



**City of Inver Grove Heights
City Council Chambers**

**City Council Work Session
Monday, January 3, 2022 at 6:00 p.m.**

A G E N D A

A. Call to Order

1. Union Cemetery
2. Barbara Neighborhood Noise Barrier
3. 2022 Legislative Priorities
4. Personnel Policy Revision Project

B. Adjourn



Request for Council Action

Union Cemetery Discussion

		Fiscal/FTE Impact	Mark all that apply
Meeting Date:	January 3, 2022	None	
Item Type:	Worksession	Amount included in current budget	
Contact:	Kris Wilson	Budget amendment requested	
Prepared by:	Judy Wonick	FTE included in current complement	
Reviewed by:	Kris Wilson	New FTE requested - N/A	
		Other:	X

ACTION REQUESTED

The Council is asked to receive an update and provide direction regarding the future of the city-owned Union Cemetery.

BACKGROUND

Originally founded in 1867, Union Cemetery has a long and interesting history that includes being part of multiple cities and having numerous owners/caretakers over the years. (See attachment on the history of Union Cemetery.) The Village of Inver Grove took over the cemetery in 1889, and it was also supported by a Cemetery Association. In 1965 the cemetery became the property of the City of Inver Grove Heights and it appears the Association disbanded shortly thereafter.

Located on 1.31 acres in the northeast corner of the city, Union Cemetery sits just east of the South St. Paul airport with access off of Airport Road and 61st St. W. It was originally laid out to have 512 plots, organized into 4 blocks. Unfortunately, due to its age, multiple owners and lack of strong record keeping there is some question as to how many available plots remain. Staff's research over the past year suggests there are approximately 25 available plots, all in Block 3 of the cemetery, but it is difficult to be absolutely certain.

The City stopped selling plots in the cemetery in approximately 2005 due to the uncertainty over available plots. There is, however, a waiting list of 12 individuals who would still like to purchase plots, if the City is willing to sell them. The waiting list was closed in 2020, but these 12 names remain from prior to that date. Individuals on the waiting list have not been charged or paid anything for a plot.

The City Council has multiple options regarding how to manage the cemetery moving forward, including:

1. Declare the cemetery to be closed for further sales and notify the 12 individuals on the waiting list that they will not be able to purchase a plot. (*NOTE: There would continue to be additional burials at the cemetery in those plots already sold to individuals or families but not yet utilized.*)

2. Offer plots for sale to the 12 individuals on the waiting list, based on the best estimates of which plots are available, and then declare the cemetery closed for further sales.
3. Contract for a ground survey of the cemetery to better determine the number and location of available plots and then decide whether any additional plots will be sold. Staff is working to obtain a rough cost estimate for a ground survey prior to the Council's work session.

Cost of a Plot

If the Council elects to proceed with the sale of additional plots, either before or after a ground survey, it will need to set a sales price for the plots. At the time plots were last listed on the City's fee schedule in 2009, the price was \$60 per plot, which is far below market rate.

A recent survey of area cemeteries found the following costs for a burial plot:

- General Lutheran (South St. Paul) \$1000
- Oak Hill (South St. Paul) \$1300
- Catholic Cemeteries (Resurrection & Calvary in Mendota Heights) \$1585
- Riverview (West St Paul) \$1600
- Acacia Park (Mendota Heights) \$1700
- Lebanon Cemetery (Apple Valley) resident \$1765 / non-resident \$3530
- Lakeside (Hastings) \$2000

Many of these cemeteries are larger, with more amenities and anticipated ongoing sales. Therefore, a lower price for plots in Union Cemetery seems warranted, but probably not as low as \$60.

Maintenance Needs

The cemetery is currently surrounded by a low fence and a gate at the entrance. However, the current gate is not original, has peeling paint and is in need of repair. The original gate remains on the site and may be restorable, if desired. On the fence, approximately 15 concrete pilings have deteriorated and there is other visible damage. At this time, it is unclear what can or should be done in regards to the fence, given its historic nature, eroding slopes around some edges of the cemetery, and the challenges of accessing some portions for repairs without disrupting or disrespecting the grave sites. Lastly, some new and possibly additional benches could be installed to serve visitors to the cemetery.

The City does not have a specific budget or funding source for care and maintenance of the cemetery property. Parks Maintenance staff provides basic upkeep and contracts with a company to provide regular mowing, but does not have the budget to fund capital improvements such as these. If these improvements were to be pursued, specific price quotes would need to be gathered and the likely funding source for the costs would be the Host Community Fund. There may also be the potential to raise funds through donations to help cover some of these costs.

SUMMARY

The Council is asked to discuss and provide direction regarding the following:

1. Does the Council wish to sell any additional lots within the cemetery?
2. Should the City pursue a ground survey of the cemetery?
3. If the City is going to sell additional plots, what should the price be?
4. Does the Council want staff to pursue specific price quotes for work on the gate, fence and benches?

History of Union Cemetery

prepared by Judy Wonick, Administrative Specialist

Tucked away in the South-East corner of the City is Union Cemetery.

The cemetery has a long rich history dating back to July 18, 1867 when the property was purchased by Dr. Albert J. Gillette.

Here is just a bit of the history of Union Cemetery.



- Dr. Albert J. Gillette was riding in his passenger coach down Concord St. from St Paul. He noticed a property on top of the bluff. He thought to himself that would be a wonderful place for a cemetery.

- Dr Gillette purchased the 1.3 acre parcel on July 18, 1867 from farmer Nehemiah Thompson and his wife Abbi for \$25.00

WARRANT DEED—Carter, Page & Ryan, Stationers, 128 & 129 Lake St. Chicago.

1867, U.S. N.T. Rev. July 18, 1867

This Indenture, Made this *Eighteenth* day of *July* in the year of our Lord, one thousand eight hundred and sixty *Seven* **Between** *Nehemiah Thompson and Abbie Thompson his wife* part *as* of the first part, and the *Union Cemetery Association of* part *of* of the second part

Witnesseth, That the said part *as* of the first part, for and in consideration of the sum of *Twenty five* DOLLARS, to them in hand paid by the said part *of* of the second part, the receipt whereof is hereunto acknowledged, have **BARGAIN, SELL, RELEASE, CONVEY AND CONFIRM**, unto the said part *of* of the second part **their** heirs and assigns, FOREVER, all that tract or parcel of Land, situate, lying, and being in the County of *Barney* in the State of Minnesota, known and described as follows, as wit:

Commencing two chains and eighty eight links west of the south east corner of Section thirty four (34) in Town twenty eight (28) North of Range twenty two (22) west of the fourth (4) principal meridian and running from the west on the section line three chains (3) and seventy five links (75) thence north at right angles three chains (3) and fifty (50) links thence east at right angles three (3) chains and seventy five (75) links thence south at right angles the (3) chains and fifty (50) links to the place of beginning containing one lot and fifty (50) hundredths of an acre of land.

To Have and to Hold The same, together with all and singular the hereditaments and appurtenances thereto belonging or in any wise appertaining, unto the said part *of* of the second part **their** heirs and assigns forever.

And the said *Nehemiah Thompson and Abbie Thompson* part *as* of the first part do hereby, for *their* heirs, executors and administrators, and each and every of them **Covenant** agree to and with the said part *of* of the second part **their** heirs and assigns, in the manner and form following, that is to say: That *they* at the time of the sealing and delivery of these presents, the true, lawful and rightful owners of the said premises hereby conveyed and have therein a good, sure, perfect and indefeasible estate in fee simple. And that *they* have full right, power and authority to grant, bargain, sell, remise, release, convey and confirm the said premises unto the said part *of* of the second part **their** heirs and assigns, in manner and form aforesaid. And that the said premises are free and clear from all incumbrances whatever, and that the said part *of* of the second part **their** heirs and assigns, shall quietly use and possess the said premises: And that *they* will **Warrant and Defend** the *title* to the *same* against all lawful claims.

In Testimony Whereof, The said part *as* of the first part have hereunto set *their* hands and seals the day and year first above written.

Signed, Sealed and Delivered in Presence of
Uriel S. Samprey
E. G. Rogers

Nehemiah Thompson
Abbie Thompson

State of *Minnesota*, }
 County of *Barney* } ss. **Be it Remembered**, that on this *Eighteenth* day of *July* A. D. 1867 before the undersigned personally came *Nehemiah Thompson and Abbie Thompson his wife*



The cemetery is the resting place of many of the area's earliest settlers including Dr. Albert J. Gillette.



Civil War Surgeon Percival Barton, Cousin of Clara Barton, Civil War Nurse. Dr. Barton later became the Village doctor.



More recently, Bernard "Ben" Wiplinger, founder of Wipline Float Company. You can't miss his grave marker as you enter the cemetery and look down to the northeast corner.





- Some people may not know that the cemetery property was not always part of Inver Grove Heights.
- The cemetery property was part of the City of West St. Paul which bordered on the east at Concord St. until 1887. West St. Paul was then split and became the two separate cities of South St. Paul and West St. Paul.
- The cemetery property remained part of South St. Paul until 1889 when the City of West St. Paul was reduced in size and some of the areas around what is now Fleming Field airport became part of Inver Grove Heights.
- The original gate was located on the southwest side of the cemetery. There was a dirt cattle road the came up the hill from Concord St. past the gate. The road would wash out during the rainy season and was unusable during the spring thaw. I accidentally came across the gate while mapping the graves this last spring. As you can see it is in great disrepair.



- The cemetery has a very rich history. There are veterans buried in the cemetery dating back as far as the civil war up to most recent conflicts and wars.
- Along with the Gillette family and the Barton family there are generations of families including my own that shaped the City of Inver Grove Heights buried in Union Cemetery. At present there are 4 generation of my family buried there. And while mapping out the cemetery I also found family members of a couple our current Council members.
- Mr. Jim Tatro for many years, completely on his own spent countless hours restoring the grounds of the cemetery. He found headstones that had been covered over for many, many years. He repaired many headstones and monuments that over the years with neglect and unfortunately vandalism had been broken and buried. He cleared brush including overgrown lilac bushes and buckthorn. His wife is buried in northeast section and I'm sure in time Mr. Tatro will be next to her.
- During the mapping process I finally discovered the identity of a baby known only as "Baby Weber" who is buried in the southeast corner. Baby Weber is a boy and is named Norell. He was born July 14, 1933 and died 6 days later. His parents Otto and Laura are buried in Newport. Unfortunately, as I was mapping out the graves I found a lot of the same stories of babies, young children and adults that died during that same time from Diphtheria.
- There is so much history in that tiny cemetery that I would like to share and I could go on and on. What most city staff that were assigned the task of mapping the cemetery in the past found to be a chore I found to be extremely interesting and fulfilling. Maybe, because of my family history in the area and in the cemetery.



Union Cemetery 1867



Union Cemetery

*January 3, 2022
City Council Work Session*



CITY OF
INVER GROVE
HEIGHTS

DEPARTMENT NAME

www.ighmn.gov

Union Cemetery



Union Cemetery

- Originally founded in 1867
- City owned and operated since 1965
- In the northeast corner of the City
- 1.3 acres total
- 512 plots organized into 4 blocks

Union Cemetery

- Should additional plots be sold?
- Estimated 25 plots remaining
- Difficult to be sure due to poor record keeping and minimal enforcement
- 12 individuals on waiting list
- Could pursue a ground survey
- No plots have been sold in many years, but Council has never taken formal action to close the cemetery.

Price of a Burial Plot

- Last published price for Union Cemetery was \$60 in 2009
- Prices at other cemeteries in Dakota County:
 - General Lutheran (South St. Paul) \$1000
 - Oak Hill (South St. Paul) \$1300
 - Catholic Cemeteries (Resurrection & Calvary in Mendota Heights) \$1585
 - Riverview (West St Paul) \$1600
 - Acacia Park (Mendota Heights) \$1700
 - Lebanon Cemetery (Apple Valley) resident \$1765 / non-resident \$3530
 - Lakeside (Hastings) \$2000

Repair Needs



Repair Needs



Repair Needs





Request for Council Action

Barbara Neighborhood Noise Barrier Along TH 52, City Project No. 2019-15

		Fiscal/FTE Impact	Mark all that apply
Meeting Date:	January 3, 2022	None	
Item Type:	Worksession	Amount included in current budget	
Contact:	Steve W. Dodge, 651-450-2541	Budget amendment requested	
Prepared by:	Steve W. Dodge, Asst. City Engineer	FTE included in current complement	
Reviewed by:	Klay Eckles, Interim Public Works Director	New FTE requested - N/A	
		Other: City MSA Fund and MnDOT's STIP Fund	X

PURPOSE/ACTION REQUESTED

The Council is asked to receive an update and provide feedback on MnDOT's selection of the Barbara Neighborhood Noise Barrier, City Project No. 2019-15, for state funding.

SUMMARY

A Noise Barrier (often called a "noise wall") project within the City of Inver Grove Heights has received funding approval from MnDOT. The City Council authorized staff to submit a funding application in 2019, and again in 2020, for a noise barrier along Highway 52, between Upper 45th Street and 49th Street. City staff has now been notified by MnDOT that the project was selected as the 2021 recipient of the Metro Highway Noise Abatement Program funding.

As a result, the anticipated schedule for this project is as follows:

- 2021-2022 - Project is scoped and programmed into MnDOT's STIP and City's CIP
- 2022-2025 - MnDOT designs project
- 2024-2025 - MnDOT provides webpage design and public outreach
- 2025-2026 - MnDOT Bids Project and starts construction

Budget: The program requires a city cost share of 10% percent of the construction cost and 8% percent of the engineering cost for this approximately \$1.67 million project. The City's cost share, estimated around \$300K, is eligible for Municipal State Aid (MSA) Funding, if that funding is not allocated to other projects within IGH. Assessments may also be considered as long as the City portion is not bonded. The City may have additional expenses related to storm water management or utility conflicts which will be identified in preliminary design.

Neighborhood Update: Staff recommends sending a project update letter to property owners in the neighborhood. Staff also recommends holding a neighborhood meeting, along with MnDOT representatives, to answer questions and receive feedback once MnDOT has progressed enough in project development and the City has decided on funding its portion.

Aesthetic Considerations: At the work session, staff will provide an overview of the standard materials used for these projects and the potential for aesthetic enhancements as other cities have done.

Cooperative Agreement: The Council will need to consider authorizing a cooperative agreement with MnDOT, identifying the cost share and maintenance responsibilities of each party. MnDOT is responsible for maintaining the wall and any interim structural repairs. The City and MnDOT would each be responsible for graffiti removal on their side of the wall.

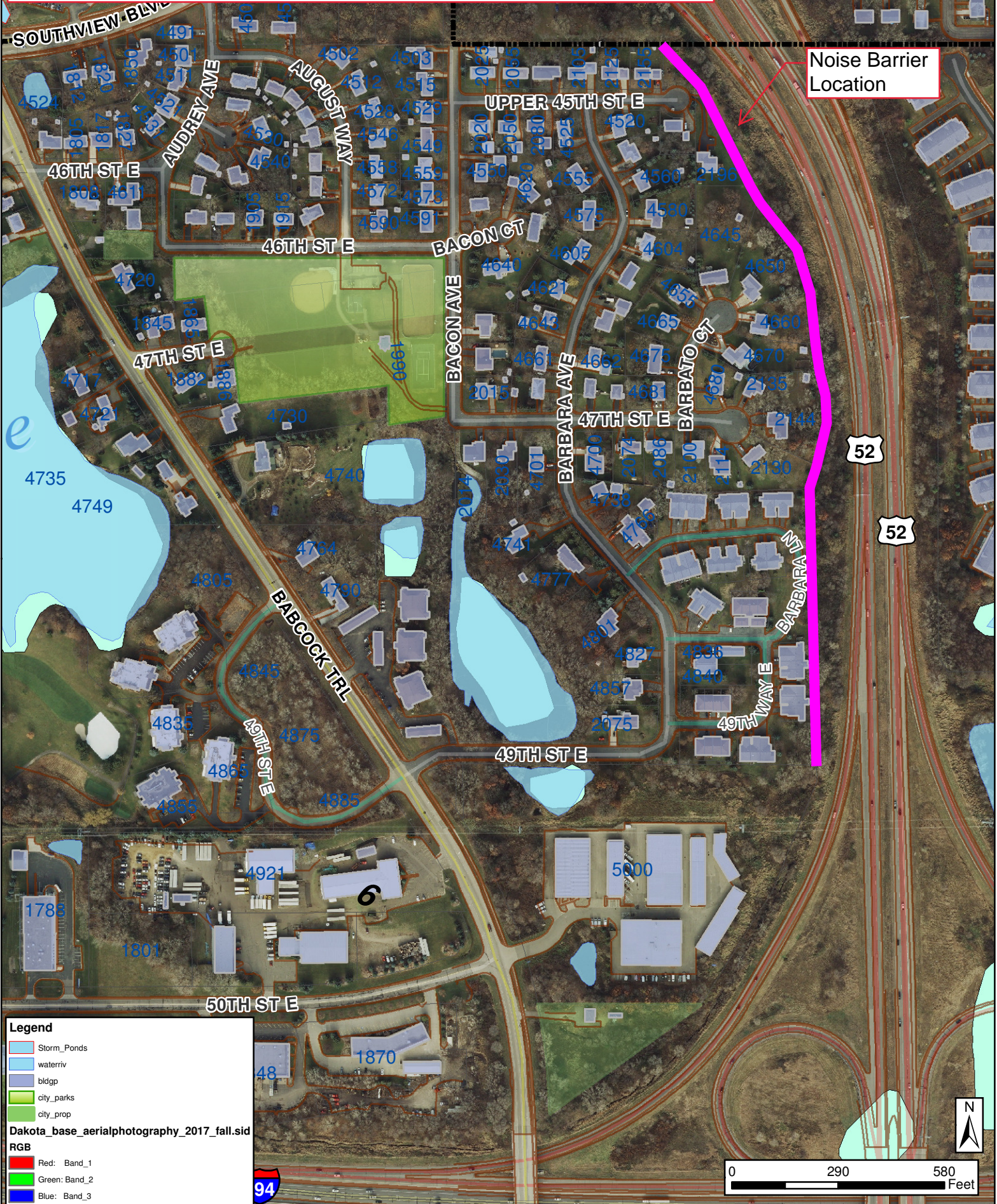
SWD/sd

Attachments: Exhibit

Passed Resolution

Ranking List of 2020 Applicants from MnDOT

CP 2019-15 TH 52 Noise Barrier - Barbara Neighborhood



CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

CONSIDER RESOLUTION PROVIDING SUPPORT AND AUTHORIZING APPLICATION TO THE
MINNESOTA DEPARTMENT OF TRANSPORTATION FOR A STANDALONE NOISE BARRIER FOR
CITY PROJECT NO. 2019-15 – TH 52 NOISE BARRIER, BARBARA NEIGHBORHOOD

RESOLUTION NO. 2020-175

WHEREAS, in 2019 City staff received a resident inquiry for noise barriers along TH 52 for the Barbara Way neighborhood; and

WHEREAS, In November of 2019 City Staff submitted application to MnDOT for Barbara Area to be studied as part of the Metro Highway Noise Abatement Program; and

WHEREAS, the Barbara neighborhood submittal received a competitive score from MnDOT and City staff will make a 2020 application to receive the available funding for noise barriers through the Metro Highway Noise Abatement Program which starts receiving applications on September 1st; and

WHEREAS, if selected, the noise barrier project would be constructed in 2026; and

WHEREAS, the State of Minnesota, acting through its Commissioner of Transportation (MnDOT) and in accordance with Statute 161.125 – Sound Abatement Along Highways, proposed to study, design, and construct a noise wall improvement along the west side of T.H. 52 along the Barbara Avenue area between Upper 45th Street E. and 49th Street E. within the corporate City of Inver Grove Heights (City) limits; and

WHEREAS, the City supports the continued study and design of this noise wall improvement and acknowledges the City's required participation in the costs of the noise wall construction and associated construction engineering in future City Capital Improvement programming.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS THAT: the application is hereby authorized by the City Council of the City of Inver Grove Heights on September 14, 2020.

1. The City Council supports City Project No. 2019-15 TH 52 Noise Barrier, Barbara Neighborhood.
2. Staff is authorized to submit the application for MnDOT Metro Standalone Noise Barrier for the Barbara Neighborhood.
3. City Project No. 2019-15 will be funded by State Transportation Improvement Fund (STIP) and the Municipal State Aid Fund (MSAS).
4. The City agrees to provide local funding to cover ten percent of the construction cost and eight percent of the construction engineering cost, per the current cost-share policy.

Adopted by the City Council of Inver Grove Heights this 14th day of September 2020

AYES: 5
NAYS: 0


George Tourville, Mayor

ATTEST:


Rebecca Kiernan, City Clerk

Application Ranking	2016 Priority Study Ranking	City	Hwy	Wall Length (ft)	Wall Height (ft) (1)	Sq Ft (includes tapers)	Cost (2)	Benefited Receptors (3)	Leq (4)	Address	Priority Study Start	Priority Study End	Dir	Cost/Benefited Receptor	Cost Effective (5)	Noise Level Adjustment Score	Noise Level Adjusted Cost/BR
1	122	Inver Grove Heights	52	2389	20	46,436	\$1,671,696	52	68.3	2148 49th Way	S. Of Mendota Rd E	49th St E.	SB	\$32,148	Yes	1.172834949	\$27,411
2	37	Eagan	35E	2223	20	44,160	\$1,589,760	28	76.1	1474 Kings Crest	Woodstone CR.	Kingswood Ct.	NB	\$56,777	Yes	2.0139111	\$28,192
3	84	Plymouth	169	3425	20	67,900	\$2,504,400	66	70.2	2505 Kilmer Ln	S. OF 17th Ave N	Medicine Lk Rd	SB	\$37,945	Yes	1.337927555	\$28,361
4	130	Inver Grove Heights	52	987	20	18,396	\$662,256	16	70.2	6470 Beckman Ave	North of 65 St E	E of 63rd And Beckman	SB	\$41,391	Yes	1.337927555	\$30,937
5	14	Eagan	35E	1084	20	20,336	\$732,096	18	68.7	1481 Englert Rd	S Of Englert Rd	N Pond View Pt	NB	\$40,672	Yes	1.205807828	\$33,730
6	26	New Brighton	694	1098	20	21,360	\$780,960	17	64.1	3000 Torchwood Drive	West of Silver Lake Road	East of St Imier Dr. NE	EB	\$45,939	Yes	0.876605721	\$52,405
7	95	Arden Hills	10	3781	20	74,276	\$2,673,936	24	71.2	4453 Old US-10	CR 96	S Or Wedgewood Cir	SB	\$111,414	No	1.433955248	\$77,697
8	90	Apple Valley	77	685	20	12,356	\$444,816	5	66.3	12830 Glen Ct	N Of Glen Ct	S Of Glen Ct	SB	\$88,963	No	1.021012126	\$87,132
9	55	New Brighton	694	1680	20	32,032	\$1,153,152	5	72.5	2743 Lindsey Ct	West of Silver Lake Road	East of E Brenner Pass	WB	\$230,630	No	1.569168196	\$146,976
10	174	Apple Valley	77	1320	20	25,056	\$902,016	4	70.4	13586 Gossamer Way	Along Gossamer	138th St W.	SB	\$225,504	No	1.356604327	\$166,227

(1) Analyzed wall height is 20 foot maximum. Shorter wall heights may be cost effective, however all areas are being analyzed at 20' height for comparative purposes.

(2) Used cost of \$36/sq ft. Additional costs needed for safety features and utilities relocations are included, if known.

(3) Number of homes that will receive ≥ 5 dBA of noise reduction from the modeled noise wall. Homes must be built 1997 or earlier in order to be eligible for the Metro Standalone Noise Barrier Program.

(4) Used loudest (AM or PM) Leq from loudest measured single site in area (2015 or 2019 data, if available)

(5) Must meet Cost Effectiveness threshold of \$78,500/Benefited Receptor in order to be eligible for MnDOT noise abatement programs.



City Council Memorandum

To: Mayor and City Council
From: Kris Wilson, City Administrator
Subject: 2022 Legislative Positions & Priorities
Date: January 3, 2022 City Council Work Session

INTRODUCTION

The 2022 Legislative Session will begin on Monday, January 31. As an even-year session, the focus would traditionally be on adopting a bonding bill to fund a wide variety of capital improvement projects around the state. The City of Inver Grove Heights has already submitted a request to the Governor's office for funding for the City's top priority project, which is the reconstruction of 117th Street.

Given the positive budget outlook the state recently announced and large amounts of federal funding flowing to states through the federal infrastructure bill and COVID relief programs, funding for programs and initiatives beyond capital improvement projects is also likely to receive a lot of attention during the upcoming session. On the other hand, significant progress on policy matters will likely be challenged by the fact that the two houses of the legislature continue to be controlled by different parties. Redistricting and the upcoming November election may also be significant factors in what gets accomplished during the 2022 session.

At the Council's work session, staff is seeking additional Council discussion and direction as to its legislative positions and priorities for the 2022 session. Attached as background information are the City's 2021 legislative platform, along with a draft of the Municipal Legislative Coalition's 2022 legislative platform.

**City of Inver Grove Heights
2021 Legislative Positions and Initiatives**

A. Support the Municipal Legislative Commission's (MLC) legislative program Specific areas of support are: 1) Grant State authority to approve sales tax exemptions on construction materials and capital equipment; 2) Increased flexibility on the life of Tax Increment Financing (TIF) districts; and 3) maintain the Homestead Market Value Exclusion program

B. Fiscal Disparities – The City of Inver Grove Heights advocates for legislation that would reflect a meaningful analysis of the present day applicability of the state's 1971 commercial industrial "tax-base sharing" law and opposes the use of fiscal disparities to fund social or physical metropolitan programs because of its complexities results in a metropolitan-wide property tax increase hidden from the public.

C. Levy Limits – The City of Inver Grove Heights supports the principle of representative democracy that allows city councils to formulate local budgets. The city opposes state restrictions on local budgets and opposes legislation that imposes levy limits or the imposition of artificial mechanisms proposals such as the "taxpayer's bill of rights," valuation freezes, payroll freezes, reverse referenda, fund balance restrictions, super majority requirements for levy or other limitations to the local government budget and taxing process.

D. Support Local Control – The City of Inver Grove Heights supports a) the necessary changes to the Data Practices Act to protect municipalities from abusive or harassing requests, while helping to compensate for overly broad and burdensome requests; and
b) supports reducing the number of state and regional agencies that regulate municipal activities related to water quality and water supply.

E. State Property Taxes – The City of Inver Grove Heights opposes the extension of state-levied property taxes to additional classes of property and/or the increase in taxation levels on the present state property tax.

F. Public Employees Retirement Association (PERA) – The City of Inver Grove Heights supports sharing the cost for retirement programs between employees and cities and supports cities and fire relief associations working together to determine the best application of State Fire Aid. This also includes advocating for state funding of costs related to state-mandated changes to the provision of the retirement program, which have the effect of enhancing benefits beyond existing levels.

G. Local Government Aid (LGA) – The City of Inver Grove Heights advocates for policies that more fairly address the disparities in property tax burdens as a percentage of income as documented by the Voss Data Base. The City supports continued funding of Voss Data Base and compilation of data by the Department of Revenue.

H. City's Role In Environmental Protection and Sustainable Development

The City of Inver Grove Heights is committed to environmental protection and sustainability. The city supports public protection efforts to reduce greenhouse gas emissions and to further protect surface and ground water, as well as infrastructure design and techniques that are environmentally and economically beneficial and compliant.

Economic Recovery

The past year has brought unprecedented challenges to cities, businesses, and individuals. The City of Inver Grove Heights has always supported economic development programs helping businesses and workers in our cities. This year economic recovery is a key priority for Inver Grove Heights.

A.) Support for Small Business

Small businesses are the engines of local economies; however, many have been hard hit by repercussions from the pandemic. Inver Grove Heights supports programs designed to keep local businesses, such as hospitality venues, fitness centers, and salons, afloat and thriving as they face the consequences of a global pandemic. Other states have created grant programs for targeted industries. For example, Nebraska is directing over \$75 million toward hospitality grants, allowing hotels, event centers, restaurants, and other hospitality venues to obtain relief of up to \$500,000. Wisconsin has allocated \$45 million to hospitality firms for grants of up to \$500,000, as well. The City of Inver Grove Heights supports programs that help our small businesses rebound from the pandemic.

B.) Support Increased Investments in Minnesota Investment Fund (MIF)

The Minnesota Investment Fund provides financing to help add new workers and retain high- quality jobs in Minnesota. Funds are awarded to local units of government that provide loans to assist expanding businesses. The focus is on industrial, manufacturing, and technology-related industries to increase the local and state tax base and improve economic vitality statewide. All projects must meet minimum criteria for private investment, number of jobs created or retained, and wages paid. At least 50 percent of total project costs must be privately financed through owner equity and other lending sources (most applications selected for funding have at least 70 percent private financing).

Of the approximately 100 projects funded with MIF since 2015, around one-quarter were in MLC Cities, including: Apple Valley, Chanhassen, Eagan, Eden Prairie, Lakeville, Maple Grove, Minnetonka Plymouth, Savage, Shakopee and Woodbury. Many cities had one than one investment from MIF since 2015.

C.) Support Increased Investments in Job Creation Fund

The Job Creation Fund provides financial incentives to new and expanding businesses that meet certain job creation and capital investment targets. Companies must work with the local government (city, county or township) where a project is located to apply to DEED to receive designation as a Job Creation Fund business. Companies deemed eligible to participate may receive up to \$1 million for creating or retaining high-paying jobs and for constructing or renovating facilities or making other property improvements. In some cases, companies may receive awards of up to \$2 million.

Of the approximately 100 projects funded with JCF since 2015, around one-quarter were in MLC Cities, including: Apple Valley, Bloomington, Chanhassen, Eagan, Eden Prairie, Lakeville, Maple Grove, Minnetonka, Plymouth, Savage, Rosemount, Shakopee, Shoreview, and Woodbury. Many cities had more than one investment from MIF since 2015.

Transportation and Infrastructure

According to census data, MLC cities combined are among the biggest job producing areas in the state with over half a million employees (619,470) compared to Minneapolis/St. Paul with a combined total of 518,637. Along with those jobs comes added congestion and demand on transit and roads in MLC Cities. The City of Inver Grove Heights and MLC supports increased investment in transportation to maintain and grow a robust transportation network.

A.) Support Comprehensive Transportation Bill

The City of Inver Grove Heights and MLC supports regionally balanced transportation funding that addresses the long term needs of our state and is inclusive of all modes of transportation. Inver Grove Heights and MLC supports long-term increased transportation investments that will reduce congestion, provide funding for local roads and bridges, invest in non-motorized modalities, and build a transit system that matches demands in a post-pandemic world.

B.) Invest in Transportation Economic Development (TED)

The City of Inver Grove Heights and MLC supports increased investments in the Transportation Economic Development (TED) program. MLC was a key stakeholder in passage of the Transportation Economic Development Program (TED) in 2010. The program is a partnership between DEED and Mn DOT to leverage public and private funding for transportation programs with significant economic impact. The Bonding Bill passed in October 2020 included \$2.9 million for TED. The City of Inver Grove Heights and MLC supports additional funding in a comprehensive transportation bill.

Examples of TED projects in MLC Communities:

- 1-494/ East Bush Lake Road (Bloomington/ Edina)
- 1-394/ Ridgedale Drive Interchange (Minnetonka)
- Lexington Avenue adjacent to 1-694(Shoreview)
- Shady Oak Road widen and reconstruct (Eden Prairie)
- 1- 94 and 34th Avenue Interchange (Bloomington)

C.) Invest in Corridors of Commerce

Corridors of Commerce was established by the Legislature in 2013 with an initial authorization of \$300 million. Corridors of Commerce funds projects that provide capacity in areas with bottlenecks; improve the movement of freight; and reduce barriers to commerce. There is currently \$0 in Corridors of Commerce funding available.

Examples of Corridors of Commerce projects in MLC Communities:

- I-494/ I-35W Inter change and 1-494 MnPass Lanes (Bloomington)
- Highway 169 - Nine Mile Creek Bridge (Edina)
- I-35W - Minnesota River Crossing (Burnsville)
- 1-694 - Additional lane between Rice Street and Lexington Avenue (Shoreview)
- Hwy 13 and Dakota Avenue Freight Access and Mobility (Savage)

D.) Infrastructure Fees

New development and the resulting growth have placed an increased demand on cities for public infrastructure. This demand and limited financial resources have forced cities to reconsider how they pay for the significant costs associated with new development. Traditional financing methods tend to subsidize new development at the expense of existing taxpayers and this approach does not allow for the best land use planning. As a result, cities are exploring methods to ensure that new development pays for new development.

In *Harstad v City of Woodbury*, the Minnesota Supreme Court ruled that the current state statute does not provide authority for cities to impose infrastructure fees for all necessary road improvements external to a new development. However, current law does allow cities to

impose fees on new development of other infrastructure such as water, sanitary and storm sewer, and for park purposes. Thus, it seems reasonable to extend the fee for infrastructure concept to additional public infrastructure such as major roadway improvements that are necessitated by new development. The MLC supports legislation that gives cities the ability to impose infrastructure fees so the costs of new development aren't shifted onto existing taxpayers.

Local Control

Local government entities are closest to their constituents, most knowledgeable about their communities, and most invested in the welfare and success of their residents. These locally elected officials are in the best position to make important decisions about regulations, finance, and operations.

A.) Preserve Local Authority

1. Support local government authority for land use decisions, zoning and regulatory controls.

Cities are in the best position to understand the needs of the community and must have sufficient decision-making authority to manage development in the community. The City of Inver Grove Heights opposes any statutory changes that would erode this critical long-standing decision-making authority.

2. Support city authority to protect existing taxpayers and recover costs associated with development activity

Cities have the responsibility to minimize the impact of new developments on existing residents. Local leaders must ensure balance and equity on infrastructure investments, however, those initiated by new developments must not be passed on to existing taxpayers.

B.) Oppose Fiscal Limitations such as levy limits or reverse referenda on the decisions of local government officials

Local taxpayers hold their local elected officials accountable for local government spending and taxing decisions. When the State imposes levy limits, reverse referendum or other fiscal restraints on local elected officials, it negatively impacts the ability of cities to meet the needs of their residents and removes the autonomy of local officials.

The City of Inver Grove Heights opposes state limitations on local decision-making that inhibit the ability of cities to plan their budgets with confidence.

C.) Preserve the integrity of the Fiscal Disparities Program

The Fiscal Disparities program was enacted in 1971 to reduce disparities in tax base wealth between taxing units within the metropolitan area. Removing revenue from the pool to pay for legislative priorities runs counter to the purpose of the program. Further, the Program should not be expanded to include residential housing and should be used solely for commercial/industrial tax base redistribution. The intended uses of the program should remain intact.

D.) Support Repeal of the Local Government Salary Cap

Minnesota law limits the salaries of city employees to 110 percent of the Governor's salary, with an annual inflationary adjustment based on the Consumer Price Index. No other state in the nation puts a limit on local government salaries. Locally elected city councilmembers and mayors are in the best position to determine the needs of their communities, including the compensation of city employees.

The artificial cap on salaries places Minnesota cities at a disadvantage when recruiting and retaining talented individuals. Minnesota law already requires that each political subdivision post the salaries of its three highest-paid employees on its website, so the salaries of key employees are readily known to the local taxpayers and voters who provide the ultimate check on the actions of city councils.

Between 1998 and 2003, the Legislature exempted entities including school districts, hospitals, clinics and health maintenance organizations owned by a government organization from the salary limitation. During the 2018 session, the Legislature expanded that exemption by allowing the Metropolitan Airports Commission to be exempt from the salary limitation.

The Legislature should end the salary cap altogether and be consistent with all political subdivisions.

2021 State of Minnesota Bonding Bill Effort

1.) 117th Street Reconstruction and Modernization Project (\$2 M)

The existing street was constructed in the 1960s. It is badly deteriorated and in need of reconstruction. The street is narrow, with minimal shoulders and drainage issues. There are many access points to abutting industrial properties, but no turn lanes on 117th Street. This creates safety problems.

The 117th Street corridor is an integral component of the broader Dakota County CSAH 32 corridor that connects Interstate 35W in Burnsville on the west to Trunk Highway 52 in Inver Grove Heights on the east. The street is an "A" Minor Expander roadway and is on a Tier 2 Regional Truck Corridor.

The project will consist of a two-lane, median divided roadway for a one-mile segment of 117th Street between County State Aid Highway (CASH) 71 (Rich Valley Boulevard) and the Flint Hills Resources Refinery access, just west of the Trunk Highway 52/117th Street interchange, and pavement preservation improvements between the refinery access and the interchange.

The roadway project will be constructed to a 10-ton design, improve safety and access to the abutting industrial businesses, upgrade two at-grade railroad crossings to current railroad standards and integrate those crossing signals into the existing MnDOT TH52/117th Street ramp signal to reduce delay and back-ups as feasible.

The project is in the Capital Improvement Plan for construction in 2023 and 2024. The estimated construction cost is \$10,000,000. Our request is for \$2,000,000 .

2) City of Inver Grove Heights Heritage Village Park Improvements (\$2M)

Heritage Village Park is located in the far northeastern corner of Inver Grove Heights along the Mississippi River, abutting the South St. Paul City limits on the north, a railroad track on the west and north of 65th Street and Concord Boulevard in the city of Inver Grove Heights.

The City of Inver Grove Heights is seeking \$2,000,000 in funds for the continued development of Heritage Village Park; a park with regional, ecological and historical significance. The 65-acre Heritage Village Parks development has already begun. The park over time will provide improved public access to the Mississippi Riverfront; access to regional and national trails; planned recreation greenspace with ample parking to accommodate festivals and celebrations; and interpretive opportunities highlighting the natural, cultural and transportation history of the riverfront and city.

The Dakota County Mississippi River Regional Trail (MRRT) runs through the park and the proposed improvements are well positioned to support greater interest in the MRRT, providing links to the river, recreational facilities (private marinas and parks); existing local and regional bikeways and trails; and nearby public transit lines. The city has recently constructed an off-leash dog park and plans to construct an historically significant themed inclusive playground, restroom facility, splash pad, and shelters as next phases of riverfront park development. The investments in this public infrastructure will encourage private investment/reinvestment in the area all designed to increase the tax base and jobs, and to provide additional recreational opportunities for IGH residents and regional visitors alike that may then also frequent IGH commercial businesses including nearby marinas and restaurants.



MLC 2022 LEGISLATIVE PLATFORM – DRAFT

Housing and Home Ownership

Housing is a top priority for MLC cities, particularly in supporting affordable home ownership for low to moderate income residents. Increasing access to home ownership for black, indigenous, and people of color is a high priority for our Association.

A variety of housing options within each of our cities is very important, however MLC is focusing its efforts on access to moderately priced starter homes, which will enhance the ability of Minnesotans to achieve inter-generational wealth growth via homeownership. Specifically, supporting initiatives and funding to secure and maintain existing housing stock (NOAH) as well as find ways to incentivize builders to bring affordable housing options to our cities.

Opportunities for affordable home ownership continue to be a challenge in our communities for a number of reasons, especially as the real estate market has transformed the housing industry and builders are now focusing on single-family and townhomes with more square footage and higher quality amenities than previously, which drive up the cost of housing transactions. In addition to the changes driven by the market, Minnesota faces a variety of challenges including an underproduction of new home construction for the past 10 years, the high cost and scarcity of land, building materials, and labor, the exceptionally active real estate market, institutional investors purchasing existing homes with significant conversion to rental as well as other market forces. In order to address this challenge, a variety of housing solutions will be necessary to provide more affordable home ownership opportunities including significant State investments.

Below are some potential solutions that MLC supports to increase access to affordable home ownership:

I) Support for Affordable Home Ownership – Defined as buyers making 80% AMI and spending no more than 30% of their income on housing.

- a. Restructure the Minnesota Housing Finance Agency's existing first-time homebuyer programs in a manner that offers a larger per unit financial investment, thereby eliminating or reducing the impacts of PMI or MIP (Private Mortgage Insurance/Mortgage Insurance Premium)

- b. Incentivize production of affordable homes by:
 - i. Supporting a state tax exemption/credit
 - ii. Supporting a state program to waive city fees for production of affordable homes (based on the definition of affordability) Waived fees by cities would be reimbursed through state program to avoid passing on costs to existing tax payers.
- c. Increase state funding for community land trusts
- d. Support financing opportunities for BIPOC first-time home-buyers

II) Collaboratively address statewide housing cost drivers

- a. Streamline state building codes and determine if existing codes create competitive advantages for neighboring states
- b. Eliminate duplication and redundancy between the agencies involved in the storm water/environmental permitting process

III) Preserve existing affordable homes

- a. Support NOAH preservation grants
- b. Continued investment in housing infrastructure bonds.
- c. Expand NOAH Preservation programs to include townhome and condominium ownership

IV) Preserve local autonomy and community characteristics

- a. Support city authority to protect existing tax payers and recover costs associated with development activity including street infrastructure
- b. Preserve local government authority for land use decisions-zoning and regulatory controls
- c. Recognize benefits of having a diverse collection of communities that provide choices across the housing spectrum

Infrastructure and Transportation Investments

According to census data, MLC cities combined are among the biggest job producing areas in the state with over half a million employees (619,470) compared to Minneapolis/St. Paul with a combined total of 518,637. Along with those jobs comes added congestion and demand on transit and roads in MLC Cities. MLC supports increased, regionally balanced, investment in transportation and infrastructure to maintain and grow a robust transportation network.

Specific policies and programs supported by MLC include:

- a. Increased investments in Corridors of Commerce
- b. Increased investments in Transportation Economic Development
- c. Passage of a robust, regionally balanced bonding bill that includes significant investment in suburban communities.
- d. Full funding of required state match so that Minnesota can take advantage of increased federal investments in infrastructure.
- e. Flexibility for cities to impose infrastructure fees so the costs of new development aren't shifted onto existing taxpayers.

Workforce Support and Economic Expansion

As the Governor's Council on Economic Expansion recently noted, housing and workforce issues are closely related. MLC supports the Council's recommendations on Housing and on increased investments in economic development.

Specific policies and programs supported by MLC include:

- a. Increased investment in the Minnesota Investment Fund (MIF)
- b. Increased investment in the Job Creation Fund (JCF)
- c. Partnership and coordination at the local, state and federal level to maximize federal investments in economic development
- d. Support the recommendations of the Governor's Council on Economic Expansion, especially investments that help all-levels of government support businesses and innovation in their communities.

Tax Policy and Local Issues

MLC supports local control, including in the areas of taxes and fiscal policy. MLC supports policies that promote greater stability and predictability in the fiscal relationship between the state and local units of government.

Specific policies and programs supported by MLC include:

- a. Simplifying the process for a sales tax exemption on construction materials for cities, counties, school districts and other local governments.
- b. Preserve the integrity of the Fiscal Disparities Program by not removing revenue from the pool to pay for one-off legislative priorities.
- c. Support Repeal of the Local Government Salary Cap

For questions about the MLC's Legislative Program, please contact:

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Mike Maguire Mayor, Eagan

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Jim Hovland, Mayor, Edina (MLC Chair)

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Kirt Briggs, Mayor, Prior Lake



City Council Memorandum

To: Mayor and City Council
From: Kris Wilson, City Administrator
Subject: Revised & Updated Personnel Policies
Date: January 3, 2022 City Council Work Session

INTRODUCTION

In the first few months of 2022, staff and the City's legal counsel are preparing to bring forward a significant revision and update to the City's Personnel Policies, which includes removing them from City Code and replacing them with a Council adopted policy. This allows for a more user-friendly format and wording and will make the policies easier to maintain and update as needed. While the wording, formatting and organization of the policies is proposed to change, very few changes are proposed to the fundamental principles and practices that the City follows as an employer.

At the January work session, I would like to provide a general overview of the scope and timeline for this project and make sure the Council is comfortable with the general direction and proposed process.

This will be a discussion item only. No action is requested.