

Pursuant to due call and notice thereof, a regular meeting of the North Mankato City Council was held in the Municipal Building Council Chambers on January 6, 2020. Mayor Dehen called the meeting to order at 7:00 p.m., asking that everyone join in the Pledge of Allegiance. The following were present for roll call: Council Members Norland, Oachs, Whitlock, Steiner, and Mayor Dehen, City Administrator Harrenstein, City Attorney Kennedy, Finance Director McCann, Community Development Director Fischer, Public Works Director Host, and City Clerk Van Genderen.

Approval of Agenda

Council Member Norland moved, seconded by Council Member Steiner, to approve the agenda. Vote on the motion: Norland, Oachs, Whitlock, Steiner, and Dehen aye; no nays. Motion carried.

Approval of Council Meeting Minutes December 16, 2019

Council Member Steiner moved, seconded by Council Member Norland, to approve the minutes of the Council meeting of December 16, 2019. Vote on the motion: Norland, Oachs, Whitlock, Steiner, and Dehen aye; no nays. Motion carried.

Public Hearing, 7 pm-Annexation of 3.28 Acres Owned by Burnett Farms, Inc.

Community Development Director Fischer reported the City received a petition from Burnett Farms for the annexation of 3.28 acres of vacant property located on the west side of Raymond Drive. The City received and approved a plat on December 16, 2019, platting the property for eight future single-family home lots. Property owners and the Belgrade Township were informed of the requested annexation.

With no one appearing before Council, the Mayor closed the Public Hearing.

Consent Agenda

Council Member Steiner moved, seconded by Council Member Norland, to approve the Consent Agenda.

- A. Bills and Appropriations.
- B. Res. No. 01-20 Approving Donations/Contributions/Grants.
- C. Res. No. 02-20 Designating Depositories for the City of North Mankato.
- D. Res. No. 03-20 Designating Official Newspaper.
- E. Res. No. 04-20 Setting Gas Mileage Reimbursement Rate.
- F. Res. No. 05-20 Approving City Council Committee Assignments.
- G. Set Public Hearing for January 21, 2020, at 7:00 p.m. to consider Ordinance No. 125 Amending City Code Chapter 156.035 (FF) Generally concerning Off-Street Parking Regulations.

Vote on the motion: Norland, Oachs, Whitlock, Steiner, and Dehen aye; no nays. Motion carried.

Public Comments Concerning Business Items on the Agenda

None.

Business Items

Ordinance No. 124, Fourth Series An Ordinance of the City of North Mankato, Minnesota Annexing Land Located in Belgrade Township, Nicollet County, Minnesota Pursuant to Minnesota Statutes §414.033 Subdivision 2 (3), Permitting Annexation by Ordinance.

Council Member Steiner moved, seconded by Council Member Norland to Adopt Ordinance No. 124, Fourth Series An Ordinance of the City of North Mankato, Minnesota Annexing Land Located in Belgrade Township, Nicollet County, Minnesota Pursuant to Minnesota Statutes §414.033 Subdivision 2 (3), Permitting Annexation by Ordinance. Vote on the motion: Norland, Oachs, Whitlock, Steiner, and Dehen aye; no nays. Motion carried.

Res. No. 06-20 Receiving Feasibility Report and Calling Hearing for Project NO. 19-05 ABCDEF 300 Block Harrison Avenue Improvement Project, Project No. 19-06 ABCDEF 300 and 400 Block Monroe Avenue Improvement Project and Project No. 19-07 DEF Dakota Meadows Safe Routes to School Project.

City Engineer Sarff appeared before Council to review the proposed projects, which were included in the City's Capital Improvement Plan for 2020. The City Council authorized the preliminary engineering report on November 4, 2019. Currently, the Harrison Avenue and Monroe Avenue Sanitary Sewer conditions include over 65-year-old 8" clay pipe with tree root penetration, offset joints and groundwater infiltration. The proposed improvements include a new 8" PVC pipe, replacement of maintenance holes, and replacing existing services from the sewer main to right-of-way with new pipe. Currently, the Harrison Avenue and Monroe Avenue watermain conditions include over 65-year-old 6" cast iron pipe. Proposed improvements include a new 6" PVC watermain pipe, and replacement of existing service lines within street right-of-way with 1" diameter plastic piping. Harrison Avenue and Monroe Avenue currently do not have a storm sewer system, so the proposal is to create three inlets on Harrison Avenue between Cross Street and Range Street and construct six inlets on Monroe Avenue between Center Street and Range Street. City Engineer Sarff stated the current street and surface is over 65 years old with Harrison Avenue 30 feet wide and Monroe Avenue between 34 and 44 feet wide. Five-foot wide sidewalks exist on both sides of Harrison Avenue and Monroe Avenue has varying widths of sidewalks on both sides. The proposed street improvement includes reconstruction of the existing street, new sidewalks on both sides, new concrete driveway aprons, and new streetlights. Mayor Dehen commented that the assessment includes the cost of new automated water meters. City Engineer Sarff reported there are a total of 19 trees that may be affected by the construction and of those trees, only three could potentially be saved. City Engineer Sarff reported Harrison Avenue's estimated cost is \$600,500, and Monroe Avenue's estimated cost is \$1,213,100 with \$150,000 from Municipal State Aid funds. City Engineer Sarff reviewed the assessment policy and reported the calculated assessments ranged from \$10,825 to \$24,459 for residential and \$116,117 to \$147,247 for the school and church. He noted the residential cap had been \$6,000, but the City Council may want to consider raising the cap to account for rising construction costs.

City Engineer Sarff reviewed the Dakota Meadow Safe Routes to School improvements which includes an 8-foot wide multi-use concrete trail on the south side of Howard Drive from Lookout Drive to Lor Ray Drive, an 8-foot wide multi-use bituminous trail with lighting from Howard Drive to Carlson Drive along the east side of the school property and in an existing easement along the east side of the school property and an existing easement along the east side of the Avalon Estates property, new lighting on the multi-use trail, and a mid-block crossings with Rectangular Rapid Flash Beacons (RRFB) on Howard Drive and Carlson Drive. He reported a study was conducted to review traffic flow issues with the goal of improving peak times. Suggested improvements include Widening Howard Drive to provide a right turn lane, left turn lane and two through lanes east of the parking lot entrance, locate the Howard Drive mid-block pedestrian crossing west of the parking lot exit, and consider the installation of speed indicator signs in the school zone. The estimated cost for the Safe

Routes to School is \$601,300 with Federal Funding of \$352,360, widening Howard Drive is \$90,600 and the Howard Drive Mill & Overlay is \$378,000 with State Aid Funding of \$378,000.

City Engineer Sarff reported neighborhood meetings would be held the week of January 13th and a public hearing on Tuesday, January 21st, concerning the proposed improvements. City Administrator Harrenstein reported Harrison Avenue would be bid as an alternative as there may be potential projects that may take precedence in 2020.

Council Member Norland moved, seconded by Council Member Steiner, to adopt Res. No. 06-20 Receiving Feasibility Report and Calling Hearing for Project No. 19-05 ABCDEF 300 Block Harrison Avenue Improvement Project, Project No. 19-06 ABCDEF 300 and 400 Block Monroe Avenue Improvement Project and Project No. 19-07 DEF Dakota Meadows Safe Routes to School Project. Vote on the motion: Norland, Oachs, Whitlock, Steiner, and Dehen aye; no nays. Motion carried.

Vote on the motion: Norland, Oachs, Whitlock, Steiner, and Dehen aye; no nays. Motion carried.

Res. No. 07-20 Related to the Nicollet County Solid Waste Assessment Fee.

City Administrator Harrenstein reported Nicollet County imposes a general per parcel assessment intended to protect the public health and welfare and environment. The fee was used to finance the Riverbend Recycling Center, but Nicollet County has fulfilled its obligation for the facility. City Administrator Harrenstein reported the resolution requests Nicollet County consider using the fee for costs incurred by North Mankato residents for hauling and disposing of recyclable products, consider the creation of a hazardous waste drop off-site at Riverbend Recycling Center, and if Nicollet County creates a committee a representative from the North Mankato City Council is also appointed to the committee.

Council Member Steiner moved, seconded by Council Member Norland, to Adopt Res. No. 07-20 Related to the Nicollet County Solid Waste Assessment Fee. Vote on the motion: Norland, Oachs, Whitlock, Steiner, and Dehen aye; no nays. Motion carried.

Open Forum

Tom Hagen, 927 Lake Street, appeared before Council and requested the City Council hold a workshop to discuss deer. City Administrator Harrenstein commented that City staff is preparing literature for the Council to review at a work session.

Elvis Weichel, 419 Webster Avenue, appeared before Council and requested clarification on the location of the pedestrian crossing.

City Engineer Sarff reported the crosswalk would be located 30 to 40 feet from the west exit, and cars would be able to see the flashing crosswalk signal.

City Administrator and Staff Comments

City Administrator Harrenstein reported the grant the City of Mankato had used to extend the transit service in North Mankato has expired, and the City will need to review options. He reported the staff would present information to Council at an upcoming work session.

City Administrator Harrenstein clarified that, despite media reports, the City has not been approached concerning locating a youth hockey rink at Caswell. The City currently has a bonding request at the legislature for a fieldhouse that includes tennis, volleyball, and basketball courts. City staff will provide an update to the City Council and an upcoming work session.

City Administrator Harrenstein reported Christmas tree drop-off at 600 Webster Avenue would continue through January 10, 2020. KTV will host an open house on January 9th from 5:30 to 7:30 p.m.

Community Development Director Fischer reported two electrical charging stations are being installed in the parking lot by MGM Liquor on Commerce Drive. One charger is a fast charger; the other is a level II charger.

Community Development Director Fischer reported staff have been providing information to the Federal Government for the census for the past year and reported informational flyers and social media posts would go out to residents to encourage participation.

Finance Director McCann reported Pedal Past Poverty would be held on Saturday, February 22, 2020, and Anna Meyer will be coordinating the effort.

Mayor and Council Comments

Council Member Oachs reported City staff have been preparing information concerning the deer and will present in the near future.

Council Member Norland reported the Greenway Committee would meet on Tuesday, January 7th.

Mayor Dehen reported the Anthony Ford Pond Hockey tournament would be held on January 25th and 26th at Spring Lake Park.

At 8:05 p.m. on a motion by Council Member Steiner, seconded by Council Member Norland, the Council Meeting was adjourned.

Mayor

City Clerk

Pursuant to due call and notice thereof, a Council Work Session of the North Mankato City Council was held in the North Mankato Police Annex on January 13, 2020. Mayor Dehen called the meeting to order at 12:00 p.m. The following were present for roll call: Mayor Dehen, Council Members Oachs, Whitlock, Steiner, and Oachs, City Administrator Harrenstein, Finance Director McCann, and City Clerk Van Genderen.

Receive Update on North Mankato Transit

Finance Director McCann presented the North Mankato Transit Update. The update reviewed the history of transit in North Mankato, the New Service Expansion levels fixed route and mobility, Ruby Ride Pilot, Transit goals, and proposed action for 2020. North Mankato transit from the mid-1980s to 2017 included morning, noon, and late afternoon hours to focus on commuter and student needs. The 2017 Transit Development Plan (TDP) was completed and focused on improving access, leveraging technology, improving rider dignity, and creating flexibility. Through the TDP process, the City of North Mankato became interested in flex zone options and micro transit. The City hired SRF Consulting to assist with exploring micro-transit providers including Uber, Lyft, Via, and Ruby Ride. Ruby Ride responded to the request for proposals and began a 1-year pilot program in North Mankato. In 2018, Mankato transit received a New Service Expansion Grant (NSE) to cover the additional costs to provide all-day transit in North Mankato at no additional expense.

The NSE began in late August 2018 and ran through December 2019. Ridership pre-NSE for fixed-route was 13,846, compared to 15,750 post NSE. Ridership pre-NSE Mobility Service level was 760, compared to 1,340 post NSE. The results of the changes included increased total ridership of 14%, decreased riders per hour of -37%, increased full cost per trip 60%, the mobility service levels increased total ridership by 76%, ridership per hour was steady at -1%, and the cost per trip was steady at 1%. The study also showed that less than 30% of riders are North Mankato residents. Mayor Dehen remarked that many riders were coming from Mankato into North Mankato to work.

Finance Director McCann reviewed the Ruby Ride pilot which has had a total ridership of 1,602 since July 1, 2019. The total cost for the year is \$32,841, with the City's cost \$13,217. The average riders per hour are 1.14, with cost per trip \$12.25 with the City paying \$8.25. Strengths include riders like the service; drivers are highly rated; it is flexible and has improved access, weaknesses include technology issues, inconsistent wait times and customer service, licensing issues with Mankato, and little relationships with other governments and institutions. City Administrator Harrenstein reported the technical issues should be resolved early in 2020. Finance Director McCann reviewed Ruby Ride opportunities which include evening & weekend hours, after school activity transportation, increased marketing, partnership with providers for paratransit, additional municipal & institutional contracts. Possible threats to the program include obtaining sustainable ridership levels and paratransit licensing.

Finance Director McCann reported Mankato has proposed continuing the Monday through Friday continuous service for approximately \$66,000. North Mankato could return to pre-NSE hours for \$40,000. Mobility hours are linked to fix route hours. City staff would recommend continuing the continuous service hours for \$66,000, which is what the City budgeted, and continuing the Ruby Ride pilot for an additional year. City Administrator Harrenstein reported additional discussion and direction would need to be provided as additional information becomes available at the end of 2020 and the beginning of 2021. Council Member Oachs expressed continuing support for the continuation and expansion of paratransit services. She requested concrete goals be established for ridership and cost expectations. She also requested with the continuation of the bus routes that the bus shelters be addressed. City Administrator Harrenstein stated paratransit is available during the fixed-route hours. He noted Ruby Ride is currently unable to provide paratransit rides due to a lack of licensing, but they

hope to be licensed by March. Mayor Dehen requested further information on all those requesting paratransit rides and determining if all riders using the service require the service. If they do not, the City should work to provide alternative transportation options for those that don't need paratransit, rather use it for convenience, and reduce the paratransit ridership, which would reduce cost.

Caswell Fieldhouse Financial Feasibility Report

City Administrator Harrenstein reported the update reviews the sales tax extension, the fieldhouse, market analysis, operating statement review, economic impact, partnerships, and recommendations. City Administrator Harrenstein provided a brief review of the Sales Tax Extension. The sales tax was first approved in 2008 and extended in 2016 when 74% of voters passed a referendum to extend the sales tax to \$15 million. A timeline was presented, reviewing the continued discussion by community members, local user groups, the City Council, and regional partners concerning the continued need for recreational facilities. Council Member Norland commented that besides the user groups interested in the facility, a growing number of senior citizens are interested in the facility to improve their health. She also noted a growing interest in pickleball. City Administrator Harrenstein commented that the facility would be both a regional asset and a community amenity. The City of North Mankato has requested \$10.5 million in state bonding dollars to fund the construction of a fieldhouse and enhancements of the original softball and soccer fields at the Caswell Regional Sporting Complex. The City proposed to match the State bonding request with \$5.5 million of local option sales and use tax dollars approved by voters in 2016 and an additional \$500,000 in general fund proceeds. The Caswell Complex Fieldhouse would cost approximately \$13.5 million and would be a 90,000 square foot fieldhouse, including four high school regulation-sized basketball courts, eight youth-sized basketball courts, eight volleyball courts, six tennis courts, locker rooms, concessions, restrooms, indoor batting cages, community rooms and gathering areas.

City Administration Harrenstein reviewed the Market Analysis reviewing the 2013 National Association of Sports Commission Study, the 2017 Greater Mankato Regional Recreation & Minnesota Amateur Sports Commission Facilities Development Update and the 2019 Pinnacle Indoor Sports Multipurpose Sports Facility Market Feasibility Report. All three reports showed a need for additional court space, including basketball, volleyball and tennis. Emphasizing the regional need for the facility. The three studies concluded consistent findings in their analysis of the market for a marketplace for the fieldhouse. They concluded there is user demand, it could be a regional attraction, and all believe issues exist with the affordability that requires alternative forms of revenue to achieve operational sustainability. The City has acquired signed letters of intent with users to confirm demand projections of these studies at a rate of \$33 per youth court per hour. While demand indicates two hard courts and 3-4 tennis courts fulfill market demand, users agree regional significance and rental agreements will require four hard courts and six tennis courts. These findings fit well with the three principles of Caswell Park that have guided it to its preeminence as a nationally recognized facility local enthusiasm, its role as a regional facility, and low operating costs.

City Administrator Harrenstein reviewed the operating statement with total revenue exceeding expenditures in year four. He reported years one through three operating shortfall total estimated to be \$190,000 cumulative and would be covered through transfers. Alternative conservative estimates include annual shortfalls ranging from \$43,000-\$111,000, which is consistent with other regional facilities.

City Administrator Harrenstein reported the economic impact could exceed \$2,000,000 annually with a City staff goal to match Caswell's impact by year ten of operations and bring in over \$8 million in economic impact.

City Administrator Harrenstein reviewed the partners, Minnesota State University, Mankato, Bethany College, South Central College, Mankato Area Public Schools, Minnesota Attack Volleyball, Mankato Basketball Association, Mankato Area Pickleball, Greater Mankato Community Tennis Association, and Minnesota Rise Basketball.

City Administrator Harrenstein concluded that the fieldhouse is a safe partnership for Minnesota because North Mankato is a proven operator of recreational facilities, and the partnership would expand the impact of an existing statewide, regional asset and international tourism destination.

City Administrator Harrenstein requested City Council adopt the Financial Feasibility report as an accurate representation of estimated facility performance and economic impact at an upcoming City Council meeting.

Council Member Whitlock commented that the fieldhouse would be a regional asset, and the City must look at it as a regional complex.

Council Member Oachs concurred that it was a regional asset but also wanted to see the facility used as a local amenity and requested staff continue to look at ways to use the facility to meet the needs of the community. She was interested in an inside play area for kids. City Administrator Harrenstein reported the facility has a community room and would test the market.

Commerce Drive EV Chargers

Finance Director McCann reported City staff has been discussing an Electric Vehicle charging station, and the location was determined to be the MGM parking lot. As part of the Commerce Drive project, the City obtained an easement agreement with the property owner. As part of the construction project, BENCO is installing the appropriate equipment and power to accommodate an EV station in the proposed location. The equipment was purchased from ZEF Energy at the cost of \$62,000. The equipment consists of a level 3 charger and a level 2 charger located side by side.

Finance Director McCann reviewed the proposed price structure for the level three charger, which included a \$3.00 connection fee and \$0.20 per minute. Estimated total annual revenue if the charger has two cars a day use the connection would be \$5,110.00. The proposed price structure for a level two charger is a \$3.00 connection fee. The estimated total revenue is \$180.00 for a total combined level two and level three annual revenue of \$5,290.00. Estimated annual energy expenditures include an annual base fee of \$495.24, an energy charge of \$1,396.80 and \$149.00 in taxes — total estimated expenditures to BENCO of \$2,041.04. ZEF has operational and credit card fees totaling \$443.28, for a total annual cost of \$2,484.31, the City could net \$2,805.69.

Mayor Dehen requested City staff reach out to the Mankato Area Foundation as they are moving forward with a charging station in Mankato, and he would like to set similar rates. City Administrator Harrenstein reported staff would be in contact with the Mankato Area Foundation.

Council Member Oachs requested clarification on if a similar unit would be considered in downtown Belgrade. City Administrator Harrenstein reported it was not included in the TIF, but the option remains.

Mayor Dehen closed the Council Workshop at 1:23 p.m.

Mayor

City Clerk



CITY OF NORTH MANKATO

OFFICE OF THE MAYOR

PROCLAMATION

WHEREAS, all children in North Mankato should have access to the highest-quality education possible; and

WHEREAS, North Mankato recognizes the important role that an effective education plays in preparing all students in North Mankato to be successful adults; and

WHEREAS, quality education is crucial to the economic vitality of North Mankato; and

WHEREAS, North Mankato is home to a variety of high-quality public and nonpublic schools from which parents can choose for their children, in addition to families who educate their children in the home; and

WHEREAS, educational variety not only helps to diversify our economy but also enhances the vibrancy of our community; and

WHEREAS, North Mankato has many high-quality teaching professionals in all types of school settings who are committed to educating our children; and

WHEREAS, School Choice Week is celebrated across the country by millions of students, parents, educators, schools, and organizations to raise awareness of the need for effective educational options;

NOW THEREFORE I, Mark Dehen, Mayor of North Mankato, proclaim January 26-February 1, 2020 as:

NORTH MANKATO SCHOOL CHOICE WEEK

And I call this observance to the attention of all of our citizens.

Dated this 21st day of January 2020.

*Mark Dehen, Mayor
City of North Mankato*



The Free Press MEDIA

THE LAND

P.O. Box 3287, Mankato, MN 56002

www.mankatofreepress.com phone: (507) 344-6314, fax: (507) 625-1149

Affidavit of Publication

**STATE OF MINNESOTA,
COUNTY OF BLUE EARTH, SS.**

Steve Jameson, being duly sworn, on oath states as follows:

1. I am the publisher of The Free Press, or the publisher's designated agent. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.

2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.

3. The dates of the month and the year and day of the week upon which the public notice attached/copied below was published in the newspaper are as follows:


The printed notice which is attached was cut from the columns of said newspaper, and was printed and published the following dates: 01/10/20, and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

abcdefghijklmnopqrstuvwxyz

4. The Publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331A.06, is as follows: 34.34.

5. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notice: The newspaper's known office is located in Blue Earth County. The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

FURTHER YOUR AFFIANT SAITH NOT.

By: 
Steve Jameson, Publisher

Sworn to and subscribed before me, this day
01/10/2020



Notary Public

Notice of Public Hearing

January 10, 2020

**CITY OF NORTH MANKATO
COUNTY OF NICOLLET
STATE OF MINNESOTA**

NOTICE IS HEREBY GIVEN that the City Council of the City of North Mankato, Minnesota, will hold a public hearing on Tuesday, January 21, at a meeting of the Council beginning at approximately 7:00 p.m. at the North Mankato Municipal Building, 1001 Belgrade Avenue, North Mankato, Minnesota, to consider an Ordinance amending City Code Chapter 156.035 (FF) Concerning Off-Street Parking. To view the complete ordinance please contact the City Clerk.

All interested persons may appear at the public hearing and present their views orally or in writing.

Dated: This 6th day of January 2020.

BY ORDER OF THE NORTH
MANKATO CITY COUNCIL
/s/ April Van Genderen
April Van Genderen
City Clerk



OFF-STREET PARKING AMENDMENTS

THE CITY OF NORTH MANKATO

SUBJECT: Off-Street Parking Amendments
APPLICANT: City of North Mankato
LOCATION: Residential Zoning Districts
EXISTING ZONING: -
DATE OF HEARING: December 12, 2019
DATE OF REPORT: December 5, 2019
REPORTED BY: Mike Fischer, Community Development Director

APPLICATION SUBMITTED

Request to consider amendments to off-street parking regulations

COMMENT

On several occasions, the Planning Commission has discussed potential changes to the City Code off-street parking regulations in residential zoning districts. Most recently, at the September Planning Commission meeting, staff was directed to contact the MPCA and Public Works Department regarding the use of gravel parking surfaces as it relates to State and local pollution regulations. While staff repeatedly asked to MPCA to comment, they chose not to respond to our multiple requests. Regarding comments from the Public Works Department, the only concern was for the containment of gravel.

As staff was able to research the off-street parking regulations of other cities, proposed City Code off-street parking amendments are attached. In summary, the proposed amendments allow for the use of gravel parking surfaces adjacent to alleys, limit the number and size of items stored outdoors and regulate parking in side yards.

RECOMMENDATION

Consider proposed off-street parking amendments and recommend approval if acceptable.

(FF) *Outside storage of vehicles, campers, trailers, boats and recreational vehicles in Residential districts.* In any Residential district, the off-street parking of vehicles shall conform to the following provisions.

(1) *In any Front Yard,* ~~The~~ off-street parking of ~~a~~ any automobile, trailer, camper, boat, or recreational vehicle shall be on a lawfully permitted ~~hard-surfaced area~~ driveway constructed of concrete, ~~or~~ asphalt or paver bricks.

(2) *In any Side Yard,* the off-street parking of any automobile, trailer, camper, boat or recreational vehicle shall be on a lawfully permitted area constructed of either concrete, asphalt, paver bricks or gravel.

(a) *Any off-street parking area shall have access from a street or alley. Such access shall not be within the building setback and shall be constructed of either concrete, asphalt, paver bricks or gravel when in a side or rear yard.*

(3) *In any Rear Yard,* the off-street parking of any automobile, trailer, camper, boat or recreational vehicle shall be on a lawfully permitted area constructed of either concrete, asphalt, paver bricks or gravel.

(a) *Any off-street parking area shall have an access from a street or alley. Such access shall not be within the building setback and shall be constructed of either concrete, asphalt, paver bricks or gravel when in a side or rear yard.*

(23) The off-street parking of any automobile, trailer, camper, boat, or recreational vehicle shall not be within any building setback area unless on a lawfully constructed parking area adjacent to an alley.

(34) Any automobile, trailer, camper, boat or recreational vehicle stored on private property shall be licensed and registered to the property owner or tenant.

(54) Any automobile, trailer, camper, boat, recreational vehicle stored on private property shall not be used to store materials or equipment.

(5) Should an off-street parking area be constructed of gravel, no gravel material shall be allowed to leave the property or enter into a storm sewer.

(6) In combination, no more than two (2) trailers, campers, boats or recreational vehicles shall be stored outdoors on any property

(7) No recreational vehicles greater than 45 feet in length shall be stored outdoors on any property

(8) No inoperable or unlicensed vehicles, campers, trailers, boats or recreational vehicles shall be stored outdoors on any property

NOTICE OF PUBLIC HEARING

PROJECT NO. 19-05 ABCDEF 300 BLOCK HARRISON AVENUE, PROJECT NO. 19-06 ABCDEF 300 AND 400 BLOCK MONROE AVENUE AND PROJECT NO. 19-07 DEF DAKOTA MEADOWS SAFE ROUTES TO SCHOOL

Notice is hereby given that the City Council of North Mankato will meet in the Council Chambers of the City Hall at 7:00 p.m. on January 21, 2020, to consider the making of Improvement No. 19-05 ABCDEF 300 Block Harrison Avenue Improvement Project, pursuant to Minn. Stat. §429.011 to 429.111. The estimated cost of the improvement is \$600,500. City Council will also consider Improvement No. 19-06

ABCDEF 300 and 400 Block Monroe Avenue, pursuant to Minn. Stat. §429.011 to 429.111. The estimated cost of the improvement is \$1,213,100. City Council will also consider Improvement No. 19-07 DEF Dakota Meadows Safe Routes to School Project, pursuant to Minn. Stat. §429.011 to 429.111.

The estimated cost of the improvement is \$1,069,900. A reasonable estimate of the impact of the assessment will be available at the hearing. Such persons as desire to be heard with reference to the proposed improvement will be heard at this meeting.

/s/April Van Genderen
City Clerk

Published in the Free Press on January 9 and January 17, 2020.



City of North Mankato, MN

Claims List - Regular

By Vendor Name

Date Range: 1-21-20

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: APBNK-APBNK						
00009	A-1 KEY CITY LOCKSMITHS, INC	01/21/2020	Regular	0	108.00	92197
03030	AD STARR	01/21/2020	Regular	0	7,050.00	92198
00029	AG SPRAY EQUIPMENT	01/21/2020	Regular	0	7.42	92199
00030	AHLMAN'S	01/21/2020	Regular	0	6,050.00	92200
00136	BENCHS	01/21/2020	Regular	0	100.00	92201
00156	BLUE EARTH COUNTY FINANCE	01/21/2020	Regular	0	23,000.00	92202
00189	BRAUN INTERTEC CORPORATION	01/21/2020	Regular	0	2,667.25	92203
03205	BRAUN'S MANUFACTURING & WELDING	01/21/2020	Regular	0	203.55	92204
00194	BRICK HOUSE GRAPHICS	01/21/2020	Regular	0	451.50	92205
00221	CARGILL, INC.	01/21/2020	Regular	0	2,132.50	92206
00233	CEMSTONE PRODUCTS COMPANY	01/21/2020	Regular	0	66.24	92207
03184	CHAMPION TANK SERVICES	01/21/2020	Regular	0	2,000.00	92208
02757	CINTAS	01/21/2020	Regular	0	184.03	92209
00331	DE MARS CONSTRUCTION	01/21/2020	Regular	0	39,423.64	92210
03156	DVS RENEWAL	01/15/2020	Regular	0	14.25	92196
00401	EXPRESS SERVICES, INC.	01/21/2020	Regular	0	1,933.26	92211
00404	FASTENAL COMPANY	01/21/2020	Regular	0	22.35	92212
00409	FERGUSON ENTERPRISES, INC	01/21/2020	Regular	0	805.55	92213
00465	GALE/CENGAGE LEARNING	01/21/2020	Regular	0	30.39	92214
00473	GENERATOR SYSTEM SERVICES, INC.	01/21/2020	Regular	0	340.00	92215
00499	GRAINGER	01/21/2020	Regular	0	25.17	92216
00508	GREEN TECH RECYCLING, LLC	01/21/2020	Regular	0	80.00	92217
03206	HERBACH, GEOFF	01/21/2020	Regular	0	200.00	92218
00639	KIBBLE EQUIPMENT LLC	01/21/2020	Regular	0	17.91	92219
03103	LAGER'S INC	01/21/2020	Regular	0	103.44	92220
00731	LAGER'S OF MANKATO, INC.	01/21/2020	Regular	0	15.56	92221
03209	LIUM, JOEY	01/14/2020	Regular	0	600.00	92190
03207	MIDWEST ENGINEERING LLC	01/21/2020	Regular	0	500.00	92222
00963	MINNESOTA BUREAU OF CRIMINAL APPREHEN	01/21/2020	Regular	0	270.00	92223
00283	MINNESOTA DEPARTMENT OF TRANSPORTATI	01/21/2020	Regular	0	274.09	92224
00905	MINNESOTA STATE FIRE DEPT ASSOCIATION	01/21/2020	Regular	0	375.00	92225
00951	MINNESOTA TRUCK & TRACTOR, INC.	01/21/2020	Regular	0	93.65	92226
02895	MOTEL 6	01/21/2020	Regular	0	17,892.83	92227
01063	NORTHERN SEWER EQUIPMENT CO., INC.	01/21/2020	Regular	0	420.03	92228
01066	NORTHLAND SECURITIES, INC.	01/21/2020	Regular	0	2,150.00	92229
02057	OFFICE OF ADMINISTRATIVE HEARINGS	01/09/2020	Regular	0	100.00	92185
01083	OVERDRIVE, INC.	01/21/2020	Regular	0	10,000.00	92230
01106	PETTY CASH	01/21/2020	Regular	0	39.54	92231
03169	PLEVA MECHANICAL INC.	01/21/2020	Regular	0	111,307.00	92232
01133	POWERPLAN/RDO EQUIPMENT	01/21/2020	Regular	0	2,744.42	92233
01137	PRAXAIR DISTRIBUTION, INC	01/21/2020	Regular	0	8.82	92234
02953	R & E ENTERPRISES OF MANKATO	01/10/2020	Regular	0	3,657.50	92187
02953	R & E ENTERPRISES OF MANKATO	01/21/2020	Regular	0	1,925.00	92235
02739	SCOTT COUNTY	01/21/2020	Regular	0	200.00	92236
02819	SETTER & ASSOCIATES LLC	01/21/2020	Regular	0	4,400.00	92237
01285	SIRSIDYNIX	01/21/2020	Regular	0	33,752.70	92238
01091	STOREY KENWORTHY & MATT PARROTT	01/21/2020	Regular	0	495.35	92239
01352	STREICHER'S, INC	01/21/2020	Regular	0	2,875.46	92240
01402	TIRE ASSOCIATES	01/21/2020	Regular	0	5,423.75	92241
01409	TOPPERS & TRAILERS PLUS	01/21/2020	Regular	0	372.76	92242
01414	TOWMASTER	01/21/2020	Regular	0	2,729.13	92243
02150	U.S. BANK	01/21/2020	Regular	0	500.00	92244
01443	UNITED STATES POSTAL SERVICE	01/21/2020	Regular	0	2,000.00	92245
01457	US HIGHWAY 169 CORRIDOR COALITION	01/21/2020	Regular	0	1,000.00	92246
03191	US SOLAR	01/21/2020	Regular	0	1,639.21	92247
01474	VETTER STONE COMPANY	01/21/2020	Regular	0	1,197.00	92248
00486	W.W. GOETSCH ASSOCIATES, INC.	01/21/2020	Regular	0	941.48	92249

03202	WALZ, JASON	01/06/2020	Regular	0	500.00	92183
02282	WARD EINESS STRATEGIES	01/21/2020	Regular	0	2,000.00	92250
01515	WELLS FARGO BANK, N.A.	01/21/2020	Regular	0	1,600.00	92251
03201	WESELY, JORDAN	01/06/2020	Regular	0	1,500.00	92184
01525	WEST CENTRAL SANITATION, INC.	01/21/2020	Regular	0	27,913.77	92252
02033	AMAZON.COM	01/07/2020	Bank Draft	0	16.49	DFT0003759
00063	AMERICAN PEST CONTROL	01/14/2020	Bank Draft	0	65.00	DFT0003777
00062	AMERICAN SECURITY CABINETS GROUP	01/01/2020	Bank Draft	0	93.00	DFT0003740
00101	AT&T MOBILITY	01/14/2020	Bank Draft	0	28.87	DFT0003778
00137	BENCO ELECTRIC COOPERATIVE	01/03/2020	Bank Draft	0	28,771.26	DFT0003737
00241	CHARTER COMMUNICATIONS	01/15/2020	Bank Draft	0	263.37	DFT0003792
00311	CULLIGAN WATER CONDITIONING	01/03/2020	Bank Draft	0	20.85	DFT0003743
00311	CULLIGAN WATER CONDITIONING	01/03/2020	Bank Draft	0	20.85	DFT0003744
02750	DPS MEDIA	01/20/2020	Bank Draft	0	178.47	DFT0003742
00447	FREE PRESS	01/09/2020	Bank Draft	0	372.04	DFT0003765
00447	FREE PRESS	01/15/2020	Bank Draft	0	34.34	DFT0003794
00608	INGRAM LIBRARY SERVICES	01/15/2020	Bank Draft	0	6,508.57	DFT0003797
00617	INTERNATIONAL INSTITUTE OF MUNICIPAL CLI	01/09/2020	Bank Draft	0	195.00	DFT0003764
02941	JAGUAR COMMUNICATIONS	01/09/2020	Bank Draft	0	3,994.56	DFT0003768
00733	LAKES GAS CO #10	01/03/2020	Bank Draft	0	183.50	DFT0003745
00733	LAKES GAS CO #10	01/09/2020	Bank Draft	0	107.00	DFT0003763
00733	LAKES GAS CO #10	01/14/2020	Bank Draft	0	89.00	DFT0003775
00733	LAKES GAS CO #10	01/15/2020	Bank Draft	0	177.75	DFT0003793
00749	LAWSON PRODUCTS, INC	01/14/2020	Bank Draft	0	27.56	DFT0003772
00775	LJP WASTE & RECYCLE, LLC	01/15/2020	Bank Draft	0	365.00	DFT0003795
00883	MID-STATES ORGANIZED CRIME	01/03/2020	Bank Draft	0	150.00	DFT0003748
00923	MINNESOTA DEPARTMENT OF LABOR & INDU:	01/06/2020	Bank Draft	0	2,111.50	DFT0003758
00923	MINNESOTA DEPARTMENT OF LABOR & INDU:	01/09/2020	Bank Draft	0	100.00	DFT0003761
00923	MINNESOTA DEPARTMENT OF LABOR & INDU:	01/09/2020	Bank Draft	0	36.00	DFT0003762
00908	MINNESOTA TRANSPORTATION ALLIANCE, INC	01/03/2020	Bank Draft	0	525.00	DFT0003749
00910	MINNESOTA VALLEY TESTING LAB, INC.	01/03/2020	Bank Draft	0	119.00	DFT0003746
00910	MINNESOTA VALLEY TESTING LAB, INC.	01/14/2020	Bank Draft	0	221.00	DFT0003774
03204	PERCUSSION PLAY LTD	01/09/2020	Bank Draft	0	11,107.80	DFT0003760
01117	PLUNKETT'S PEST CONTROL, INC.	01/15/2020	Bank Draft	0	122.87	DFT0003796
01335	STAPLES ADVANTAGE	01/02/2020	Bank Draft	0	78.03	DFT0003738
01335	STAPLES ADVANTAGE	12/31/2019	Bank Draft	0	233.28	DFT0003739
01335	STAPLES ADVANTAGE	12/05/2019	Bank Draft	0	111.85	DFT0003751
01335	STAPLES ADVANTAGE	01/03/2020	Bank Draft	0	147.68	DFT0003757
01335	STAPLES ADVANTAGE	01/13/2020	Bank Draft	0	68.16	DFT0003771
01470	VERIZON WIRELESS	01/03/2020	Bank Draft	0	783.07	DFT0003741
01470	VERIZON WIRELESS	01/14/2020	Bank Draft	0	30.89	DFT0003779
01525	WEST CENTRAL SANITATION, INC.	01/14/2020	Bank Draft	0	3,920.91	DFT0003773
00016	ADAMS, NICOLE	01/23/2020	EFT	0	59.99	2491
00028	AFFORDABLE TOWING OF MANKATO, INC.	01/23/2020	EFT	0	100.00	2492
00050	ALPHA WIRELESS COMMUNICATIONS	01/23/2020	EFT	0	180.00	2493
00105	AUTO VALUE MANKATO	01/23/2020	EFT	0	226.62	2494
00174	BOLTON & MENK, INC.	01/23/2020	EFT	0	181,029.75	2495
00216	C & S SUPPLY CO, INC.	01/23/2020	EFT	0	169.80	2497
00230	CCP INDUSTRIES, INC.	01/23/2020	EFT	0	69.68	2498
00322	DALCO	01/23/2020	EFT	0	47.94	2499
00334	DEHEN, MARK	01/23/2020	EFT	0	54.63	2500
02275	DEM-CON MATERIALS & RECOVERY	01/23/2020	EFT	0	4,707.11	2501
00453	FREYBERG PETROLEUM SALES, INC.	01/23/2020	EFT	0	1,597.65	2502
02946	FROELICH, PAUL	01/23/2020	EFT	0	164.95	2503
00463	G & L AUTO SUPPLY, LLC	01/23/2020	EFT	0	104.66	2504
00482	GMS INDUSTRIAL SUPPLIES, INC.	01/23/2020	EFT	0	376.20	2505
00494	GOPHER STATE ONE-CALL	01/23/2020	EFT	0	67.50	2506
02476	HARRISON TRUCK CENTERS	01/23/2020	EFT	0	224.06	2507
00538	HAWKINS, INC.	01/23/2020	EFT	0	6,858.59	2508
00544	HENDRICKSON, CHRISTOPHER	01/23/2020	EFT	0	179.69	2509
00680	J.J. KELLER & ASSOCIATES, INC.	01/23/2020	EFT	0	720.87	2510
00691	KENNEDY & KENNEDY LAW OFFICE	01/23/2020	EFT	0	9,201.47	2511
00743	LARKSTUR ENGINEERING & SUPPLY, INC.	01/23/2020	EFT	0	53.98	2512
00776	LLOYD LUMBER CO.	01/23/2020	EFT	0	335.53	2513
00796	MACQUEEN EQUIPMENT, INC.	01/23/2020	EFT	0	7,422.69	2514
00819	MANKATO FORD, INC.	01/23/2020	EFT	0	222.91	2515
00874	MENARDS-MANKATO	01/23/2020	EFT	0	115.77	2516

03208	MEYER, ANNA	01/23/2020	EFT	0	110.60	2517
00902	MINNESOTA IRON & METAL CO	01/23/2020	EFT	0	36.25	2518
00956	MINNESOTA WASTE PROCESSING CO.	01/23/2020	EFT	0	21,700.15	2519
01036	NICOLLET COUNTY RECORDER/ABTRACTER	01/23/2020	EFT	0	66.00	2520
01052	NORTH CENTRAL INTERNATIONAL	01/23/2020	EFT	0	6,907.09	2521
01056	NORTH MANKATO FIREMEN'S RELIEF ASSOCIA	01/23/2020	EFT	0	6,944.50	2522
01062	NORTHERN SAFETY TECHNOLOGY, INC.	01/23/2020	EFT	0	5,436.57	2523
01090	PARAGON PRINTING, MAILING & SPECIALTIES	01/23/2020	EFT	0	99.36	2524
01211	RIVER BEND BUSINESS PRODUCTS	01/23/2020	EFT	0	1,184.40	2525
03014	RUBY RIDE	01/23/2020	EFT	0	3,242.25	2526
01407	TOOL SALES COMPANY	01/23/2020	EFT	0	50.00	2527
01524	WERNER ELECTRIC SUPPLY	01/23/2020	EFT	0	136.43	2528
00219	CARDMEMBER SERVICE	01/10/2020	Bank Draft	0	10,146.40	DFT0003770
00234	CENTER POINT ENERGY	01/06/2020	Bank Draft	0	5,992.09	DFT0003752
00234	CENTER POINT ENERGY	01/15/2020	Bank Draft	0	169.70	DFT0003790
02181	ETS CORPORATION	01/02/2020	Bank Draft	0	2,236.72	DFT0003753
02774	FURTHER	01/15/2020	Bank Draft	0	586.54	DFT0003784
02003	MINNESOTA DEPT OF REVENUE	01/03/2020	Bank Draft	0	384.47	DFT0003750
02003	MINNESOTA DEPT OF REVENUE	01/13/2020	Bank Draft	0	9,960.00	DFT0003769
02003	MINNESOTA DEPT OF REVENUE	01/15/2020	Bank Draft	0	5,460.55	DFT0003786
03029	OPEN EDGE	01/02/2020	Bank Draft	0	37.95	DFT0003754
03029	OPEN EDGE	01/02/2020	Bank Draft	0	153.19	DFT0003755
02766	SPROUT SOCIAL	01/07/2020	Bank Draft	0	99.00	DFT0003756
01477	VIKING ELECTRIC SUPPLY, INC.	01/15/2020	Bank Draft	0	146.30	DFT0003791
01557	XCEL ENERGY	01/15/2020	Bank Draft	0	167.32	DFT0003789
					687,555.89	149

Authorization Signatures

All Council

The above manual and regular claims lists for 1-21-20 are approved by:

MARK DEHEN- MAYOR

DIANE NORLAND- COUNCIL MEMBER

WILLIAM STEINER- COUNCIL MEMBER

SANDRA OACHS- COUNCIL MEMBER

JAMES WHITLOCK- COUNCIL MEMBER

RESOLUTION NO.

RESOLUTION APPROVING DONATIONS/CONTRIBUTIONS/GRANTS

WHEREAS, the Minnesota Statute 465.03 and 465.04 allows the governing body of any city, county, school district or town to accept gifts for the benefit of its citizens in accordance with terms prescribed by the donor;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, that the following donations/contributions/grants are approved as follows:

[illegible]

Adopted by the City Council this 21st day of January 2020.

Mayor

City Clerk



1001 Belgrade Ave., PO Box 2055
North Mankato, MN 56003
507-625-4141 Fax: 507-625-4252
www.northmankato.com

For Office Use Only

APPROVED _____

DENIED _____

☐ PARK USE ☐ AUDIO USE

Application For
PARADE PERMIT

REQUIRED INFORMATION:

- Application for Parade Permit
 - Map of Parade Route
 - \$35 Application Fee - Paid 12/19/19
- Thirty (30) days in advance of the parade date.

Name of Applicant Ashley Yoder	Address 1919 University Ave W Ste 175 St. Paul, MN 55104	Phone 612-672-0484	Email ashley@alsmn.org
Sponsoring Organization Name ALS Association	Address St. Paul, MN 55104	Phone	
Contact during event Ashley Yoder	Phone 619-913-9748		
Event Location Spring Lake Park #1	Date 4/25/20	From Time To 9am 12pm	
Occasion for Parade			

Parade Description / Composition

Walk to Defeat ALS, casual, all ages, some wheelchairs

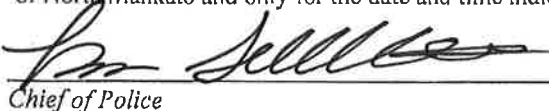
Estimated Number of Participants: **275**

As duly authorized representative or agent of the parade sponsoring organization, I hereby make application for a permit to parade in the City of North Mankato, Minnesota. I hereby certify that, to the best of my knowledge, the above is an accurate and true description of the parade. I agree to execute the parade according to this permit and subject to the provisions and conditions which may be necessary to provide for the safety of parade participants and the orderly and safe movement of public traffic.


Applicant

12/19/2019
Date

Pursuant to Section 70.21 of the North Mankato City Code, I hereby authorize a parade permit for the applicant organization. This permit shall be valid only under the conditions recommended by the City of North Mankato and only for the date and time indicated.


Chief of Police

12/20/19
Date

Caswell Sports Director

Date



1001 Belgrade Avenue
North Mankato, MN 56003
507-625-4141 Fax: 507-625-4151
www.northmankato.com

Audio Permit _____ 2019
Park Permit _____ 2019

Audio Permit

About:

An audio permit is required for anyone operating outdoor amplified sound (i.e., a loudspeaker, public address system, or sound amplifying equipment). All Audio Permits must be approved by the Council. The sound system cannot be operated before 7:00 am or after 10:00 pm. There is a \$25 fee.

Audio Permit Responsibilities:

- An onsite event coordinator must be available by mobile during the event.
- An applicant will provide a schedule of any music or entertainment proposed to occur during the event.
- A beginning and end time must be supplied on the application, and the event coordinator must ensure compliance.
- Applicants must comply with City Code Ordinance 90.045 and Minnesota Rules Chapter 7030, which limits noise.
- Noise levels cannot exceed 60 dBA more than 50 percent of the time.

What happens if there is a noise complaint?

- A North Mankato Patrol Officer will meet with the complainant and evaluate and measure the noise using a decibel reader at the location of the complainant.
- If the noise is found out of compliance, the Patrol Officer will contact the onsite event coordinator, and the amplified sound must be turned down.
- If the onsite event coordinator does not comply, the event will be immediately terminated, and the group will be disbursed.
- Failure to comply will affect future ability to obtain an audio permit.

AMPLIFIED SOUND:



LIVE MUSIC/BAND
DJ/KARAOKE MACHINE
OTHER: _____

DATE OF EVENT: 4/25/20

BEGIN TIME: 9am

END TIME: 12pm

LOCATION / SHELTER: Spring Lake Park #1

EVENT NAME: Mankato Walk to Defeat ALS

ONSITE COORDINATOR:

PRINT NAME: Ashley Yoder

MOBILE NUMBER: 619-913-9748

☒ I, THE UNDERSIGNED, HAVE RECEIVED THE AUDIO PERMIT AND UNDERSTAND THAT FAILURE TO COMPLY WITH THE AUDIO POLICY MAY TERMINATE THE EVENT AND PREVENT FUTURE ABILITY TO OBTAIN AN AUDIO PERMIT.

SIGNATURE: Ashley E Yoder

DATE: 12/19/2019

CITY CLERK: _____

☐ DENIED ☐ APPROVED

☐ BOOK ☒ POLICE ☐ ONLINE

☒ \$25.00 FEE

STAFF INITIALS _____

23.17 - Tax EXEMPT

Paid 12/19/19



Minnesota
NORTH MANKATO

PARK PERMIT

1001 Belgrade Ave
North Mankato, MN 56003
507-825-4141
www.northmankato.com

Permit #: 9 -2020

Start Time: 7am

Fee: \$ 92.70

Paid

Date: 4/25/2020

Stop Time: 1pm

TAX EXEMPT

12/19/19

Shelter: ☒ Spring Lake Shelter #1 ☐ Spring Lake Shelter #2 ☐ Wheeler Park Indoor Shelter

Event Name: Mankato Walk to Defeat ALS # of People ~275

Name: ALS Association, Ashley Yoder

Address: 1919 University Ave W. Ste 175

City: St. Paul State: MN Zip: 55104

Phone: 612-672-0484 Email: ashley@alsmn.org

Use of Tents (or anything requiring staking) ☒ No ☐ Yes * If Yes, Please contact Gopher State One Call 800-252-1166 one week prior to event.

Notes: weighted tent

Alcoholic Beverages (wine & beer only) ☒ No ☐ Yes

Please specify: Cans Keg * (\$300 refundable deposit and \$30 keg permit) Catering* (must contact City Hall)

Audio (requires audio permit) ☐ No ☒ Yes * If Yes, Please fill out Audio Permit.

Allowed

- Personal grills
- Keg beer provided a permit is obtained
- Fishing/ice fishing on Ladybug Lake and Spring Lake only
- Pets in Benson Park, Bluff Park and Spring Lake Park provided they are on a 6' leash
- Canoes and kayaks on Ladybug Lake and Spring Lake (children under 12 must be accompanied by an adult and wear a life preserver)
- Hog roasts provided they are on a hard-surfaced lot

Prohibited

- Vehicles are not allowed to be parked or driven on the grass for any reason unless permission is given from the Parks Department.
- Pets (allowed in Benson Park, Spring Lake Park and Bluff Park only)
- Glass containers
- Campfires / Bonfires / Fire Rings
- Snowmobiles, ATVs, golfing, swimming, boating and motorized flotation devices
- Dunk Tanks
- Audio equipment may not be played so loud as to interfere with the reasonable use of the park by others. All audio devices must end at 10 PM

☒ I, the undersigned, understand that the park shelter reservation fee is non-refundable. If prior approval is not obtained for the installation of additional tents or stakes and causes disruption of utility services, I agree to be held liable for any repairs to service lines.

☒ I, the undersigned, have received the Audio Permit Instructions and understand that failure to comply with the audio instructions may terminate the event and prevent future ability to obtain an audio permit.

SIGNED: Ashley E Yoder
Applicant

12/19/2019
Date

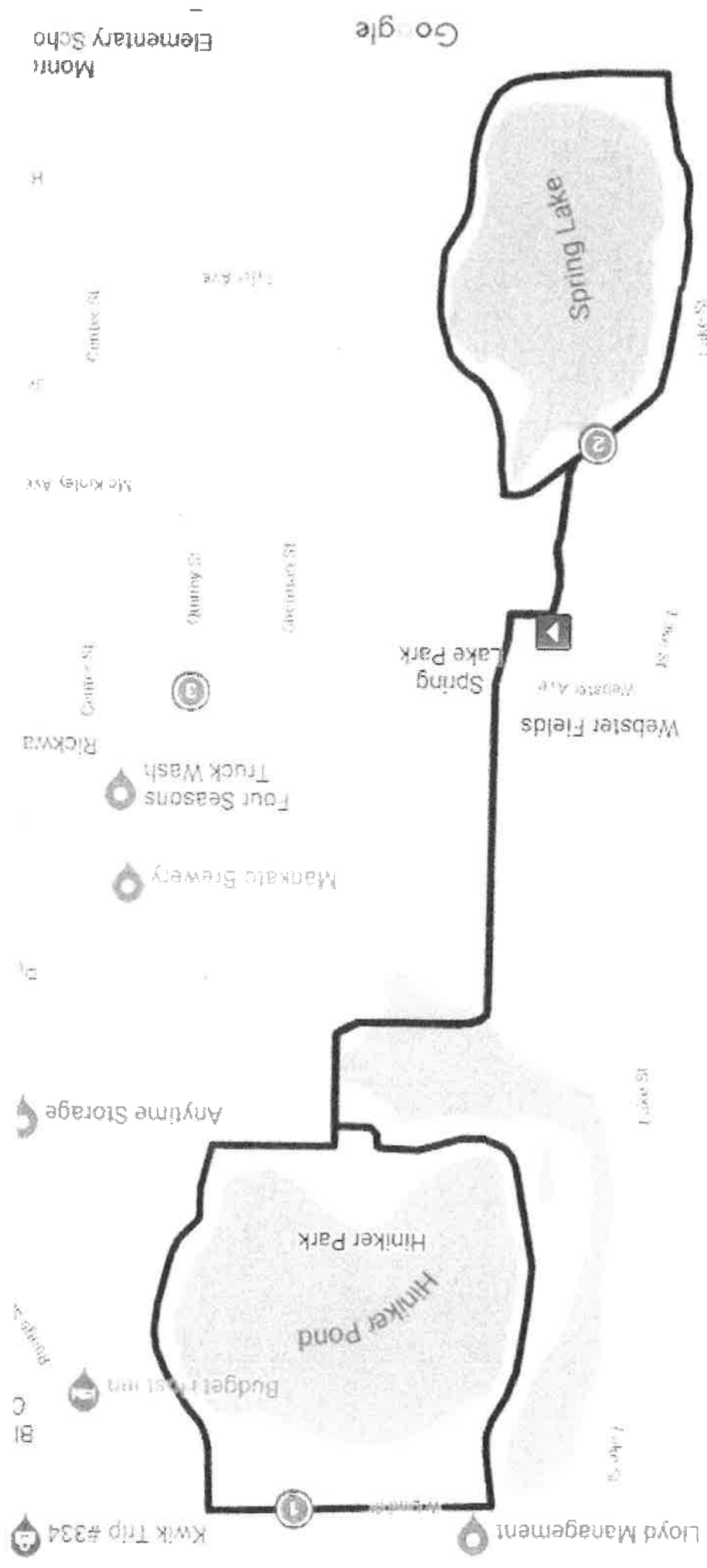
☐ APPROVED ☐ DENIED

☐ REFER TO COUNCIL

City Clerk

Date

Receipt # _____ Book _____ Online _____ Park ☒ Police _____ Staff Initials _____



Google

Monte
Elementary Scho

Kwik Trip #334

Lloyd Management

Hiniker Pond
Hiniker Park

Webster Fields

Spring
Lake Park

Spring Lake

Mankato Brewery

Four Seasons
Truck Wash

Rickwa

Anytime Storage

Budget Rent a Car

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget

Budget



1001 Belgrade Avenue
North Mankato, MN 56003
507-625-4141 Fax: 507-625-4151
www.northmankato.com

Audio Permit _____ 2018
Park Permit _____ 2018

Audio Permit

About:

An audio permit is required for anyone operating outdoor amplified sound (i.e., a loudspeaker, public address system, or sound amplifying equipment). All Audio Permits must be approved by the Council. The sound system cannot be operated before 7:00 am or after 10:00 pm. There is a \$25 fee.

Audio Permit Responsibilities:

- An onsite event coordinator must be available by mobile during the event.
- An applicant will provide a schedule of any music or entertainment proposed to occur during the event.
- A beginning and end time must be supplied on the application, and the event coordinator must ensure compliance.
- Applicants must comply with City Code Ordinance 90.045 and Minnesota Rules Chapter 7030 which limits noise.
- Noise levels cannot exceed 60 dBA more than 50 percent of the time.

What happens if there is a noise complaint?

- A North Mankato Patrol Officer will meet with the complainant and evaluate and measure the noise using a decibel reader at the location of the complainant.
- If the noise is found out of compliance, the Patrol Officer will contact the onsite event coordinator, and the amplified sound must be turned down.
- If the onsite event coordinator does not comply, the event will be immediately terminated, and the group will be disbursed.
- Failure to comply will affect future ability to obtain an audio permit.

AMPLIFIED SOUND: ☐ LIVE MUSIC/BAND DATE OF EVENT: 9/19/2020
☐ DJ/KARAOKE MACHINE BEGIN TIME: 9am
☒ OTHER: race announcements END TIME: 1pm

LOCATION / SHELTER: Mankato Brewery 1119 N Center St

EVENT NAME: The Mankato Beer Run 5k & .05k

ONSITE COORDINATOR: PRINT NAME: Alex Ogden

MOBILE NUMBER: 414.213.8930

☒ I, THE UNDERSIGNED, HAVE RECEIVED THE AUDIO PERMIT AND UNDERSTAND THAT FAILURE TO COMPLY WITH THE AUDIO POLICY MAY TERMINATE THE EVENT AND PREVENT FUTURE ABILITY TO OBTAIN AN AUDIO PERMIT.

SIGNATURE: [Signature] DATE: 1/2/2020

POLICE CHIEF: _____

CITY CLERK: _____

☐ DENIED ☐ APPROVED

☐ BOOK ☒ POLICE ☐ ONLINE ☒ \$25.00 FEE

STAFF INITIALS _____

Ad in full 1/2/20 JR



CITY OF *Minnesota*
NORTH MANKATO

1001 Belgrade Ave., PO Box 2055
North Mankato, MN 56003
507-625-4141 Fax: 507-625-4252
www.northmankato.com

For Office Use Only

APPROVED _____

DENIED _____

☐ PARK USE ☐ AUDIO USE

Application For PARADE PERMIT

REQUIRED INFORMATION:

- Application for Parade Permit

- Map of Parade Route

- \$35 Application Fee

Thirty (30) days in advance of the parade date.

Pd in full 1/2/20 (R)

Name of Applicant Alex Ogden	Address 1141 N 43rd St MKE, WI 53208	Phone 414.213.8930	Email alex@414events.com / sam@414events.com
Sponsoring Organization Name Mankato Brewery	Address 1119 Center St, North Mankato	Phone 507.386.2337	
Contact during event Alex Ogden	Phone 414.213.8930		
Event Location Mankato Brewery	Date 9/19/2019	From 10am	Time To 2pm
Occasion for Parade Mankato Beer Run 5k & .05k			
Parade Description / Composition 3rd annual Beer Run at Mankato Brewery in conjunction with Bier on Belgrade and Mankato Brewery			

Estimated Number of Participants: 500-750

As duly authorized representative or agent of the parade sponsoring organization, I hereby make application for a permit to parade in the City of North Mankato, Minnesota. I hereby certify that, to the best of my knowledge, the above is an accurate and true description of the parade. I agree to execute the parade according to this permit and subject to the provisions and conditions which may be necessary to provide for the safety of parade participants and the orderly and safe movement of public traffic.

Applicant

1/2/2020

Date

Pursuant to Section 70.21 of the North Mankato City Code, I hereby authorize a parade permit for the applicant organization. This permit shall be valid only under the conditions recommended by the City of North Mankato and only for the date and time indicated.

Chief of Police

1/3/2020

Date

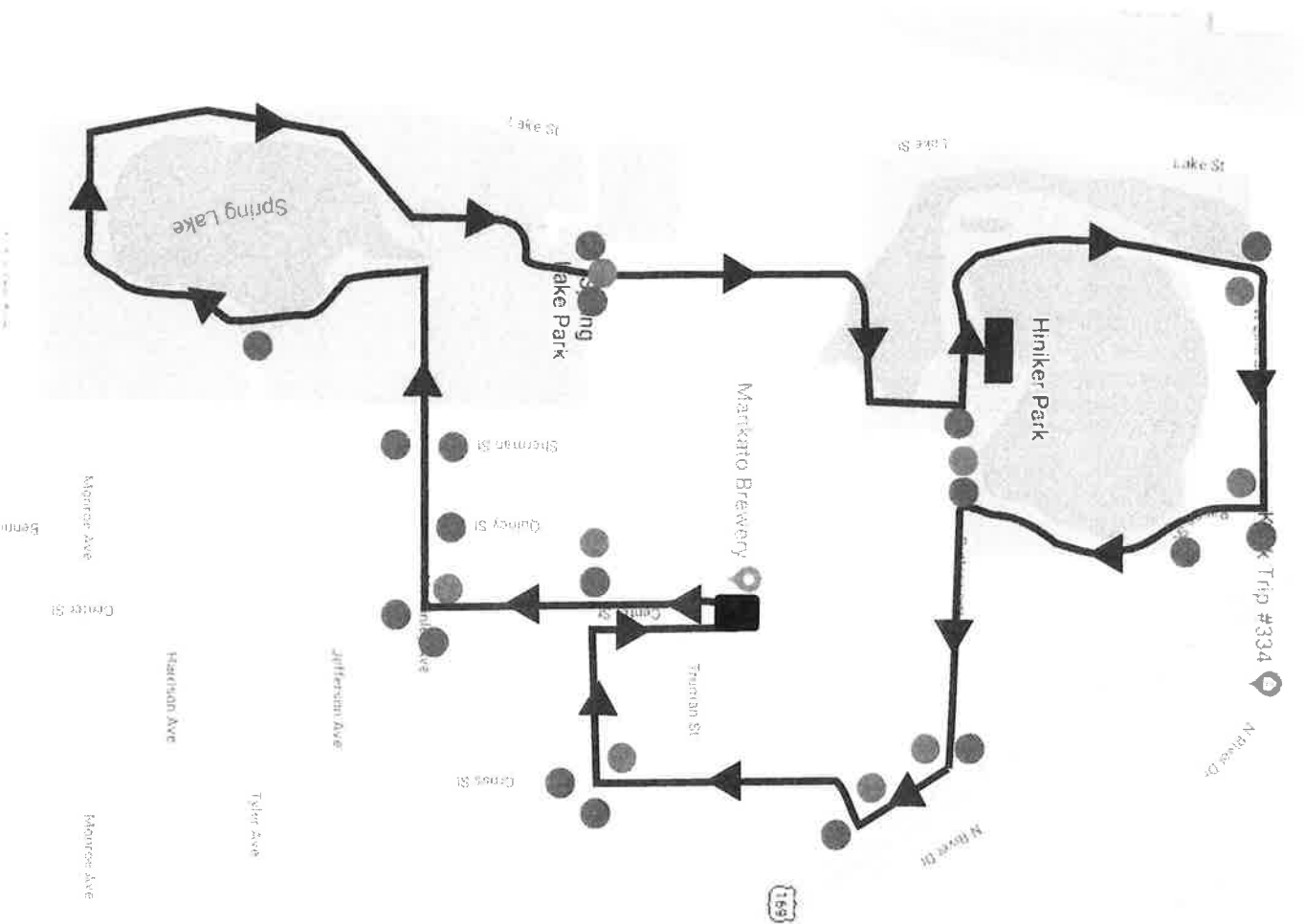
Caswell Sports Director

Date

Map Key



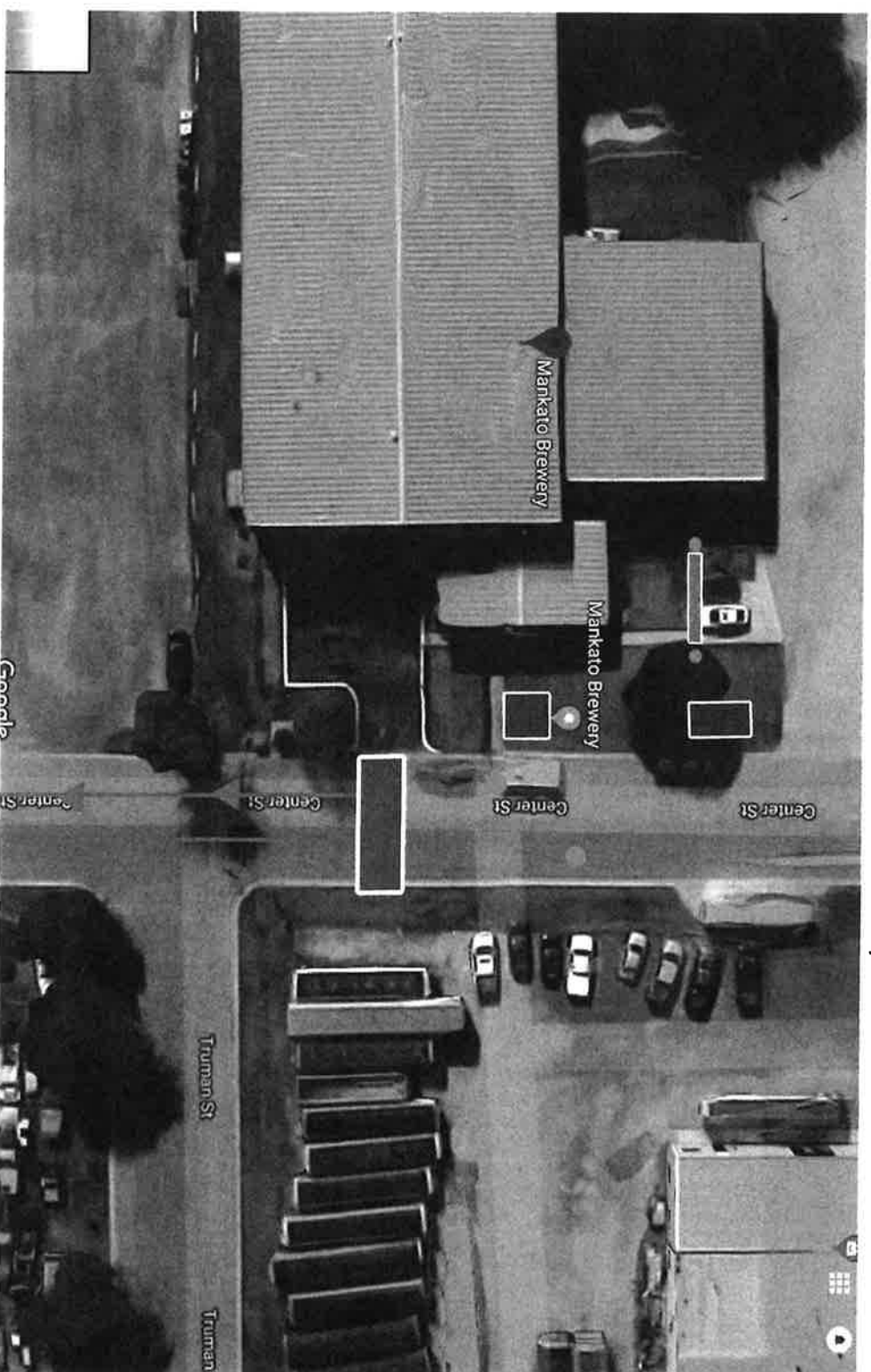
Directional Arrows - Placed at all turns via H-Stake's in ground



Map Key

- Start/Finish Line with Inflatable Arch using sandbag weights
- Course Path and Direction
- MC Booth - PA System facing East towards industrial park (with 10x10 pop up tent)
- Registration (with 10x20 pop up tent)
- Portable Restrooms (if need in addition of Mankato Brewery Restrooms)
- Paired Recycling and Trash Receptacles

414 Events - Mankato Beer Run 5k & .05k Start/Finish Line - Site Map





1001 Belgrade Avenue
North Mankato, MN 56003
507-625-4141 Fax: 507-625-4151
www.northmankato.com

Audio Permit _____ 2020

Park Permit _____ 2020

Audio Permit

About:

An audio permit is required for anyone operating outdoor amplified sound (i.e., a loudspeaker, public address system, or sound amplifying equipment). All Audio Permits must be approved by the Council. The sound system cannot be operated before 7:00 am or after 10:00 pm. There is a \$25 fee.

Audio Permit Responsibilities:

- An onsite event coordinator must be available by mobile during the event.
- An applicant will provide a schedule of any music or entertainment proposed to occur during the event.
- A beginning and end time must be supplied on the application, and the event coordinator must ensure compliance.
- Applicants must comply with City Code Ordinance 90.045 and Minnesota Rules Chapter 7030, which limits noise.
- Noise levels cannot exceed 60 dBA more than 50 percent of the time.

What happens if there is a noise complaint?

- A North Mankato Patrol Officer will meet with the complainant and evaluate and measure the noise using a decibel reader at the location of the complainant.
- If the noise is found out of compliance, the Patrol Officer will contact the onsite event coordinator, and the amplified sound must be turned down.
- If the onsite event coordinator does not comply, the event will be immediately terminated, and the group will be disbursed.
- Failure to comply will affect future ability to obtain an audio permit.

AMPLIFIED SOUND:

☐

LIVE MUSIC/BAND

☒

DJ/KARAOKE MACHINE

☐

OTHER: _____

DATE OF EVENT: 1/24-1/26/2020

BEGIN TIME: 8:00 am

END TIME: 7:00pm

LOCATION / SHELTER: Spring Lake Park

EVENT NAME: Anthony Ford Pond Hockey Tournament

ONSITE COORDINATOR:

PRINT NAME: Phil Tostenson

MOBILE NUMBER: 507-382-7337

☒ I, THE UNDERSIGNED, HAVE RECEIVED THE AUDIO PERMIT AND UNDERSTAND THAT FAILURE TO COMPLY WITH THE AUDIO POLICY MAY TERMINATE THE EVENT AND PREVENT FUTURE ABILITY TO OBTAIN AN AUDIO PERMIT.

SIGNATURE: Phil Tostenson

DATE: 1/6/2020

CITY CLERK: _____

☐ DENIED ☐ APPROVED

☐ BOOK ☒ POLICE ☐ ONLINE ☐ \$25.00 FEE

STAFF INITIALS _____

RESOLUTION NO.

RESOLUTION APPROVING
CONSENT ASSESSMENT AGREEMENT

WHEREAS, the City of North Mankato has, at the property owner's request, paid for certain improvements that will benefit such property, specifically repair/replacement of water line for the following described real estate:

1620 Pleasant View Drive Unit B
PIN #18.538.0020
Block 1 Lot 2 & UND INT IN LOT 13 Fairfield Townhomes
Cost: \$773.06

WHEREAS, the property owner desires that the cost of the sewer line be made as a special assessment against the property; and

WHEREAS, the property owner has executed a consent assessment agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, as follows:

That the attached consent assessment agreement is approved and that the City Clerk is directed to forward a certified copy of this resolution along with a copy of the consent assessment agreement to the Nicollet County Auditor.

Adopted by the City Council this 21st day of January 2020.

Mayor

ATTEST:

City Clerk

CONSENT ASSESSMENT AGREEMENT

This Agreement is made between the City of North Mankato (City) and Joseph Nathe (Owner).

The parties are guided in reaching this agreement by the following facts:

1. Owner's property is described as follows:
1620 Pleasant View Drive Unit B
PIN #18.538.0020
Block 1 Lot 2 & UND INT IN LOT 13 Fairfield Townhomes
2. Owner replaced the sewer line.
3. Owner desires to waive all of the procedures mandated by Chapter 429 of Minnesota Statutes and to consent to the imposition of an assessment directly upon the described property.
4. City is willing to pay for the repair in consideration for the owner's consent to the assessment.

The parties therefore make the following agreement:

1. As a result of the improvement, a special assessment shall be filed against owner's land in the amount of \$773.06. The assessment shall be payable in equal installments extending over a period of five (5) years and bear interest at the rate of 7.00% per annum from the date of this agreement. The City may transmit notice of this assessment to the County Auditor.

Adopted this _____ day of _____, 2020.

City of North Mankato

By: 

Its: City Clerk


Property Owner

Property Owner



City of North Mankato
1001 Belgrade Ave
North Mankato, MN 56003
Phone: 507-625-4141
Fax: 507-625-4525

INVOICE

Bill To:
Joseph Nathe
1620 Pleasant View Dr #B
North Mankato, MN 56003

COPY

DATE: 12/30/2019
INVOICE #: INV01463
DUE DATE: 1/15/2020
TOTAL DUE: \$ 773.06

CUSTOMER ACCOUNT # : 0303

Repair water service on Pleasant View Dr

ITEM DESCRIPTION	UNITS	PRICE	AMOUNT
Sewer-Refunds & Reimbursements	1.00	80.83	80.83
Street-Refunds & Reimbursements	1.00	259.08	259.08
Water-Refunds & Reimbursements	1.00	433.15	433.15
TOTAL THIS INVOICE			\$ 773.06

REMIT TO:

City of North Mankato
PO Box 2055
North Mankato, MN 56002

Please include the invoice number with payment. Thank you!

RESOLUTION NO.

RESOLUTION APPROVING
CONSENT ASSESSMENT AGREEMENT

WHEREAS, the City of North Mankato has, at the property owner's request, paid for certain improvements that will benefit such property, specifically repair/replacement of water line for the following described real estate:

2204 W Dream Drive
PIN #18.666.0240
Block 5 Lot 3 North Ridge Estates
Cost: \$24,386.02

WHEREAS, the property owner desires that the cost of the sewer line be made as a special assessment against the property; and

WHEREAS, the property owner has executed a consent assessment agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, as follows:

That the attached consent assessment agreement is approved and that the City Clerk is directed to forward a certified copy of this resolution along with a copy of the consent assessment agreement to the Nicollet County Auditor.

Adopted by the City Council this 14th day of January 2020.

Mayor

ATTEST:

City Clerk

CONSENT ASSESSMENT AGREEMENT

This Agreement is made between the City of North Mankato (City) and Judy Spencer (Owner).

The parties are guided in reaching this agreement by the following facts:

1. Owner's property is described as follows:
2204 W Dream Drive
PIN #18.666.0240
Block 5 Lot 3 North Ride Estates
2. Owner replaced the sewer line.
3. Owner desires to waive all of the procedures mandated by Chapter 429 of Minnesota Statutes and to consent to the imposition of an assessment directly upon the described property.
4. City is willing to pay for the repair in consideration for the owner's consent to the assessment.

The parties therefore make the following agreement:


1. As a result of the improvement, a special assessment shall be filed against owner's land in the amount of \$24386.02. The assessment shall be payable in equal installments extending over a period of ten (10) years and bear interest at the rate of 7.00% per annum from the date of this agreement. The City may transmit notice of this assessment to the County Auditor.

Adopted this _____ day of _____, 2020.

City of North Mankato

By: 

Its: City Clerk


Property Owner

Property Owner



GAG SHEET METAL, INC
106 3rd Street North
New Ulm MN 56073

Invoice

Date	Invoice #
11/26/2019	48143

Bill To
Judy Spencer 2204 W Dream Drive North Mankato MN 56003

Job/Project

Job/PO No.	Terms	Due Date	Project
		11/26/2019	19404-MC Broke...

Quantity	Description	U/M	Rate	Amount
	Clean sewer line be running a cable line thru Toilet flange by removing and resetting toilet - 30 Day warranty w/1 time call back		498.80	498.80
	Billing: Repair broken sewer pipe in yard		23,887.22	23,887.22
	Work performed but not limited to: Acquire permit Excavate up to 14' deep to expose sewer line Cut out approximately 30' of pipe Install river rock under pipe to insure connections do not shift Clean line upstream and down stream to ready for liner Video inspect line to insure no other issues Install sewer liner upstream and down stream of excavated line City inspection Backfill and compact soil Spread grass seed (Homeowner to water lawn) 10 Year Warranty			
	Sales Tax		7.875%	0.00

Total \$24,386.02

A 12% Annual Finance Charge Will Be Added To All Past Due Accounts

Balance Due \$24,386.02

Phone #	507-354-3813
Fax #	507-354-7847

CITY OF NORTH MANKATO

REQUEST FOR COUNCIL ACTION



Agenda Item # 13A	Dept: City Engineer	Council Meeting Date: 1/21/20																												
TITLE OF ISSUE: Consider Resolution Ordering Improvement and Preparation of Plans Project No. 19-05 ABCDEF 300 Block Harrison Avenue, Project No. 19-06 ABCDEF 300 and 400 Block Monroe Avenue, and Project No. 19-07 DEF Dakota Meadows Safe Routes to School.																														
BACKGROUND AND SUPPLEMENTAL INFORMATION: On January 21, 2020, the North Mankato City Council held a public hearing on Improvement Project No. 19-05 ABCDEF 300 Block Harrison Avenue, Project No. 19-06 ABCDEF 300 and 400 Block Monroe Avenue, and Project No. 19-07 DEF Dakota Meadows Safe Routes to School. City Engineer Sarff will review the proposed Resolution.																														
<i>If additional space is required, attach a separate sheet</i>																														
REQUESTED COUNCIL ACTION: Adopt Resolution Ordering Improvement and Preparation of Plans Project No. 19-05 ABCDEF 300 Block Harrison Avenue, Project No. 19-06 ABCDEF 300 and 400 Block Monroe Avenue, and Project No. 19-07 DEF Dakota Meadows Safe Routes to School.																														
For Clerk's Use: Motion By: _____ Second By: _____ Vote Record: <table style="margin-left: 40px; border: none;"> <tr> <td style="text-align: center;">Aye</td> <td style="text-align: center;">Nay</td> <td></td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Oachs</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Whitlock</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Steiner</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Norland</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Dehen</td> </tr> </table>	Aye	Nay		_____	_____	Oachs	_____	_____	Whitlock	_____	_____	Steiner	_____	_____	Norland	_____	_____	Dehen	SUPPORTING DOCUMENTS ATTACHED <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Resolution</td> <td style="text-align: center;">Ordinance</td> <td style="text-align: center;">Contract</td> <td style="text-align: center;">Minutes</td> <td style="text-align: center;">Map</td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> Other (specify) _____ _____ _____ _____ _____		Resolution	Ordinance	Contract	Minutes	Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aye	Nay																													
_____	_____	Oachs																												
_____	_____	Whitlock																												
_____	_____	Steiner																												
_____	_____	Norland																												
_____	_____	Dehen																												
Resolution	Ordinance	Contract	Minutes	Map																										
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																										
<input type="checkbox"/> Workshop <input checked="" type="checkbox"/> Regular Meeting <input type="checkbox"/> Special Meeting	<input type="checkbox"/> Refer to: _____ <input type="checkbox"/> Table until: _____ <input type="checkbox"/> Other: _____																													

RESOLUTION NO.

RESOLUTION ORDERING IMPROVEMENT AND PREPARATION OF PLANS
FOR PROJECT NO. 19-05 ABCDEF 300 BLOCK HARRISON AVENUE, PROJECT NO. 19-
06 ABCDEF 300 AND 400 BLOCK MONROE AVENUE AND PROJECT NO. 19-07 DEF
DAKOTA MEADOWS SAFE ROUTES TO SCHOOL

WHEREAS, a resolution of the City Council adopted the 6th day of January 2020, fixed a date for a council hearing on Improvement Project No. 19-05 ABCDEF 300 Block Harrison Avenue, Project No. 19-06 ABCDEF 300 And 400 Block Monroe Avenue and Project No. 19-07 DEF Dakota Meadows Safe Routes to School; and

WHEREAS, notice of the hearing was published twice, a week apart, with the last publication being at least three days before the hearing date, and ten days' mailed notice was given, and

WHEREAS, the hearing was held thereon on the 21st day of January 2020, at which all persons desiring to be heard were given an opportunity to be heard thereon.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, as follows:

1. Such improvement is necessary, cost-effective, and feasible as detailed in the feasibility report.
2. Such improvement is hereby ordered as proposed in the council resolution adopted the 6th day of January 2020.
3. Such improvement has no relationship to the Comprehensive Plan.
4. Bolton & Menk is hereby designated as the engineer for this improvement. The engineer shall prepare plans and specifications for the making of such improvement.
5. The City Council declares its official intent to reimburse itself for the costs of the improvement from the proceeds of tax-exempt bonds.

Adopted by the City Council this 21st day of January 2020.

Mayor

ATTEST:

City Clerk

Preliminary Engineering Report

2020 Street & Utility Improvement Projects

City of North Mankato, Minnesota

January 2020

**Harrison Avenue Street &
Utility Improvement Project**
City Project No. 19-05 ABCDEF



**Monroe Avenue Street &
Utility Improvement Project**
City Project No. 19-06 ABCDEF



**Dakota Meadows Safe Routes
to School Project**
City Project No. 19-07 DEF



Certification

Preliminary Engineering Report for 2020 Improvement Projects:

**Harrison Avenue Street & Utility Improvement Project
City Project No. 19-05 ABCDEF**

**Monroe Avenue Street & Utility Improvement Project
City Project No. 19-06 ABCDEF**

**Dakota Meadows Middle School Safe Routes to School Improvements
City Project No. 19-07 DEF**

**City of North Mankato, Minnesota
January 2020**

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

By:



Daniel R. Sarff, P.E.
License No. 17080

Date:

January 2, 2020

Table of Contents

I.	Background and Scope	1
II.	Harrison Avenue and Monroe Avenue	1
A.	Sanitary Sewer	1
B.	Watermain.....	2
C.	Storm Sewer	2
D.	Street and Surface	3
E.	Boulevard Trees.....	4
F.	Other Utilities	5
G.	Pedestrian and Bicycle Accommodations	6
H.	Right-of-Way and Easements	6
I.	Approvals/Permits.....	6
J.	Project Cost Estimate and Financing	6
III.	Dakota Meadows Safe Routes to School /Howard Drive Improvements	8
A.	Dakota Meadows Safe Routes to School Improvements	8
B.	Howard Drive Improvements	8
C.	Project Cost Estimate and Financing	12
IV.	Proposed Project Schedule	13
V.	Conclusion and Recommendations.....	13

Appendix

- Appendix A: Harrison Avenue
- Appendix B: Monroe Avenue
- Appendix C: Dakota Meadows SRTS
- Appendix D: Howard Drive Improvements

I. Background and Scope

In accordance with Minnesota Statutes, Chapter 429, the North Mankato City Council has authorized the preparation of a Preliminary Engineering Report to define the scope and determine the feasibility of infrastructure improvements in the following areas within the City:

- Street and utility improvements on Harrison Avenue from Cross Street to Range Street
- Street and utility improvements on Monroe Avenue from Center Street to Range Street
- Trail and pedestrian/bicycle safety improvements and other Safe Routes to School (SRTS) improvements adjacent to Dakota Meadows Middle School.

The specific objectives of this Preliminary Engineering Report are to:

- Evaluate the need for the projects
- Determine the necessary improvements
- Provide information on the estimated costs for the proposed projects
- Determine the project schedule
- Determine the feasibility of the proposed projects.

II. Harrison Avenue and Monroe Avenue

A. Sanitary Sewer

The existing sanitary sewers along Harrison Avenue and Monroe Avenue consist of 8-inch pipes that were originally constructed in the mid-1950's. As was typical for the construction of sanitary sewers 65 years ago, the pipe material is vitrified clay pipe (VCP) that consists of relatively short pipe sections without gasketed joints. The existing sanitary sewers on both Harrison Avenue and Monroe Avenue between Range Street and Cross Street flow from east to west and connects into the existing 21" trunk sanitary sewer on Cross Street that was constructed in the 1960's. The existing sanitary sewer on Monroe Avenue between Cross Street and Center Street flows from east to west and connects to the existing 10" sanitary sewer on Range Street that was constructed in 1995. The original construction documents show that portions of the existing pipes on both Harrison Avenue and Monroe Avenue were constructed at less than minimum slope. Televising reports indicate deficiencies such as root intrusion into the pipe, offset/cracked joints, and evidence of infiltration. Since the services extending from the sewer main to the residences were installed the same time as the mainline, the service line pipes are expected to be in similar condition to the mainline pipe.

The existing sanitary sewer system for Harrison Avenue is shown on Figure 1 in Appendix A. The existing sanitary sewer system for Monroe Avenue is shown on Figure 4 in Appendix B.

Given the age and condition of the sanitary sewer along Harrison Avenue and Monroe Avenue, it is recommended that new sanitary sewer be installed. The new sanitary sewer pipe will consist of 8-inch PVC pipes and the new manholes will be constructed of precast concrete with gasketed joints. The new pipe will be constructed at the 0.4% minimum grade required by the Minnesota Pollution Control Agency (MPCA) for an 8-inch diameter pipe to maintain self-cleaning velocities. The existing 21" sanitary sewer on Cross Street is scheduled for improvement by lining the existing pipe and rehabilitating the existing manholes within the next several years, so no improvements to the trunk sewer are proposed with this project.

New 4-inch sanitary service pipe will be constructed to the right-of-way line for each residence. Larger sewer services will be provided for Monroe Elementary School and St. Paul's Lutheran Church on Monroe Avenue as required. It is recommended that the service pipe from the right-of-way line to each home and the service lines to the school and the church be inspected during construction. If it is determined that a service line is deteriorated and is a potential source of infiltration into the city's wastewater collection system, the property owner may be required to hire a contractor to replace the service line located on private property.

The proposed sanitary sewer system improvements for Harrison Avenue are shown on Figure 2 in Appendix A. The proposed sanitary sewer system improvements for Monroe Avenue are shown on Figure 5 in Appendix B.

B. Watermain

The existing water distribution systems along Harrison Avenue and Monroe Avenue were constructed in the early 1950's and consist of 6-inch cast iron watermains on both streets. While there have not been significant problems with breaks and leaks, the 65-year old pipe is beyond its expected life. Since the services were installed the same time as the mainline, the services are expected to consist of copper or galvanized pipe and are expected to be in the same fair to poor condition.

The existing watermains on Range Street and on Center Street were replaced with plastic (PVC) pipe in 1993 and 1995 respectively. The existing watermain on Harrison Avenue from Center Street to Cross Street was also replaced in 1993. Six-inch diameter PVC watermain were stubbed out on the ends of both Harrison Avenue and Monroe Avenue with the 1993 and 1995 projects.

The existing watermain system for Harrison Avenue is shown on Figure 1 in Appendix A. The existing watermain system for Monroe Avenue is shown on Figure 4 in Appendix B.

It is recommended that the existing watermain be replaced with new 6-inch diameter PVC watermain pipe. The 6-inch diameter pipe is recommended since the existing watermain stubs at the ends of both Harrison Avenue and Monroe Avenue are 6-inch PVC. The existing hydrants at Center Street, Cross Street and Range Street that were replaced in 1993 and 1995 are in good condition and will not be replaced with this project. New valves will be provided at both ends of the project areas to facilitate pressure testing of the new watermain.

New plastic water service pipe will be constructed to the right-of-way for each home and for the school and church as required, and isolation valves will be installed on each service line. It is recommended that the service pipe from the right-of-way line to each home be inspected prior to or during construction. If it is determined that the line is deteriorated, leaking, or contains lead, the property owner will be required to hire a contractor to replace the service line located on private property.

The proposed watermain improvements for Harrison Avenue are shown on Figure 2 in Appendix A. The proposed watermain improvements for Monroe Avenue are shown on Figure 5 in Appendix B.

C. Storm Sewer

Currently, there is no storm sewer in the 300 block of Harrison Avenue. The existing street surface slopes from Range Street to Cross Street and surface runoff is collected at existing

catch basins at Cross Street. Similarly, there is no existing storm sewer on Monroe Avenue, and stormwater flows to inlets at Center Street, Range Street and on Cross Street just north of Monroe Avenue. Due to the minimal slope and the movement of the street and curb over the years, there are isolated areas of standing water following rainfall events.

The existing storm sewer system for Harrison Avenue is shown on Figure 1 in Appendix A. The existing storm sewer system for Monroe Avenue is shown on Figure 4 in Appendix B.

It is recommended that new storm sewer be installed in order to improve on the existing surface drainage for Harrison Avenue and Monroe Avenue. The proposed storm sewer improvements will consist of the construction of three sets inlets on Harrison Avenue, and six sets of inlets on Monroe Avenue. The new catch basins will connect to new manholes and new storm sewer will flow to the existing storm sewers on Cross Street and Center Street. It is anticipated that most of the pavement and curb and storm sewer in the Harrison Avenue/Cross Street, Monroe Avenue/Center Street, and Monroe Avenue/Cross Street intersections will be removed with the sanitary sewer construction. As such, the removal and replacement of the existing storm sewer inlets in those intersections is also proposed. The new storm sewer system will be designed to accommodate a 10-year storm event.

The proposed storm sewer system improvements for Harrison Avenue are shown on Figure 2 in Appendix A. The proposed storm sewer system improvements for Monroe Avenue are shown on Figure 5 in Appendix B.

D. Street and Surface

Harrison Avenue and Monroe Avenue were originally constructed approximately 65-years ago. The bituminous pavement, curb and gutter, and concrete driveway aprons are in fair to poor condition. Both Streets have a 50-foot wide right-of-way. The existing street on Harrison Avenue is approximately 30 feet wide with curb and gutter on both sides. The existing street on Monroe Avenue varies from approximately 34 feet to 44 feet wide, and also has curb and gutter on both sides. The existing sidewalks on both sides of Harrison Avenue are approximately 5 feet wide. The existing sidewalks on both sides of Monroe Avenue vary from 5 to 10 feet wide. Portion of the existing sidewalks along the south side of Monroe Avenue are located outside the street right of way.

Most of the sidewalk on both sides of Harrison Avenue is deficient and several areas present a safety hazard to pedestrians using the sidewalk, but some of the sidewalks have been replaced in recent years and are in good condition. Most of the deficiencies are due to large trees within the narrow boulevard heaving the sidewalk panels resulting in raised segments of sidewalk, cracked panels, and offset joints. Portions of the existing sidewalk along Monroe Avenue are also deficient, but some of the sidewalk, primarily the segments adjacent to the school, have also been replaced in recent years and are in good condition.

The existing street system for Harrison Avenue is shown on Figure 1 in Appendix A. The existing street system for Monroe Avenue is shown on Figure 4 in Appendix B.

Photos of the existing street and sidewalks for Harrison Avenue and Monroe Avenue are also provided in Appendices A and B respectively.

It is proposed that Harrison Avenue and Monroe Avenue be reconstructed at the same width as the existing street - approximately 30 feet from face of curb to face of curb on Harrison Avenue, and between 34 feet and 44 feet wide on Monroe Avenue. The new street will have

a bituminous pavement section and the existing curb and gutter, and driveways will also be removed and replaced. The proposed pavement section will conform to the City's standard for residential streets: 4 inches of bituminous surfacing, 14 inches of Class 6 aggregate base, and geotextile fabric or geogrid, all placed on a prepared subgrade. The construction of 4-inch diameter perforated edge drains along the back of the curb on both sides is proposed to provide subsurface drainage for the pavement section.

The existing sidewalks on Harrison Avenue will be replaced with new 5-foot wide sidewalks. Any widening of the existing sidewalks on Monroe Avenue would require construction outside of the existing right of way. The school district and St. Paul's Evangelical Lutheran Church will be consulted during the final design stage to determine if some of the narrower sidewalk segments along those properties should be widened. Segments of sidewalk that have been recently replaced and are in good condition will be evaluated during the final design process and, if feasible, may be left in place. For the purposes of this report the estimated project costs assume that all of the existing sidewalk will be removed and replaced at the existing width. The new sidewalks will meet Americans with Disabilities Act (ADA) standards for accessibility. Boulevards will be restored with topsoil and seed in all disturbed areas. New residential street lights will also be installed with the project. It is anticipated that the street light design will be the same as those used on recent residential reconstruction projects. The location of the new street lights will be determined during the final design stage.

The proposed street and surface improvements for Harrison Avenue are shown on Figure 3 in Appendix A. The proposed street and surface improvements for Monroe Avenue are shown on Figure 6 in Appendix B.

E. Boulevard Trees

There are 19 existing boulevard trees along the 300 block of Harrison Avenue. Many of the trees are very large and in some cases the base of the trunks fills the entire boulevard area. As mentioned previously, many of the existing sidewalk deficiencies are being caused by tree roots. In several cases the roots are also growing over the curb.

There are no existing boulevard trees on Monroe Avenue.

Due to the narrow boulevards in this block, the roots of the existing trees on Harrison Avenue will be damaged during the installation of the curb and gutter, sidewalk and, in some cases, sewer and water services. While it is the City's policy to avoid removing trees whenever possible, it is recommended that most, if not all, of the trees be removed with the reconstruction project. It is recommended that all existing ash trees be removed due to the threat of ash borer disease. In other cases, the removal is recommended due to concerns that construction activities could result in the weakening of the root structure and increase the probability that the tree will fall and damage property. The following is an inventory of the existing trees on Harrison Avenue and a summary of the recommendations as to which trees should be removed, and which trees might possibly be left in place and protected:

Address	Species	Size	Proposed Action	Comments
819 Range Street	Maple	18"	Possibly leave in place and protect	Close to new water service; Low hanging branches
819 Range Street	Maple	18"	Possibly leave in place and protect.	Close to driveway apron – excavation on three sides.
819 Range Street	Maple	38"	Remove	Too large for boulevard
819 Range Street	Maple	30"	Remove	Too large for boulevard
323 Harrison Avenue	Maple	10"	Remove	Will be damages by new sewer/water services
331 Harrison Avenue	Maple	20"	Remove	Close to driveway apron – excavation on three sides.
345 Harrison Avenue	Maple	24"	Remove	Services interfering
345 Harrison Avenue	Maple	24"	Remove	Unhealthy tree
336 Harrison Avenue	Maple	28"	Remove	Will be damages by new sewer/water services
336 Harrison Avenue	Maple	28"	Remove	Close to driveway apron – excavation on three sides.
332 Harrison Avenue	Ash	32"	Remove	Remove all ash trees.
328 Harrison Avenue	Ash	30"	Remove	Remove all ash trees.
328 Harrison Avenue	Ash	24"	Remove	Remove all ash trees.
324 Harrison Avenue	Ash	40"	Remove	Remove all ash trees.
320 Harrison Avenue	Ash	24"	Remove	Remove all ash trees.
320 Harrison Avenue	Maple	34"	Remove	Too large for boulevard; Roots on top of sidewalk
316 Harrison Avenue	Ash	24"	Remove	Remove all ash trees.
823 Range Street	Maple	24"	Remove	Roots raising sidewalk
823 Range Street	Maple	24"	Possibly leave in place and protect	

F. Other Utilities

Other non-municipal owned utilities are present in the right-of-way. These include natural gas, electric, telephone and cable TV. The location and extent of existing non-municipal owned utilities will be verified using the Gopher One Call system.

The design of the proposed improvements will be coordinated with the owners of private utilities. Design coordination meetings will be held with all private utility companies to identify those utilities that conflict with the proposed improvements. Private utility companies will be requested to submit proposed designs and construction schedules for any relocations. The construction schedule for the proposed improvements will be coordinated with the utility relocation schedule to avoid unnecessary delays.

G. Pedestrian and Bicycle Accommodations

In 2016, the North Mankato City Council adopted a Complete Streets Policy directing that an examination of accommodations for pedestrian and bicycle travel be conducted in the preliminary design stage when existing streets are to be reconstructed. Pedestrian accommodations may include sidewalks (one side or both sides) or off-street multi-use trails. Bicycle accommodations may include designated on-street bike lanes, shared driving/bicycle lanes, or off-street multi-use trails.

Harrison Avenue and Monroe Avenue have existing sidewalks on both sides and as mentioned previously, the sidewalk on both sides will be reconstructed at approximately the same width as existing. The reconstructed sidewalks will meet ADA standards for accessibility. The construction of accessible sidewalks on both sides of the street conforms to the City's Complete Streets guidelines for pedestrian access.

The segments of Harrison Avenue and Monroe Avenue being considered in this report are not on City of North Mankato's existing or proposed designated bicycle system routes. Given the narrow width of the right-of-way on both streets, the addition of on-street or off-street bicycle lanes is not considered to be feasible.

H. Right-of-Way and Easements

To the extent possible, the project will be designed to limit construction of the proposed improvements to within the existing 50-foot right-of-way. As mentioned previously, portions of the existing sidewalks are located outside the right of way and other minor disturbances to private property may be necessary during construction of sidewalks, driveways, and services. Therefore, we recommend that temporary construction easements be obtained along the project frontage where required to accommodate these minor disturbances.

I. Approvals/Permits

Approvals and Permits are required from various agencies for the construction of the project. They include:

- Minnesota Pollution Control Agency (MPCA) General Construction Storm Water Permit
- Minnesota Department of Health (MDH) Plan Review for Watermain Construction

J. Project Cost Estimate and Financing

The estimated project costs are summarized in the following table.

Item	Estimated Cost	
	Harrison Avenue	Monroe Avenue
Street	\$372,400	\$871,900
Storm Sewer	\$59,800	\$124,900
Sanitary Sewer Mainline and Services	\$76,200	\$102,700
Watermain Mainline and Services	\$92,100	\$113,600
TOTAL:	\$600,500	\$1,213,100
Estimated Municipal State Aid Funds	\$0	\$150,000
Estimated City Funds	\$600,500	\$1,063,100

These cost estimates are based on public construction cost information from other recent projects similar in scope. A contingency factor has been included to compensate for incidental and unforeseen items of work which may not be readily identifiable during the preliminary design stage. The estimated costs of engineering, administration, legal and financing are also included. Since the cost estimates are dependent on the cost of labor, materials, competitive bidding process, weather conditions, and other factors affecting the cost of construction, all cost estimates are opinions for general information and no warranty or guarantee as to the accuracy of construction cost is made. Therefore, financing for this project should be based upon actual competitive bid prices with reasonable contingencies.

It is anticipated that funding for the proposed street and utility improvements would be provided by a combination of special assessments, City utility funds, and ad valorem taxes. According to the City's past practice for calculating assessments, the proposed improvements are assessable to the benefitting properties as follows:

- Street Reconstruction, Sidewalks, Driveways, Sanitary Sewer, Watermain, and Storm Sewer: 40% Assessable, 60% City Cost
- Sanitary Sewer Services: 100% Assessable
- Water Services: 100% Assessable

Street and surface reconstruction (pavement, curb & gutter, sidewalks, driveways, street lights) and storm sewer reconstruction costs are assessed on a front footage basis. Sanitary sewer and watermain costs, including services, are assessed on a per connection basis.

Applying these assessment rates to the project costs, results in the following range of unit costs for the assessable items for Harrison Avenue and Monroe Avenue:

- Sanitary Sewer Main Line (40%): \$1,289 to \$3,896 per connection
- Sanitary Sewer Services (100%): \$1,128 to \$1,130 per connection
- Watermain Mainline (40%): \$1,289 to \$3,896 per connection
- Water Services (100%): \$1,620 to \$1,894 per connection
- Street & Surface and Storm Sewer (40%): \$139 to \$238 per foot

The calculated total estimated assessment for the residential properties ranges from approximately \$10,825 to \$24,459 and the calculated assessment for the church property and the school property ranges from \$116,117 to \$147,247. The calculated assessment amounts appear to be unreasonably high. In accordance with the assessment policy and past practice, the Council can limit the total assessment for each property to a more reasonable amount. The assessment cap used for the 2018 Jefferson Avenue and 2019 Tyler Avenue project, was \$6,000. In consideration of recent increases in construction costs and property values, it is recommended that the City Council consider an increase to residential assessment cap with this project. On past projects, the City has used an approach whereby non-residential properties are divided into equivalent residential units for the purposes of calculating the assessments and assessment cap. City staff is currently evaluating the proposed increase to assessment cap and is working on assessment calculations for the school property and the church property using the equivalent residential unit methodology. Assessment proceedings (hearings, notices, etc.) for the project would follow the requirements of Chapter 429. Detailed assessment rolls will be prepared once the Preliminary Engineering Report has been approved and a date has been set for the Improvement Hearing.

III. Dakota Meadows Safe Routes to School /Howard Drive Improvements

A. Dakota Meadows Safe Routes to School Improvements

A Safe Routes to School (SRTS) Planning Study for the elementary schools located in North Mankato was prepared in 2014 and 2015. The preparation of the planning study was led by Region 9 Transportation Planners in conjunction with North Mankato SRTS Planning Team, which included representatives from the City of North Mankato, the Mankato School District (ISD 77), MnDOT, bicycle advocate groups, and parents of children attending North Mankato elementary schools.

Safe Routes to School (SRTS) is a national program which assists communities and school districts in enabling and encouraging children to walk and bike to school and making it a safer, healthier, and more appealing transportation option. The program facilitates the planning, development, and implementation of projects and activities that improve safety, and reduce traffic, fuel consumption, and air pollution near schools. The SRTS Planning Study is a necessary first step when pursuing the infrastructure (Engineering) improvements identified in the plan.

In 2015, the City was awarded federal grant funding through the Minnesota Department of Transportation (MnDOT) Transportation Alternatives (TA) funding program for SRTS improvements associated with Dakota Meadows Middle School. The federal funding was allocated for fiscal year 2020.

The proposed Dakota Meadows Safe Routes to School (SRTS) Project consists of the following improvements:

- Replacement of the existing, 4-foot wide deteriorating sidewalk along the south side of Howard Drive from Lookout Drive to Lor Ray Drive (approximately 0.8 miles) with an 8-foot wide multi-use concrete trail
- The construction of a new 8-foot wide multi-use bituminous trail will be constructed from Carlson Drive to Howard Drive along the east side of the school property (approximately 0.13 miles) and in an existing easement along the east side of the Avalon Estates manufactured home community property (approximately 0.25 miles)
- Provide new lighting will be provided on the multi-use trail extending from Carlson Drive to Howard Drive
- Construction of mid-block crossings with Rectangular Rapid Flash Beacons (RRFB) on Howard Drive and Carlson Drive to provide safer crossings for pedestrians and bicyclists.
- The project also includes the addition of a stop signs at the school parking lot exit driveways to improve safety and reduce conflicting traffic movements.

The proposed SRTS improvements are shown on Figure 5 in Appendix C.

B. Howard Drive Improvements

The school district offers bussing to Dakota Meadows Middle School for students living within a prescribed distance from the school. Many students ride the bus, but those outside the bussing area and many from within the bussing area receive rides to school in the morning and are picked up in the afternoon. This results in high volumes of vehicular traffic

on Howard Drive in the morning just prior to school starting, and in the afternoon just after school is adjourned for the day.

The parking lot east of the school is utilized as the student drop off and pick up area. The easterly driveway access to the parking lot is designated as entrance only and the westerly driveway is designated as exit only. Vehicles enter the east driveway and make their way around the perimeter of the driveway to drop students off in front of the school. Students are generally dropped off or picked up on the sidewalk adjacent to the west side of the parking lot that is immediately in front of the school.

A drone was used to capture video of the flow of vehicles and pedestrians during the peak morning student drop off and afternoon pick-up over several days in November 2019. The following are observations were made based on a review of the video:

- Vehicles waiting to drop off or pick up students back up such that the east, north, and west perimeters of the parking lot is full of waiting vehicles. In general, most of the vehicles stay in the queuing lane at the perimeter of the lot.
- During times when vehicles are stacked around the perimeter of the parking lot, some of the students exit the vehicles while parked along the north side of the parking lot, rather than waiting until the vehicle is on the west side of the lot in front of the school entrance. There is an existing bituminous walkway adjacent to the curb on the north side of the parking lot, so the students safely exit the vehicles in this area and make their way to the school entrance.
- During the peak times, a que of vehicles waiting to enter the parking lot extends into Howard Drive. Up to 15 vehicles were observed waiting on Howard Drive to enter the parking lot during the morning drop-off period on the days that the video was obtained. Up to 20 vehicles were observed waiting on Howard Drive to enter the parking lot during the afternoon pick-up period.
- Vehicles arriving from the west on Howard Drive form an “impromptu” left turn lane for vehicles waiting to turn left into the parking lot. Up to 12 vehicles were observed waiting on Howard Drive to turn left into the parking lot during the morning drop-off and afternoon pick-up periods on the days that the video was obtained.
- During both the morning and afternoon peak traffic periods, left turning and right turning vehicles were observed bypassing the que of vehicles waiting on Howard Drive enter the east driveway. These vehicles entered the driveway adjacent to the waiting vehicles and proceeded to the middle of the lot rather than on the perimeter. This requires the students exiting those vehicles to cross the lanes of waiting and exiting vehicles to get to the school entrance. It appears that the use of the interior of the parking lot for student drop-off could be avoided during the morning drop-off period since, for the most part, the vehicles in the que move continuously, albeit slowly. However, vehicles arriving during the afternoon pick-up period typically arrive before school is adjourned and need to park and wait for the students. This results in many more vehicles that need to be accommodated in the afternoon period than in the morning. It appears that the use of the interior of the parking lot is necessary during the afternoon pick up period, since providing enough parking on

Howard Drive would not be feasible.

- The traffic flow results in four lanes of traffic near the east entrance during the peak times:
 - Westbound traffic on Howard Drive turning right into the parking lot
 - Eastbound traffic on Howard Drive turning left into the parking lot
 - Eastbound through traffic
 - Westbound through traffic

The existing width of Howard Drive is only 44 feet which makes these traffic movements difficult and dangerous.

- The posted speed limits on Howard Drive in the area of the school is 20 mph during school hours. Some of the through traffic on Howard Drive not turning into or exiting the parking lot were observed traveling at speeds in excess of 20 mph.
- Several busses were observed arriving and departing during the peak student drop-off and pick-up period.
- During peak times the two driveways can be difficult to cross by students or other pedestrians traveling west on the sidewalk north of Howard Drive.

The following is aerial view of the Dakota Meadows parking lot and Howard Drive during a morning peak traffic period:



The following is aerial view of the Dakota Meadows parking lot and Howard Drive during an afternoon peak traffic period:



The goal of the proposed SRTS improvements outlined previously is to encourage more students to walk or bike to school. School district officials are also evaluating the possibility of expanding the bussing limits for Dakota Meadows Middle School. While these efforts may decrease the number of students that are dropped off and/or picked up, it is expected that the segment of Howard Drive in the area of the school will continue to experience high volumes of traffic during morning and afternoon peak times.

Although the high traffic activity on Howard Drive at Dakota Meadows Middle School only lasts for approximately 30 minutes in the morning and afternoon, school district officials, City officials, and parents have expressed concern regarding the congestion, delays and safety for drivers and pedestrians during those times. As such, an analysis of the existing traffic conditions and an evaluation of possible improvements to address these issues was conducted. The following are recommendations for improvements and operational changes that are offered based on that analysis:

- Widen Howard Drive by 5 feet to 49 feet wide to accommodate a right turn lane, left turn lane and two through lanes. The widening would extend easterly from the east parking lot entrance for a distance of approximately 400 feet. The street widening may require the relocation or reconstruction of portions of the existing sidewalk on the north side of Howard Drive.
- Locate the mid-block pedestrian crossing across Howard Drive to a point west of the west parking lot exit. This location has less traffic conflicts than locations between or east of the parking lot driveway accesses. This location would also allow students and pedestrians utilizing the new multi-use trail on the south side of Howard Drive to cross Howard Drive without having to cross the parking lot entrance or exit.
- The pedestrian crosswalk area between in the parking lot between the school entrance and the parking area should be clearly marked with painted hatching and pedestrian crossing signs. The construction of a raised area in the pavement (“speed table”) could also be used to warn vehicles of the pedestrian crossing and provide traffic calming.

- The City should consider the installation of speed indicator signs in the school zone and/or increase enforcement to reduce the speed of through traffic on Howard Drive during peak times.
- The school district should continue to pursue expanding the bussing limits for Dakota Meadows Middle School to reduce daily traffic associated with student drop-off/pick-up.
- The school district should consider redirecting bus traffic to one of the other parking lots further to the west during morning and afternoon peak times to minimize the turning movements, traffic and student activity of the east lot.
- The City is also planning a mill and overlay project on Howard Drive from Lookout Drive to Lor Ray Drive during the 2020 construction season. The SRTS improvements and the Howard Drive widening improvements should be constructed together during summer break to coordinate and consolidate the construction activities.

The proposed widening and other related improvements on Howard Drive are shown on Figure 8 in Appendix D.

C. Project Cost Estimate and Financing

The estimated project costs and proposed financing for the Dakota Meadows SRTS Improvements and the Howard Drive Improvements are summarized in the following table. Since it is recommended that the Howard Drive mill and overlay project be constructed at the same time as the SRTS and widening improvements, the mill and overlay costs and financing are also outlined below.

Item	Estimated Cost		
	Dakota Meadows SRTS	Howard Drive Widening	Howard Drive Mill & Overlay
Estimated Cost	\$601,300	\$90,600	\$378,000
Estimated Federal Funding	\$352,360	0	\$0
Estimated State Aid Funding	\$0	\$90,600	\$378,000
Estimated Local Cost	\$248,940	\$90,600	\$0

The City has initiated discussions with the school district regarding the possibility of cost sharing in the local funding for the Dakota Meadows SRTS improvements and/or the Howard Drive widening improvements.

These cost estimates are based on public construction cost information from other recent projects similar in scope. A contingency factor has been included to compensate for incidental and unforeseen items of work which may not be readily identifiable during the preliminary design stage. The estimated costs of engineering, administration, legal and financing are also included. Since the cost estimates are dependent on the cost of labor, materials, competitive bidding process, weather conditions, and other factors affecting the cost of construction, all cost estimates are opinions for general information and no warranty or guarantee as to the accuracy of construction cost is made. Therefore, financing for this project should be based upon actual competitive bid prices with reasonable contingencies.

IV. Proposed Project Schedule

The following is the proposed schedule for the project.

Date	Task
January 6, 2020	Resolution Receiving Report and Calling for Hearing on Improvements
Week of January 13, 2020	Neighborhood Meeting
January 20, 2020	Improvement Hearing
March 11, 2020	Open Bids
April 20, 2020	Assessment Hearing
April 20, 2020	Resolution Adopting Assessment
April 20, 2020	Resolution Awarding Contract
June 8, 2020	Begin Construction (Approx.)
August 28, 2020	End Construction (Approx.)

V. Conclusion and Recommendations

The existing streets, sidewalks, and utilities along Harrison Avenue and Monroe Avenue are deteriorated and in need of repair. If the infrastructure is not replaced, maintenance costs will continue to rise as further deterioration occurs, and the infrastructure will ultimately fail. We recommend proceeding with the sanitary sewer, watermain, storm sewer and street and surface improvements outlined in this report.

The Dakota Meadows SRTS recommended in this report will improve access and safety for students walking or biking to school. The Howard Drive mill and overlay and widening improvements will address deteriorating pavement conditions on Howard Drive and will facilitate safer traffic movements to and from the school.

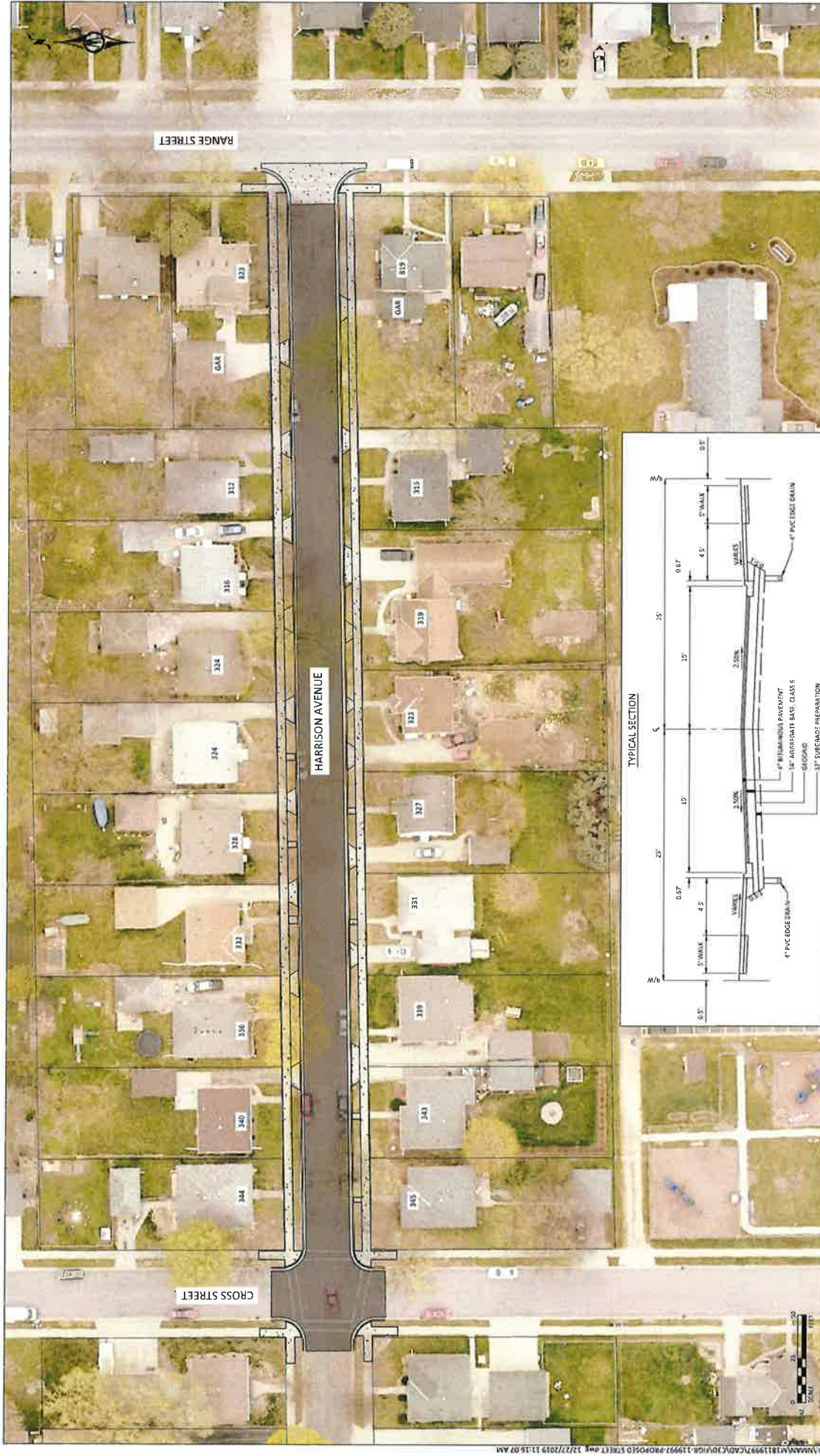
From an engineering standpoint, the improvements recommended in this report are feasible, cost effective, and necessary, and can best be accomplished by letting competitive bids for the work. Feasibility is contingent upon City Council findings with respect to project financing.

We recommend that the Council accept this report and call for a hearing on the proposed to solicit further public input on this project.

Appendix A: Harrison Avenue



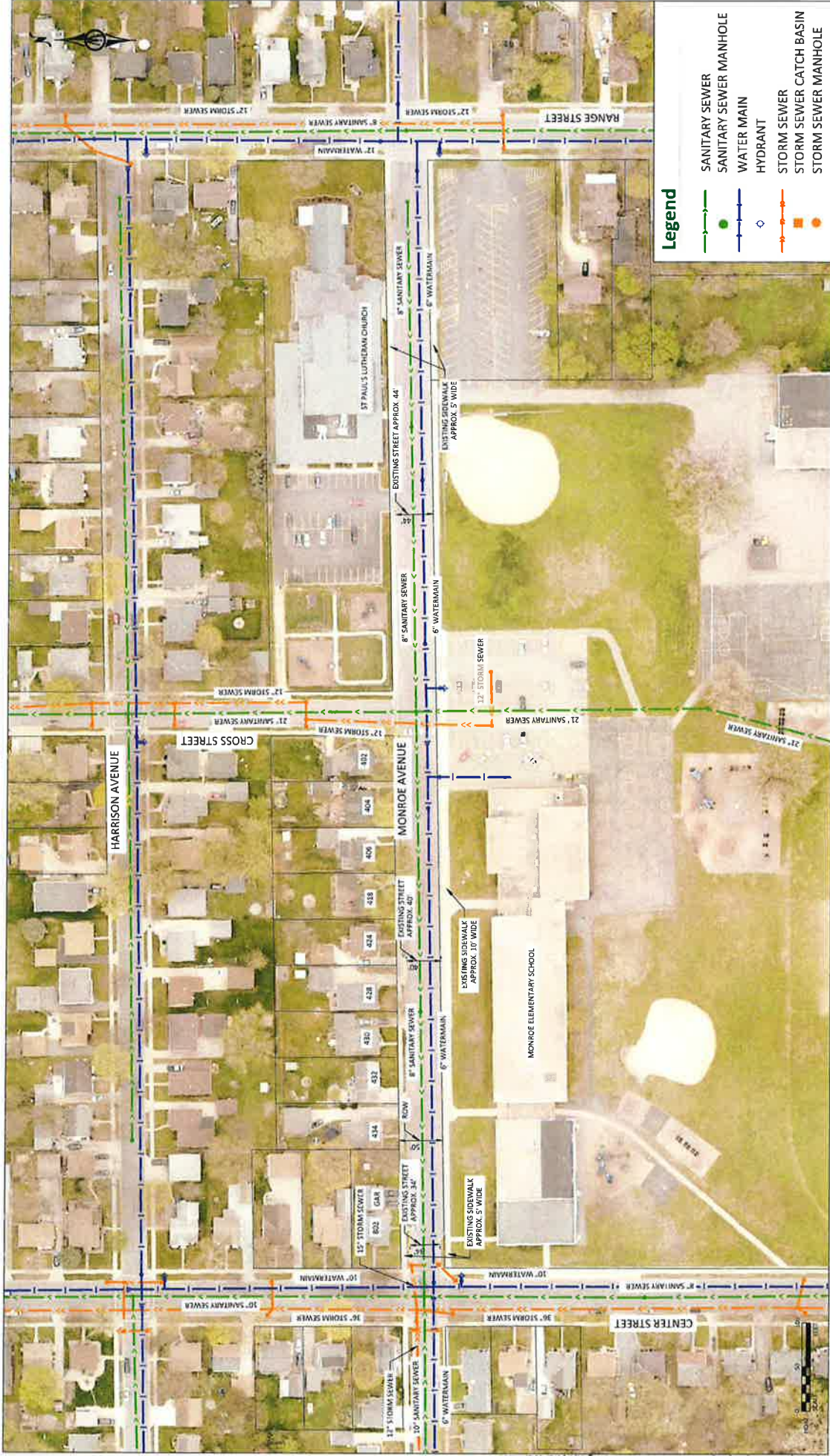


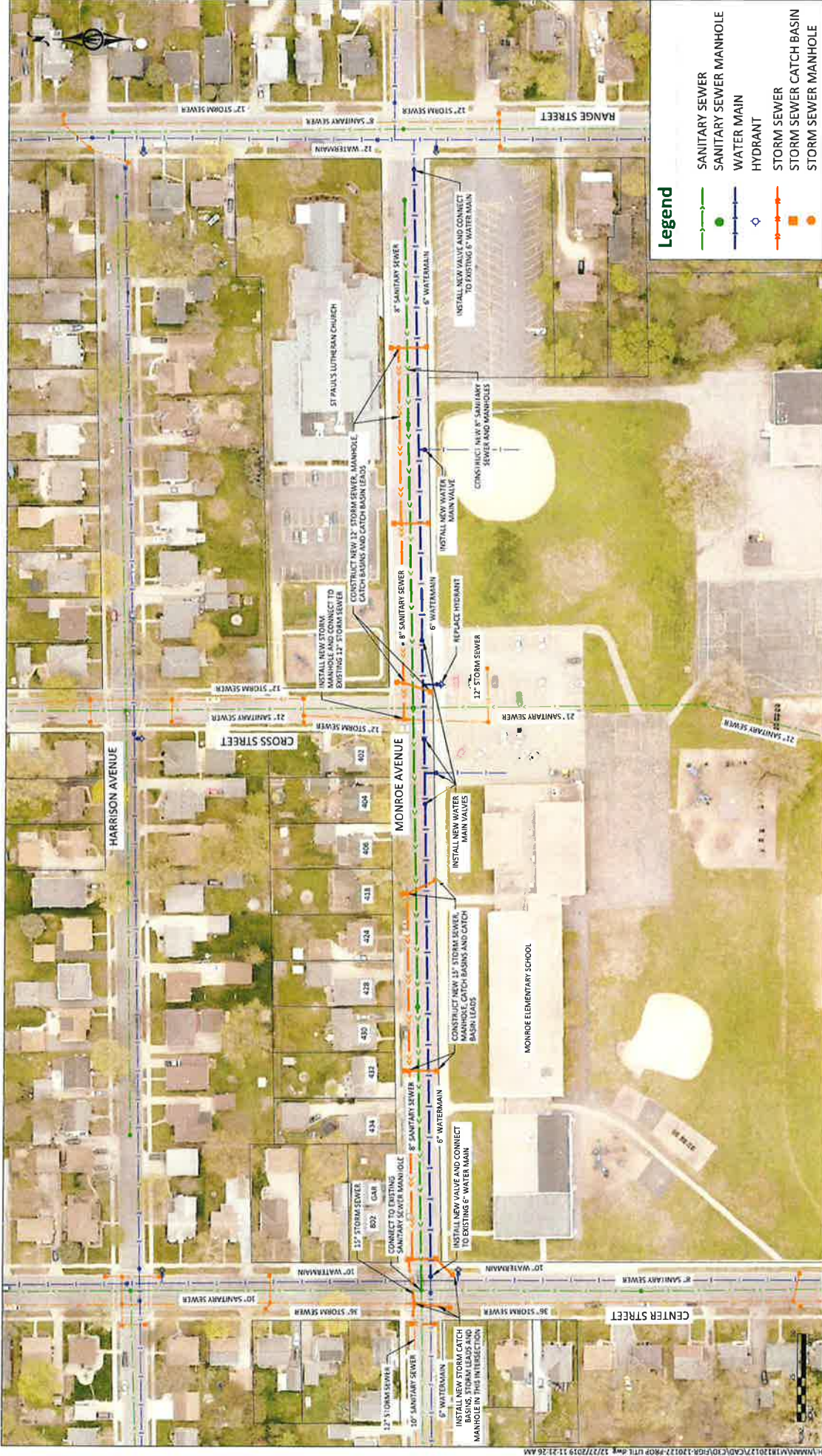






Appendix B: Monroe Avenue





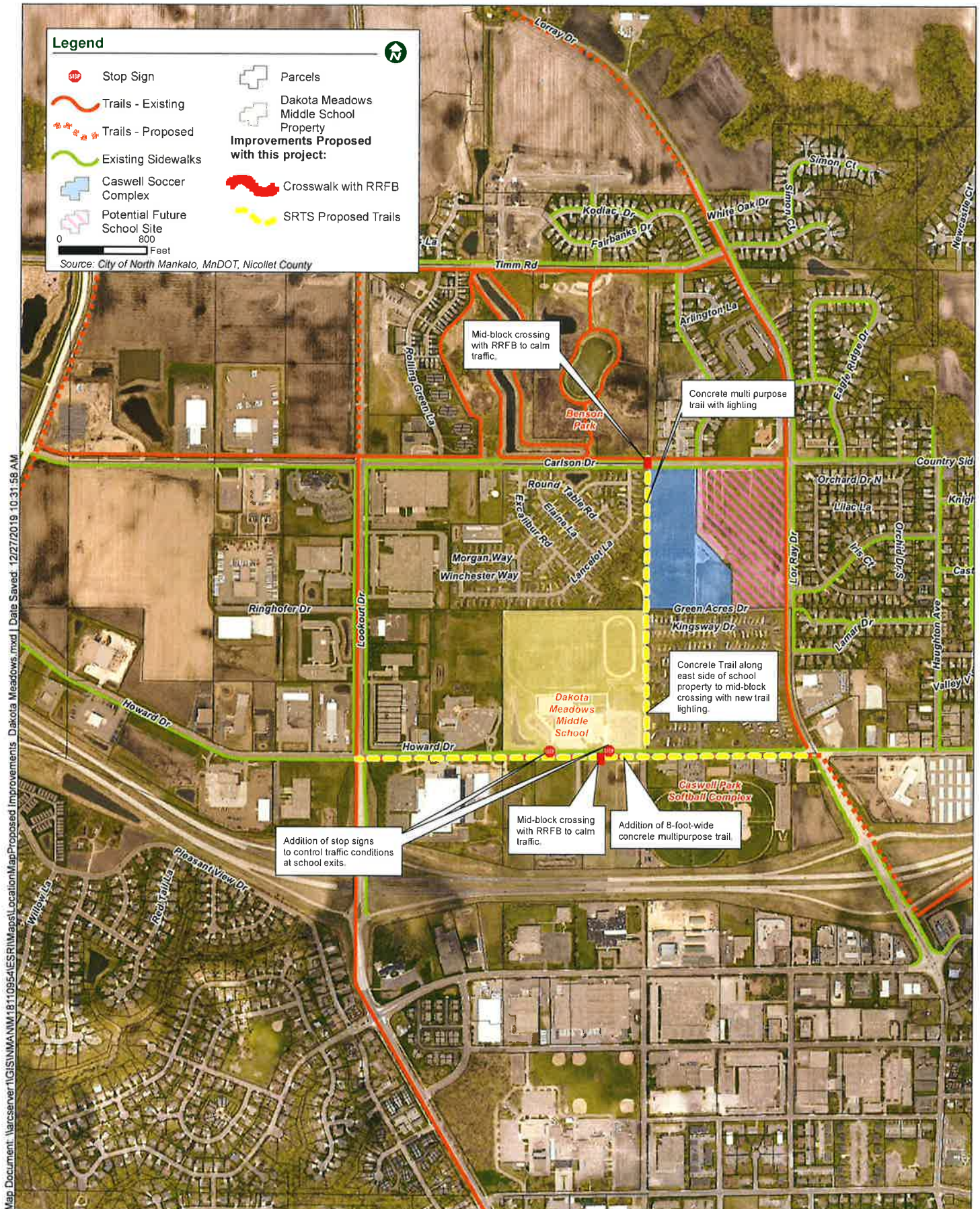


H:\MANKATO\120127\PROPOSED STREET.dwg 12/26/2019 1:30:26 PM





Appendix C: Dakota Meadows SRTS



Appendix D: Howard Drive Improvements



CITY OF NORTH MANKATO

REQUEST FOR COUNCIL ACTION



Agenda Item # 13B	Dept: City Engineer	Council Meeting Date: 1/21/20																												
TITLE OF ISSUE: Consider Resolution Providing for the Competitive Negotiated Sale of the North Mankato Port Authority Commission's \$2,485,000 General Obligation Refunding Bonds, Series 2020A.																														
BACKGROUND AND SUPPLEMENTAL INFORMATION: Attached please find a Finance Plan concerning the GO Refunding Bonds, Series 2020A. Tammy Omdal from Northland Securities, the Cities Bond Council, will be present to discuss the GO Refunding Bond Series 2020A.																														
<i>If additional space is required, attach a separate sheet</i>																														
REQUESTED COUNCIL ACTION: Adopt Resolution Providing for the Competitive Negotiated Sale of the North Mankato Port Authority Commission's \$2,485,000 General Obligation Refunding Bonds, Series 2020A.																														
For Clerk's Use: Motion By: _____ Second By: _____ Vote Record: <table style="margin-left: 40px; border: none;"> <tr> <td style="text-align: center;">Aye</td> <td style="text-align: center;">Nay</td> <td></td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Oachs</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Whitlock</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Steiner</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Norland</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Dehen</td> </tr> </table>	Aye	Nay		_____	_____	Oachs	_____	_____	Whitlock	_____	_____	Steiner	_____	_____	Norland	_____	_____	Dehen	SUPPORTING DOCUMENTS ATTACHED <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Resolution</td> <td style="text-align: center;">Ordinance</td> <td style="text-align: center;">Contract</td> <td style="text-align: center;">Minutes</td> <td style="text-align: center;">Map</td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> Other (specify) _____ _____ _____ _____		Resolution	Ordinance	Contract	Minutes	Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aye	Nay																													
_____	_____	Oachs																												
_____	_____	Whitlock																												
_____	_____	Steiner																												
_____	_____	Norland																												
_____	_____	Dehen																												
Resolution	Ordinance	Contract	Minutes	Map																										
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																										
<table style="border: none;"> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td>Workshop</td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td>Regular Meeting</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td>Special Meeting</td> </tr> </table>	<input type="checkbox"/>	Workshop	<input checked="" type="checkbox"/>	Regular Meeting	<input type="checkbox"/>	Special Meeting	<table style="border: none;"> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td>Refer to: _____</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td>Table until: _____</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td>Other: _____</td> </tr> </table>		<input type="checkbox"/>	Refer to: _____	<input type="checkbox"/>	Table until: _____	<input type="checkbox"/>	Other: _____																
<input type="checkbox"/>	Workshop																													
<input checked="" type="checkbox"/>	Regular Meeting																													
<input type="checkbox"/>	Special Meeting																													
<input type="checkbox"/>	Refer to: _____																													
<input type="checkbox"/>	Table until: _____																													
<input type="checkbox"/>	Other: _____																													

EXTRACT OF MINUTES OF A MEETING
OF THE CITY COUNCIL
OF THE CITY OF NORTH MANKATO, MINNESOTA

HELD: January 21, 2020

Pursuant to due call thereof, a special meeting of the City Council of the City of North Mankato, Nicollet and Blue Earth Counties, Minnesota, was duly held at the City Hall on January 21, 2020, at _____ P.M. for the purpose in part of authorizing the competitive negotiated sale of the North Mankato Port Authority Commission's \$2,485,000 General Obligation Refunding Bonds, Series 2020A.

The following members were present:

and the following were absent:

Member _____ introduced the following resolution and moved its adoption:

RESOLUTION PROVIDING FOR THE COMPETITIVE NEGOTIATED SALE OF THE
NORTH MANKATO PORT AUTHORITY COMMISSION'S
\$2,485,000 GENERAL OBLIGATION REFUNDING BONDS, SERIES 2020A

A. WHEREAS, the City Council of the City of North Mankato (the "City"), has heretofore determined that it is necessary and expedient for the North Mankato Port Authority Commission, Minnesota (the "Authority") to issue its \$2,485,000 General Obligation Refunding Bonds, Series 2020A (the "Bonds"), pursuant to Minnesota Statutes, Chapters 475, to refund the February 1, 2021 through February 1, 2034 maturities of the Authority's General Obligation Bonds, Series 2011A dated December 1, 2011; and

B. WHEREAS, the Authority has retained Northland Securities, Inc., in Minneapolis, Minnesota ("Northland"), as its independent financial advisor and is therefore authorized to sell these obligations by a competitive negotiated sale in accordance with Minnesota Statutes, Section 475.60, Subdivision 2(9); and

C. WHEREAS, the Authority has retained Taft Stettinius & Hollister LLP in Minneapolis, Minnesota, as its bond counsel for purposes of this financing; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of North Mankato, Minnesota, as follows:

1. Authorization. The City hereby authorizes the Authority to provide for the competitive negotiated sale of the Bonds, and Northland to solicit proposals for the competitive negotiated sale of the Bonds.

2. Meeting; Proposal Opening. The Commission of the Authority shall meet at the time and place specified in the Notice of Sale attached hereto as Exhibit A for the purpose of considering sealed proposals and awarding the sale of the Bonds. The Executive Vice President

of the Authority or designee, shall open proposals at the time and place specified in the Notice of Sale.

3. Notice of Sale. The terms and conditions of the Bonds and the negotiation thereof, are fully set forth in the Notice of Sale attached hereto as Exhibit A and hereby approved and made a part hereof.

4. Official Statement. In connection with the sale, the Executive Vice President of the Authority and other officers or employees of the Authority are hereby authorized to cooperate with Northland and participate in the preparation of an official statement for the Bonds, and to execute and deliver it on behalf of the Authority upon its completion.

5. General Obligation. The City shall adopt an ordinance permitting the Authority to pledge the City's general obligation to the Bonds.

The motion for the adoption of the foregoing resolution was duly seconded by member _____ and, after full discussion thereof and upon a vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

Whereupon the resolution was declared duly passed and adopted.

STATE OF MINNESOTA
COUNTIES OF NICOLLET AND BLUE EARTH
CITY OF NORTH MANKATO

I, the undersigned, being the duly qualified and acting City Clerk of the City of North Mankato, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing extract of minutes with the original thereof on file in my office, and that the same is a full, true and complete transcript of the minutes of a meeting of the City Council of the City, duly called and held on the date therein indicated, insofar as such minutes relate to the North Mankato Port Authority Commission's \$2,485,000 General Obligation Refunding Bonds, Series 2020A.

WITNESS my hand on this 21st day of January, 2020.

Clerk

EXHIBIT A

NOTICE OF SALE

\$2,485,000*

GENERAL OBLIGATION REFUNDING BONDS, SERIES 2020A

NORTH MANKATO PORT AUTHORITY COMMISSION, MINNESOTA

(Book-Entry Only)

NOTICE IS HEREBY GIVEN that these Bonds will be offered for sale according to the following terms:

TIME AND PLACE:

Proposals (also referred to herein as "bids") will be opened by the Commission's Executive Vice President, or designee, on Tuesday, February 18, 2020, at 10:30 A.M., CT, at the offices of Northland Securities, Inc. (the Commission's "Municipal Advisor"), 150 South 5th Street, Suite 3300, Minneapolis, Minnesota 55402. Consideration of the Proposals for award of the sale will be by the Port Authority Commission Board at its meeting at the City Offices beginning Tuesday, February 18, 2020 at 6:30 P.M., CT.

SUBMISSION OF PROPOSALS

Proposals may be:

- a) submitted to the office of Northland Securities, Inc.,
- b) faxed to Northland Securities, Inc. at 612-851-5918,
- c) for proposals submitted prior to the sale, the final price and coupon rates may be submitted to Northland Securities, Inc. by telephone at 612-851-5900 or 612-851-5915, or
- d) submitted electronically.

Notice is hereby given that electronic proposals will be received via PARITY™, or its successor, in the manner described below, until 10:30 A.M., CT, on Tuesday, February 18, 2020. Proposals may be submitted electronically via PARITY™ or its successor, pursuant to this Notice until 10:30 A.M., CT, but no Proposal will be received after the time for receiving Proposals specified above. To the extent any instructions or directions set forth in PARITY™, or its successor, conflict with this Notice, the terms of this Notice shall control. For further information about PARITY™, or its successor, potential bidders may contact Northland Securities, Inc. or i-Deal® at 1359 Broadway, 2nd floor, New York, NY 10018, telephone 212-849-5021.

Neither the Commission nor Northland Securities, Inc. assumes any liability if there is a malfunction of PARITY™ or its successor. All bidders are advised that each Proposal shall be deemed to constitute a contract between the bidder and the Commission to purchase the Bonds regardless of the manner in which the Proposal is submitted.

* The Commission reserves the right to increase or decrease the principal amount of the Bonds. Any such increase or decrease will be made in multiples of \$5,000 and may be made in any maturity. If any maturity is adjusted, the purchase price will also be adjusted to maintain the same gross spread.

BOOK-ENTRY SYSTEM

The Bonds will be issued by means of a book-entry system with no physical distribution of bond certificates made to the public. The Bonds will be issued in fully registered form and one bond certificate, representing the aggregate principal amount of the Bonds maturing in each year, will be registered in the name of Cede & Co. as nominee of Depository Trust Company (“DTC”), New York, New York, which will act as securities depository of the Bonds.

Individual purchases of the Bonds may be made in the principal amount of \$5,000 or any multiple thereof of a single maturity through book entries made on the books and records of DTC and its participants. Principal and interest are payable by the Commission through U.S. Bank National Association, St. Paul, Minnesota (the “Paying Agent/Registrar”), to DTC, or its nominee as registered owner of the Bonds. Transfer of principal and interest payments to participants of DTC will be the responsibility of DTC; transfer of principal and interest payments to beneficial owners by participants will be the responsibility of such participants and other nominees of beneficial owners. The successful bidder, as a condition of delivery of the Bonds, will be required to deposit the bond certificates with DTC. The Commission will pay reasonable and customary charges for the services of the Paying Agent/Registrar.

DATE OF ORIGINAL ISSUE OF BONDS

Date of Delivery (Estimated to be March 24, 2020)

AUTHORITY/PURPOSE/SECURITY

The Bonds are being issued pursuant to Minnesota Statutes, Chapter 475 and Section 469.060. Proceeds will be used to current refund the Commission’s General Obligation Bonds, Series 2011A on March 24, 2020 at a price of par plus accrued interest. The Bonds are payable from ad valorem taxes on all taxable property within the City of North Mankato (the “City”). The full faith and credit of the City is pledged to their payment and the City has validly obligated itself to levy ad valorem taxes in the event of any deficiency in the debt service account established for this issue.

INTEREST PAYMENTS

Interest is due semiannually on each February 1 and August 1, commencing August 1, 2020, to registered owners of the Bonds appearing of record in the Bond Register as of the close of business on the fifteenth day (whether or not a business day) of the calendar month preceding such interest payment date.

MATURITIES

Principal is due annually on February 1, inclusive, in each of the years and amounts as follows:

<u>Year</u>	<u>Amount</u>	<u>Year</u>	<u>Amount</u>	<u>Year</u>	<u>Amount</u>
2021	\$175,000	2026	\$170,000	2031	\$185,000
2022	165,000	2027	175,000	2032	185,000
2023	170,000	2028	175,000	2033	190,000
2024	170,000	2029	175,000	2034	195,000
2025	170,000	2030	185,000		

Proposals for the Bonds may contain a maturity schedule providing for any combination of serial bonds and term bonds, subject to mandatory redemption, so long as the amount of principal maturing or subject

to mandatory redemption in each year conforms to the maturity schedule set forth above.

INTEREST RATES

All rates must be in integral multiples of 1/20th or 1/8th of 1%. *Rates must be in level or ascending order.* All Bonds of the same maturity must bear a single uniform rate from date of issue to maturity.

ESTABLISHMENT OF ISSUE PRICE (HOLD-THE-OFFERING-PRICE RULE MAY APPLY – BIDS NOT CANCELLABLE)

The winning bidder shall assist the Commission in establishing the issue price of the Bonds and shall execute and deliver to the Commission at closing an “issue price” or similar certificate setting forth the reasonably expected initial offering price to the public or the sales price or prices of the Bonds, together with the supporting pricing wires or equivalent communications, substantially in the form attached hereto as Exhibit A, with such modifications as may be appropriate or necessary, in the reasonable judgment of the winning bidder, the Commission and Bond Counsel. All actions to be taken by the Commission under this Notice of Sale to establish the issue price of the Bonds may be taken on behalf of the Commission by the Commission’s Municipal Advisor and any notice or report to be provided to the Commission may be provided to the Commission’s Municipal Advisor.

The Commission intends that the provisions of Treasury Regulation Section 1.148-1(f)(3)(i) (defining “competitive sale” for purposes of establishing the issue price of the Bonds) will apply to the initial sale of the Bonds (the “competitive sale requirements”) because:

- (1) the Commission shall disseminate this Notice of Sale to potential underwriters in a manner that is reasonably designed to reach potential underwriters;
- (2) all bidders shall have an equal opportunity to bid;
- (3) the Commission may receive bids from at least three underwriters of municipal bonds who have established industry reputations for underwriting new issuances of municipal bonds; and
- (4) the Commission anticipates awarding the sale of the Bonds to the bidder who submits a firm offer to purchase the Bonds at the highest price (or lowest cost), as set forth in this Notice of Sale.

Any bid submitted pursuant to this Notice of Sale shall be considered a firm offer for the purchase of the Bonds, as specified in the bid.

In the event that the competitive sale requirements are not satisfied, the Commission shall promptly so advise the winning bidder. The Commission may then determine to treat the initial offering price to the public as of the award date of the Bonds as the issue price of each maturity by imposing on the winning bidder the Hold-the-Offering-Price Rule as described in the following paragraph (the “Hold-the-Offering-Price Rule”). Bids will not be subject to cancellation in the event that the Commission determines to apply the Hold-the-Offering-Price Rule to the Bonds. **Bidders should prepare their bids on the assumption that the Bonds will be subject to the Hold-the-Offering-Price Rule in order to establish the issue price of the Bonds.**

By submitting a bid, the winning bidder shall (i) confirm that the underwriters have offered or will offer the Bonds to the public on or before the date of award at the offering price or prices (the “Initial Offering Price”), or at the corresponding yield or yields, set forth in the bid submitted by the winning bidder and (ii) agree, on behalf of the underwriters participating in the purchase of the Bonds, that the underwriters will neither offer nor sell unsold Bonds of any maturity to which the Hold-the-Offering Price Rule shall apply to any person at a price that is higher than the Initial Offering Price to the public during the period starting on the award date for the Bonds and ending on the earlier of the following:

- (1) the close of the fifth (5th) business day after the award date; or

- (2) the date on which the underwriters have sold at least 10% of a maturity of the Bonds to the public at a price that is no higher than the Initial Offering Price to the public (the "10% Test"), at which time only that particular maturity will no longer be subject to the Hold-the-Offering-Price Rule.

The Commission acknowledges that, in making the representation set forth above, the winning bidder will rely on (i) the agreement of each underwriter to comply with the Hold-the-Offering-Price Rule, as set forth in an agreement among underwriters and the related pricing wires, (ii) in the event a selling group has been created in connection with the initial sale of the Bonds to the public, the agreement of each dealer who is a member of the selling group to comply with the Hold-the-Offering-Price Rule, as set forth in a selling group agreement and the related pricing wires, and (iii) in the event that an underwriter is a party to a retail distribution agreement that was employed in connection with the initial sale of the Bonds to the public, the agreement of each broker-dealer that is a party to such agreement to comply with the Hold-the-Offering-Price Rule, as set forth in the retail distribution agreement and the related pricing wires. The Commission further acknowledges that each underwriter shall be solely liable for its failure to comply with its agreement regarding the Hold-the-Offering-Price Rule and that no underwriter shall be liable for the failure of any other underwriter, or of any dealer who is a member of a selling group, or of any broker-dealer that is a party to a retail distribution agreement to comply with its corresponding agreement regarding the Hold-the-Offering-Price Rule as applicable to the Bonds.

By submitting a bid, each bidder confirms that: (i) any agreement among underwriters, any selling group agreement and each retail distribution agreement (to which the bidder is a party) relating to the initial sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter, each dealer who is a member of the selling group, and each broker-dealer that is a party to such retail distribution agreement, as applicable, to comply with the Hold-the-Offering-Price Rule, if applicable, in each case if and for so long as directed by the winning bidder and as set forth in the related pricing wires, and (ii) any agreement among underwriters relating to the initial sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter that is a party to a retail distribution agreement to be employed in connection with the initial sale of the Bonds to the public to require each broker-dealer that is a party to such retail distribution agreement to comply with the Hold-the-Offering-Price Rule, if applicable, in each case if and for so long as directed by the winning bidder or such underwriter and as set forth in the related pricing wires.

Notes: Sales of any Bonds to any person that is a related party to an underwriter shall not constitute sales to the public for purposes of this Notice of Sale. Further, for purposes of this Notice of Sale:

- (1) "public" means any person other than an underwriter or a related party,
- (2) "underwriter" means (A) any person that agrees pursuant to a written contract with the Commission (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the public and (B) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (A) to participate in the initial sale of the Bonds to the public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the public).
- (3) a purchaser of any of the Bonds is a "related party" to an underwriter if the underwriter and the purchaser are subject, directly or indirectly, to (i) at least 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation or another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership or another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other), and
- (4) "sale date" means the date that the Bonds are awarded by the Commission to the winning bidder.

ADJUSTMENTS TO PRINCIPAL AMOUNT AFTER PROPOSALS

The Commission reserves the right to increase or decrease the principal amount of the Bonds. Any such increase or decrease will be made in multiples of \$5,000 and may be made in any maturity. If any maturity is adjusted, the purchase price will also be adjusted to maintain the same gross spread. Such adjustments shall be made promptly after the sale and prior to the award of Proposals by the Commission and shall be at the sole discretion of the Commission. The successful bidder may not withdraw or modify its Proposal once submitted to the Commission for any reason, including post-sale adjustment. Any adjustment shall be conclusive and shall be binding upon the successful bidder.

OPTIONAL REDEMPTION

Bonds maturing on February 1, 2029 through 2034 are subject to redemption and prepayment at the option of the Commission on February 1, 2028 and any date thereafter, at a price of par plus accrued interest. Redemption may be in whole or in part of the Bonds subject to prepayment. If redemption is in part, the maturities and principal amounts within each maturity to be redeemed shall be determined by the Commission and if only part of the Bonds having a common maturity date are called for prepayment, the specific Bonds to be prepaid shall be chosen by lot by the Bond Registrar.

CUSIP NUMBERS

If the Bonds qualify for assignment of CUSIP numbers such numbers will be printed on the Bonds, but neither the failure to print such numbers on any Bond nor any error with respect thereto shall constitute cause for a failure or refusal by the successful bidder thereof to accept delivery of and pay for the Bonds in accordance with terms of the purchase contract. The CUSIP Service Bureau charge for the assignment of CUSIP identification numbers shall be paid by the successful bidder.

DELIVERY

Delivery of the Bonds will be within forty days after award, subject to an approving legal opinion by Taft Stettinius & Hollister LLP, Bond Counsel. The legal opinion will be paid by the Commission and delivery will be anywhere in the continental United States without cost to the successful bidder at DTC.

TYPE OF PROPOSAL

Proposals of not less than \$2,462,635 (99.10%) and accrued interest on the principal sum of \$2,485,000 must be filed with the undersigned prior to the time of sale. Proposals must be unconditional except as to legality. Proposals for the Bonds should be delivered to Northland Securities, Inc. and addressed to:

John Harrenstein, Executive Vice President
1001 Belgrade Avenue
North Mankato, Minnesota 56002

A good faith deposit (the "Deposit") in the amount of \$49,700 in the form of a federal wire transfer (payable to the order of the Commission) is only required from the apparent winning bidder, and must be received within two hours after the time stated for the receipt of Proposals. The apparent winning bidder will receive notification of the wire instructions from the Municipal Advisor promptly after the sale. If the Deposit is not received from the apparent winning bidder in the time allotted, the Commission may choose to reject their Proposal and then proceed to offer the Bonds to the next lowest bidder based on the terms of their original proposal, so long as said bidder wires funds for the Deposit amount within two hours of said offer.

The Commission will retain the Deposit of the successful bidder, the amount of which will be deducted at settlement and no interest will accrue to the successful bidder. In the event the successful bidder fails to comply with the accepted Proposal, said amount will be retained by the Commission. No Proposal can be withdrawn after the time set for receiving Proposals unless the meeting of the Commission scheduled for award of the Bonds is adjourned, recessed, or continued to another date without award of the Bonds having been made.

AWARD

The Bonds will be awarded on the basis of the lowest interest rate to be determined on a true interest cost (TIC) basis. The Commission's computation of the interest rate of each Proposal, in accordance with customary practice, will be controlling. In the event of a tie, the sale of the Bonds will be awarded by lot. The Commission will reserve the right to: (i) waive non-substantive informalities of any Proposal or of matters relating to the receipt of Proposals and award of the Bonds, (ii) reject all Proposals without cause, and (iii) reject any Proposal which the Commission determines to have failed to comply with the terms herein.

INFORMATION FROM SUCCESSFUL BIDDER

The successful bidder will be required to provide, in a timely manner, certain information relating to the initial offering price of the Bonds necessary to compute the yield on the Bonds pursuant to the provisions of the Internal Revenue Code of 1986, as amended.

OFFICIAL STATEMENT

By awarding the Bonds to any underwriter or underwriting syndicate submitting a Proposal therefor, the Commission agrees that, no more than seven business days after the date of such award, it shall provide to the senior managing underwriter of the syndicate to which the Bonds are awarded, the Final Official Statement in an electronic format as prescribed by the Municipal Securities Rulemaking Board (MSRB).

FULL CONTINUING DISCLOSURE UNDERTAKING

The Commission will covenant in the resolution awarding the sale of the Bonds and in a Continuing Disclosure Undertaking to provide, or cause to be provided, annual financial information, including audited financial statements of the City, and notices of certain material events, as required by SEC Rule 15c2-12.

BANK QUALIFICATION

The Commission will designate the Bonds as qualified tax-exempt obligations for purposes of Section 265(b)(3) of the Internal Revenue Code of 1986, as amended.

BOND INSURANCE AT UNDERWRITER'S OPTION

If the Bonds qualify for issuance of any policy of municipal bond insurance or commitment therefor at the option of the successful bidder, the purchase of any such insurance policy or the issuance of any such commitment shall be at the sole option and expense of the successful bidder of the Bonds. Any increase in the costs of issuance of the Bonds resulting from such purchase of insurance shall be paid by the successful bidder, except that, if the Commission has requested and received a rating on the Bonds from a rating agency, the Commission will pay that rating fee. Any other rating agency fees shall be the responsibility of the successful bidder. Failure of the municipal bond insurer to issue the policy after the Bonds have been awarded to the successful bidder shall not constitute cause for failure or refusal by the successful bidder to accept delivery on the Bonds.

The Commission reserves the right to reject any and all Proposals, to waive informalities and to adjourn the sale.

Dated: January 21, 2020

BY ORDER OF THE BOARD OF THE NORTH
MANKATO PORT AUTHORITY COMMISSION

/s/ John Harrenstein
Executive Vice President

Additional information may be obtained from:

Northland Securities, Inc.
150 South 5th Street, Suite 3300
Minneapolis, Minnesota 55402
Telephone No.: 612-851-5900

EXHIBIT A

[Issue Price Certificate – All Maturities Subject To Hold-the-Offering-Price Rule]

The undersigned, on behalf of _____ (the "Underwriter"), on behalf of itself, hereby certifies as set forth below with respect to the sale and issuance of General Obligation Refunding Bonds, Series 2020A (the "Bonds") of the North Mankato Port Authority Commission, Minnesota (the "Issuer").

1. Initial Offering Price of the Bonds.

(a) The Underwriter offered each Maturity of the Bonds to the Public for purchase at the respective initial offering prices listed in Schedule A (the "Initial Offering Prices") on or before the Sale Date. A copy of the pricing wire or equivalent communication for the Bonds is attached to this certificate as Schedule B.

(b) As set forth in the Notice of Sale and bid award, the Underwriter has agreed in writing that, (i) for each Maturity of the Bonds, it would neither offer nor sell any of the Bonds of such Maturity to any person at a price that is higher than the Initial Offering Price for such Maturity during the Holding Period for such Maturity (the "hold-the-offering-price rule"), and (ii) any selling group agreement shall contain the agreement of each dealer who is a member of the selling group, and any retail distribution agreement shall contain the agreement of each broker-dealer who is a party to the retail distribution agreement, to comply with the hold-the-offering-price rule. Pursuant to such agreement, no Underwriter (as defined below) has offered or sold any Maturity of the Bonds at a price that is higher than the respective Initial Offering Price for that Maturity of the Bonds during the Holding Period.

2. Defined Terms.

(a) "Holding Period" means, for each Maturity of the Bonds, the period starting on the Sale Date and ending on the earlier of (i) the close of the fifth business day after the Sale Date (_____), or (ii) the date on which the Underwriter has sold at least 10% of such Maturity of the Bonds to the Public at prices that are no higher than the Initial Offering Price for such Maturity.

(b) "Maturity" means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate Maturities.

(c) "Public" means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term "related party" for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(d) "Sale Date" means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is February 18, 2020.

(e) "Underwriter" means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the

Public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents the Representative's interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the Nonarbitrage Certificate and with respect to compliance with the federal income tax rules affecting the Bonds, and by Briggs and Morgan, Professional Association, Bond Counsel, in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds.

Dated: _____, 2020

By: _____
Its: _____

[Issue Price Certificate – Competitive Sale Satisfied]

The undersigned, on behalf of _____ (the "Underwriter"), hereby certifies as set forth below with respect to the sale of the General Obligation Refunding Bonds, Series 2020A (the "Bonds") of the North Mankato Port Authority Commission, Minnesota (the "Issuer").

1. Reasonably Expected Initial Offering Price.

(a) As of the Sale Date, the reasonably expected initial offering prices of the Bonds to the Public by the Underwriter are the prices listed in **Schedule A** (the "Expected Offering Prices"). The Expected Offering Prices are the prices for the Maturities of the Bonds used by the Underwriter in formulating its bid to purchase the Bonds. Attached as **Schedule B** is a true and correct copy of the bid provided by the Underwriter to purchase the Bonds.

(b) The Underwriter was not given the opportunity to review other bids prior to submitting its bid.

(c) The bid submitted by the Underwriter constituted a firm offer to purchase the Bonds.

2. Defined Terms.

(a) "Maturity" means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate Maturities.

(b) "Public" means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term

"related party" for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(c) "Sale Date" means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is February 18, 2020.

(d) "Underwriter" means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents the Underwriter's interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the Nonarbitrage Certificate and with respect to compliance with the federal income tax rules affecting the Bonds, and by Taft Stettinius & Hollister LLP, Bond Counsel in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds.

Dated: _____, 2020.

By _____
Its _____

Finance Plan

**North Mankato Port Authority Commission,
Minnesota**

\$2,485,000

**General Obligation Refunding Bonds,
Series 2020A**

January 21, 2020



150 South 5th Street, Suite 3300

Minneapolis, MN 55402

612-851-5900 800-851-2920

www.northlandsecurities.com

Member FINRA and SIPC | Registered with SEC and MSRB

Contents

Executive Summary	1
Issue Overview	2
Purpose	2
Authority	2
Structure	2
Security and Source of Repayment	2
Plan Rationale	2
Issuing Process	2
Attachment 1 – Preliminary Debt Service Schedule.....	4
Attachment 2 – Preliminary Debt Service Savings Schedule.....	5
Attachment 3 – Related Considerations	6
Bank Qualification	6
Arbitrage Compliance.....	6
Continuing Disclosure	6
Premiums	6
Rating	7
Attachment 4 – Calendar of Events	8
Attachment 5 - Risk Factors.....	9

Executive Summary

The following is a summary of the recommended terms for the issuance of \$2,485,000 General Obligation Refunding Bonds, Series 2020A (the "Bonds" or "2020A Bonds"). Additional information on the proposed finance plan and issuing process can be found after the Executive Summary, in the Issue Overview and Attachment 3 - Related Considerations.

Purpose	Proceeds from the Bonds will be used to current refund the Commission’s General Obligation Bonds, Series 2011A on March 24, 2020 for purpose of interest savings.		
Security	The Bonds will be a general obligation of the City. The City will pledge ad valorem taxes for payment of the Commission’s Bonds.		
Repayment Term	The repayment term of the Bonds will be the same as for the original Series 2011A Bonds. The Bonds will mature annually each February 1 in the years 2021 - 2034. Interest on the Bonds will be payable on August 1, 2020 and semiannually thereafter on each August 1 and February 1.		
Refunding Summary	Estimated Savings:	Gross savings	\$285,932
		Net Present Value	\$255,007
		Net PV Percent	9.32%
	Other Factors: The debt structure will be the same as the original debt structure.		
Estimated Interest Rate	Average coupon:	1.69%	
	True interest cost (TIC):	1.82%	
Prepayment Option	Bonds maturing on and after February 1, 2029 will be subject to redemption on February 1, 2028 and any day thereafter at a price of par plus accrued interest.		
Rating	A rating will be requested from Standard and Poor’s (S&P). The City’s general obligation debt is currently rated "AA" by S&P, and the Commission debt is rated based on the City’s general obligation rating.		
Tax Status	The Bonds will be tax-exempt, bank qualified obligations.		
Risk Factors	There are certain risks associated with all debt. Risk factors related to the Bonds are discussed in Attachment 5.		
Type of Bond Sale	Public Sale – Competitive Bids		
Proposals Received	Tuesday, February 18, 2020 @ 10:30 A.M.		
Commission Consideration	Tuesday, February 18, 2020 @ 6:30 P.M.		
Council Consideration	Tuesday, February 18, 2020 @ 7:00 P.M.		

Issue Overview

Purpose

Proceeds from the Bonds will be used to current refund the Commission's General Obligation Bonds, Series 2011A (the "2011A Bonds") on March 24, 2020 for purpose of interest savings. The Bonds have been sized based on the outstanding amount of the 2011A Bonds. The table below contains the sources and uses of funds for the bond issue.

Sources Of Funds	
Par Amount of Bonds	\$2,485,000.00
Total Sources	\$2,485,000.00
Uses Of Funds	
Total Underwriter's Discount (0.900%)	22,365.00
Costs of Issuance	41,350.00
Deposit to Current Refunding Fund	2,416,852.31
Rounding Amount	4,432.69
Total Uses	\$2,485,000.00

Authority

The Bonds will be issued pursuant to the authority of Minnesota Statutes, Chapter 475 and Section 469.060. As with the original issuance of the 2011A Bonds, the Commission will need to adopt an ordinance to use the City's General Obligation security pledge on the Bonds. This will occur at the January 21, 2020 meeting.

Structure

The Bonds have been structured to result in relatively level annual debt service savings over the remaining life of the Bonds. The preliminary debt service savings are illustrated in Attachment 2. The structure of the Bonds is the same as for the original 2011A Bonds.

The proposed structure for the bond issue and preliminary debt service projections are illustrated in Attachment 1.

Security and Source of Repayment

The Bonds will be general obligations of the City. The finance plan relies on the following assumptions for the revenues used to pay debt service:

- Property Taxes. The revenues needed to pay debt service on the Bonds are expected to come from property tax levies. The initial projections show an annual tax levy, averaging \$210,152 annually, is needed, which includes the statutory requirement of 105% of debt service. The levy will be adjusted annually. The debt management plan of the City (and the Commission) anticipates the property tax levies.

Plan Rationale

The Finance Plan recommended in this report is based on a variety of factors and information provided by the Commission related to the bonds and Commission objectives, Northland's knowledge of the Commission and our experience in working with similar issuers and financings. The issuance of General Obligation Refunding Bonds provides the best means of achieving the Commission's objectives and cost effective financing. The Commission has successfully issued and managed this type of debt previously.

Issuing Process

Northland will receive bids to purchase the Bonds on Tuesday, February 18, 2020 at 10:30 AM. Market conditions and the marketability of the Bonds support issuance through a competitive

sale. This process has been chosen as it is intended to produce the lowest combination of interest expense and underwriting expense on the date and time set to receive bids. The calendar of events for the issuing process can be found in Attachment 4.

Municipal Advisor: Northland Securities, Inc., Minneapolis, Minnesota

Bond Counsel: Taft Stettinius & Hollister LLP, Minneapolis, Minnesota

Paying Agent: U.S. Bank, N.A., St. Paul, Minnesota

Attachment 1 - Preliminary Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	Fiscal Total
03/24/2020	-	-	-	-	-
08/01/2020	-	-	13,195.65	13,195.65	-
02/01/2021	175,000.00	1.050%	18,702.50	193,702.50	206,898.15
08/01/2021	-	-	17,783.75	17,783.75	-
02/01/2022	165,000.00	1.050%	17,783.75	182,783.75	200,567.50
08/01/2022	-	-	16,917.50	16,917.50	-
02/01/2023	170,000.00	1.100%	16,917.50	186,917.50	203,835.00
08/01/2023	-	-	15,982.50	15,982.50	-
02/01/2024	170,000.00	1.150%	15,982.50	185,982.50	201,965.00
08/01/2024	-	-	15,005.00	15,005.00	-
02/01/2025	170,000.00	1.200%	15,005.00	185,005.00	200,010.00
08/01/2025	-	-	13,985.00	13,985.00	-
02/01/2026	170,000.00	1.300%	13,985.00	183,985.00	197,970.00
08/01/2026	-	-	12,880.00	12,880.00	-
02/01/2027	175,000.00	1.400%	12,880.00	187,880.00	200,760.00
08/01/2027	-	-	11,655.00	11,655.00	-
02/01/2028	175,000.00	1.500%	11,655.00	186,655.00	198,310.00
08/01/2028	-	-	10,342.50	10,342.50	-
02/01/2029	175,000.00	1.600%	10,342.50	185,342.50	195,685.00
08/01/2029	-	-	8,942.50	8,942.50	-
02/01/2030	185,000.00	1.700%	8,942.50	193,942.50	202,885.00
08/01/2030	-	-	7,370.00	7,370.00	-
02/01/2031	185,000.00	1.800%	7,370.00	192,370.00	199,740.00
08/01/2031	-	-	5,705.00	5,705.00	-
02/01/2032	185,000.00	1.900%	5,705.00	190,705.00	196,410.00
08/01/2032	-	-	3,947.50	3,947.50	-
02/01/2033	190,000.00	2.000%	3,947.50	193,947.50	197,895.00
08/01/2033	-	-	2,047.50	2,047.50	-
02/01/2034	195,000.00	2.100%	2,047.50	197,047.50	199,095.00
Total	\$2,485,000.00	-	\$317,025.65	\$2,802,025.65	-

Date And Term Structure

Dated	3/24/2020
Delivery Date	3/24/2020
First available call date	2/01/2028
Call Price	100.000%

Yield Statistics

Bond Year Dollars	\$18,704.15
Average Life	7.527 Years
Average Coupon	1.6949479%

Net Interest Cost (NIC)	1.8145203%
True Interest Cost (TIC)	1.8166067%
All Inclusive Cost (AIC)	2.0618599%

Attachment 2 – Preliminary Debt Service Savings Schedule

Date	Total P+I	Net New D/S	Old Net D/S	Savings
02/01/2021	206,898.15	202,465.46	225,506.26	23,040.80
02/01/2022	200,567.50	200,567.50	221,700.00	21,132.50
02/01/2023	203,835.00	203,835.00	222,893.76	19,058.76
02/01/2024	201,965.00	201,965.00	223,393.76	21,428.76
02/01/2025	200,010.00	200,010.00	218,743.76	18,733.76
02/01/2026	197,970.00	197,970.00	219,093.76	21,123.76
02/01/2027	200,760.00	200,760.00	219,293.76	18,533.76
02/01/2028	198,310.00	198,310.00	218,518.76	20,208.76
02/01/2029	195,685.00	195,685.00	217,568.76	21,883.76
02/01/2030	202,885.00	202,885.00	221,225.00	18,340.00
02/01/2031	199,740.00	199,740.00	219,518.76	19,778.76
02/01/2032	196,410.00	196,410.00	217,631.26	21,221.26
02/01/2033	197,895.00	197,895.00	220,562.50	22,667.50
02/01/2034	199,095.00	199,095.00	217,875.00	18,780.00
Total	\$2,802,025.65	\$2,797,592.96	\$3,083,525.10	\$285,932.14

PV Analysis Summary (Net to Net)

Gross PV Debt Service Savings.....	250,573.85
Net PV Cashflow Savings @ 1.686%(Bond Yield).....	250,573.85
Contingency or Rounding Amount.....	4,432.69
Net Present Value Benefit	\$255,006.54
Net PV Benefit / \$2,735,573.85 PV Refunded Debt Service	9.322%
Net PV Benefit / \$2,405,000 Refunded Principal...	10.603%
Net PV Benefit / \$2,485,000 Refunding Principal..	10.262%

Attachment 3 - Related Considerations

Bank Qualification

We understand the Commission and the City (in combination with any subordinate taxing jurisdictions or debt issued in the City's name by 501(c)3 corporations) anticipate issuing \$10,000,000 or less in tax-exempt debt during this calendar year. Therefore the Bonds will be designated as "bank qualified" obligations pursuant to Federal Tax Law.

Arbitrage Compliance

All tax-exempt bond issues are subject to federal rebate requirements which require all arbitrage earned to be rebated to the U.S. Treasury. A rebate exemption the Commission expects to qualify for is the "small issuer" exemption because the City expects to issue less than \$5,000,000 of tax-exempt bonds, including any 501(c)3 conduit financings, in calendar year 2020.

Debt Service Fund. The Commission must maintain a bona fide debt service fund for the Bonds or be subject to yield restriction in the debt service fund. A bona fide debt service fund involves an equal matching of revenues to debt service expense with a balance forward permitted equal to the greater of the investment earnings in the fund during that year or 1/12 of the debt service of that year.

The Commission should become familiar with the various Arbitrage Compliance requirements for this bond issue. The Resolution for the Bonds prepared by Bond Counsel explains the requirements in greater detail.

Continuing Disclosure

Type: Full

Dissemination Agent: Northland Securities

The requirements for continuing disclosure are governed by SEC Rule 15c2-12. The primary requirements of Rule 15c2-12 actually fall on underwriters. The Rule sets forth due diligence needed prior to the underwriter's purchase of municipal securities. Part of this requirement is obtaining commitment from the issuer to provide continuing disclosure. The document describing the continuing disclosure commitments (the "Undertaking") is contained in the Official Statement that will be prepared to offer the Bonds to investors.

The City, as the "obligor" responsible for payments on the issue, has more than \$10,000,000 of outstanding debt and is required to undertake "full" continuing disclosure. Full disclosure requires annual posting of the audit and a separate continuing disclosure report, as well as the reporting of certain "material events." Material events set forth in the Rule, including, but not limited to, bond rating changes, call notices, and issuance of "financial obligations" (such as SRF Loans, TIF Rebate Agreements, PFA loans, leases, or bank placements) must be reported within ten business days of occurrence. The report contains annual financial information and operating data that "mirrors" material information presented in the Official Statement. The specific contents of the annual report will be described in the Undertaking that appears in the appendix of the Official Statement. Northland currently serves as dissemination agent for the City, assisting with the annual reporting. The information for the Bonds will be incorporated into our reporting.

Premiums

In the current market environment, it is likely that bids received from underwriters will include premiums. A premium bid occurs when the purchaser pays the Commission an amount in excess of the par amount of a maturity in exchange for a higher coupon (interest rate). The use of premiums reflects the bidder's view on future market conditions, tax considerations for investors

and other factors. Ultimately, the true interest cost ("TIC") calculation will determine the lowest bid, regardless of premium.

A premium bid produces additional funds that can be used in several ways:

- The premium means that the Commission needs less bond proceeds and can reduce the size of the issue by the amount of the premium.
- The premium can be deposited in the Debt Service Fund and used to pay principal and interest.

Northland will work with Commission staff on the sale day to determine use of premium (if any).

Rating

A rating will be requested from Standard and Poor's (S&P). The City's general obligation debt is currently rated "AA" by S&P. Because the Commission's Bonds will carry the City's general obligation pledge, they are expected to receive the same "AA" rating. The rating process will include a conference call with the rating analyst. Northland will assist City and Commission staff in preparing for and conducting the rating call.

Attachment 4 - Calendar of Events

January 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

March 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April 2020						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Date	Action	Responsible Party
January 14	Set Sale Resolution for 2020A Bonds Sent to City for Council and Commission Packets Finance Plan for 2020A Bonds Sent to the City and Commission	Northland, Bond Counsel
January 17	Preliminary Official Statement Sent to City and Commission for Sign Off and to Rating Agency (S&P)	Northland, City, Commission
January 21	City Council and Port Authority Commission Approve Authorizing Resolutions for 2020A Bonds and Adopt Ordinance Authorizing G.O. Bonds	City Council Action, Commission Action, Northland, Bond Counsel
January __	Ordinance Published in Official Newspaper	Commission
Week of February 3	Rating Conference Call	Northland, City, Rating Agency
February 10	Rating Received	Rating Agency, City, Commission, Northland
February 18	Bond Sale - 10:30 a.m. Awarding Resolution Adopted by Commission - 6:30 p.m. Concurring Resolution Adopted by Council - 7:00 p.m.	City Council Action, Commission Action, Northland, Bond Counsel
March 24	Closing on the Bonds (Proceeds available) 2011A Bonds Called	Northland, City Staff, Commission, Bond Counsel

Attachment 5 - Risk Factors

Property Taxes: Property tax levies shown in this Finance Plan are based on projected debt service. Final levies will be set based on the results of sale. Levies should be reviewed annually and adjusted as needed. The debt service levy must be included in the preliminary levy for annual Truth in Taxation hearings. Future Legislative changes in the property tax system, including the imposition of levy limits and changes in calculation of property values, would affect plans for payment of debt service. Delinquent payment of property taxes would reduce revenues available to pay debt service.

General: In addition to the risks described above, there are certain general risks associated with the issuance of bonds. These risks include, but are not limited to:

- Failure to comply with covenants in bond resolution.
- Failure to comply with Undertaking for continuing disclosure.
- Failure to comply with IRS regulations, including regulations related to use of the proceeds and arbitrage/rebate. The IRS regulations govern the ability of the Commission to issue its bonds as tax-exempt securities and failure to comply with the IRS regulations may lead to loss of tax-exemption.

CITY OF NORTH MANKATO

REQUEST FOR COUNCIL ACTION



Agenda Item # 13C	Dept: Finance Department	Council Meeting Date: 1/21/20																											
TITLE OF ISSUE: Consider Ordinance No. 126 An Ordinance Authorizing the North Mankato Port Authority Commission to Pledge the Full Faith, Credit and Resources of the City of North Mankato for the Security and Payment of General Obligation Bonds in a Principal Amount not to Exceed \$2,500,000.																													
BACKGROUND AND SUPPLEMENTAL INFORMATION: Tammy Omdal from Northland Securities, the Cities Bond Council, will be present to discuss the GO Refunding Bond Series 2020A.																													
<i>If additional space is required, attach a separate sheet</i>																													
REQUESTED COUNCIL ACTION: Adopt Ordinance No. 126 An Ordinance Authorizing the North Mankato Port Authority Commission to Pledge the Full Faith, Credit and Resources of the City of North Mankato for the Security and Payment of General Obligation Bonds in a Principal Amount not to Exceed \$2,500,000.																													
For Clerk's Use: Motion By: _____ Second By: _____ Vote Record: <table style="margin-left: 40px; border: none;"> <tr> <td style="text-align: center;">Aye</td> <td style="text-align: center;">Nay</td> <td></td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Oachs</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Whitlock</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Steiner</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Norland</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Dehen</td> </tr> </table>	Aye	Nay		_____	_____	Oachs	_____	_____	Whitlock	_____	_____	Steiner	_____	_____	Norland	_____	_____	Dehen	SUPPORTING DOCUMENTS ATTACHED <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Resolution</td> <td style="text-align: center;">Ordinance</td> <td style="text-align: center;">Contract</td> <td style="text-align: center;">Minutes</td> <td style="text-align: center;">Map</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> Other (specify) _____ _____ _____ _____ _____	Resolution	Ordinance	Contract	Minutes	Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aye	Nay																												
_____	_____	Oachs																											
_____	_____	Whitlock																											
_____	_____	Steiner																											
_____	_____	Norland																											
_____	_____	Dehen																											
Resolution	Ordinance	Contract	Minutes	Map																									
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																									
<input type="checkbox"/> Workshop <input checked="" type="checkbox"/> Regular Meeting <input type="checkbox"/> Special Meeting	<input type="checkbox"/> Refer to: _____ <input type="checkbox"/> Table until: _____ <input type="checkbox"/> Other: _____																												

ORDINANCE NO. 126

AN ORDINANCE AUTHORIZING THE NORTH MANKATO PORT AUTHORITY COMMISSION TO PLEDGE THE FULL FAITH, CREDIT AND RESOURCES OF THE CITY OF NORTH MANKATO FOR THE SECURITY AND PAYMENT OF GENERAL OBLIGATION REFUNDING BONDS IN A PRINCIPAL AMOUNT NOT TO EXCEED \$2,500,000

WHEREAS, the North Mankato Port Authority Commission (the "Port Authority") has heretofore issued its General Obligation Bonds, Series 2011A (the "Prior Bonds") and the City Council, by Ordinance No. 41, Fourth Series, authorized the pledge of the City's full faith and credit to the Prior Bonds; and

WHEREAS, the City and the Port Authority believe that it is desirable and necessary to issue general obligation refunding bonds to refund a portion of the Prior Bonds; and accordingly:

THE CITY OF NORTH MANKATO DOES ORDAIN:

Section 1. Pursuant to and in accordance with the provisions of this Ordinance and of Minnesota Statutes, Sections 469.060, 469.079, and 412.191, subd. 4, and Chapter 475, the consent of the City Council is hereby given to the Port Authority to issue and sell the Port Authority's refunding bonds to which the full faith, credit and resources of the City may and shall be pledged as payment and security therefor, in one or more series, in fully registered form, and in an aggregate principal amount of \$2,500,000 (the "Bonds"). The City Council hereby gives specific consent to the pledge of the City's full faith, credit, and resources to the payment and security of the Bonds.

Section 2. After adopting, signing and attestation, this Ordinance shall be posted as required by law, and shall be published once in the official newspaper of the City and shall be effective upon such publication.

The foregoing Ordinance was introduced by Councilmember _____, who moved its adoption. The motion for the adoption of the foregoing Ordinance was duly seconded by Councilmember _____ and upon a vote being taken thereon, the following Councilmembers voted in favor thereof:

and the following voted against the same:

Whereupon said Ordinance was declared duly passed and adopted this 21st day of January, 2020.

Mayor

Attest:

City Clerk

Published in the Mankato Free Press this ____ day of _____, 2020.



2020 PRE-SESSION MEETING
Owatonna Arts Center
540 West Hills Circle, Owatonna, MN 55060
Wednesday, January 15, 2020
9:30 a.m. – 11:30 a.m.

AGENDA

- 9:30 a.m. **Welcome & Introductions**
Karen Foreman, U.S. Highway 14 Partnership President/City Council Member, City of Mankato
- 9:40 a.m. **Update from MnDOT District Staff**
District 6 Update (Owatonna to Rochester)
 - Mark Schoenfelder, District Engineer, MnDOT Dist. 6 – Update on Corridor study & other improvements
 - Tory Thompson, MnDOT Hwy 14 Project Manager – Update on Hwy 14 expansion projectDistrict 7 Update (Nicollet to New Ulm)
 - Peter Harff, MnDOT Asst. District 7 Engineer – New Ulm Gateway update; BUILD Grant application recap; Ongoing work and next steps
- 10:00 a.m. **Federal Update**
Bree Maki, office of U.S. Senator Tina Smith
Chuck Ackman, office of U.S. Senator Amy Klobuchar
Carol Stevenson, office of Congressman Jim Hagedorn
- 10:15 a.m. **2020 Advocacy and Legislative Preview**
Shane Zahrt, Flaherty & Hood
- 10:40 a.m. **Business Meeting**
 - Approval of minutes from 2019 Summer Meeting
 - Treasurer's Report
 - Membership renewal update & Budget discussion
 - Consideration of adoption of amended 2020 policy positions
 - Consideration of formal support for Transportation Alliance Proposal
- 11:25 a.m. **Other Business**
- 11:30 a.m. **Adjourn**

Highway 14 – New Ulm to Nicollet Four-Lane Expansion

Background

Since the 1950's, those who live, work and travel throughout southern Minnesota have envisioned a four-lane road for Hwy 14 from New Ulm to Rochester. The goals of the public and highway officials have remained the same over the years – strengthen the rural economy by connecting small towns with larger cities in a crucial farm-to-market network and save lives on a notoriously dangerous road.

Progress, however, has been unsteady with construction starting in 1959 and more than a dozen projects completed over the past 60 years. Funding for the second to last segment was provided by the Minnesota Legislature in 2018. All that remains is one unfunded 12.5 mile segment in this 110 mile corridor.

Summary of Work

The segment of Hwy 14 from New Ulm to Nicollet was included in an Environmental Impact Statement (EIS) completed in 2011 and preliminary design is nearly complete. MnDOT is positioned to begin the right-of-way process by end of 2019. Pending potential funding from federal and state programs, construction of the four-lane expansion of Hwy 14 with a Courtland bypass could begin in 2022. Project elements include:

- Construct a four-lane divided highway
- Bypass the city of Courtland
- Construct grade-separated interchanges at Nicollet County Road 37 and on the Courtland bypass for CR 12 and CR 24 (including bridges at each location)
- Construction of J-Turns at higher risk at-grade intersections, including:
 - New Ulm Quartzite Quarries
 - Jeremy Drive/Kohn Drive (residential neighborhood)
 - Minnesota Valley Lutheran School
- Replace three bridges
- Provide right turn lanes at all public roads
- Provide left turn lanes at all median crossings
- Realign intersecting roadways to square them to Hwy 14
- Install snow fence at key locations to prevent excessive blowing and drifting snow
- Reconstruct two-lane on existing alignment between Hwy 15 and CR 37

Benefits

- Improves safety
- Enhances interregional trade function of corridor
- Improves mobility, especially for the high volume of freight traffic on Hwy 14

Note: This segment of Hwy 14 is scheduled to be resurfaced (thin mill and overlay in 2021) to improve the ride quality and extend the life of the pavement. It's recognized that this is the same segment identified for the Hwy 14 four-lane expansion, but until funding becomes available for expansion MnDOT will preserve the current condition of the road. Should funding be secured for the four-lane expansion prior to 2021, the preservation project funds would be put towards it.

Cost Estimate

Construction costs are estimated at \$77.1 million, and engineering and right-of-way costs are estimated at \$19.7 million, totaling \$96.8 million for the Hwy 14 four-lane expansion project.

Funding Source	Amount	Percent of Total Cost	Status
Nicollet County	\$3,500,000	4%	Secured
State Trunk Highway (estimate for the 2021 Hwy 14 preservation project)	\$8,500,000	9%	Secured
Unfunded	\$84,800,000	87%	---

** MnDOT submitted an application for the Hwy 14 four-lane expansion project to receive federal funding from the Better Utilizing Investments to Leverage Development (BUILD) program. Grant recipients will be notified by Nov. 12, 2019*

Contact

Visit: mndot.gov/d7/projects/14newulmtonmankato/

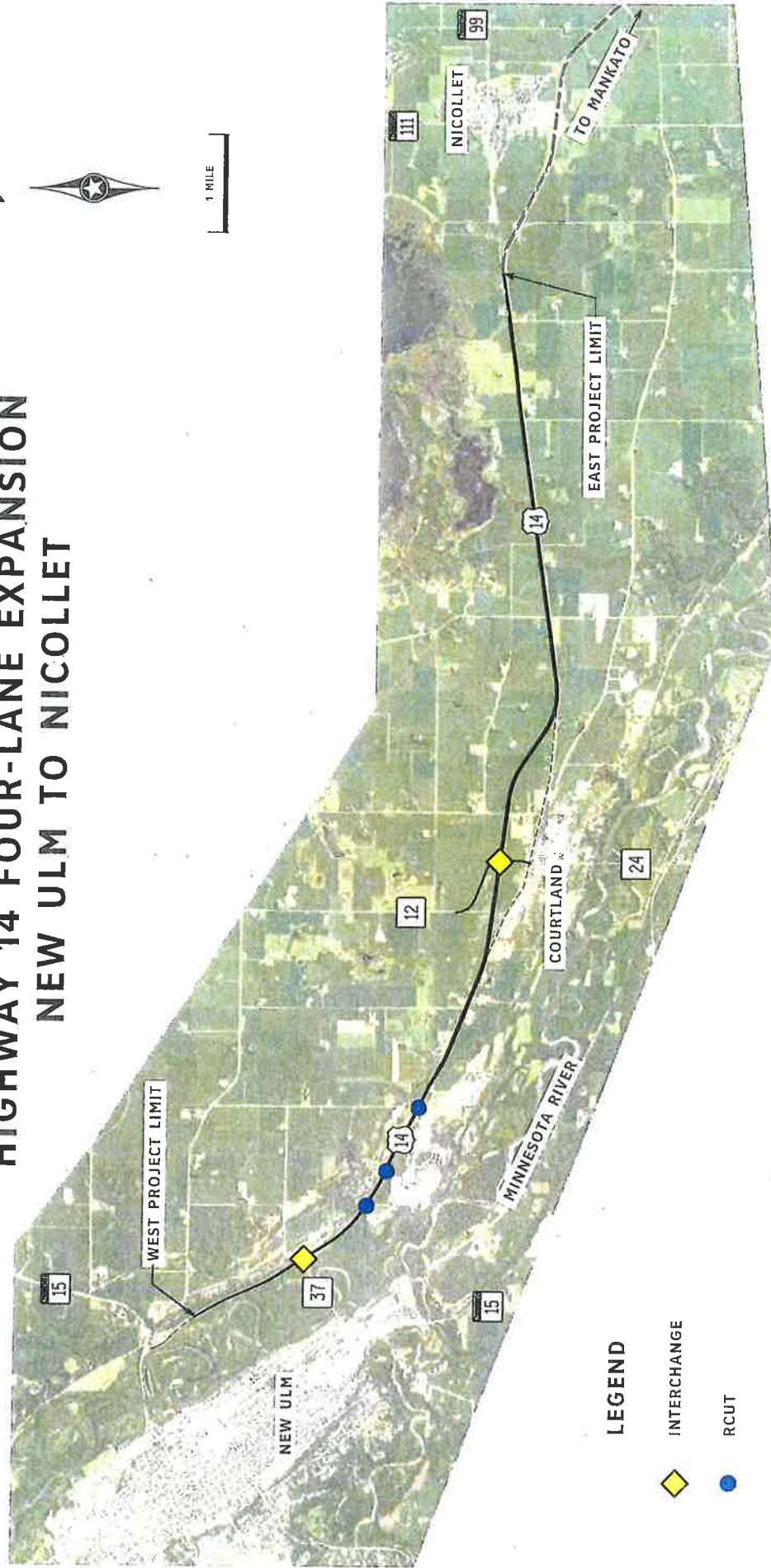
Or contact: Zachary Tess, MnDOT Project Manager, 507-304-6199, zachary.tess@state.mn.us

Greg Ous, MnDOT District Engineer, 507-304-6104, greg.ous@state.mn.us






HIGHWAY 14 FOUR-LANE EXPANSION NEW ULM TO NICOLLET



1 MILE



LEGEND

-  INTERCHANGE
-  RCUT
-  PROPOSED 4-LANE HWY 14
-  EXISTING 2-LANE HWY 14
-  EXISTING 4-LANE HWY 14



For Immediate Release

November 12, 2019

Contact: Shane Zahrt

651-295-1123

sazahrt@flaherty-hood.com

After federal grant disappointment, Highway 14 advocates call on Gov. Walz, Minnesota Legislature to fund project in 2020

MANKATO, MINN.—After learning that expansion of Highway 14 from Nicollet to New Ulm was not among the projects selected for federal funding by the U.S. Department of Transportation (USDOT), Highway 14 advocates are renewing their call on Governor Tim Walz and the Minnesota Legislature to fund the project in 2020.

“We are disappointed that Highway 14 was not selected for a federal BUILD Grant, but this latest setback only reinforces the importance of the 2020 legislative session,” said Karen Foreman, president of the U.S. Highway 14 Partnership and a member of the Mankato City Council.

Over the summer, the U.S. Highway 14 Partnership worked with the Minnesota Department of Transportation (MnDOT) to apply for a \$25 million grant through USDOT’s Better Utilizing Investments to Leverage Development (BUILD) Grant program. Had Highway 14 been selected for the federal funding, MnDOT would have committed more the \$60 million in state funds to help make the project a reality, with Nicollet County also planning to contribute to the project.

The 12 miles between Nicollet and New Ulm is the final stretch of Highway 14 that remains unfunded in the more than 100 miles between New Ulm and Rochester. On November 1, a groundbreaking ceremony was held for an expansion project on 12 miles of highway between Owatonna and Dodge Center, a long-awaited project funded by the Legislature in 2018.

“We have made huge progress on Highway 14 safety and expansion in recent years, but only when legislators from both parties have **come together** to put safety over politics,” Foreman said. “We call on Governor Walz and the Legislature to find a way to finish this final phase of Highway 14 expansion so that we can finally drive on four lanes all the way from New Ulm to Rochester.”

Despite the disappointing outcome of the federal grant selection, Foreman expressed gratitude for the legions of Highway 14 supporters who launched an aggressive campaign aimed at boosting the project’s chances of obtaining a BUILD grant.

“On behalf of the Highway 14 Partnership, I extend my sincere gratitude for the hundreds of individuals, businesses and local governments who wrote letters in support of Highway 14’s bid for federal funding. I also thank the MnDOT officials who worked tirelessly to craft the BUILD Grant application.”

Foreman added, “With the 2020 Legislature expected to consider a sizable state bonding package, we ask all of our partners to now direct their passion and energy toward the Governor and state legislators.”

The U.S. Highway 14 Partnership is an advocacy organization supporting the four-lane expansion of Highway 14. Formed in 1998, the Highway 14 Partnership includes local governments, private businesses and other organizations across southern Minnesota. Follow the U.S. Highway 14 online at ushighway14.com on Twitter at [@Hwy14Pshp](https://twitter.com/Hwy14Pshp).

###

For additional information regarding BUILD Grant awards, see below from the USDOT:

USDOT release: <https://www.transportation.gov/BUILDgrants>

List: <https://www.transportation.gov/sites/dot.gov/files/docs/subdoc/901/build-fact-sheet2019-final.pdf>

Map: <https://www.transportation.gov/policy-initiatives/build/build-grants-2019-awarded-projects>

Congress of the United States
Washington, DC 20510

November 26, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Chao:

We write to request information regarding why Minnesota transportation projects did not receive any funding through the Department of Transportation's (DOT) Better Utilizing Investments to Leverage Development (BUILD) grant program this year. To provide clarity to the many competitive applicants from our state, we ask that DOT provide insight into the grant selection process.

Since the inception of the Transportation Investment Generating Economy Recovery (TIGER) program in 2010, discretionary federal transportation funding from TIGER, and now BUILD, has played an integral role in improving the safety of Minnesota's transportation infrastructure, including funding for rebuilding bridges, roads, and highway interchanges. Over the years, the state of Minnesota, its counties, and cities have submitted competitive grant applications to address critical transportation needs in the state, and have been awarded these funds.

While DOT awarded \$900 million in BUILD grants this fiscal year, Minnesota did not receive any funding while other states received up to three grants. As a result, Minnesota communities were deprived of a key opportunity to improve the safety and efficiency of transportation networks across our state as well as the economic benefits of direct investments in reliable infrastructure.

We respectfully request that you share with us the determination behind the merits and compared benefits of projects against Minnesota applications. As you consider award funding for next year's BUILD grant program, we urge you to provide clarity to applicants about their projects to improve Minnesota's transportation infrastructure.

Thank you for your attention to this important matter. We look forward to your response.

Sincerely,



Amy Klobuchar
United States Senator



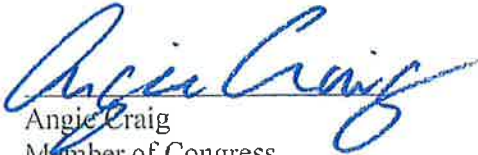
Tina Smith
United States Senator



Collin C. Peterson
Member of Congress



Tom Emmer
Member of Congress



Angie Craig
Member of Congress



Jim Hagedorn
Member of Congress



Ilhan Omar
Member of Congress



Dean Phillips
Member of Congress



Pete Stauber
Member of Congress

This Document can be made available
in alternative formats upon request

State of Minnesota
HOUSE OF REPRESENTATIVES

NINETY-FIRST SESSION

H. F. No. **538**

01/31/2019 Authored by Brand, Torkelson, Petersburg, Sauke, Considine and others
The bill was read for the first time and referred to the Committee on Ways and Means

- 1.1 A bill for an act
- 1.2 relating to capital investment; appropriating money for reconstruction of marked
- 1.3 U.S. Highway 14 between the cities of New Ulm and Nicollet; authorizing the
- 1.4 sale and issuance of trunk highway bonds.
- 1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
- 1.6 Section 1. **MARKED U.S. HIGHWAY 14; APPROPRIATION AND TRUNK**
- 1.7 **HIGHWAY BOND SALE AUTHORIZATION.**
- 1.8 Subdivision 1. **Appropriation.** \$85,000,000 is appropriated from the bond proceeds
- 1.9 account in the trunk highway fund to the commissioner of transportation for right-of-way
- 1.10 acquisition, **engineering**, and construction of marked U.S. Highway 14 as a four-lane divided
- 1.11 highway from the interchange with Nicollet County State-Aid Highway 21 and marked
- 1.12 Trunk Highway 15 east of New Ulm to the intersection with 471st Avenue west of Nicollet.
- 1.13 Subd. 2. **Bond sale.** To provide the money appropriated in subdivision 1 from the bond
- 1.14 proceeds account in the trunk highway fund, the commissioner of management and budget
- 1.15 shall sell and issue bonds of the state in an amount up to \$85,000,000 in the manner, upon
- 1.16 the terms, and with the effect prescribed by Minnesota Statutes, sections 167.50 to 167.52,
- 1.17 and by the Minnesota Constitution, article XIV, section 11, at the times and in the amounts
- 1.18 requested by the commissioner of transportation. The proceeds of the bonds, except accrued
- 1.19 interest and **any** premium received from the sale of the bonds, must be deposited in the bond
- 1.20 proceeds account in the trunk highway fund.
- 1.21 **EFFECTIVE DATE.** This section is effective the day following final enactment.

This Document can be made available
in alternative formats upon request

State of Minnesota
HOUSE OF REPRESENTATIVES

NINETY-FIRST SESSION

H. F. No. 2765

04/01/2019 Authored by Brand
The bill was read for the first time and referred to the Committee on Ways and Means

- 1.1 A bill for an act
- 1.2 relating to transportation; amending certain requirements governing the corridors
- 1.3 of commerce program; appropriating money; authorizing the sale and issuance of
- 1.4 state bonds; amending Minnesota Statutes 2018, section 161.088, subdivision 5.
- 1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
- 1.6 Section 1. Minnesota Statutes 2018, section 161.088, subdivision 5, is amended to read:
- 1.7 Subd. 5. **Project selection process; criteria.** (a) The commissioner must establish a
- 1.8 process to identify, evaluate, and select projects under the program. The process must be
- 1.9 consistent with the requirements of this subdivision section and must not include any
- 1.10 additional evaluation criteria.
- 1.11 (b) The commissioner must maintain an ongoing priority ranking list of projects that are
- 1.12 classified and evaluated. For all funds available under this section, the commissioner must
- 1.13 select projects in order based on the priority ranking.
- 1.14 (c) By January 15, 2020, and by January 15 of every five years thereafter, the
- 1.15 commissioner must perform a reevaluation of each project on the priority ranking list.
- 1.16 Annually by January 15, the commissioner must revise the priority ranking list to the extent
- 1.17 necessary to remove projects that are completed or no longer eligible. The commissioner
- 1.18 may reevaluate a project that is on the priority ranking list if the commissioner identifies a
- 1.19 change in circumstances that is reasonably likely to materially impact the project's ranking.
- 1.20 (d) As part of the project selection process each reevaluation under paragraph (c), the
- 1.21 commissioner must annually accept recommendations on candidate projects from area
- 1.22 transportation partnerships and other interested stakeholders in each Department of
- 1.23 Transportation district. The commissioner must determine the eligibility for each candidate

2.1 project identified under this paragraph. For each eligible project, the commissioner must
2.2 classify and evaluate the project for the program priority ranking list, using all of the criteria
2.3 established under paragraph (e) subdivision 5a.

2.4 (e) As part of the project selection process, the commissioner may divide funding to be
2.5 separately available among projects within each classification under subdivision 3.

2.6 (f) The priority ranking list and all projects evaluated must be made public and must
2.7 include the score of each project.

2.8 Subd. 5a. Evaluation criteria. (e) (a) Projects must be evaluated using all of the following
2.9 criteria:

2.10 (1) a return on investment measure that provides for comparison across eligible projects;

2.11 (2) measurable impacts on commerce and economic competitiveness weighting for a
2.12 project that is:

2.13 (i) uncompleted and for which funds have previously been provided or awarded under
2.14 this section; or

2.15 (ii) located adjacent or in close proximity to the project limits of a project previously
2.16 funded under this section;

2.17 (3) efficiency in the movement of freight, including but not limited to:

2.18 (i) measures of annual average daily traffic and commercial vehicle miles traveled, which
2.19 may include data near the project location on that trunk highway or on connecting trunk
2.20 and local highways; and

2.21 (ii) measures of congestion or travel time reliability, which may be within or near the
2.22 project limits, or both; and

2.23 (iii) for projects located outside of the Department of Transportation metropolitan district,
2.24 weighting based on a higher rate of heavy commercial annual average daily traffic as a
2.25 percentage of annual average daily traffic;

2.26 (4) improvements to traffic safety;

2.27 (5) connections to regional trade centers, local highway systems, and other transportation
2.28 modes;

2.29 (6) the extent to which the project addresses multiple transportation system policy
2.30 objectives and principles;

3.1 (7) support and consensus for the project among members of the surrounding community;
3.2 and

3.3 (8) regional balance throughout the state; and

3.4 (9) project readiness.

3.5 ~~(d) The list of all projects evaluated must be made public and must include the score of~~
3.6 ~~each project.~~

3.7 ~~(e) As part of the project selection process, (b) The commissioner may divide funding~~
3.8 ~~to be separately available among projects within each classification under subdivision 3,~~
3.9 and may apply separate or modified criteria among those projects falling within each
3.10 classification under subdivision 3.

3.11 Sec. 2. CORRIDORS OF COMMERCE; PROJECT SELECTION.

3.12 The project selection requirements under Minnesota Statutes, section 161.088, subdivision
3.13 5, paragraph (b), do not apply to appropriations for the corridors of commerce program
3.14 under Laws 2017, First Special Session chapter 3, article 2, section 2, subdivision 1, or
3.15 under Laws 2018, chapter 214, article 1, section 16, subdivision 11, as amended by Laws
3.16 2019, chapter 2, article 2, section 4.

3.17 EFFECTIVE DATE. This section is effective the day following final enactment.

3.18 Sec. 3. CORRIDORS OF COMMERCE; APPROPRIATION AND BOND SALE
3.19 AUTHORIZATION.

3.20 Subdivision 1. Appropriation. \$300,000,000 is appropriated from the bond proceeds
3.21 account in the trunk highway fund to the commissioner of transportation for the corridors
3.22 of commerce program under Minnesota Statutes, section 161.088.

3.23 Subd. 2. Bond sale. To provide the money appropriated in subdivision 1 from the bond
3.24 proceeds account in the trunk highway fund, the commissioner of management and budget
3.25 shall sell and issue bonds of the state in an amount up to \$300,000,000 in the manner, upon
3.26 the terms, and with the effect prescribed by Minnesota Statutes, sections 167.50 to 167.52,
3.27 and by the Minnesota Constitution, article XIV, section 11, at the times and in the amounts
3.28 requested by the commissioner of transportation. The proceeds of the bonds, except accrued
3.29 interest and any premium received from the sale of the bonds, must be deposited in the bond
3.30 proceeds account in the trunk highway fund.

3.31 EFFECTIVE DATE. This section is effective the day following final enactment.



2019 ANNUAL MEETING MINUTES

Owatonna Arts Center

540 West Hills Circle, Owatonna, MN 55060

Wednesday, July 17, 2019

9:30 a.m. – 11:30 a.m.

U.S. Highway 14 Partnership President Karen Foreman Called the meeting to order at 9:30 a.m. All attendees introduced themselves.

Legislative Panel

The meeting opened with a panel featuring legislators from across the Highway 14 Corridor. The discussion centered primarily around the ongoing discussion around how to fund Minnesota's transportation system, following the 2019 legislative session in which numerous options for funding increases were proposed, but none passed the legislature. The panel featured Sen. John Jasinski, Sen. Carla Nelson, Rep. John Petersburg, Rep. Jeff Brand, and Rep. Duane Quam.

With the exception of Rep. Jeff Brand—the lone DFLer on the panel—the legislators were hesitant to commit support for a gas tax increase or similar funding mechanisms. Instead, most favored using surplus general fund dollars to fund roads, and emphasized the need to grapple with emerging technologies such as electric vehicles and the related infrastructure, which currently produce users of our roads that are not participating in funding the system in the same way gas tax payers are.

On how to fund the completion of Highway 14 from Nicollet to New Ulm, each of the legislators reiterated their commitment and passion for the project, but acknowledged that there are no easy answers for how to get it done. The state's trunk highway bonding capacity is already stressed by significant bonding that has been committed in recent years, and there is significant disagreement about the existing Corridors of Commerce program. Pointing to 2020 as a bonding year, Rep. Brand and others on the panel committed to pursuing any possible avenue to complete the project.

Updates from MnDOT Staff

MnDOT District 6 project manager for Highway 14 expansion Tory Thompson provided an update on the RFP process and projected construction timeline for the project. Thompson noted the three contractors whose bids were on the "shortlist" for the project and detailed the process for finalizing the bid process. Thompson noted a groundbreaking would take place in the Fall.

Thompson then provided detailed information about what is currently known about plans for the newly-constructed four-lane highway's alignment and remaining land acquisition that needs to take place.

MnDOT District 7 provided an update on the New Ulm Gateway project, including specifics about how high water has impacted the construction timeline. District staff then dove into their continuing work to keep the Nicollet to New Ulm project as ready to go as possible in anticipation of future funding. Staff detailed their most recent cost projections, including construction, right of way, engineering.

MnDOT staff then recapped the federal BUILD Grant application process it had just completed for Nicollet to New Ulm, pausing to thank the Highway 14 Partnership and its members for their overwhelming response to a call for letters of support for the BUILD Grant. Over 200 letters were submitted despite very short notice and the July 4th holiday shortening the number of business days available for members to respond.

District 7 reiterated its commitment to advance the project with or without the BUILD Grant, detailing the work it would continue to do even if the BUILD Grant application proved unsuccessful. The staff also highlighted for members that thanks to the BUILD Grant process, additional maps and information about the proposed project was now available on MnDOT's website, and encouraged members to check it out.

Legislative Recap

Shane Zahrt of Flaherty & Hood, P.A. presented a recap of the 2019 legislative session. The update began with a recap of the various funding packages offered by Governor Walz, the House DFL majority, and the Senate GOP majority. While there were parallels between the Governor's and House's plans, the two took very different approaches to projects like Highway 14. The Governor's plan was light on specifics about how it would accomplish highway expansion projects. The House plan recognized the crucial role that Corridors of Commerce has played in recent years

The Senate GOP plan was quite the opposite. Because the Senate majority had a stated priority of avoiding any tax or fee increases, their transportation package invested few new resources into the transportation system. In fact, as a result of the limited resources available in their plan, the Senate proposed cutting \$25M per year in trunk highway cash adopted by the 2017 legislature for the Corridors of Commerce program.

Zahrt concluded with a summary of next steps in the process for supporting MnDOT's pursuit of a federal BUILD Grant for Highway 14 expansion and what members can do in support of the effort. He noted that the group should remain hopeful the BUILD Grant will be awarded, but should continue to focus on the 2020 legislature as the next best opportunity for funding.

Business meeting

Approval of minutes from January 2019 Meeting – Minutes were moved and approved

Treasurer's Report – Karen Foreman presented the treasurer's report, which reflected \$46,209 in expenditures, primarily in contract payments to Flaherty & Hood, P.A., against membership dues collected of \$62,000

Consideration and Approval of Policy Positions – The group then considered the adoption of amended policy positions, including specific support for Minnesota's Congressional Delegation to pursue funding for Highway 14 through the federal government's BUILD Grant program.

Approval of 2019-20 budget and work plan – The 2019-20 budget and work plan was moved and approved.

Election of Officers – The following slate of officers was moved and approved by the full membership for a one-year term:

- President: Mankato Council Member Karen Foreman
- Vice President: Owatonna Council Member Kevin Raney
- Treasurer: Pat Hentges, City of Mankato

Authorization for President to execute contracts with Flaherty & Hood, PA – A motion to authorize Highway 14 President Karen Foreman to execute contracts with Flaherty & Hood, PA for lobbying services

through December 31, 2020 was moved and approved by the membership.

Adjournment

The meeting adjourned around 11:25 AM

Highway 14 Partnership Fund
Program Revenues and Expenditures
Period Ended December 31, 2019

ACCOUNT	AMOUNT
REVENUES:	
GOVERNMENTAL MEMBER ASSESSMENTS	\$ 51,200
MISCELLANEOUS REVENUE	\$ -
PRIVATE MEMBER ASSESSMENTS	\$ 10,800
TOTAL REVENUES	<u>\$ 62,000</u>
EXPENDITURES:	
CONTRACTUAL PAYMENTS	
FLAHERTY & HOOD PYMTS	\$ 57,469
HIGHWAY 14 PARTNERSHIP WEB SITE COSTS	\$ -
MEMBERSHIP - TRANSPORTATION ALLIANCE	\$ 420
TOTAL EXPENDITURES	<u>\$ 57,889</u>
NET REVENUES OVER (UNDER) EXPENDITURES	<u><u>\$ 4,111</u></u>

Highway 14 Partnership Fund
Balance Sheet
December 31, 2019

<u>ACCOUNT</u>	<u>AMOUNT</u>
ASSETS:	
CASH & INVESTMENTS	\$ 29,985
TOTAL ASSETS:	<u>\$ 29,985</u>
LIABILITIES:	
DEFERRED REVENUE	\$ 24,700
DUE TO OTHER FUNDS	\$
TOTAL LIABILITIES:	<u>\$ 24,700</u>
FUND BALANCE:	
FUND BALANCE	\$ 5,285
TOTAL FUND BALANCE	<u>\$ 5,285</u>
TOTAL LIABILITIES & FUND BALANCE	<u>\$ 29,985</u>



2020 PROPOSED BUDGET AMENDMENT

ANTICIPATED REVENUES		
Local Government Memberships	\$53,500	<u>\$45,500</u>
Affiliate Memberships		\$11,500
TOTAL REVENUES:	\$65,000	<u>\$57,000</u>
ANTICIPATED EXPENDITURES		
STATE AND FEDERAL ADVOCACY	\$42,500	<u>\$39,500</u>
<i>Lobby state legislators, Governor, and members of Congress; lobby legislative, administrative, and Congressional staff; develop legislation; monitor transportation legislation; research and analysis; meet with MnDOT representatives; coordinate recommendations for Corridors of Commerce program funding; draft correspondence; prepare lobbying materials and handouts; related expenses</i>		
GENERAL MEMBERSHIP	\$12,500	<u>\$10,000</u>
<i>Annual full membership meeting; steering committee meetings; affiliate recruitment; communications with members and affiliates; related expenses including printing, postage, and telephone; membership in MN Transportation Alliance</i>		
MEDIA COMMUNICATIONS	\$10,000	<u>\$7,500</u>
<i>Prepare press releases, news stories, and guest columns; editorial board visits; communicate with public, MnDOT and legislators; website and social media updates; related expenses</i>		
TOTAL EXPENDITURES:	\$65,000	<u>\$57,000</u>

AT NO ADDITIONAL CHARGE, the Highway 14 Partnership receives the following services:

The CITY OF OWATONNA and STEELE COUNTY provide meeting rooms and facilities;

The CITY OF MANKATO provides in-kind professional staff support, accounting services, and meeting rooms;

FLAHERTY & HOOD, P.A. provides no charge secretarial support and assessment billing services.



2020 Legislative Policy Positions

MISSION: The U.S. Highway 14 Partnership ("The Partnership") supports the completion of a consistent four-lane corridor on U.S. Highway 14 from Rochester to New Ulm.

STATE POLICY POSITIONS:

1. The Partnership opposes any delay or defunding of projects that have been identified for completion:
 - The "New Ulm Gateway Project," to improve the Highway 14/15 intersection and bridge over the Minnesota River
 - Highway 14 expansion from Owatonna to Dodge Center
2. The Partnership will work to secure state funding for the projects that are currently unplanned and unfunded or underfunded:
 - The Highway 14 four-lane expansion from New Ulm to (west) Nicollet.
 - Funding for safety improvements along existing four-lane sections of Highway 14 where safety issues where additional upgrades are required to promote safety.
 - The development of a draft Environmental Impact Statement for the TH14/TH169 interchange.
 - The two-lane upgrade of Highway 14 west of New Ulm. MnDOT should study the expansion of Highway 14 west of New Ulm.
3. ~~Recognizing that Highway 14 projects are strong candidates under program criteria,~~ Recognizing that the Corridors of Commerce program has funded numerous improvements to Highway 14 since its creation and remains the state's only alternative transportation funding program that prioritizes highway safety and expansion projects, the Partnership supports the continued and ongoing funding of the Corridors of Commerce program, or a successor to the Corridors of Commerce program designed to achieve the same goals. The goals of this program are to build highway capacity by removing bottlenecks, improve the movement of freight, and remove barriers to commerce. Projects are selected and awarded by MnDOT on a competitive basis. Given the billions of dollars of unmet need for highway expansion projects throughout the state in addition to Highway 14, the Partnership supports at least \$200 million in annual program funding.
4. The Partnership supports program and project scoring criteria for Corridors of Commerce, or any successor to the Corridors of Commerce program, that recognize the unique characteristics that make rural two-lane highways dangerous and inefficient, as well as criteria that emphasize project readiness. The Partnership opposes any efforts to modify Corridors of Commerce program criteria in ways that do not uphold the program's original goals or that disadvantage vital corridors like U.S. Highway 14.
5. The Partnership supports the \$25 million annual Trunk Highway cash appropriation for Corridors of Commerce appropriation included in the 2017 transportation bill and opposes any efforts to repeal or reduce this appropriation. While the Partnership supports the use of Trunk Highway bonds, this cash appropriation is vital for non-bondable project needs such as right-of-way acquisition, environmental work and design.
6. The Partnership supports a division of Corridors of Commerce funding in which Greater Minnesota projects receive at least 50% of funding.

7. The Partnership opposes legislation that designates specific projects eligible for Corridors of Commerce program funding irrespective of the eligibility criteria set forth in state statute.

8. The Partnership will support measures to generate additional revenue for transportation projects, including, but not limited to:

- Appropriation of trunk highway bonds;
- Gas tax increase, including indexing;
- Increase in Motor Vehicles Sales Tax;
- Increase in motor vehicle registration taxes;
- A gross receipts tax on motor fuels.

9. The Partnership supports the inclusion of language that specifically directs resources towards Highway 14 in transportation finance legislation.

10. The Partnership supports the statutory allocation of the MVST constitutional amendment, with a 60% dedication to highways, 36% dedication to metro-area transit, and 4% dedication to Greater Minnesota transit. The Partnership opposes any legislative effort to reduce the percentage of funding dedicated to the Highway User Tax Distribution Fund.

11. The Partnership supports state research and study of alternative measures to fund transportation projects including value capture fees, tolling, congestion pricing, mileage fees, and weight fees.

12. Public-private partnerships between MnDOT and private interests should not replace or downgrade programmed highway expansion projects or other meritorious highway expansion projects like those on Highway 14.

13. The Partnership encourages Highway 14 corridor legislators to secure positions on the Senate Transportation and Public Safety Budget Division and House Transportation Finance Committee

14. The Partnership requests MnDOT to create a National Highway Freight Network in accordance with the federal FAST Act surface transportation funding program. The Partnership further requests MnDOT to designate U.S. Highway 14 as a critical rural freight corridor and to apply for federal funding to support the expansion of U.S. Highway 14 to four lanes between New Ulm and Rochester.

FEDERAL POLICY POSITIONS:

1. The Highway 14 Partnership supports and encourages efforts by MnDOT and Minnesota's Congressional Delegation to secure federal funding for Highway 14 expansion, including through application for funding through the Better Utilizing Investments to Leverage Development (BUILD) Grant program or other federal transportation funding opportunities.

2. Any new federal funds directed to Highway 14 are meant to supplement current funding and do not act as replacement of state funding.

3. The Partnership encourages Congressional members representing the Highway 14 corridor to secure positions on the House Transportation & Infrastructure Committee or the Senate Environment and Public Works Committee.

Proposed to the full membership on January 15, 2020