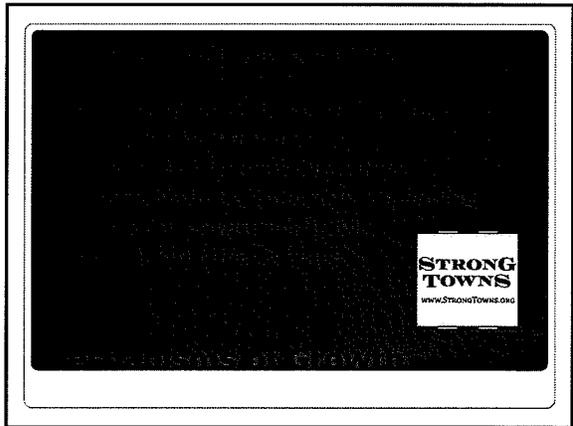
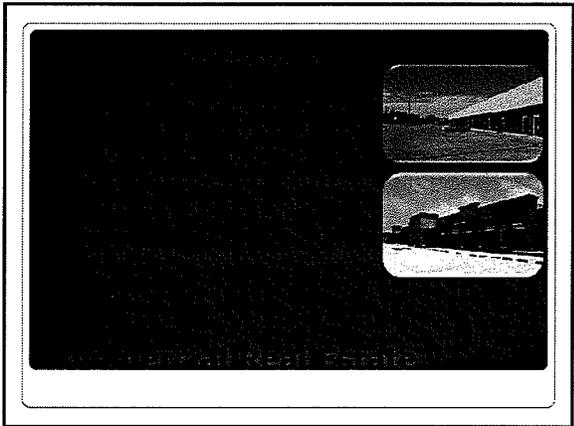
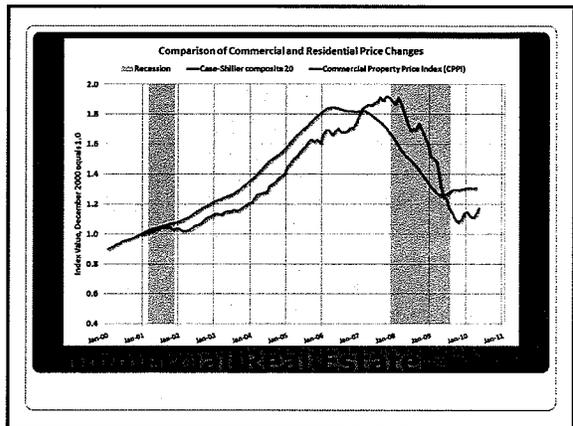
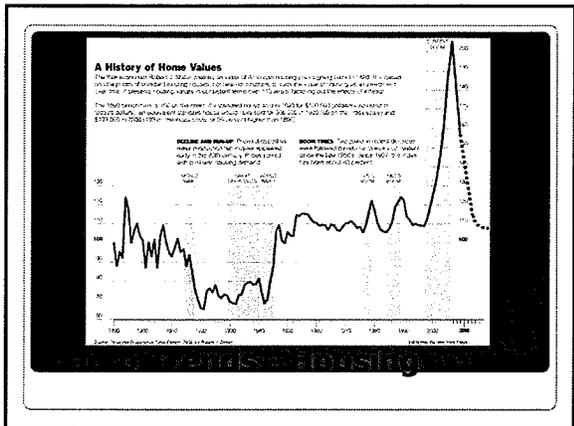
11-12. The Planning Commission recommends approval of the rezone and preliminary plat for the "Coulee View Addition," which is City-owned property along 17th Street SE. This is commonly referred to as the "Stokes Property." The City will market the platted lots for residential sale.

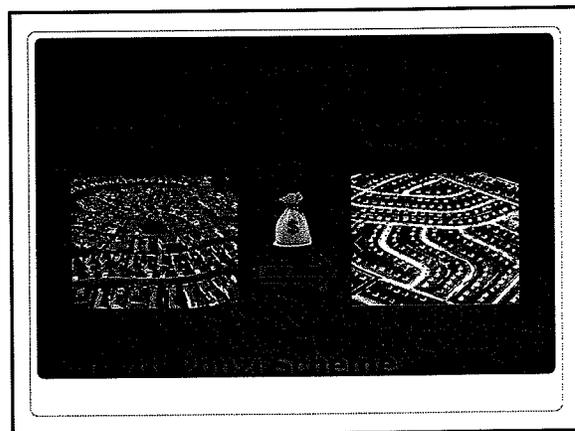
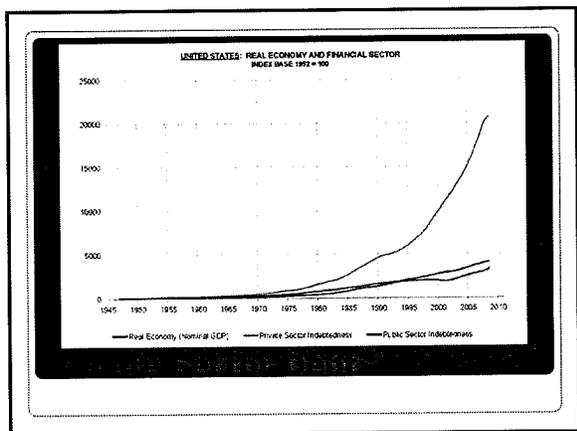
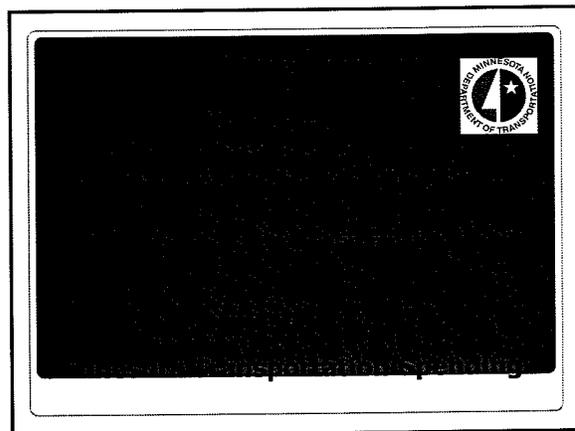
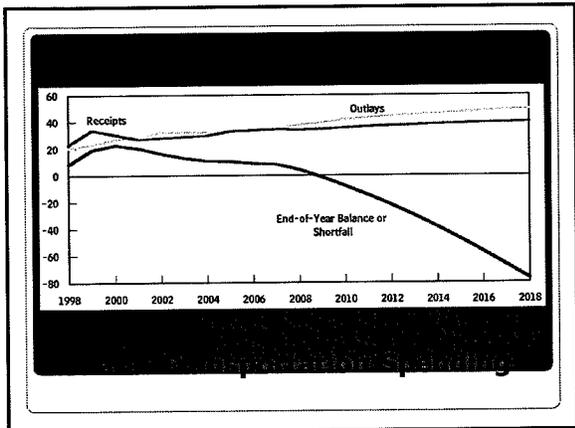
13. The Metropolitan Planning Organization seeks approval to issue a new Request for Proposals (RFP) for a Dial-A-Ride service provider. The primary change to the new RFP is an increase in the minimum age of qualification from 55 to 62. MPO staff will be on hand to answer any questions. This motion authorizes the terms and conditions of the RFP only. The service agreement will be approved after a service provider is selected.

14. Chief Gust requests approval to recruit for a vacant firefighter position.

15. The resolution would accept a grant award from the Minnesota Department of Natural Resources (DNR) for trail improvements leading to LaFave Park. The City is responsible for 50-percent of the construction costs.







Strong Incentives

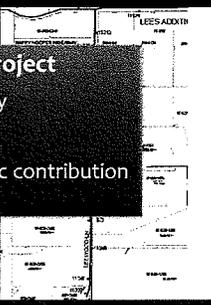
- Initial cost to the public for new growth: minimal
- Benefit to the public budget for new growth: substantial

The catch is that the public agrees to maintain the improvement forever.

Invalid Assumptions

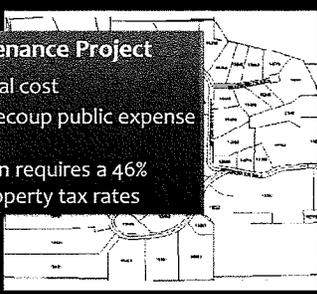
Road Improvement Project

- \$6,600 cost per property
- 50% of costs assessed
- 37 years to recoup public contribution from adjoining tax base



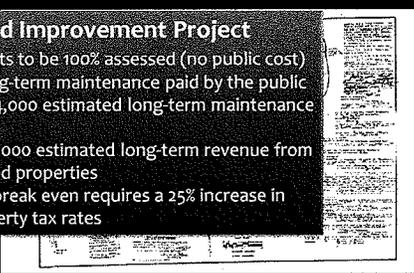
Road Maintenance Project

- \$354,000 total cost
- 79 years to recoup public expense from tax base
- To break even requires a 46% increase in property tax rates



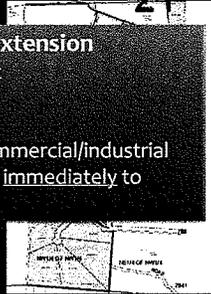
Road Improvement Project

- Costs to be 100% assessed (no public cost)
- Long-term maintenance paid by the public
- \$154,000 estimated long-term maintenance cost
- \$79,000 estimated long-term revenue from served properties
- To break even requires a 25% increase in property tax rates



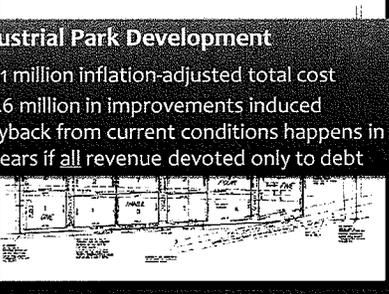
Sewer and Water Extension

- \$1.9 million total cost
- 25 lots served
- \$76,640 per lot
- \$8 million of new commercial/industrial development needed immediately to break even



Industrial Park Development

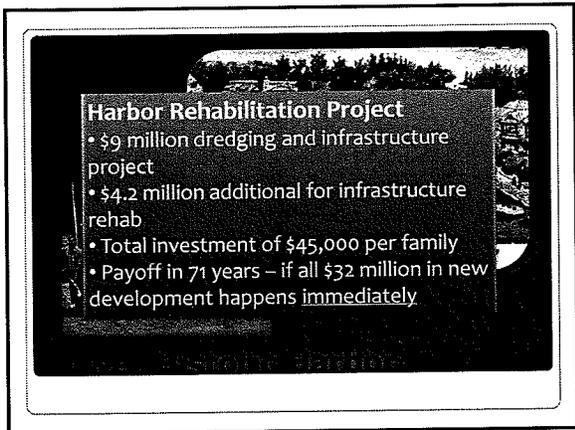
- \$2.1 million inflation-adjusted total cost
- \$6.6 million in improvements induced
- Payback from current conditions happens in 29 years if all revenue devoted only to debt



Sewer Rehab Project

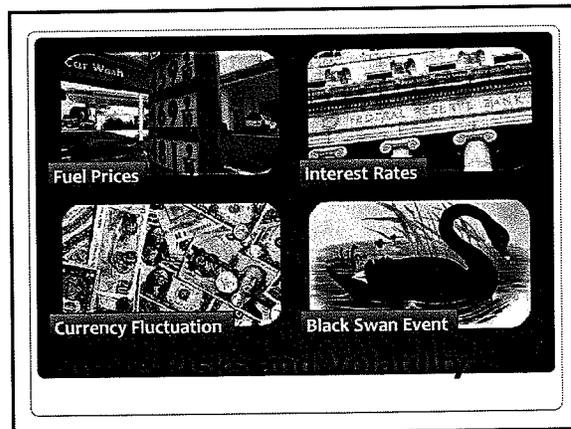
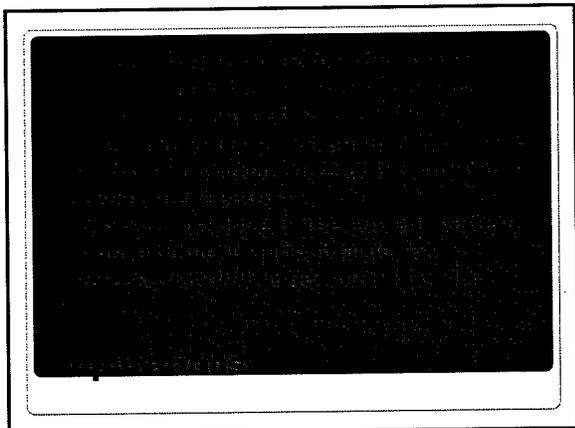
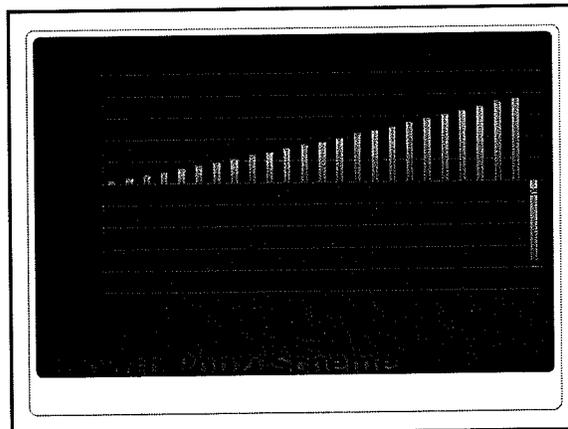
- \$3.3 million total cost
- \$26,830 per Backus family
- Median household income: \$26,875





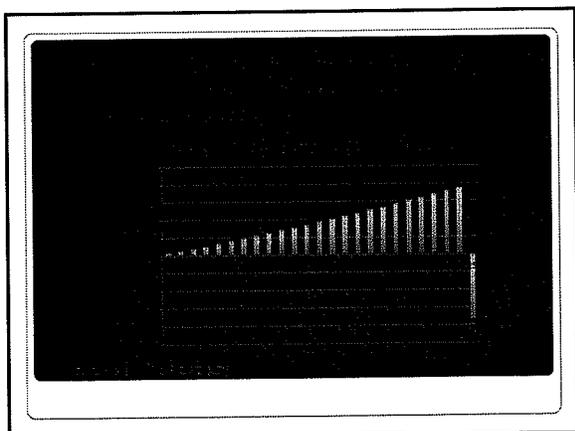
Harbor Rehabilitation Project

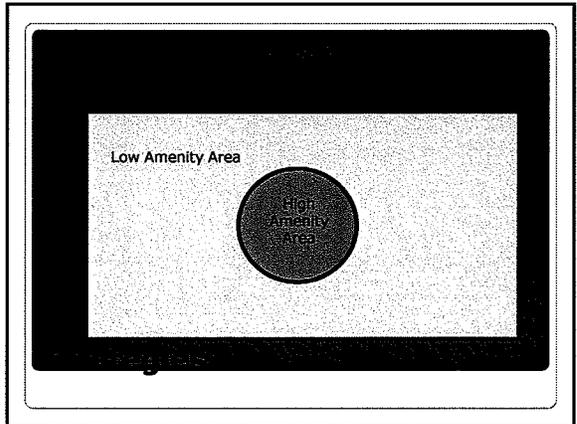
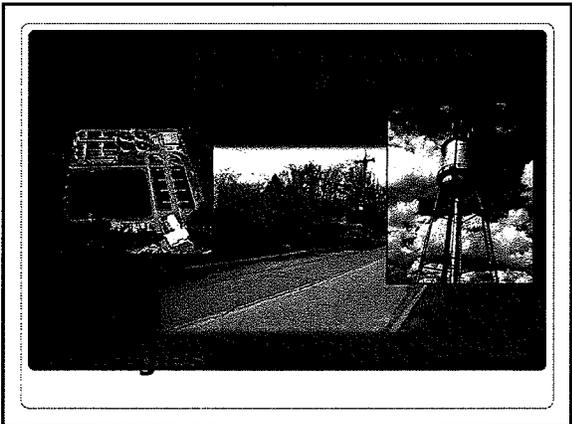
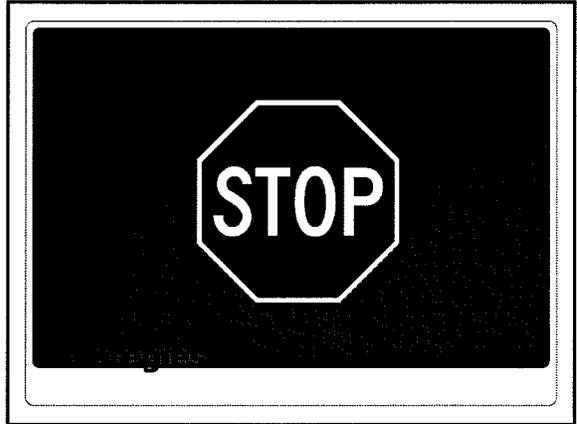
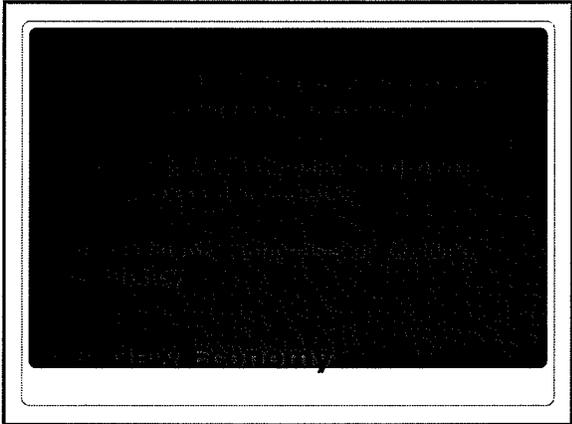
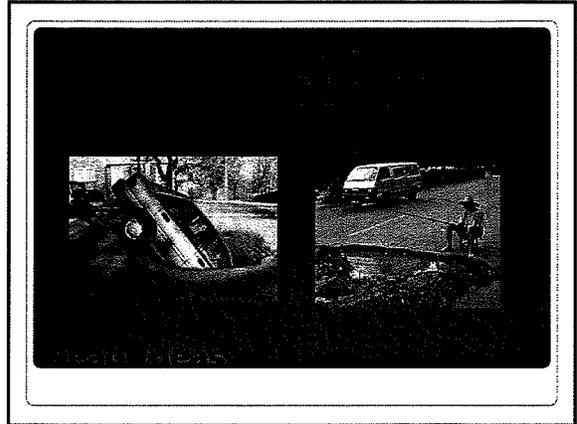
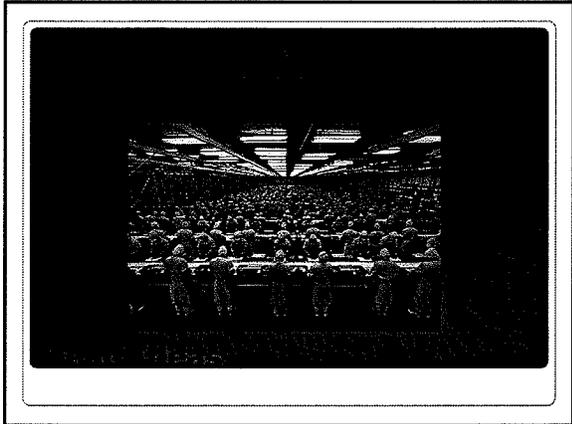
- \$9 million dredging and infrastructure project
- \$4.2 million additional for infrastructure rehab
- Total investment of \$45,000 per family
- Payoff in 71 years – if all \$32 million in new development happens immediately

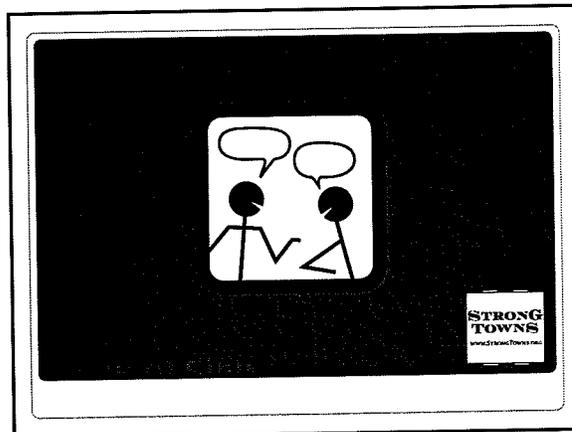
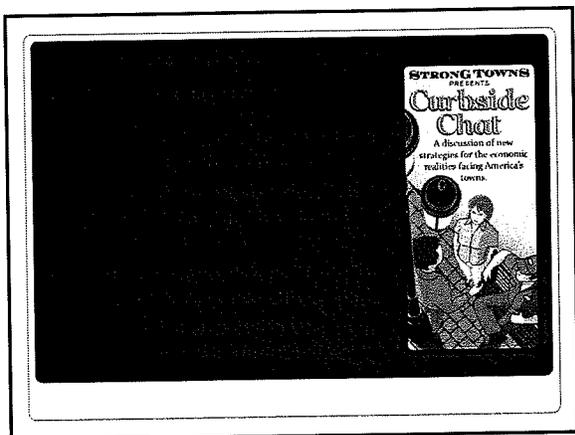
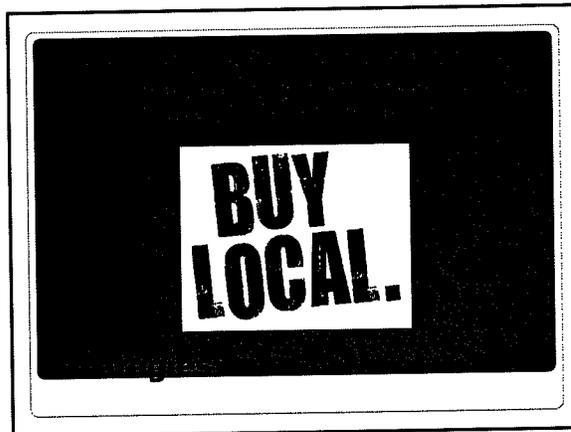
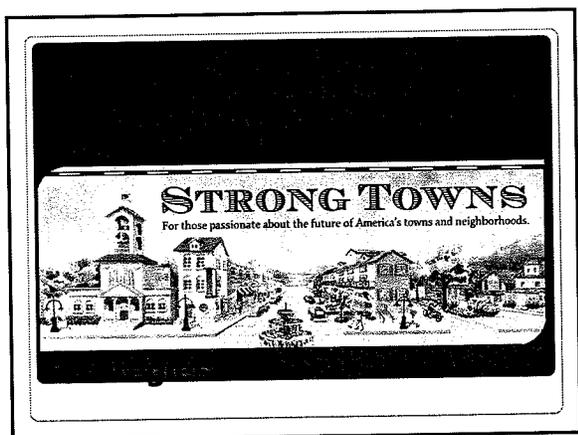
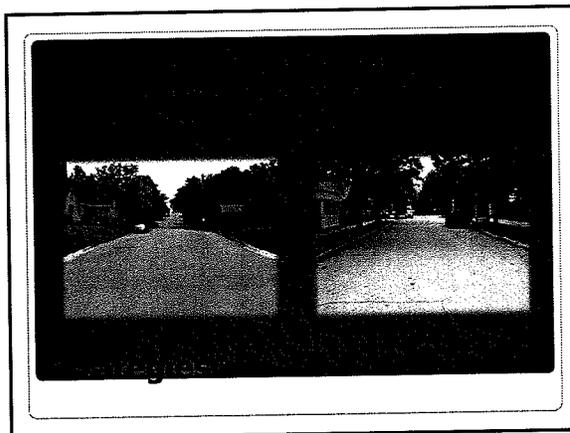
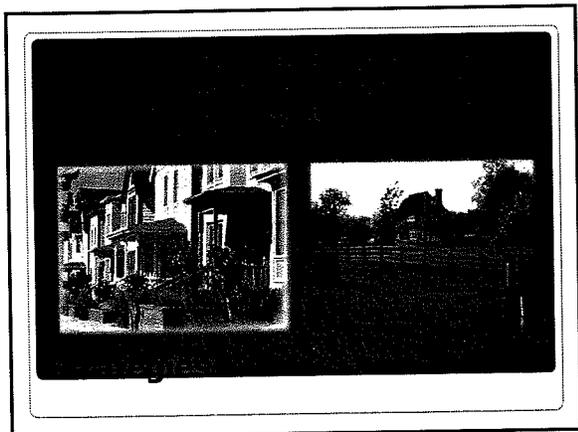


A collage of four images related to economic indicators:

- Fuel Prices:** A photograph of a car wash.
- Interest Rates:** A photograph of a building facade with a sign that says "FEDERAL RESERVE BANK".
- Currency Fluctuation:** A photograph of several US dollar bills.
- Black Swan Event:** A photograph of a black swan.









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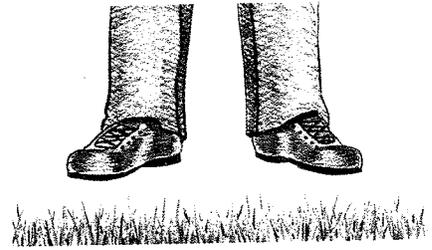
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REAL Capital Investment Planning

Planning grounded firmly in reality.

THE TYPICAL CAPITAL INVESTMENT PLAN is simply a five-year 'wish list' of projects a community hopes to do. But this standard approach still leaves many critical questions unanswered:

- ▶ How much public infrastructure do we have? What condition is it in? When will it need to be maintained or improved? What is the estimated cost?
- ▶ Do we have the resources to maintain our existing public infrastructure over the long term? What are the funding sources? Are they reliable?
- ▶ Where are the parts of our system that generate a high rate of return (generate more revenue than they cost to maintain)? Where are the parts that have a low rate of return (cost more to maintain than they generate in revenue)?
- ▶ Are there strategies to improve our rate of return?



**Get your feet back
grounded in reality.**

Focusing on the current wish list may be easier and more rewarding in the near-term for everyone involved, but without a full understanding of the public's balance sheet, this traditional approach is putting Rural America into a deep financial hole. Meanwhile, small towns are being crushed by the financial burden of infrastructure maintenance. This is not from a lack of money but a lack of a long-term focus.

The standard approach does not answer the critical questions. The result is that we over-build, committing to more infrastructure than we can afford to maintain, and in places that fail to benefit the community in the long run.

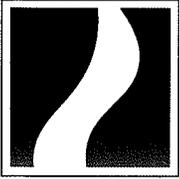
Our Approach

Our approach to REAL Capital Investment Planning begins with four questions:

1. What are the current infrastructure commitments of the community?
2. Is the community able to meet its long-term obligations for maintaining infrastructure?
3. What specific revenues are generated by a given infrastructure investment?
4. What alternative approaches exist for the community to meet local capital investment priorities?

To answer these questions, we perform a number of different analyses:

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- ▶ **INVENTORY.** We conduct a full inventory of all infrastructure maintained by the community. This includes an analysis of current conditions, estimated remaining lifespan and replacement costs.
- ▶ **SPATIAL ROI.** We analyze the public Return On Investment, the revenue generated by specific segments of infrastructure.
- ▶ **MAINTENANCE.** We review the community's maintenance approach and how it impacts the long-term cost of providing service.
- ▶ **BUDGET.** We examine the community's budget and how it aligns with ongoing infrastructure commitments.
- ▶ **LAND USE.** We look at the planning and regulatory regime of the city to determine where it helps or hinders the financially sustainable provision of services.

The typical Capital Investment Plan is simply a five-year 'wish list' of projects a community hopes to do.

The result is a report that puts your community on a path to financial stability. It includes:

- ▶ A schedule for upcoming infrastructure maintenance and improvements, including the long-term financial commitment for all public infrastructure.
- ▶ Alternatives and recommendations for improving the community's Return On Investment for public infrastructure.
- ▶ Fiscal recommendations for future budgeting.
- ▶ Recommendations for aligning land use policies with infrastructure spending and budgeting priorities.

Without the elements of a REAL Capital Investment Plan, your community could be making critical decisions without sound information. In an era of belt tightening, you can't afford to simply guess.

There is a REAL difference here.

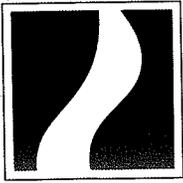
Community Growth Institute is oriented in a way that creates clear distinctions between the standard industry approach and our REAL approach to capital improvements planning.

Our engineering and financial expertise supports great planning that focuses exclusively on small towns and rural areas. Our thinking is not limited by a finite set of tools in the toolbox.

We also do not engineer projects, so we have no direct financial stake in your outcomes—we are not motivated by the revenue potential of future projects. Our sole motivation is to give you the best professional advice possible.

Our REAL approach is for local governments that seek prosperity for their citizens, and that want to redefine themselves to manage risk and build resiliency amid increasing austerity. Some communities prefer business as usual, with the traditional approach to growth and development. We're not a good fit for those places. This is a new era.

We'll do anything we can to help local leaders that want to get **REAL**.



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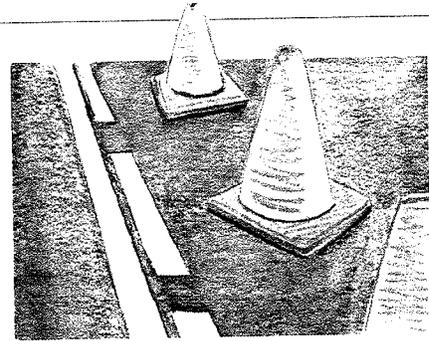
REAL Project Feasibility Analysis

***Has your engineer ever told you
that a project was not feasible?***

MOST ENGINEERING STUDIES AVOID THE issue of financial feasibility, in favor of focusing on technical feasibility. For a country that can land a man on the moon, technical feasibility is really not the issue; we can build anything if there is enough money.

We advocate a more REAL approach. Instead, we ask some simple questions that are more important yet rarely considered:

- › What is the long-term revenue generated from the project?
- › Is this revenue stream enough to maintain the investment over the long term?
- › What additional private-sector investment, in terms of new growth and development, is necessary to make the project viable?
- › Is the level of private sector development reasonable and supported by the local land use approach?
- › If grants are being sought or debt being assumed, can the system be maintained if those funding sources are not available in the future?



**Mark a strong path
for your town's future.**

Our small towns are being crushed by the financial burden of infrastructure maintenance. This is not from a lack of money but from a lack of prioritization. When the critical questions above are not addressed, the result is that we continue to build more than we can afford to maintain.

Worse, we are incrementally getting less and less return from each investment.

Our Approach

SINCE THE BULK OF REVENUE FOR ENGINEERING firms comes from doing projects, there is a strong incentive built into each feasibility study to ensure that a viable project emerges. This financial pressure makes it difficult for even the most forthright of professionals to recommend against their own self-interest.

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Community Growth Institute's REAL Project Feasibility Analysis covers all the basic components of a feasibility study that your community is used to.

In addition to the technical analysis, a REAL Analysis answers critical questions that are overlooked in the standard approach:

- › What is the revenue stream associated with the improvement? Will this cover the costs long term?
- › What level of development is necessary to justify the expense? Is this a realistic expectation?
- › Does the project, as envisioned, meet the land use objectives of the community?
- › Are the community's land use regulations supportive of the project or do they conflict with the development assumptions underlying the project?
- › Does the budget of the community properly align with the objectives of the project?

If you are a public official, you need REAL answers and REAL understanding in order to make decisions on critical—and expensive—infrastructure investments. A technical analysis is only half the answer. A REAL analysis involves so much more.

There is a REAL difference here.

Community Growth Institute is oriented in a way that creates clear distinctions between the standard industry approach and our REAL approach.

We have combined planning, engineering and finance into one organization, but with an emphasis on planning. Our engineering and financial expertise supports great planning, and that planning focuses exclusively on small towns and rural areas. Our thinking is not limited by a finite set of tools in the toolbox.

We also set the incentives correctly. Our business model does not depend on engineering a project or facilitating the financing. In other words, we have no direct financial stake in your outcomes—we are not motivated by the revenue potential of future projects. Our sole motivation is to give you the best professional advice possible.

Our REAL approach is for local governments that seek prosperity for their citizens, to redefine themselves to manage risk and build resiliency amid increasing austerity. Some communities prefer business as usual, with the traditional approach to growth and development. We're not a good fit for those places. This is a new era.

We'll do anything we can to help local leaders that want to get **REAL**.

**The standard
industry approach
to feasibility
analysis has all the
wrong incentives.**

JOINT POWERS AGREEMENT

RED RIVER FLOOD CONTROL IMPACT GROUP

THIS JOINT POWERS AGREEMENT ("Agreement") is made by and between the political subdivisions in Minnesota and North Dakota, more particularly shown in Schedule A attached hereto (the "Members") (including such other political subdivisions that may become Members in accordance with the provisions hereof).

RECITALS

A. The Cities of Fargo, North Dakota and Moorhead, Minnesota and the surrounding area have experienced frequent spring flooding caused by the Red River and its tributaries. In response thereto, these cities have undertaken, in conjunction with the U.S. Army Corps of Engineers ("the Corps"), a "Fargo-Moorhead Metro Feasibility Study" of flood control measures for the Fargo Moorhead Metro Area. Pursuant to such study, the "Fargo Moorhead Metro Flood Control Work Group," has, in conjunction with the Corps, developed a proposal (the "Project") for a diversion channel of the Red River in Cass County, west of the Fargo Moorhead area.

B. The Members are governmental subdivisions in North Dakota and Minnesota located downstream of Fargo and Moorhead. The Members fully support coordinated and comprehensive flood control measures for the Fargo-Moorhead metro area and for the entire Red River Basin. It is the position of the Members, however, that the Project as presently designed is inadequate, in that, among other things, it does not give adequate consideration to (i) downstream impacts of the Project to cities, townships, individuals and their respective homes, roads, culverts, bridges and other infrastructure; and (ii) design alternatives to the Project including, but not limited to, upstream flood storage, retention or reduction as integral components of such flood control measures.

C. Section 54-40.3-01 of the North Dakota Century Code and Section 471.59 of Minnesota Statutes give political subdivisions in North Dakota and Minnesota, respectively, the power and authority to enter into a joint powers agreement with other political subdivisions, including political subdivisions of other states, to provide for the cooperative or joint administration, of any power or function that is authorized by law or assigned to one or more of them. The Members have, accordingly, through action of their respective governing bodies, authorized the execution of this Joint Powers Agreement, for the purposes and on the terms and conditions set forth below.

In consideration of the mutual covenants contained in this Agreement, the parties acknowledge and agree as follows:

ARTICLE I.

PURPOSE AND INTENT

It is the purpose and intent of this Agreement to protect the economic, social and environmental interests of its Members. The purpose of this Agreement is to establish a mechanism for the joint exercise by the Members of all power and authority available to them

with respect to the planning, design, public comment, administrative or judicial review, construction, management, or otherwise, of the Project, or other flood control measures, to (i) ensure that adverse downstream impacts of such measures to the Members, and to their citizens and constituents, be minimized and (ii) to promote equitable and comprehensive flood protection for the entire North Dakota and Minnesota portions of the Red River Basin.

ARTICLE II

JOINT POWERS BOARD

The Members hereby establish a Joint Powers Board (“Board”) to be known as the “Red River Flood Control Impact Group Board”. The members of the Board shall be representatives of the Members listed on Schedule A hereto and such additional governmental subdivisions as may be added in accordance with Article III hereof.

ARTICLE III

ADDITION, WITHDRAWAL OF MEMBERS

A governmental subdivision may be added to this Agreement as a Member by a majority vote of the Board of Directors. A Member may withdraw from this Agreement by written notice to the Board of Directors, at the address established by the Board of Directors for notices hereunder. Upon the payment by such withdrawing Member of its share of its allocated share of costs and expenses, pursuant to Article VI hereof, the withdrawal of such Member shall be effective.

ARTICLE IV.

POWERS

The Board shall have all powers exercisable through joint powers agreements under Minnesota and North Dakota law; including, but not limited to the power

1. Conduct or arrange for public information meetings;
2. Execute and enforce contracts, incur debts, liabilities, and obligations;
3. Enforce the terms of this Agreement, including requiring one or more parties to this Agreement to fulfill its obligations as defined herein;
4. Perform all acts expressly authorized by the parties to this Agreement, unless prohibited by statute or otherwise;
5. Delegate tasks to one or more of the parties to this Agreement, unless prohibited by statute or otherwise;
6. Create an Executive Committee from among members of the Board of Directors with power and authority to carry out decisions and policies on behalf of and in the name of the Board.

7. Create other committees to provide technical, financial and legal assistance or other assistance to the Board and to provide for the duties and membership thereof;
8. Acting through its Board of Directors, adopt and amend bylaws, not inconsistent herewith, governing Board of Directors meetings, votes and the conduct of the affairs of the Board as the Board of Directors may decide;
9. Establish and maintain accounting and fiscal controls and systems in accordance with applicable law and sound accounting practice, and furnish information regarding its operations and finances to the respective governing bodies of the Members;
10. Procure the services of legal counsel, engineers, contractors and other consultants or professionals to assist it in such manner as the Board of Directors may, from time to time, determine to be reasonable and necessary to the advancement of its goals and objectives, as set forth herein, including, but not limited to, submitting comments, designs, proposals or other information to persons or agencies involved with the Project, participating in public or agency processes or proceedings, and instituting, joining in, or otherwise participating in administrative or judicial actions or proceedings.

No exercise of any power or authority granted to the Board hereunder shall be deemed to impose liability on any Member for the acts or omissions of any other Member, whether resulting from such other Member's participation in the Board, or otherwise.

ARTICLE V

BOARD OF DIRECTORS

The affairs of the Board shall be managed by a Board of Directors comprised of one person from each Member, who may or may not be an elected official of such Member. Directors shall serve a term of three (3) years unless removed earlier by the appointing Member. Directors may serve any number of terms. Directors shall serve without compensation but the Board of Directors may authorize reimbursement of expenses incurred by Directors.

ARTICLE VI.

COST PARTICIPATION

The initial fee for becoming a member of the Joint Powers Group will be \$1000.00. The Board of Directors shall prepare and periodically revise a budget, not less often than annually, and shall determine the allocation of costs and expenses therein to the Members. Particular costs and expenses may be allocated on the basis of population, benefit, even shares, or such other basis as the Board of Directors may determine to be equitable.

ARTICLE VII.

TERM AND TERMINATION OF AGREEMENT

This Agreement shall continue in full force and effect until terminated by the vote of two-thirds (2/3) of the Members.

ARTICLE VIII.

MODIFICATION OF AGREEMENT

This Agreement may be modified by an affirmative vote of two-thirds (2/3) of the Members acting through their governing bodies. A proposed amendment must be submitted to each Member at least thirty (30) days in advance of the date when the Member considers it. An amendment is to be effective immediately unless otherwise designated. Schedule A to this Agreement may be amended to correctly list current Members without separate action by the Members or the Board of Directors.

ARTICLE IX.

PARTICIPATION BY OTHER ENTITIES/INDIVIDUALS

The Board may seek and receive recommendations and financial assistance from other groups, subdivisions or individuals and may adopt or incorporate the same into the positions advanced by the Board, pursuant hereto, provided such recommendations and financial assistance are consistent with the purposes for which this Agreement has been executed.

ARTICLE X.

MISCELLANEOUS

If any provision of this Agreement is determined by a court to be illegal or in conflict with applicable law or is otherwise rendered unenforceable or ineffectual, the validity of the remaining provisions is not affected. This Agreement may be executed in several counterparts, each of which is an original and all of which constitute but one and the same instrument.

IN WITNESS WHEREOF, the parties have hereunto set their signatures the day and year below stated.

SCHEDULE A

MEMBERS OF RED RIVER FLOOD CONTROL IMPACT GROUP

City of _____

By: _____

Its: _____

Date: _____

City of _____

By: _____

Its: _____

Date: _____

County of _____

By: _____

Its: _____

Date: _____

County of _____

By: _____

Its: _____

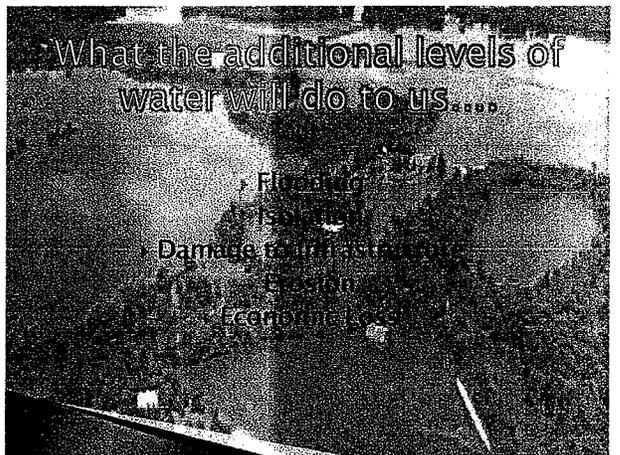
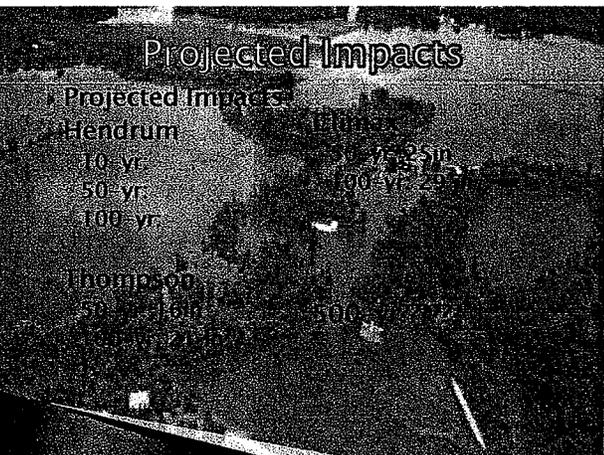
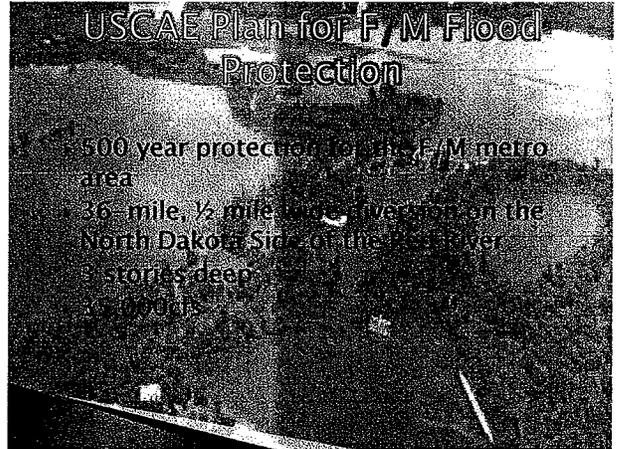
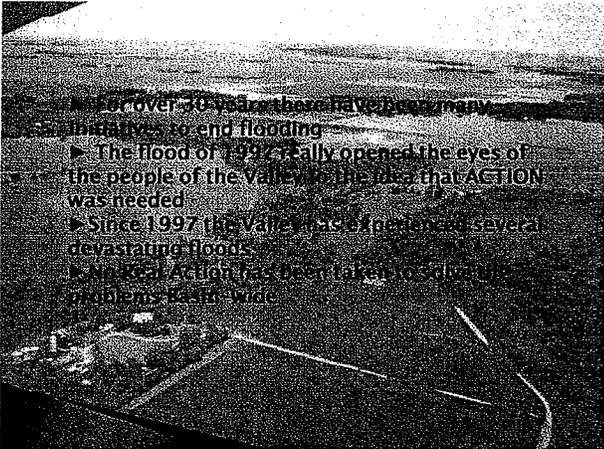
Date: _____

Coming together to provide....

DOWNSTREAM FLOOD PROTECTION



It's time to end Devastating Losses



Timeline of Diversion

- Public Presentation of Diversion Plans
 - No downstream impacts were expected
- F/M Metro Area Joint Powers Authority
 - No downstream participation
- USACE released draft of Environmental Impact and Feasibility Study (EIS) for Public Review
 - With intention of submitting FINAL EIS in December 2010
 - August 9th Deadline for Public Comment Period
 - Considerable comments from Downstream communities of A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
- USACE altered timeline and will submit to Supplemental EIS in the Spring 2011

History of the Red River Downstream Impact Work Group



- Initiated one year ago in response to the F/M diversion
- Original Members: Mayors of communities of Georgetown, Perley, Hendrum, and Halstad; Manager from the WRWD; Norman County Commissioner and area citizens
- Encourage USACE to address downstream impacts and to ensure ZERO IMPACTS downstream from the diversion
- Working to develop a comprehensive, BASIN-WIDE flood control plan

Efforts toward achieving our goal

- Attending meetings with the Metro Flood Study Work Group, met with state and national congressional leaders
- Encouraged local government entities to pass resolutions to encourage more downstream studies
- Testified at Kent Eken's Committee Hearing of the Minnesota State legislature
- Hired Lindquist and Vennum Law Firm
 - Comments submitted to USACE by the August 9th Deadline
 - www.internationalwaterinstitute.org/feasibility/index.htm
- Funds Raised for technical and legal assistance



Coming together to find solutions for

DOWNSTREAM FLOOD PROTECTION

As one group....

Red River Flood Control Impact Group

RED RIVER FLOOD CONTROL IMPACT GROUP

Mission Statement....

- The Red River Flood Control Impact Group efforts will be directed toward that the final plan for the F/M Diversion
 - IDENTIFIES all adverse downstream impacts
 - QUANTIFIES the cost to mitigate adverse impacts
 - FUNDS those mitigation costs

The Red River Flood Control Impact Group will promote and defend the interests of downstream communities.

Goals....

- Make sure all Downstream Impacts are Identified BEFORE the diversion plan is in place
- Ensure Impacts are Mitigated and associated costs are included in the price tag of the diversion
- Encourage Alternatives to F/M Diversion
 - Retention - 20% Reduction on all tributaries
 - Recognize Agricultural losses
 - Recognize Rural Infrastructure Loss
 - Will FEMA be there?

How will a Joint Powers Agreement accomplish this?

- ▶ Encourage all Communities Downstream to sign on to the JPA
- ▶ Input from Each Individual Community for a basin-wide flood protection plan
 - ▶ Where is protection needed
 - ▶ What type of protection is needed
- ▶ Create Board of Directors consisting of one member from each downstream community
 - ▶ Create By-laws
 - ▶ Establish Budget
 - ▶ Hire Technical and Legal Assistance as needed
 - ▶ Work with the Corps and the F/M Metro Flood Study
 - ▶ Work Group to work toward Flood Protection for all

Myth vs. Fact

FACT: It's not Us vs. Them
 We are in this together.
 Our goal is to find flood protection for ALL.

MYTH: The USACE will not approve a Plan that will adversely affect downstream communities.

FACT: USACE can approve a plan with negligible impacts downstream (What is negligible? Branches? Ditches?)

What do you have to lose?

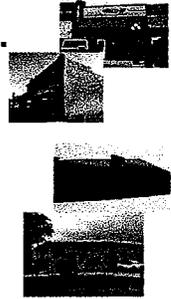
WE CAN CONTROL FLOOD WATERS OR LET THEM CONTROL US!



To become involved....

- ▶ **Go back to your Community**
 - Share this information
 - Make a decision on your involvement
 - Let us know by November 1st
- For further information Contact:
 - Curt Johannsen, Mayor of Hendrum
 - 701-799-6732 (cell)
 - 218-861-6210 (office)
 - chj747@live.com

▶ **Let's Be Up and Running by November 1, 2010**



Invest in YOUR Valley (Downstream)



Red River Downstream Flood Control Impact Group
 RED RIVER DOWNSTREAM FLOOD CONTROL IMPACT GROUP