

WEEKLY UPDATE

Administrator's Report



January 17, 2013

Monday, January 21, 2013

City Offices will be Closed in Observance of Martin Luther King Jr. Day



Tuesday, January 22, 2013

5:00 p.m. – Personnel Committee – Lake Itasca Room

5:30 p.m. – Finance Committee – Trott Brook Room

Immediately following Committee(s) City Council Work Session – Lake Itasca Room

7:00 p.m. – City Council – Council Chambers

Immediately Following City Council – HRA – Council Chambers

Thursday, January 24, 2013

5:30 p.m. – Mayor/Council & Staff Strategic Planning Session – Lake Itasca Room

Preview of Next Week

The Mayors Trail Ride. Although the Mayors Trail Ride has been postponed to February 23, due to the current lack of snow, the Vintage Snowmobile Show will still be held this Saturday, January 19, 2013, at the Anoka County Fair Grounds. Stop by and let the folks know your favorite Vintage machine. There is a Mayors choice award.

Personnel Committee (5:00 p.m. – LIR)

- Consider a Resolution to Select a Chairperson and Alternate Chairperson for the Personnel Committee
- Consider a Resolution to Accept a Paid-on-call Firefighter's Resignation
- 2013 Fire Officer Selections
- Consider a Resolution to Approve the 2013 Non-Union Health Insurance Contributions and Non-Union Cost of Living Adjustments
- Consider a Resolution to Address Building Maintenance Staffing Needs
- Consider a Resolution to Recruit for an Economic Development Manager
- Consider a Resolution Regarding a Leave of Absence (This discussion will be closed to the public)
- Consider a Resolution to Authorize Staff to Recruit for a Replacement Patrol Officer Position from the Recent Patrol Officer Recruitment File

Finance Committee (5:30 p.m. – TBR)

- Nominate Chair and Vice-Chair for Finance Committee and Consider Amendments to the Duties of the Finance Committee Work

City Council Work Session (Immediately following Committee(s) – LIR)

- Presentation by Marlene Moulton-Janssen, Director, Anoka County Library
- 2013-2017 Capital Improvement Program (CIP)
- Discuss Highway 10 Corridor Support/ Funding

City Council (7:00 p.m. – CC)

- Request for Site Plan Approval for a McDonald's Located on Lot 4 Block 1 COR TWO; Case of McDonald's USA LLC
- Introduce Ordinance to Amend City Code Section 117-118 Entitled The COR Related to Twenty Four (24) Hour Drive Thrus
- Riverdale Drive Reconstruction and Extension – Approve Consultant Services
- Consider Purchase of 14590 Armstrong Blvd. NW, Ramsey, Minnesota (Wiser Choice Liquor Store) from M&W Holding Company, LLC. (the "Property") (Portions of this meeting may be closed to the public).

HRA (Immediately Following CC – CC)

- Adopt Resolution Conveying Outlot C, RAMSEY TOWN CENTER 8TH ADDITION to The Seasons of Ramsey Limited Partnership, Related to a Proposed Major Plat Named SEASONS OF RAMSEY Located at the Northeast Intersection of Bunker Lake Boulevard and Town Center Drive within TOWN CENTER GARDENS 3RD ADDITION.
- Consider Alternate Platting Scenario - COR TWO

Strategic Planning Session (5:30 p.m. – LIR) It is expected an agenda for the Strategic Planning Session will be available Monday. As soon as it is completed, staff will publish it on the City's website – where agendas are published and it will be under City Council Work Session, January 24. Dinner will be provided.

Council Update

February Planning Commission Dated Changed. The Planning Commission has rescheduled the February Planning Commission to January 31st to accommodate the proposed schedule for SEASONS OF RAMSEY.

County Commissioner Appointments. The Anoka County Board of Commissioners held their organizational meeting on January 8, 2013. *Attached to the Weekly Update is the list of County Commissioner appointments.*

Department Activities:

Building Maintenance

- Unplugged PD garage floor drains
- Clean out refrigerators and freezers
- Mid-winter HVAC checks

City Clerk

- Assisting with the coordination of the Strategic Planning Sessions & Attended
- Calendar notifications/meeting requests to Mayor, Council and staff
- Licensing

Engineering

- The engineering department is primarily focusing on the design for the Riverdale Drive Extension project. We are nearing completion of the Preliminary Design Phase and anticipate to have 30% plans complete next week.
- Review of Seasons of Ramsey Construction Plans.

Finance

- Prepare Bills List for 1/22/13 council
- Prepare & remit Dec 2012 sales and use tax
- Prepare & remit Dec SAC reporting

HR

- Prepared and distributed a Survey Monkey survey
- Researched and prepared staff reports

Parks

- The Draw Event Series is fully programed for 2013, with more than half of the acts sponsored so far; **AND an anonymous Ramsey resident and business person has donated \$500** for the concerts. Now that's community spirit!
- Great River Energy will be clearing trees within their 80' foot Right-Of-Way within the next weeks at the west edge of Alpine Park and south along the west side of the landfill to Bunker Lake Boulevard. Staff has insisted that they send a notification letter with contact info to residents that border those areas *before* any removals begin. Staff is also working with GRE to plant native grasses and forbs in this ROW – so as to interrupt the cycle of trees growing up, only to be cut down years later (a disturbing situation for residents who get accustomed to the trees and screening, only to have them removed when they get 'nice').
- Ice rink maintenance continues, with tree pruning thereafter each day. Focus for the next weeks is The Draw, which will be the first corrective pruning and 'shaping' the trees will have received since the initial planting in 2010.
- While not a sign of spring necessarily (but sort of), the holiday tree at The Draw has been unceremoniously unplugged. The lights, star, and tree will be removed, stored and chipped later in the winter as time permits... If the city chooses to decorate a tree again for next winter, it may go nearer Sunwood Drive across from City Hall's front steps in the future park space there, and may include a tree lighting ceremony.

Planning/Building

- Attended a workshop on removing zoning barriers for small businesses
- Prepared Annual Report and State of the Cities Data
- Inspection requests continue strong into January. Already scheduled 75% of availability for next week. Looking at additional assistance from Inspectron.

Police

- **It Happens.** An 80 year old Ramsey resident reported that he was contacted by a Mexico City police officer and was told his grandson had been arrested. He was told that the bond for release was \$990 and that he needed to wire the money. A male was then put on the phone that he believed was his grandson. He stated he needed his help and asked that his mom and dad not be told. The complainant wired the money. When he returned home, he was contacted by phone and told another \$990 was needed to cover attorney fees. He attempted to send the money but the transaction would not go through. The complainant made contact with his grandson by phone and learned that he had been in Iowa and was fine. The complainant was advised that there was no way to get the money back.

Public Works

- Crews were out salting in response to a couple of minor snowfall events. The radar signs were installed on Sunwood Dr and are currently operating in "stealth mode" recording traffic data. They will be turned on live on Tuesday, January 22. Even during the testing phase, traffic responded to them very quickly, evident by the number of brake lights we saw!

Utilities

- The Utility Department responded to a couple of homes that were vacant and the water pipes burst and flooded the homes. We continue to shut off the water to foreclosures at the street this assures that even if the pipes freeze and rupture no extensive flooding will occur.
- Crews have been working inside Pump house #2 located on Bunker Lake Blvd. They have been removing rusted pipe work valves etc. The corrosive effects of the chemicals housed there has deteriorated much of the interior pipe works and flooring. Employees have removed most of the plumbing and will replace with new.

Save the Date:

- **North Metro Mayors Association Board of Directors Meeting** – Wednesday, January 23, 2013 – Harvest Grill at Bunker Hills - 5:00 – 7:30 p.m. RSVP's are necessary; therefore, a meeting request was sent to Mayor and each Councilmember to either accept or decline.
- **Anoka County Local Officials Meeting** – Wednesday, January 30, 2013 – J.P. Murzyn Hall, 590 – 40th Avenue NE, Columbia Heights – 6:00 p.m. RSVP's are necessary; therefore, a meeting request was sent to Mayor and Councilmembers to either accept or decline.
- **Anoka Area Chamber of Commerce State of the City Luncheon** – Tuesday, February 12, 2013 – Harvest Grill at Bunker Hills. Registration begins at 11:00 a.m. followed by lunch and program from 11:30 to 1:00 p.m. RSVP's are necessary; therefore, a meeting request was sent to Mayor and each Councilmember to either accept or decline.
- **Anoka Area Chamber of Commerce Casino Royale Gala Dinner Fundraiser** – February 22, 2013 – New Location This Year – Greenhaven Golf & Banquet Center, Anoka. Dinner starts at 7:00 p.m. Ticket information available on the attached flyer. *Attached to the Weekly Update is a Flyer for the Anoka Area Chamber of Commerce Casino Royal Gala.*
- **The Mayor's Trail Ride** has been rescheduled for February 23, 2013, due to the current lack of snow.

Best regards,

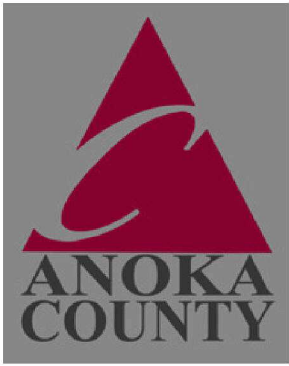


Kurt Ulrich
City Administrator

Attachments: List of County Commissioner appointments

Flyer for the Anoka Area Chamber of Commerce Casino Royal Gala
Governor's Tax Reform Town Hall – January 17

2013-14 NMMA Legislative Action Plan
2013-14 Transportation Issue Overview
2013-14 NMMA Perspectives: Comprehensive Tax Reform for MN
Local Government Officials Meeting – January 30, 2013
The Transportation Alliance News Review, January 11, 2013
February 2013 Government Calendar
Brochure for this upcoming Emerald Ash Borer Symposium
Press Release: Anoka County Board Meeting, January 22, 2013



COUNTY OF ANOKA

OFFICE OF COUNTY ADMINISTRATION

GOVERNMENT CENTER
2100 3RD AVENUE STE 700 • ANOKA, MN 55303-5024
(763) 323-5700

January 10, 2013

JERRY SOMA
County Administrator

Dear Chairpersons and Administrators:

The Anoka County Board of Commissioners held its organizational meeting on January 8, 2013. We welcomed two new county commissioners to our board.

Julie Braastad, District 2
Scott Schulte, District 7

Rhonda Sivarajah, District 6 was elected Chair of the Board and Matt Look, District 1 was elected Vice Chair of the Board.

Anoka County Board of Commissioners

Commissioner Rhonda Sivarajah, Chair, District 6
Commissioner Matt Look, Vice Chair, District 1
Commissioner Julie Braastad, District 2
Commissioner Robyn West, District 3
Commissioner Jim Kordiak, District 4
Commissioner Carol LeDoux, District 5
Commissioner Scott Schulte, District 7

Commissioner appointments to county and metropolitan boards and committees for 2013 have been made and are attached.

Should you have any questions regarding this information do not hesitate to contact me.

Sincerely,

Jerry Soma
County Administrator

JS:jr
Enclosure

Distribution: Metropolitan County Commissioner Chairpersons
Metropolitan County Administrators
Metropolitan Committee Chairpersons
Executive Director of AMC
Anoka County City Administrators and Mayors
Anoka County Representatives on the Metropolitan Council
Anoka County Legislative Delegation
Anoka County Management Team

FAX: 763-323-5682

Affirmative Action / Equal Opportunity Employer

TDD/TTY: 763-323-5289

**2013 ANOKA COUNTY APPOINTMENTS
TO VARIOUS BOARDS AND COMMISSIONS**

Anoka County Regional Railroad Authority	Matt Look (Chair) Julie Braastad Robyn West Jim Kordiak Carol LeDoux Rhonda Sivarajah (Vice-Chair) Scott Schulte
Anoka County Housing & Redevelopment Authority	Matt Look Bill Nelson Robyn West (Vice-Chair) Donald H. Findell Carol LeDoux Paul McCarron (Chair) Rhonda Sivarajah
Anoka Co./Blaine Airport (Janes Field) NW Bldg. Area Jt. Powers Bd.	Rhonda Sivarajah (Chair) Matt Look (Alt.)
Association of Minnesota Counties (AMC)	
Board of Directors	Rhonda Sivarajah Robyn West (Alternate)
District 10 Executive Committee	Robyn West Rhonda Sivarajah (Alternate)
District 10 / Voting Delegates	7 County Commissioners County Administrator Public Services Div. Mgr. Human Services Div. Mgr.
Coon Creek Watershed District Citizen Advisory Committee	Jon Olson
Counties Transit Improvement Board (CTIB)	Matt Look Scott Schulte Carol LeDoux (Alternate)
Grant Evaluation and Ranking System (GEARS) Committee	Matt Look Scott Schulte (Alternate)
MELSA/Metronet	Julie Braastad
Metro GIS Policy Board	Jim Kordiak
Metro Alliance for Healthy Families Governing Board	Carol LeDoux Julie Braastad (Alternate)
Metropolitan Area Agency on Aging Board of Directors	Jim Kordiak
Metropolitan Council:	
Transportation Advisory Board	Matt Look Scott Schulte (Alternate)

Metropolitan Emergency Services Board (MESB)	Carol LeDoux
<i>(Formerly 911 Telephone Bd.)</i>	Rhonda Sivarajah
MESB-Executive Committee	Rhonda Sivarajah
MESB-Radio Cost Allocation Committee	Rhonda Sivarajah
Metropolitan Energy Policy Coalition	Jim Kordiak
<i>(Formerly Metropolitan Counties Energy Task Force)</i>	Scott Schulte
Utilities Transmission Issues-Designated Liaison	Brad Fields
Metropolitan Mosquito Control District Board	Julie Braastad
	Robyn West
	Rhonda Sivarajah
District Executive Board	Robyn West
Minnesota Association of Urban Counties (MAUC)	Rhonda Sivarajah
	Carol LeDoux
Minnesota Community Health Services Advisory Committee	Carol LeDoux
	Laurel Hoff (Alternate)
I-35E Coalition	Rhonda Sivarajah
NACo Annual Conference Voting Delegates	Jim Kordiak (Delegate)
	Robyn West (1st Alternate)
	Chair Designee (2nd Alternate)
North Metro I-35W Corridor Coalition	Robyn West
	Jon Olson (Staff Member)
	Doug Fischer (Staff Alternate)
North TH 65 Corridor Coalition	Julie Braastad
	Robyn West (Alternate)
Northstar Corridor Development Authority County Members	Matt Look
.....	Rhonda Sivarajah (Alternate)
Regional Railroad Authority Members	Rhonda Sivarajah
.....	Robyn West(Alternate)
Solid Waste Management Coordinating Board (SWMCB)	Matt Look
	Scott Schulte
Airport Committee	Julie Braastad
	Robyn West (Vice-Chair)
	Rhonda Sivarajah (Chair)
Board of Oversight of Court-Appointed Attorneys	Jim Kordiak
	Rhonda Sivarajah
Children & Family Council Governing Board	Rhonda Sivarajah
Community Corrections Advisory Board	Julie Braastad
	Scott Schulte
	Carol LeDoux (Alternate)
Elections and Property Records & Taxation Subcommittee	Jim Kordiak
<i>(Subcommittee of Management Committee)</i>	Rhonda Sivarajah

Facilities Management & Construction Subcommittee	Matt Look Scott Schulte
<i>(Subcommittee of Finance & Capital Improvements Committee)</i>	
Finance and Capital Improvements Committee	Matt Look (Chair) Julie Braastad Carol LeDoux Rhonda Sivarajah
Human Services Committee	Julie Braastad Jim Kordiak (Vice-Chair) Rhonda Sivarajah (Chair)
Community Health Advisory Committee	Carol LeDoux
<i>(Responds to Human Services Committee)</i>	
Information Technology Committee	Robyn West (Chair) Jim Kordiak Scott Schulte
Intergovernmental and Community Relations Committee	Julie Braastad (Vice-Chair) Robyn West (Chair) Carol LeDoux Scott Schulte
<i>(Additionally includes Emergency Management)</i>	
Internal Audit Committee	County Board Chair Jim Kordiak (Chair) County Administrator Robert Thistle (Citizen - Finance Professional) Orrin Nyhus (Citizen - General)
<i>(Jurisdiction over Anoka County annual audit plan and other activities as defined in the current Office of Internal Auditing Charter Statement.)</i>	
Joint Law Enforcement Council	Julie Braastad Scott Schulte
Law Library Board of Trustees	Jim Kordiak Scott Schulte (Alternate)
Library Board Liaison (Term Concurrent w/MELSA)	Julie Braastad
Management Committee	Julie Braastad Robyn West (Chair) Jim Kordiak Rhonda Sivarajah (Vice-Chair)
Minnesota Extension Committee	Julie Braastad Carol LeDoux
Parks and Recreation Committee	Jim Kordiak (Chair) Carol LeDoux Scott Schulte (Vice-Chair)
Public Safety Committee	Julie Braastad (Vice-Chair) Jim Kordiak Carol LeDoux (Chair)
Public Works Committee	Matt Look (Vice-Chair) Robyn West (Chair) Rhonda Sivarajah Scott Schulte
Sexual Assault Committee	Carol LeDoux
Waste Management & Energy Committee	Matt Look Jim Kordiak (Chair) Scott Schulte
Solid Waste Abatement Advisory Task Force (SWAATF)	Jim Kordiak (Facilitator)
<i>(Responds To: Waste Mgmt./Energy Committee & covers functions of recycling, yard waste & household hazardous waste.)</i>	Cindy DeRuyter (Assoc. Facilitator)
Waste Haulers Roundtable Group	Jim Kordiak (Facilitator)
Workforce (Private Industry) Council Liaison	Carol LeDoux

	Rhonda Sivarajah
Ag Preservations Credit Ad Hoc Committee	Julie Braastad Rhonda Sivarajah
Anoka County-Blaine Airport Advisory Commission (ACBAAC)	Rhonda Sivarajah
Anoka County Canvassing Board	Rhonda Sivarajah Robyn West Julie Braastad (Alternate)
Benefits and Compensation	Robyn West (Chair) Rhonda Sivarajah
Community Consortiums:	
Centennial Community Network and Centennial Community Services	Donna McDonald
East Central Creating Community	Robyn West
North Anoka County Community..... Consortium/Youth First Community of Promise	Carol LeDoux Gayle Alexander Laura Landes
East Central Regional Juvenile Center Advisory Board	Julie Braastad Jim Kordiak Carol LeDoux (Alternate) Don Ilse (Alternate)
<i>(Formerly Juvenile Center Advisory Committee)</i>	
Fairgrounds Advisory Committee	Parks Committee Chair (Chair) Matt Look John VonDeLinde (Alternate) Jeff Perry (2nd Alternate)
Historical Society Liaison	Jim Kordiak
Regional Crime Force Laboratory Committee	Public Safety Committee Chair Jim Kordiak (Alternate) Sheriff Stuart (Chair) Chief Deputy Wells (Law Enforcement Representative) Facility Supervisor (ex-officio)
Web Oversight Committee	Rhonda Sivarajah Dee Guthman Brad Fields
Wetlands Review Committee	Matt Look (Chair) Rhonda Sivarajah

Electronic Agenda

Subject: FW: [legislative] Governor's Tax Reform Town Hall- Jan 17
Attachments: 2013-14 Action Plan.docx; 2013-2014 Transportation.doc; NMMA Tax Reform PERSPECTIVES.docx

From: bobbenke@comcast.net [<mailto:bobbenke@comcast.net>]
Sent: Friday, January 11, 2013 4:38 PM
To: cboganey@ci.brooklyn-center.mn.us; jcox@ci.champlin.mn.us; tcruikshank@ci.anoka.mn.us; jdahl@ci.osseo.mn.us; jim.ericson@ci.mounds-view.mn.us; joe.flaherty@ci.mounds-view.mn.us; cmgamache@ci.andover.mn.us; lpexington@comcast.net; bheitkamp@ci.champlin.mn.us; khemken@ci.new-hope.mn.us; betsy.hodges@ci.minneapolis.mn.us; diane.hofstede@ci.minneapolis.mn.us; howe@coonrapidsmn.gov; jkeinath@ci.circle-pines.mn.us; amadsen@ci.maple-grove.mn.us; bnelson@slpmn.org; gene.ranieri@ci.minneapolis.mn.us; philrice@ci.anoka.mn.us; r.t.rybak@ci.minneapolis.mn.us; michael.sable@brooklynpark.org; msteffenson@ci.maple-grove.mn.us; Jo Thieling; kathy.tingelstad@co.anoka.mn.us; Kurt Ulrich; twillson@ci.brooklyn-center.mn.us; john.doan@metc.state.mn.us; sunni925@comcast.net; edward.reynoso@metc.state.mn.us; roxanne.smith@metc.state.mn.us; jeffrey.lunde@brooklynpark.org; sgatlin@coonrapidsmn.gov; lona.schreiber@metc.state.mn.us; Sarah Strommen; email@ci.champlin.mn.us; chansen@slpmn.org; email@ci.champlin.mn.us; joe.flaherty@ci.mounds-view.mn.us; kmcdonald@ci.new-hope.mn.us; jamie.verbrugge@brooklynpark.org; dbartholomay@ci.circle-pines.mn.us; jdickinson@andovermn.gov; tryan@ci.blaine.mn.us; carneson@ci.blaine.mn.us; armand.nelson@gandermountain.com; dpoppe@ci.osseo.mn.us
Cc: Joseph Strauss; Becca Pryse; Michael Wilhamini; bbarnha@cpinternet.com
Subject: Fwd: [legislative] Governor's Tax Reform Town Hall- Jan 17

For your information. Please let me know if you plan to attend.

Attached is the latest draft of our "NMMA Perspectives" document that will be presented for adoption at the Board meeting on the 23rd of January. It has been shared with the Governor's staff. As noted in the document, we've raised the "three legged stool vs. four legs" challenge and will be sharing some interesting trends related to "non-tax" revenues in upcoming hearings.

Also attached for review and comment are current drafts of the Transportation statement and the updated work plan that will also be considered at the meeting. Please let me know if you have any questions or suggested edits for any of the documents.

We have been advised that the Governor cannot attend as requested due to his recent surgery. We are working with his staff to find an appropriate replacement and will keep you posted.

Bob Benke, P.E.(Retired)
Director, Research & Advocacy Services
North Metro Mayors Association
612-669-0274

From: "Laura Ziegler" <lziegler@lmc.org>
To: "General legislative" <legislative@listserv.lmc.org>
Sent: Friday, January 11, 2013 4:09:34 PM
Subject: [legislative] Governor's Tax Reform Town Hall- Jan 17

Greetings Legislative listserv,




Next **Thursday, January 17th** from **6:00-7:30 PM.**, the governor's staff, including the Commissioner of Revenue Myron Frans, Commissioner of Minnesota Management and Budget Jim Schowalter, Chief of Staff Tina Smith and other members of the governor's staff, will be hosting an Open House for community leaders on the Governor's tax reform initiative. The event is being held at the Department of Revenue Building in the Skjegstad Room, 600 North Robert Street in St. Paul.

Under state law, the Governor must release his budget recommendations and tax reform proposals by January 22. Those recommendations will likely include a set of proposals for reforms to Minnesota's tax systems. Attendees will receive an update on the Governor's tax reform initiatives and also have an opportunity to share thoughts and ideas on ways to reform Minnesota's tax system.

For more information, click [here](#).

Laura Ziegler | Intergovernmental Relations Liaison
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Andover

Anoka

Blaine

Brooklyn Center

Brooklyn Park

Champlin

Circle Pines

Coon Rapids

Dayton

Lexington

Maple Grove

Minneapolis

Mounds View

New Hope

Osseo

Ramsey

Spring Lake Park

Associate

Members

Anoka County

Hennepin County

National Sports
Center

Business Partners

2013-2014

NMMA LEGISLATIVE ACTION PLAN

The North Metro Mayors Association was created in 1987 to serve as the non-partisan champion organization encouraging private and public investments in the north suburban area. It is governed by a Board of Directors comprised of the Mayors and City Managers/Administrators of the member cities. In addition to the member cities, the NMMA is supported by area businesses enrolled as Community Partners and serving as Business Sponsors.

www.northmetromayors.org

NMMA LEGISLATIVE ACTION PLAN 2013-2014

FINANCIAL POLICY:

1. Work with the Governor, the NMMA Legislative Delegation and other interested local units of government to reform certain onerous unfunded state mandates, with special focus on storm water permitting and legal notice publication requirements.
2. Work with the Governor and NMMA Legislative Delegation to reform onerous unfunded state mandates, e.g., storm water permitting and legal notice publication requirements.
3. Advocate for NMMA perspectives in debates over comprehensive tax reform proposals.

TRANSPORTATION SYSTEM IMPROVEMENTS:

1. Assist the North Metro TH 610 Crossing Coalition to secure the necessary funds to complete TH 610 in part by ensuring that the Governor, Legislature and Mn/DOT designate TH 610 a first priority transportation project for funding.
2. Assist the North Metro I-35W Corridor Coalition in securing funding for implementation of results from the Managed Lane Study between Minneapolis and Forest Lake.
3. Assist the City of Ramsey, Anoka County, and Mn/DOT in securing funding for the construction of the Armstrong Blvd. (CR83) and U.S. Highway 10 interchange.
4. Work with Mn/DOT, Legislative leadership and transportation committees, Governor's administration, Metropolitan Council, Minnesota Transportation Alliance and key Congress members and staff to secure increased transportation funding as recommended by the Governor's Transportation Finance Advisory Committee.
5. Work with the Cities of Dayton, Maple Grove, surrounding communities, Hennepin and Anoka Counties, Mn/DOT & the Metro Council to resolve area transportation system improvement issues.

GOVERNANCE:

1. Work with the League of Minnesota Cities, Metro Cities and other local government partners in a collaborative manner to advance key local governmental legislative objectives.
2. Conduct Legislative Candidate forums in NMMA member City districts so as to inform Candidates on NMMA issues and to assist voters in determining their choices,
3. Host NMMA Legislative Delegation meeting early in each Legislative Session and as needed and work with the Delegation to advance NMMA legislative goals and objectives.
4. Engage NMMA Community Partners in Legislative efforts to more effectively carry the NMMA message to elected officials and the Governor's administration.

COMMUNITY & ECONOMIC DEVELOPMENT:

1. Lead efforts to promote public and private sector investments in the North Metro Area by cosponsoring a regional "Summit" conference for prospective private investors in collaboration with current business partners and area Chambers of Commerce.



- Andover
- Anoka
- Brooklyn Center
- Brooklyn Park
- Champlin
- Circle Pines
- Coon Rapids
- Lexington
- Maple Grove
- Mounds View
- New Hope
- Osseo
- Ramsey
- Spring Lake Park

2013-2014 TRANSPORTATION ISSUE OVERVIEW

ASSOCIATE MEMBERS

- Minneapolis
- Anoka County
- Hennepin County
- National Sports Center
- Business Partners

The North Metro Mayors Association was created in 1987 to serve as the non-partisan champion organization encouraging private and public investments in the north suburban area. It is governed by a Board of Directors comprised of the Mayors and City Managers/Administrators of the member cities. In addition to the member cities, the NMMA is supported by area businesses enrolled as Community Partners and serving as Business Sponsors.

www.northmetromayors.org

BACKGROUND:

In previous Legislative Sessions, the NMMA has advocated for increased highway and transit funding to address problems created by lack of resources for improving Minnesota's transportation infrastructure. Knowing that they were addressing only one-third of the funding gap, the 2008 Legislature enacted Chapter 152, the first gas tax and vehicle registration fee increase in many years. Since then, increases in gasoline costs, increased purchases of more fuel efficient vehicles and the economic downturn have led to reduced travel and gas consumption. Reduced travel and fewer sales of new vehicles have further reduced actual versus anticipated revenues coming into the Trunk Highway account. Solutions to the transportation infrastructure funding problem are needed to reduce congestion, improve personal and goods movement mobility and to improve safety.

In its earlier version of Mn/DOT's Statewide Transportation Plan, a statewide \$50 Billion shortfall in necessary transportation infrastructure investments was identified with a \$40 funding gap for the Metropolitan Area. Since 2008, Mn/DOT has completed its "Go Minnesota" Plan that provides a 50 year perspective on transportation system opportunities and needs. Mn/DOT and the Metropolitan Council are completing an update of the 2030 Transportation Policy Plan. That plan will incorporate a "More Bang For the Buck" strategy that lessens emphasis on construction of new lane capacity.

The primary example of this new strategy is the recently completed improvements on the I-35W South Corridor. The Metro Plan update will incorporate the findings of several studies, including the Metropolitan Highway System Investment Study that analyzed the feasibility of and opportunity to implement lower cost/high benefit alternative improvements to achieve congestion relief. Also, Mn/DOT has completed a report analyzing options to expand the Mn/PASS 2 (aka Opt in Tolling) system in the Metro area. Mn/DOT is currently completing a "Managed Lane Study" in the I-35W Corridor between Minneapolis and Forest Lake.

The Governor's Transportation Finance Advisory Committee spent a year analyzing system funding needs. Their report was delivered to the Governor in December. Discussion on the recommendations will begin in the 2013 Legislature in January.

NMMA PERSPECTIVES:

Historically, the NMMA has advocated a set of Principles that should be used when the Legislature considers increased transportation system funding. These principles include:

- **RELIANCE ON INCREASED USER FEES TO FUND HIGHWAY IMPROVEMENTS**
 - USER CONTRIBUTION PROPORTIONAL TO BURDEN IMPOSED
 - TRANSPARENCY OF RELATIONSHIP
 - GENERATIONAL EQUITY
- **CERTAINTY OF FUNDING FOR TRANSIT & HIGHWAYS**
 - LEGISLATIVE ACTION FOR IMMEDIATE IMPACT WITHOUT REFERENDA REQUIREMENTS
 - CAUTIOUS RELIANCE ON UNCERTAIN SOURCES:
 - FEDERAL FUNDING INCREASES
 - TOLL FACILITIES
 - "EFFICIENCIES"
- **PRUDENT FISCAL MANAGEMENT**
 - PHASE IN OF REVENUE INCREASES:
 - AVOID HIGHWAY PROGRAM SURGE/DELIVERY PROBLEMS
 - CONTRACTOR RESOURCE INVESTMENT PAYBACKS
 - LEAD TIME NEEDED FOR MAJOR TRANSIT CORRIDOR PROJECTS

- PROVIDE RESOURCES TO ADVANCE HIGH PRIORITY CRITICAL BRIDGE, INTER REGIONAL CORRIDOR AND BELTWAY BOTTLENECK PROJECTS
 - BONDING WITH PAYMENTS PAID FROM NEW REVENUE TO STAY UNDER RECOMMENDED LIMITS
 - COMPLETE THE BASIC METRO BELTWAY SYSTEM 6 LANE CONTINUITY.

- PROVIDE EARLY NEW FUNDING FOR CITY AND COUNTY PARTNERS THAT ALSO NEED HELP.

Commentary

Because funding forecasts show that future revenues will be barely able to maintain current roadways in an acceptable status, Mn/DOT is rightfully placing priorities on safety, critical bridges, system preservation and operational improvements. This prioritization results in very limited funding for system capacity expansions. Gone is the 'Three Thru Lanes' system envisioned for the I-494/694 beltway, at least in the North Suburbs. Gone also is the immediate commitment for completing TH 610 for too many years. The absence of the "Missing Link" is creating safety, environmental and economic impacts on the corridor area affecting over 500,000 area residents due to the very high number of travelers caught in congestion or diverted to local roadways. An example of this impact flows from the plans for Target's expansion of their Brooklyn Park Campus now that TH 610 has been extended to CR 81 thanks primarily to the allocation of stimulus funding from Congress.

Even with implementation of Mn/DOT's proposed alternative solutions with reduced costs, a significant funding gap will continue to constrain needed improvements that grow businesses and jobs that will sustain our future Minnesota economy. The 2013 Legislature and Governor must address this issue in order to provide the infrastructure needed to support a healthy Minnesota for our future generations.

Recommendations

- 1) We recommend that the Legislature adopt and the Governor sign legislation for a road and transit funding increase that meets federal, state, county, city and township road and transit system needs, beginning with a thorough review of the Transportation Finance Advisory Committee recommendations.

- 2) In addition to increasing transportation system funding, we recommend that the Legislature review current statewide funding allocations and outcomes to ensure that all available state and federal funds are being invested in the most beneficial projects.

- 3) The NMMA recommends that completion of TH 610, the very last unconstructed segment of the Metro Freeway System, should be given first priority over expansion or reconstruction of other corridors.



Andover

Anoka

Brooklyn
Center

Brooklyn Park

Champlin

Circle Pines

Coon Rapids

Lexington

Maple Grove

Mounds View

New Hope

Osseo

Ramsey

Spring Lake
Park

Associate
Members

Minneapolis

Anoka County

Hennepin
County

National Sports
Center

Business
Partners

2013-2014

**NORTH METRO PERSPECTIVES:
COMPREHENSIVE TAX REFORM
FOR MINNESOTA**

January, 2013

The North Metro Mayors Association was created in 1987 to serve as the non-partisan champion organization encouraging private and public investments in the north suburban area. It is governed by a Board of Directors comprised of the Mayors and City Managers/Administrators of the member cities. In addition to the member cities, the NMMA is supported by area businesses enrolled as Community Partners and as Business Sponsors.

www.northmetromayors.org

OVERVIEW

Much has been written and said about the need for comprehensive tax reform in Minnesota. There are frequent references to the “Three Legged Stool” that argue the need for the balanced use of Income, Sales and Property Taxes to fund state and local governments. Our “Perspective” is that consideration of a “fourth” leg should be included in the debate about “reform”. That fourth leg is the growing dependence on “User Fees” at all levels of government. Whether or not we use the three or four legged stool as a metaphor, we likely all agree that the stool is shaking from stress in all legs. The question is how to establish long term stability in the funding stream supporting vital public services while we wrestle with economizing and streamlining them.



This perspective will address only the Property Tax leg of the stool since we believe that it is the one that is most complicated and misunderstood. In doing so, we suggest that the “Leg” is not a singular entity but rather a leg comprised of three strands. Those three strands comprise the basic source of revenue supporting the delivery of local government services: Property Taxes, the Metro Area Fiscal Disparities tax base sharing program, and Local Government Aids. The reason for this view point derives from the fact that a change in any one of the “strands” creates frequently unanticipated changes in the others, as well as the “Fee” leg. An example of the “unanticipated consequence” syndrome is the fallout from the elimination of the Market Value Homestead Credit program without prior understanding of the interrelationships with and the impacts on the other strands.

LEG # 1: PROPERTY TAXES

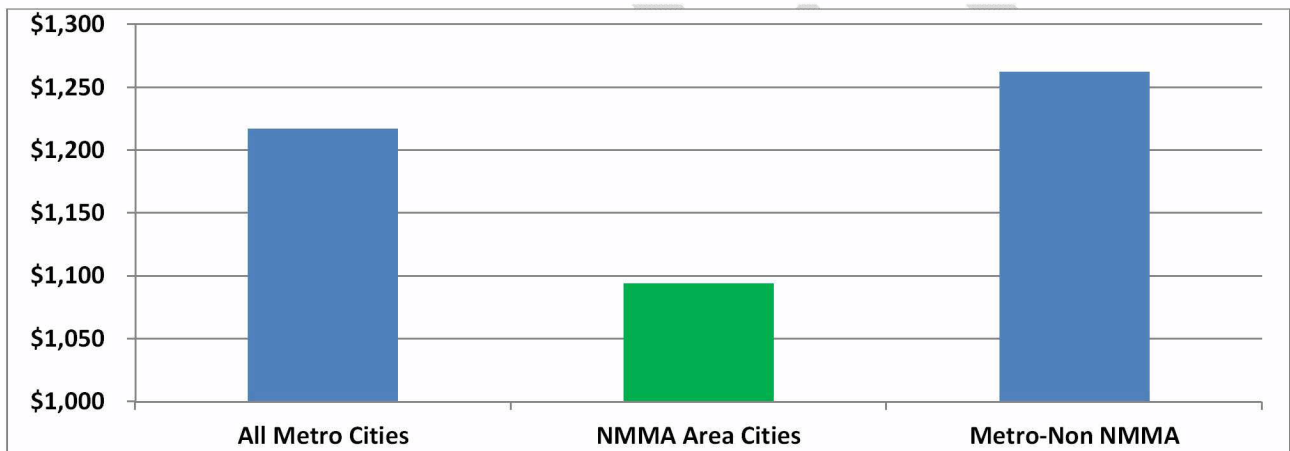
As noted in the Overview above, property taxes are arguably the most complicated and thus most misunderstood of any of the stool legs. In part that is due to the impacts on the home or business owner paying the bill received from the County that includes outcomes of isolated decisions made by City, School District, County, Special Taxing Districts and Metropolitan agency elected and appointed decision makers. Certified property tax levies imposed via those

decisions in each jurisdiction are based in part on assumed receipt/non receipt of local government aids (LGA) in the other strand and reflect the estimated total taxing capacity that in turn reflects the total value of taxable properties.

Due to differing tax rates on differing classifications of properties, relative changes in values can shift burdens from homes to business or vice versa even if the total levy doesn't change even when the combined levy is held constant.

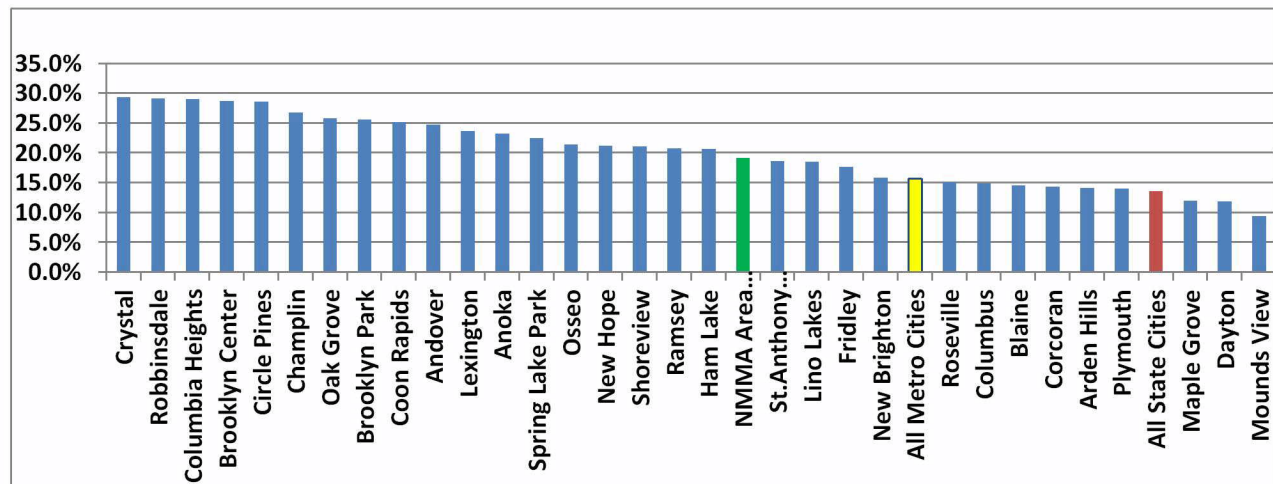
A key measure of a community's "ability to pay" property taxes is the "Total Tax Capacity" per capita in the jurisdiction. As evident in the following chart, collectively, North Metro Area Cities have less capacity than the rest of the Metro communities. Consequently, changes in any of the legs or strands can create serious problems for area taxpayers.

Chart #1: Metro City Total Tax Capacity/ Capita-2012



Another consideration is the changing nature of the State and National economy and the trickle down effects on communities. One measure of that effect is the relative difference in impact on each jurisdiction due to property value changes that reduce the tax capacity of the community. For example, the following chart demonstrates the adverse impact on NMMA area communities created by the economic downturn that began in 2008.

Chart #2: NMMA Area % Loss of Total Tax Capacity 2008-2012



The consequence of lowered tax capacity is the need to raise tax rates just to keep even with increasing costs. Unfortunately, that puts less wealthy communities at a competitive disadvantage in efforts to redevelop outdated/contaminated properties. Consequently, those communities need more support from the other tax system legs. Clearly, NMMA area cities are shouldering the more severe consequences of the economic downturn impact on property values as compared to the rest of Minnesota cities.

LEG #2: METRO AREA FISCAL DISPARITIES PROGRAM

There is an old saying that “it takes an entire village to raise a child.” In a very real sense it also takes an entire region to foster economic development. That is one reason to applaud current efforts to ‘think as a region’ on job creation and competition with other regions. But, put another way, local governments and school districts throughout the region bear the cost of successful economic development regardless of where the development happens to be located. The city in which it is located bears the costs associated with property related services such as police and fire. But the workers going to the development every day come from throughout the region—and the cities, counties and school districts in which they live and commute from also bear real costs. These costs come from providing normal governmental services, including education, to their residents.

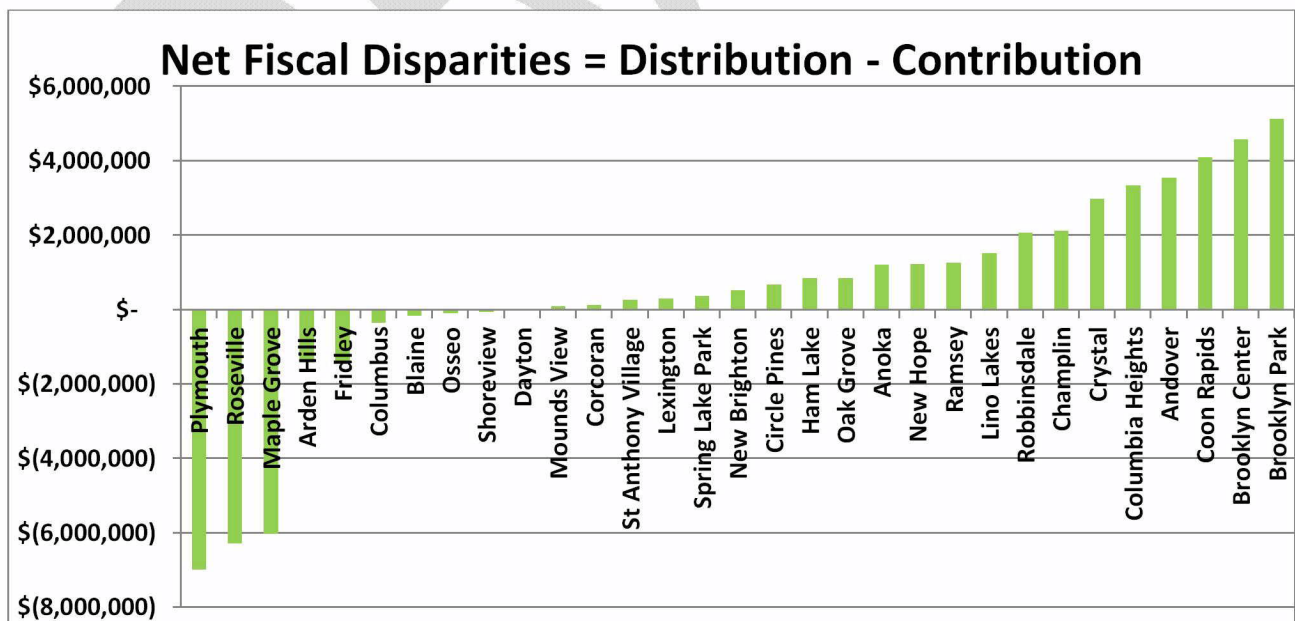
The Metropolitan Revenue Distribution Program was enacted by the Legislature in 1971 and went into effect in 1975 following challenges to the constitutionality of the program. Led by Rep. Charles R. Weaver and the Citizen’s League, the “Fiscal Disparities Program” responded to growing concerns about competition for and subsidization of economic development projects

and the disparate impacts on local tax rates. The heart of the solution was and continues to be the sharing of a part of the new property tax base value. Since enactment, 40% of the value of new commercial/industrial development is contributed into the Metro “Pool”. That value is then shared proportionally based on relative property wealth in each taxing jurisdiction, providing them at least a portion of the burden of new regional growth.

The Northern Suburbs have traditionally played a significant role in regional economic activity by providing the work force and the affordable housing needed to support regional growth. Every day thousands of workers leave their homes in the Northern Suburbs and go to jobs elsewhere in the region because there are not enough new jobs in the area. It is also true that the geology of the area is conducive to serving as a water supply source for the region. While there are many factors affecting development patterns, the lower growth rate in our Northern Suburbs leads to tax bases below the metropolitan average.

The recent recession has made Fiscal Disparities even more crucial to the financial wellbeing of the Northern Suburbs. **Chart 3** shows how important Fiscal Disparities is for many NMMA Area cities. Significant net increases in **Total Taxable Tax Capacity** from Fiscal Disparities enable these cities to maintain vital services while keeping tax rates lower. **Total Taxable Tax Capacity** is defined as the taxable property value remaining after adjustments for TIF Districts and Fiscal Disparities Program Contributions and Distributions.

CHART # 3: 2012 NMMA Area Tax Base Change due to FD Program*



* Cities below the 0\$ axis are net contributors

Any proposed change to Fiscal Disparities that would reduce the program benefits to recipient cities (such as lowering the contribution percentage or putting limits on the contributions from any given city) will reduce the ability of the entire region to finance the costs associated with economic development. Any proposal which would divert a portion of the fiscal disparities pool for other purposes, regardless of the merit of that purpose, must consider that Fiscal Disparities is not “magic” money. Fiscal Disparity funds are property taxes paid by business so that governmental services, including education, can be supplied throughout the region. Any diversion of these property tax dollars means either less service or increased property taxes in the region.

Chart 4 demonstrates the flow of funds to Metro area taxing jurisdictions. If, for example, a proposal was to divert 20% of the pool, regardless of the purpose, Metropolitan School Districts would suffer a hit of almost \$36.5 million (.2 X \$182 million).

CHART #4: Metro Area Payable 2012 Fiscal Disparities Distribution

County	Cities	Townships	School Districts	Special Districts	County	Total
Anoka	\$21,419,269	\$227,905	\$25,787,790	\$3,264,226	\$21,301,969	\$72,001,159
Carver	3,526,523	116,256	5,533,530	565,136	4,448,085	14,189,530
Dakota	23,179,764	221,757	26,288,814	2,723,351	15,749,077	68,162,763
Hennepin	76,589,380	66,265	65,601,532	14,272,450	66,471,814	223,001,441
Ramsey	28,193,129	249,540	37,985,974	12,797,045	41,808,173	121,033,861
Scott	5,771,140	242,602	7,157,484	812,940	5,464,882	19,449,048
Washington	10,875,223	100,768	13,917,353	1,636,777	8,952,261	35,482,382
Seven County Total	\$169,554,428	\$1,225,093	\$182,272,477	\$36,071,925	\$164,196,261	\$553,320,184

LEG #3: LOCAL GOVERNMENT AIDS (LGA)

The Local Government Aid program was established in the 1970’s as part of the “Minnesota Miracle” legislation that profoundly changed the tax system structure at all levels of government. The purpose of the program was and still is to provide sufficient funds to enable Cities to provide adequate levels of basic services. Since 1970 the formulas used to determine aid

distribution amounts have been change but still rely on outdated mathematical calculations that do not provide transparent and logical outcomes. The most recent formula change occurred in 2008, resulting in additional funding for older, fully developed suburban cities. More recently, State budget deficits have forced significant cuts in the funding level that in turn affect outcomes of the distribution formula.

The current LGA Program’s funding distribution formula is greatly influenced by the relative “wealth” of the city’s tax capacity. As shifting economic forces play out across the state and across different property classifications, individual property owners may experience bewildering increases or joyful decreases due to the complicated formulas at play. As Chart #5 illustrates, Greater Minnesota Cities appear to have been less impacted by the drop in property values and thus taxing capacity without raising tax rates. However, a closer look in Chart #6 shows that GMC values held on longer but are now also dropping. Ultimately, any consideration of changing the currently outdated formula for distributing Local Government Aid funds must recognize that “NEEDS” are a dynamically changing situation.

CHART # 5: % Loss of Total Tax Capacity 2008-2012



CHART # 6: Time Impact on Total Tax Capacity



CONCLUSION AND RECOMMENDATION

In summary:

- Many NMMA Cities trail others and have been hit harder by lost tax capacity due to the economic slump
- Greater Minnesota is now seeing similar loss of tax capacity
- The Fiscal Disparities Program addresses the need for a regional perspective on economic development benefit sharing
- Loss of tax capacity value requires greater attention to LGA reform

We need to have a realistic, apolitical and fact based dialog on the complexity of the current public finance and taxing infrastructure supporting and constraining the best that governments at all levels can contribute to the prosperity and well-being of all Minnesota citizens and businesses. We cannot tolerate additional changes without understanding the full consequences of the outcomes. The “Four Legged Stool” must be sturdy, well balanced and enduring so that wiser long term investments can be made. Period!



Please address questions or comments to Bob Benke, Director, Research & Advocacy Services, NMMA at 612-669-0274 or bobbenke@comcast.net.

Kathy Schmitz

Subject: FW: Local Government Officials Meetings
Attachments: Local Elected Officials Meetings Changes.pdf

Subject: Local Government Officials Meetings

Good Afternoon:

In 2013, like we have for the past number of years, we will be having four Local Government Officials Meetings. The meetings will be held on the following dates in 2013.

January 30
May 29
July 31
October 30

The meetings will generally start at 6:00 p.m. and the locations will vary within the county.

Our first meeting will be on January 30 in Columbia Heights. You will be receiving an email with the details of the meeting during the first part of January.

We are making a number of changes on how the meetings will operate and I have attached a sheet with those changes.

One of the changes relates to how we are going to send notices out. In the past we would send email notices to city council members, city administrators, school superintendents and school district members. In the future we are going to be sending an email notice to the city administrators and the school superintendents. We are asking that the administrators and superintendents communicate with their board members as to the date, time, and agendas of the meeting.

We are hoping that this communication from the administrators and superintendents will increase our attendance.

If you have any questions do not hesitate to contact me.



Jerry Soma
Anoka County Administrator
763-323-5693

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Subject: FW: Transportation News Review Jan 11, 2013

From: "Margaret Donahoe" <Margaret@transportationalliance.com>

Sent: Friday, January 11, 2013 2:24:19 PM

Subject: Transportation News Review Jan 11, 2013



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News Review

January 11, 2013

Top Story/National

[Few Women Among Possible LaHood Replacements](#) *The Hill*

Most of the names floated as likely successors to Transportation Secretary Ray LaHood are men, though a few women are mentioned as possibilities. President Obama has come under fire in recent days for his selections of men to serve as the secretaries of State, Defense and Treasury and head of the CIA.

LaHood was **not included** in a recent White House list of Cabinet members who are definitely staying on their jobs. He has said as far back as October 2011 that he would retire at the end of Obama's first term, though he has since backed off those statements.

The names being bandied about the most are men and include Democrats like Los Angeles Mayor Antonio Villaraigosa, former Pennsylvania Gov. Ed Rendell and former House Transportation and Infrastructure Committee Chairman Jim Oberstar (D-Minn.).

[New Transportation Chairman Has Bipartisan Appeal](#) *Politico*

A mountain of expectations await incoming House Transportation Committee Chairman Bill Shuster, who's taking the gavel from John Mica after two years of legislative success and partisan sniping. Conservatives want to be sure the Pennsylvania Republican holds the line on taxes and spending. Democrats want to see a return to the bipartisan legacy of his father, Bud, who chaired the committee until 2001. And everyone expects Shuster to come up with a solution to the country's struggling federal infrastructure funding stream.

Shuster says he's up to the tough task and is already separating himself from Mica (R-Fla.), whose hard-line stance on not raising the federal gas tax contrasts with Shuster's openness. Shuster wants to explore — but not necessarily enact — a bevy of funding opportunities, including the gas tax, more tolling, a miles-traveled fee for vehicles and tying energy production to infrastructure

[Obama Says Infrastructure Investment is a second term priority](#) *Transportation Issues Daily*
Investing in roads and bridges will be a priority during his second term, President Obama announced Sunday. Transit also would be a priority, presumably, and the lack of mention was simply an oversight.

[Transit Benefits Package Unexpectedly Included in Fiscal Cliff Deal](#) *San Francisco Examiner*
While neither Republicans nor Democrats seem thrilled with the results of the deal resolving the fiscal cliff, transit commuters scored an unexpected windfall. Included in the package of tax increases was the restoration of a commuter benefits program that allows workers to pay for up to \$240 of their monthly transit costs with pre-tax dollars. Transit passengers could exempt up to \$1,500 of their annual commute costs from taxes as a result of the legislation

[Infrastructure Bank Advocates Seek a New Champion](#) *Politico*
With Kay Bailey Hutchison gone from the Senate and John Kerry probably soon to follow, supporters of creating a national infrastructure bank are searching for a new champion. Hutchison and Kerry co-sponsored legislation that would have created an infrastructure bank aimed at leveraging public- and private-sector dollars to help seed large projects, particularly those that span regions. The idea has never quite gained traction, despite years of floating around the Capitol, but infrastructure advocates continue to press for it. Kerry's likely departure for the State Department will be a particular blow, considering the tenacity with which he operates and his fervent desire to see an infrastructure bank realized. "For too long now, we have lacked adequate investments in our infrastructure, and what building we have done has been without a long-term strategic plan," the Massachusetts Democrat said during a 2011 hearing on transportation financing. "A national infrastructure bank will change that. A national infrastructure bank will make Americans builders again."

State

[Is Minnesota's Transportation System in Decline?](#) *MPR*
Some key lawmakers are planning to push for more transportation funding at the Legislature this session. DFL Sen. Scott Dibble, the new chairman of the Senate Finance Transportation and Public Safety Committee, said on The Daily Circuit Wednesday, Jan. 9 that he'll consider new ways to fund transportation and transit. Dibble said transportation is critical to growing Minnesota's economy and remaining competitive nationally. He said current funding levels are not sufficient.

[Who Dares to Touch the Third Rail?](#) *MN2020*
Conventional wisdom these days holds that the fuel taxes undergirding our roads and bridges cannot be raised without nasty political repercussions. Such hikes would directly hit everyone who drives, including folks at the bottom of the income ladder, and everyone else indirectly in likely higher prices for goods transported by truck. This has become the new third rail of American public policy, and those shying away include President Obama and Gov. Mark Dayton. Both want tax increases to be targeted solely at the wealthy, and it's tough to achieve that with levies designed as user fees for public infrastructure that nearly everyone relies on. Their opposition ignores some hard facts.

[DFL legislators focus on finances](#) *Star Tribune*
Minnesota DFL legislative leaders began to lay out a broad agenda Wednesday, one they said will focus squarely on strengthening the middle class and balancing the state budget without gimmicks.

At a Minnesota Chamber of Commerce dinner Wednesday night, Dayton chief of staff Tina Smith told business leaders who generally have opposed the governor that there are many areas where the two sides can work together.

Dayton and business leaders agree in such areas as early-childhood education, improved transportation systems and retooling the state's workforce to meet the demands of employers, Smith said.

"We are eager to get to work with you, and the Legislature, to balance the state's budget responsibly and fairly," Smith said. The goal, she said, is to make Minnesota "truly a state of innovation and excellence."

Local/Regional

[State transportation plans draw interest in Washington County](#) *Star Tribune*

It's not every day that the Minnesota Legislature, which convenes on Tuesday, considers a 200 percent tax increase.

But a proposed change of a fraction of a cent in a metrowide sales tax collected for transportation funding could kick up the pace of major projects, changing how people get around in Washington County and across the Twin Cities -- although approval of the change is definitely not a given.

A year ago, Gov. Mark Dayton appointed a task force to address the state's chronic shortfall in funding for roads, bridges, railroads, ports, airports and public transportation, and to find a reliable way to pay for improvements and upkeep. The 19-member panel of political, state agency and business leaders issued its final reports Dec. 28, including a package of recommendations for the Legislature to consider, most notably an increase in the gasoline tax.

The panel also recommended increasing the quarter-cent sales tax -- 25 cents on a \$100 purchase -- collected for the Counties Transit Improvement Board (CTIB) to three-quarters of a cent, which would raise an estimated \$200 million annually.

[Transit, roads and schools top legislative wish lists](#) *Star Tribune*

Transportation is high on the list of priorities for lobbying for southern suburbs as the Minnesota Legislature gets ready to open its 2013 session.

Scott County's top priority is the dollars needed for a new, wider and more floodproof Hwy. 101 bridge over the Minnesota River.

Dakota County is calling for increased transportation funding to address deteriorating infrastructure, reduce congestion, create jobs and provide transit.

And Eagan would like state funds for continued improvements to the Cedar Avenue transitway, including an exit-entrance on Cedar at the Cedar Grove Transit Station, near the site of a planned outlet mall.

[Editorial: Seeking new jobs near transit hubs](#) *Star Tribune*

With the nation's 13th-largest metro economy and a relatively high potential for growth, Minneapolis-St. Paul could soon begin to generate new jobs in a noticeable way. If that happens, it matters where those jobs are located.

That's the message behind a new category of grants offered by the Metropolitan Council aimed at stimulating economic development along transit lines. So far, nearly all of the grants -- \$25.5 million for 30 projects in 2011 and 2012 -- have helped to build transit-oriented housing.

But the grants are also intended for prospective employers. The message is a good one: If you're thinking about adding jobs in the metro area, consider a site on the transit grid.

[Keep the Focus on Highway 14](#) *New Ulm Journal*

The Minnesota Legislature has just started its work this year. We know the lawmakers have a lot on their agenda, with a budget to balance, a tax system that is excessively complicated and in need of reform, and no end of special projects looking for funding.

With all that, it is important that lawmakers not lose sight of the Highway 14 expansion project. Widening Highway 14 to four lanes between Mankato and New Ulm is not something that is going to get done today, but if it is ever going to be done, the state has to be reminded of the problems with the highway, reminded today and tomorrow and every day until the state commits to doing the project.

Other States

[McDonnell Proposes Eliminating Virginia Gas Tax](#) *Washington Post*

Gov. Robert F. McDonnell proposed Tuesday an ambitious overhaul of how Virginia pays for roads, rail and transit, including eliminating the gas tax and replacing it with an increase in the sales tax. The overall plan, which would raise an estimated \$3.1 billion over five years, also would increase vehicle-registration fees and add an annual \$100 charge for drivers of alternative-fuel cars. McDonnell's proposal calls for an increase in the state's sales tax from 5 percent to 5.8 percent and projects using \$1 billion in Internet sales tax revenue from legislation pending in Congress.

[Special Commissioner Releases Preliminary Transportation Funding Recommendations](#) *HTR News*

On Dec. 21, the Wisconsin Transportation Finance and Policy Commission released its preliminary recommendations on how to pay for Wisconsin's surface transportation [funding](#) needs. A final report is expected on Jan. 23.

The [commission](#) was created in the 2011-13 state budget to advise the governor and Legislature on ways to bridge the gap between transportation funding needs and available revenues. Its preliminary report can be found on WisDOT's website at <http://www.dot.wisconsin.gov/about/tfp/index.htm>

[Taxing Carbon to Pay for Transportation Infrastructure](#) *NWPR*

Keeping up with transportation infrastructure isn't cheap. The Washington State Transportation Commission estimates that in the next 20 years around \$200 billion needs to be put towards the maintenance of roads, ferries and more.

But how to pay for that? Some are putting forward the idea of a tax on carbon emissions. Bauman says if a similar tax were applied in Washington the state could collect \$2.3 billion a year. But instead of giving all the money back to citizens, Bauman and others propose that some of the carbon tax money go towards transportation infrastructure.

It's an idea that's gaining traction. State Senator Kevin Ranker plans to introduce carbon tax legislation in the coming days.

[Transportation Repairs Could Cost Massachusetts \\$1 Billion](#) *CBS Local*

The seven member MassDOT Board is scheduled to release its Transportation Financing Report on Monday, January 7th. The Board will outline the massive transportation problems, estimate the price tag for a fix, and outline options to pay for it.

The administration estimates the transportation problem is close to \$1 billion.

How does the governor propose to pay for it? Governor Deval Patrick is not ruling out an income tax. He says all options are still on the table and he says he will not offer an opinion on those options until the State of the Commonwealth or in his budget.

Governor Patrick said, "We have a transportation plan which is not just about plugging holes and patching what is broken, but really about [investing](#) in a transportation system that is worthy of a 21st century economy or Commonwealth."

Sources tell WBZ that the governor has been considering raising the income tax rate.

[TxDOT Director: at least \\$1 billion a year more needed for maintenance](#) *Seattle PI News*

The [Texas Department of Transportation](#) needs an additional \$1 billion a year to keep up with maintenance on 80,000 miles of roads in the state, the agency's executive director said Thursday.

Phil Wilson told a group of officials Thursday that TxDOT also is likely to need an additional \$3 billion a year to deal with growing congestion on interstates and other roads.

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February 2013 Government

Monday	Tuesday	Wednesday	Thursday
<p>4</p> <p>7:00 Anoka City Council Chris</p> <p>6:30pm Champlin ERC Cory</p>	<p>5</p> <p>7:00 pm Andover City Council Hans</p> <p>7:00 pm Anoka Planning Commission Lynnette</p> <p>7:00 pm Champlin Park & Rec Cory</p>	<p>6</p>	<p>7</p> <p>7:00 pm Andover P & R Lynnette</p> <p>7:00 pm Ramsey Board of Adj/Planning Comm (<i>maybe</i>) Kevin</p> <p>7:00am Anoka Update Rice</p> <p>4:30pm Andover Update Howard</p>
<p>11</p> <p>6:00pm Champlin EDA mtg.</p> <p>7:00pm Champlin City Council Cory</p> <p>5:00pm Anoka HRA Chris</p>	<p>12</p> <p>7:00pm Andover Planning Commission Lynnette</p> <p>7:00pm Ramsey City Council & HRA Matt</p> <p>5:00pm Ramsey, Your council, your community McGlone & Elvig</p>	<p>13</p> <p>11:00am Champlin Update Nelson</p>	<p>14</p> <p>7:30am Anoka EDC Chris</p> <p>6:30 Ramsey P & R Kevin</p>
<p>18</p> <p>Presidents' Day</p>	<p>19</p> <p>7:00pm Anoka City Council Chris</p> <p>7:00 pm Andover City Council Hans</p> <p>7:00pm Champlin Planning Commission Cory</p>	<p>20</p>	<p>21</p> <p>7:00pm Andover P & R Lynnette</p> <p>5pm Cable Commission Will & Taylor</p> <p>11:00am Andover Update Trude</p> <p>10:00am Anoka Update Schmidt</p>
<p>25</p> <p>6:00pm Champlin COW mtg.</p> <p>7:00pm Champlin City Council Cory</p> <p>6:30pm District 11 School Board Mtg. Will & Taylor</p>	<p>26</p> <p>7:00pm Andover Planning Commission (<i>maybe</i>) Lynnette</p> <p>7:00pm Ramsey City Council & HRA Matt</p> <p>5:00pm Ramsey, Your council, your community</p>	<p>27</p> <p>11:00am Champlin Update Miller</p>	<p>28</p> <p>1/14/2013 2:13 PM</p>

"It (the borer population) doesn't explode instantly. It takes some time to build up. But then it explodes exponentially. There are 60 million dead ash trees in southeast Michigan alone."

Deb McCullough, a forestry entomology professor at Michigan State University



Is YOUR emerald ash borer plan ready for the death curve?

Battling the Emerald Ash Borer Exponential Death Curve

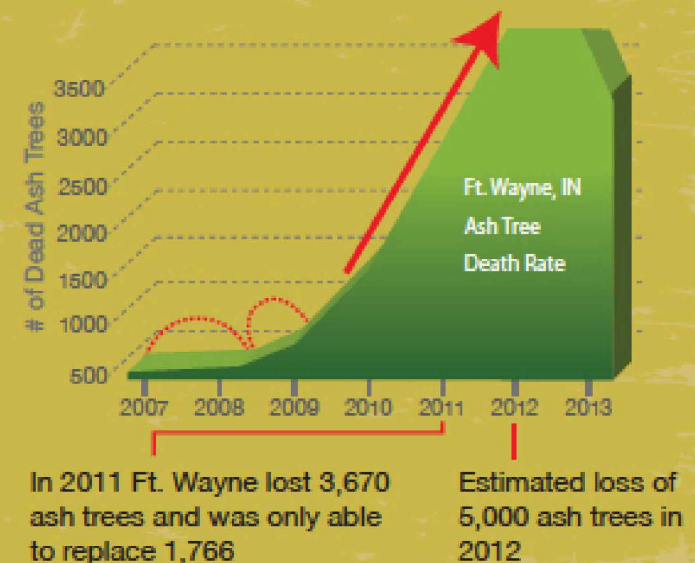
The emerald ash borer multiplies fast! At first it is invisible within a community. Then a few trees die as the insect population grows. Suddenly, this insect population explodes and ash tree death skyrockets. Within a 4 year time frame – 80% of all the ash trees will die.

Without a sufficient EAB readiness plan there will be devastating impacts:

Economic Impact Because ash trees comprise approximately 20-25% of all the urban trees in the Twin Cities, the number of dead trees will be overwhelming. Costs for removal and replacement will go up. Resources will be strained and overwhelmed. Budgets destroyed. The legal liability will be costly.

Environmental Impact The sudden loss of many mature trees in a community will impact wildlife, storm water mitigation, energy costs, water usage for lawns, as well as many other impacts including quality of life.

Public Safety Impact Trees killed by EAB become brittle quickly. They drop large limbs within months of dying that could cause property damage, injuries, or worse.



Dan Herms, the leading Emerald Ash Borer expert in the country, and a panel of other top speakers, will make the presence of Emerald Ash Borer real for the audience. The exponential curve of death will wreak havoc on a community's environment, monetary resources, and legal liability. Approximately 80% of the ash trees in a region will die in a four-year period. Whether you are a homeowner, business owner or a city—without a plan—if you wait and do not act, your costs and consequences to deal with this epidemic will be substantially greater.



Learn from Nation's Leading EAB Experts

ISA CEU's AVAILABLE

Dr. Dan Herms
Ohio State University

Dr. Herms is one of the leading EAB experts in the country. His groundbreaking research and insect behavior models are used by other researchers, scientists, and tree managers to understand the behavior and predict the future outcome of any Emerald Ash Borer epidemic. Dan will bring an understanding of this issue that few others have the experience or expertise to articulate, including the latest in EAB research and science.



Chad Tinkel
City of Ft. Wayne, Indiana

Chad has been through the epidemic phase of Emerald Ash Borer and is still dealing with the repercussions. His city, Fort Wayne, Indiana, currently has thousands of dead standing ash trees. Chad brings us the sobering reality of what it is like to have 80% of your ash trees die in 4 years as well as the lessons he has learned and advice for those who are preparing for this onslaught. He will discuss the many unexpected outcomes that he deals with in the face of EAB, such as phone calls from residents, working within the politics of the city, the 10 lawsuits he has handled so far, and debris disposal. Chad's story is both chilling and fascinating.



Shawn Bernick, MS
Rainbow Scientific

How should a city educate its citizens? How have other communities partnered with their citizens in dealing with this problem? What are ways that neighborhood associations can be prepared and proactive? Where should tree preservation methods be utilized? Shawn will bring a perspective that will help with some of the nuts and bolts of being in action to address this issue.



Richard Cowles, PhD
Connecticut Ag Experiment Station

Richard Cowles is one of the top experts in the country on the interactions of insecticides and the environment. His knowledge and understanding of how these compounds work and interact with soil, trees, and insects is highly insightful; he will give you valuable information on how to safely use treatment tools, where to be careful, and valid concerns for anyone dealing with EAB. His ability to clearly articulate this information will bring real science to this controversial topic, for both the lay person and the arborist.



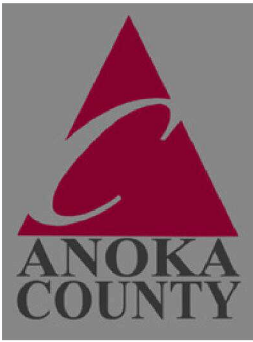
Richard Hauer, PhD
University of Wisconsin – Stevens Point

Rich brings a point of view to the topic of Emerald Ash Borer that creates a sensible context for the people responsible for making plans for their city, neighborhood, or yard. He brings a unique model, interesting stories and insights, as well as many examples of response plans that progressive cities have utilized to deal with tree-related emergencies.



Gary Johnson, PhD
Moderator
University of Minnesota – Extension





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FOR IMMEDIATE RELEASE

Anoka County Board Meeting January 22, 2013

The Anoka County Board of Commissioners meeting on January 22, 2013, will be held at the Circle Pines City Hall, 200 Civic Heights Circle, Circle Pines, Minnesota. The agenda for the meeting will be posted at http://ww2.anokacounty.us/v4_board/meetings.aspx.

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