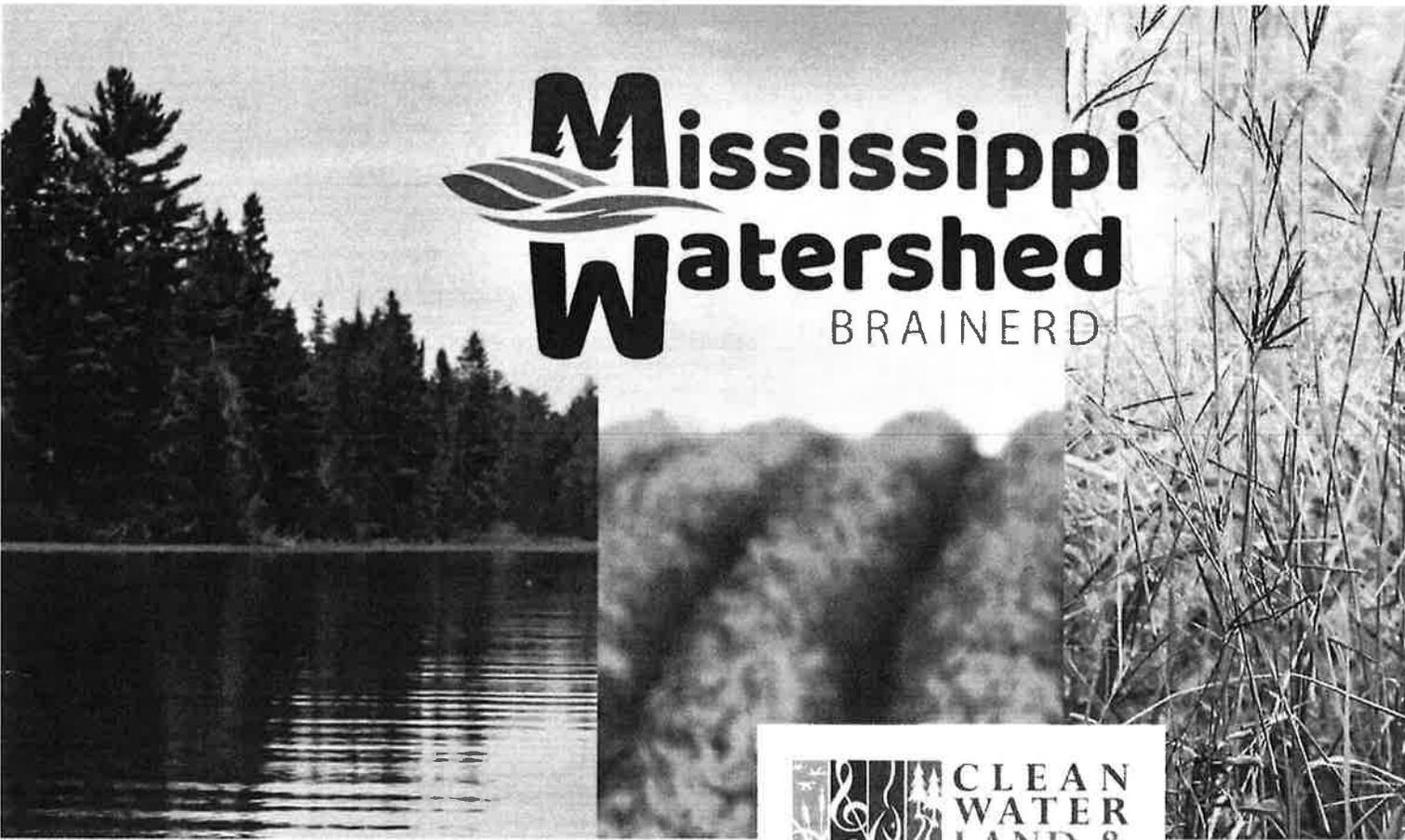


Aitkin County Board of Commissioners Board Meeting Attendance Record

Date: October 24, 2023

Name	Please check the boxes that apply		
	Aitkin County Citizen	Aitkin County Employee	Company Representative – Please list
Lon Nicko	X		City of Aitkin
Lynette Meier	X		H+HS Advisory Bd.
Jeanne Schram	X		Aitkin Age
Dennis Thompson		X	Land,
Bobbie Danielson		X	HR
MARK JEFFERS		X	ECON DEV.
Sohn Welle		X	Hwy



Mississippi Watershed BRAINERD



WHAT IS ONE WATERSHED ONE PLAN?

- Voluntary program and plan to guide watershed managers as they work to protect and restore the watershed's resources.
- Aligns water planning along watershed boundaries, including all the Counties and Soil & Water Conservation Districts within the watershed border.
- Local priorities, locally driven.
- Uses existing authorities and funding mechanisms (County and SWCD boards)
- After adopted, implementation funding from the state is obtained through a non-competitive process instead of competitive.
- Program website: <https://bwsr.state.mn.us/one-watershed-one-plan>



WATERSHED HIGHLIGHTS

The Watershed spans 1,687 square miles which contains 2,100 miles of river and over 300 lakes.

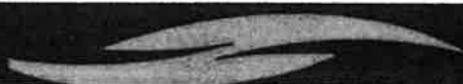
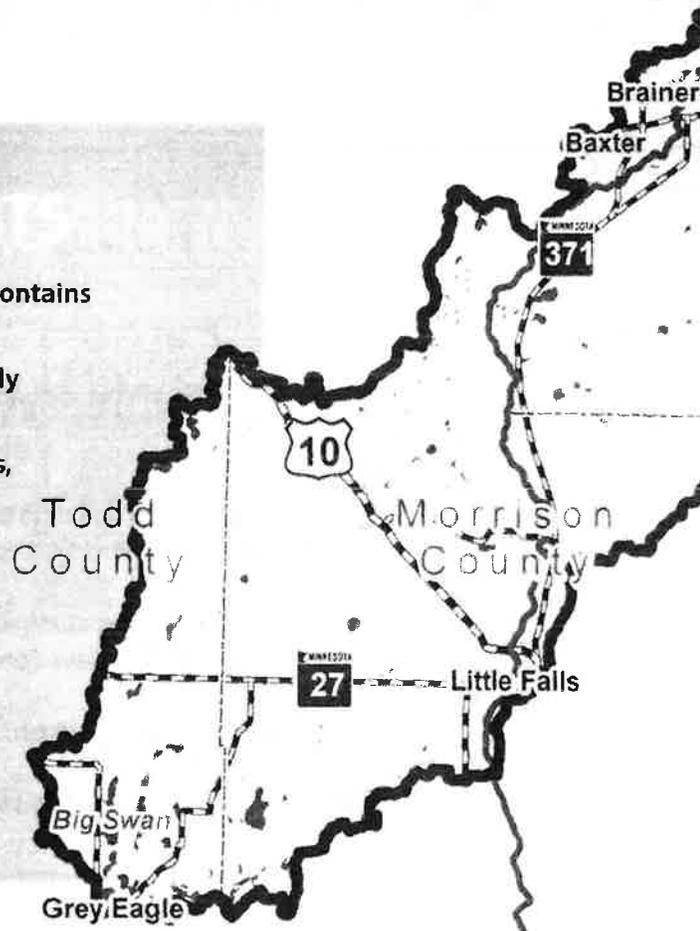
Contains the Mississippi River from approximately Aitkin to Little Falls, MN.

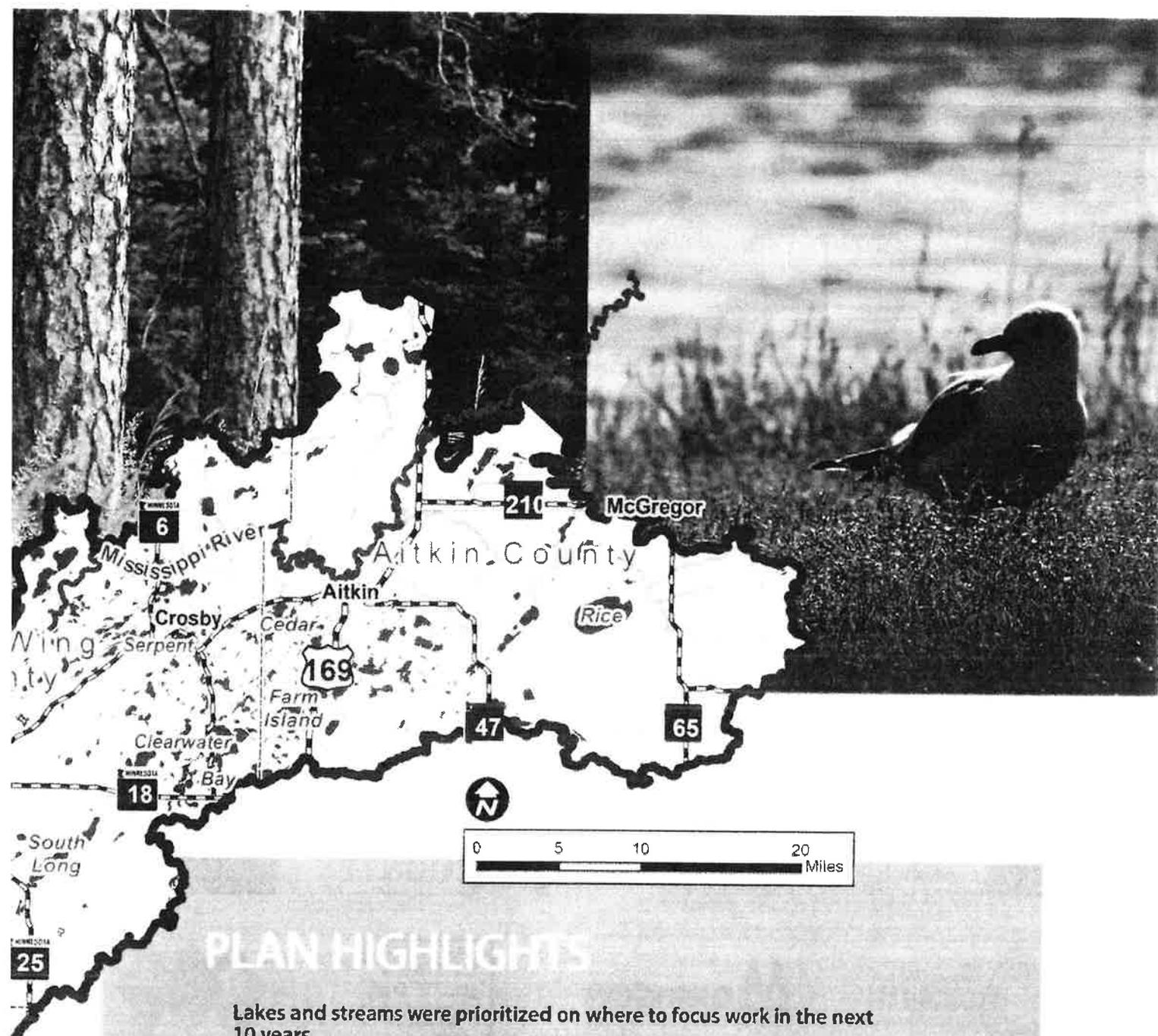
The northern part contains forests and peatlands, middle has lots of developed lakes, and southwest cultivated cropland.

Rapid growth has occurred in the last 50 years because of the tourism and recreational opportunities in the area.

The majority of land is in four counties: Aitkin, Crow Wing, Morrison, and Todd.

Primary towns include: Aitkin, Brainerd, Baxter, and Little Falls.





PLAN HIGHLIGHTS

Lakes and streams were prioritized on where to focus work in the next 10 years.

The 2022 Landscape Stewardship plan was used to develop the land protection and forest management goals for the plan.

A Citizen Advisory Committee provided input on local priorities.

Implementation of the Mississippi River - Brainerd Comprehensive Watershed Management Plan is voluntary, and outreach and incentives will be used to assist with voluntary implementation on private lands.



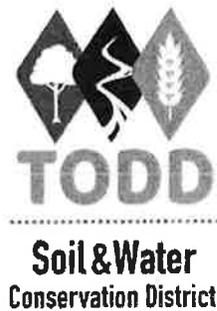
THE VISION

SENSE OF PLACE

Shaped by the glaciers and the people, the story of the watershed flows in the Mississippi River. Weaving a history of connectivity to water, places, and each other.

VISION

We work together to safeguard the waters that draw people here, keeping farms farms, and forests forests, a space for everybody.



For a full copy of the plan visit:

www.crowwing.gov/1476/One-Watershed-One-Plan-1W1P

Further Questions or Comments contact your local SWCD or County:

Aitkin SWCD: 218-927-7284 | Aitkin County: 218-927-7342 | Crow Wing SWCD: 218-828-6197

Crow Wing County: 218-824-1010 | Morrison SWCD: 320-631-3551 | Morrison County: 320-632-0170

Todd SWCD: 320-732-2644 | Todd County: 320-732-4420



SURFACE WATER

Protecting and improving lakes & streams by reducing sediment, phosphorus, bacteria, & runoff.

How:

- Stormwater management in cities
- Streambank & lakeshore planting and enhancement
- Replacing failing septic systems
- AIS prevention & management

Outcomes:

- Lake & stream water quality protected & improved.
- Runoff from increasing future precipitation is minimized.



HABITAT / FORESTRY

Protecting forests, aquatic habitat, and biologically significant species such as wild rice and cisco by protecting the land & riparian areas.

How:

- Forest Stewardship Plans
- Sustainable Forest Incentive Act
- Conservation easements
- Acquisitions

Outcomes:

- Forest, riparian and shoreland habitat is protected.
- Sensitive & unique plant, animal, & fish species are protected.



GROUNDWATER



Protecting drinking water, minimizing nitrates, and increasing understanding of sustainable groundwater use.

How:

- Sealing unused wells
- Nutrient management
- Irrigation water management
- Protecting drinking water supply management areas

Outcomes:

- Safe and plentiful drinking water
- Groundwater quantity is conserved



LAND STEWARDSHIP



Increasing soil health practices on cultivated land and pasture to improve agricultural productivity and minimize erosion impacts to lakes and streams.

How:

- Cover crops
- No till
- Pasture management
- Bacteria reduction practices

Outcomes:

- Soil health improved
- Nutrients, sediment, and bacteria entering lakes and streams is reduced.



Measurable Goals and Outcomes

Seven measurable goals, listed in Table 1, were developed by the planning committees to set a quantifiable change in a resource condition expected by the end of the 10-year plan implementation. The plan includes focus area maps showing where efforts will be directed.

Table 1. Ten-year measurable goals in the Mississippi River – Brainerd Comprehensive Watershed Management Plan.

Goal Name	Goal Description
 Protection	Protect and enhance of forest cover, focus lakes and streams, and groundwater through adding 14,765 acres of conservation easements, Sustainable Forest Incentive Act (SFIA), and acquisitions in priority minor watersheds.
 Agricultural Land Management	Implement 7,130 acres of agricultural best management practices (BMPs) including cover crops, nutrient management, pasture management, and conservation tillage.
 Phosphorus Reduction	Reduce phosphorus loading in nearshore focus lakes by 5% and watershed focus lakes by 10 pounds .
 Urban Stormwater Management	Develop a comprehensive stormwater information data set for 8 cities that have drainage to a priority lake or stream.
 Drinking Water Protection	Protect or manage with BMPs 160 acres in high vulnerability Drinking Water Supply Management Areas (DWSMAs). Seal 10 unused wells per year.
 Shoreland Restoration	Enhance 2 miles of shoreline or streambank around focus lakes and streams.
 Water Retention	Build resiliency by adding 400 acre-ft of storage through cover crops and stormwater management.

The additional benefits gained through achieving the plan goals are shown in Table 2. While making progress towards specific measurable goals, implementation is expected to result in surface water quality improvements, habitat protection, and enhanced climate resiliency through water and carbon storage.

Table 2. Additional benefits gained from implementing this 10-year plan.

Surface Water Quality Benefits	Phosphorus: the pounds of phosphorus reduced by implementing all plan goals.	1,069 pounds/year; equivalent to:  535,000 pounds of algae
	Sediment: the tons of phosphorus reduced by implementing all plan goals.	159 tons/year; equivalent to:  16 dump trucks of sediment
	Nitrogen: the pounds of nitrogen reduced by implementing all plan goals.	9,029 lbs/year; equivalent to:  2,257 bags of nitrogen fertilizer
Habitat Benefits	Habitat: acres of forest protected by implementing all plan goals.	14,765 acres; equivalent to:  13 Serpent Lakes
	Habitat: length of shoreland and riparian land restored by implementing all plan goals.	2 miles; equivalent to:  The length of 30 football fields.
Climate Resiliency Benefits	Storage: the amount of new water storage on the landscape or in the soil by implementing all plan goals.	400 acre-feet; equivalent to:  400 football fields covered in 1 foot of water
	Carbon: the amount of carbon stored and sequestered by implementing plan goals.	386,000 tons; equivalent to:  Removing 285,700 gas vehicles driven for one year



Will Seuffert, Executive Secretary

NOTICE OF PUBLIC INFORMATION AND ENVIRONMENTAL ASSESSMENT SCOPING MEETINGS

Issued: October 10, 2023

In the Matter of the Joint Application of Minnesota Power and Great River Energy for a Certificate of Need and Route Permit for an approximately 180-mile, double circuit 345 kV transmission line from Itasca County to Benton County, Minnesota (Northland Reliability Project).

Docket Numbers: E015, ET2/CN-22-416; E015, ET2/TL-22-415

The Minnesota Public Utilities Commission (Commission) and the Minnesota Department of Commerce (Department) will hold public information and environmental assessment (EA) scoping meetings on Minnesota Power and Great River Energy's certificate of need (CN) and route permit (RP) application for the Itasca County to Benton County 345 kilovolt (kV) transmission line project on the following dates:

In-Person Meetings

Date	Time	Meeting Location
October 23, 2023 (Monday)	Doors open -5:00pm Public Meeting 6:00pm – 8:00 pm	Spang Town Hall 35402 Spang Road, Hill City, MN 55748
October 24, 2023 (Tuesday)	Doors open - 10:00am Public Meeting 11:00am – 1:00 pm	Taconite Canteen 240 Curtis Ave., Ironton, MN 56455
October 24, 2023 (Tuesday)	Doors open – 5:00pm Public Meeting 6:00pm – 8:00 pm	American Legion Hall 708 Front Street, Brainerd, MN 56401
October 25, 2023 (Wednesday)	Doors open - 10:00am Public Meeting 11:00am – 1:00 pm	Pierz Ballroom 133 Main Street South, Pierz, MN 56364
	Doors open - 5:00pm Public Meeting 6:00pm – 8:00 pm	Palmer Township Hall 4180 105th Ave., Clear Lake, MN 56304
October 26, 2023 (Thursday)	Doors open - 10:00am Public Meeting 11:00am – 1:00 pm	Sauk Rapids Government Center 250 Summit Ave. North, Sauk Rapids, MN 56379

WebEx (Online) Meeting

Date: October 27, 2023

Time: 12:00 - 2:00 pm

WebEx (Webinar) Link: <https://minnesota.webex.com>

Webinar Number: 2482 714 2794

Webinar Password: PUC!2023 (78202023 from phones)

Join by Phone: 1-855-282-6330

Access Code: 2482 714 2794

If you are joining the meeting by WebEx and would like to ask a question or make a comment during the designated portion of the meeting, use the chat function to send a message to the meeting moderator. If you are joining the meeting by phone, press *3 on your phone. When it is your turn to speak, your line will be unmuted, and you will be able to ask questions and provide comments. Additional information and instructions are available at: <https://mn.gov/puc/activities/meetings/webex/>

To find out if a meeting is canceled due to bad weather or other call 1-855-731-6208 or 651-201-2213 or visit mn.gov/puc.

Meeting Information

Doors Open

- Doors will open one hour prior to each meeting. Attendees will have an opportunity to review maps and materials for the project. During this time, comments made by attendees will become a part of the record for Commission consideration **only if the attendee submits the comment in writing**. Forms will be available for this purpose.
- Commission and Department staff, as well as staff from Great River Energy and Minnesota Power, will be available to answer questions about the project and the process.

Public Meeting

- During the public meeting, Commission and Department staff will make a presentation regarding the state's environmental review and permitting process.
- After the presentations, attendees will have the opportunity to offer oral and/or written comments into the record.
- The same information will be presented at each meeting.
- Each meeting will last until everyone at the meeting has had an opportunity to speak.
- Comments received at the meeting and during the comment period will be used to develop the scope of the environmental assessment for this project.

Written Comment Period

Written comments will be accepted through **November 21, 2023**. *Please include the docket numbers in all communications (22-415 and 22-416).*

Focus your comments on information that will help answer the following questions:

- What potential human and environmental impacts of the proposed project should be studied in the environmental assessment?
- Are there methods to minimize, mitigate, or avoid these impacts that should be studied in the environmental assessment?
- Are there any alternative routes or route segments that should be studied to mitigate potential impacts associated with the proposed project?
- Are there any unique characteristics of the proposed route or the project that should be considered?
- Are there other ways to meet the stated need for the project, instead of the proposed transmission line, e.g., a different size or type of facility? If so, what alternatives to the project should be studied in the environmental assessment?

Comments may be submitted:

Email: Jim.Sullivan@state.mn.us

Online: <https://mn.gov/commerce/energyfacilities/#comment>

U.S. Mail: Jim Sullivan
Minnesota Department of Commerce
85 7th Place East, Suite 280
St. Paul, MN 55101

Important: Comments will be made available to the public via the Commission's website, except in limited circumstances consistent with the Minnesota Government Data Practices Act. The Commission and the Department do not edit or delete personal identifying information from submissions.

Project Description

Minnesota Power and Great River Energy have submitted a certificate of need and route permit application for an approximately 180-mile, double circuit 345 kV transmission line from Itasca County to Benton County, Minnesota (Northland Reliability Project). The project consists of two segments.

The first project segment consists of an approximately 140-mile long, double circuit 345 kV transmission line connecting the Iron Range Substation near Grand Rapids, Minnesota to a new

Cuyuna Series Compensation Station near Ironton, and to the existing Benton County Substation near St. Cloud, Minnesota.

The second project segment replaces an existing 20-mile 230 kV line with a double circuit 345 kV line from the Benton County Substation to a new Xcel Energy Big Oaks Substation near Monticello, Minnesota. Additionally, the second segment will replace an existing 20-mile 345 kV line from the Benton County substation to Xcel Energy's Sherco Substation in Sherburne County using double circuit 345 kV structures.

Review Process

The proposed Northland Reliability Project requires two approvals from the Commission – a certificate of need and a route permit. Minnesota Power and Great River filed a combined certificate of need and route permit application with the Commission on August 4, 2023. The Commission subsequently determined that the application was complete and initiated an environmental review and hearing process. This process will take about 12 months to complete, culminating in Commission decisions on CN and RP.

Environmental Review. Minnesota Department of Commerce, Energy Environmental Review and Analysis (EERA) staff will prepare an environmental assessment (EA) for the project. The EA will analyze the potential human and environmental impacts of the proposed project and alternatives to the project, as well as methods to mitigate potential impacts.

Public Hearing. When the EA is complete and issued, a public hearing will be held in the project area. An Office of Administrative Hearings administrative law judge (ALJ) will preside over the hearing. At the hearing, members of the public will have an opportunity to make an oral presentation, submit comments, and ask questions of the applicant and staff. The ALJ will use the EA, the hearing transcripts, and the entire administrative record to write a report for the Commission, that will include a findings of fact, conclusions of law, and recommendations regarding the project.

Upon completion of the public hearing process, and after receiving the ALJ's report, the Commission will make final decisions on a certificate of need and route permit for the project, expected in late 2024. If the Commission issues a route permit, Minnesota Power and Great River Energy may exercise the power of eminent domain to acquire land for this project pursuant to Minn. Stat. § 216E.12.

Additional Information

Filing Requirements. Utilities, telecommunications carriers, official parties, and state agencies are required to file documents using the Commission's electronic filing system (eFiling). All parties, participants, and interested persons are encouraged to use eFiling: mn.gov/puc/edockets, select *Go to eDockets* and follow the prompts.

Full Case Record. See all documents filed in this matter on the Commission's website at: mn.gov/puc/edockets, select *Go to eDockets*, enter the year (22) and the docket numbers (416) for the certificate of need or (415) for the route permit and select *Search*.

Subscribe to the Docket. To receive email notification when new documents are filed in this matter visit: <https://www.edockets.state.mn.us/EFiling>, select *Subscribe to Dockets* and follow the prompts.

Project Mailing List. Sign up to receive notices about project milestones and opportunities to participate or change your mailing preference. Email docketing.puc@state.mn.us or call Leesa Norton at 651-201-2246 with the docket numbers (22-415 and 22-416), your name, mailing address, and email address.

Department of Commerce Project Website:

<https://eera.web.commerce.state.mn.us/web/project/15114>

Project Contacts

Public Utilities Commission

Craig Janezich, Energy Facilities Planner, craig.janezich@state.mn.us or 651.201.2203

Department of Commerce

Jim Sullivan, Environmental Review Manager, jim.sullivan@state.mn.us or 651.539.1059

Great River Energy

Dan Leshner, Manager, Transmission Permitting and Land Rights, dlesher@GREnergy.com, 763.445.5975

Minnesota Power

Jim Atkinson, Manager, jbatkinson@mnpower.com, 218.355.3561

If any reasonable accommodation is needed to enable you to fully participate in these meetings, please contact the Commission at 651-296-0406 or 1-800-657-3782 at least one week in advance of the meeting. To request this document in another format such as large print or audio, call 651-296-0406 (voice). Persons with a hearing or speech impairment may call using their preferred Telecommunications Relay Service or email consumer.puc@state.mn.us for assistance.

Project Overview Map



AITKIN

DEMONSTRATION
PROJECT



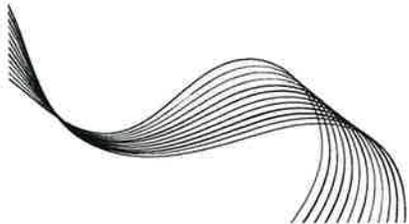
ABOUT THE PROJECT

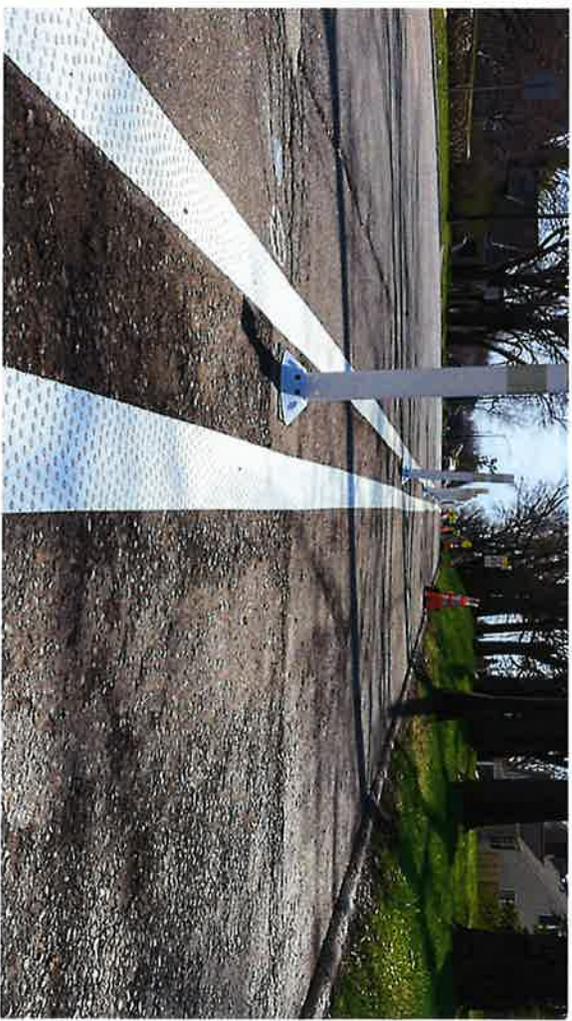


Walk audits can be most effective when public officials and community members of varying backgrounds, ages and abilities are intentionally invited and welcomed along so they can experience and react to the conditions directly.



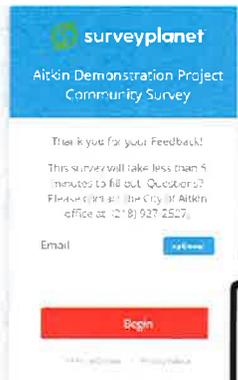
The improving safety and active transportation work group was formed and identified an area they would like to focus improving the safety for those who walk and bike for transportation.





Adjustments to Demonstration Project





SCAN ME

Bump-Outs or Curb Extensions

The bump-outs that you used are only temporary set-ups for what an actual extension of a concrete curb would provide. The City is interested in gathering feedback on these temporary projects in order to inform future projects regarding pedestrians ease answer the following questions about the bump-outs specifically



Aitkin Demonstration Project Community Survey

Thank you for your feedback!

The survey will take less than 5 minutes to fill out. Questions? Please call the City of Aitkin office at (218) 927-2527.



Example of a temporary concrete curb extension (bump-out) on a street. See example of bump-out.

Q1 Bump-Outs (also known as Curb Extensions)

Bump-outs are used in communities to reduce roadway crossing distances, increase safety for people driving

The bump-outs are only temporary concrete curb would provide. The demonstration project is order to answer the following questions.

Question 1: How often do you use the bump-out?
 When I am driving in traffic, it helps drivers if we only use side, not two. There is a long line of vehicles on both sides. If you are driving, you must be bumped out to feel safe driving there, since road is narrowed and there are cars or big vehicles.

Question 2: How often do you use the bump-out?
 I walk regularly, crossing 1/4th of the sidewalk on 2nd. It is better than a more robust sidewalk with a pedestrian activated light system. It is better than a more robust sidewalk with a pedestrian activated light system.

Question 3: How often do you use the bump-out?
 As my husband commutes good for some, parking with the bump-out there. We would be better off if the sidewalk having the bump-out was kept. This bump-out was. As I stated previously, the bump-out are confusing for people and they are making it harder for people to come and go out of the street. I have seen where multiple people have hit the bump-out. I truly believe these could be other things, but the money could be spent on for the type of project.

Question 4: How often do you use the bump-out?
 I think some roads to be considered for walk trails and bike lanes. I am sure roads where it is for people to use.
 They should be looking at having bike lanes, which bike lanes, and it would be a good idea to have bike lanes for the workers and bike in the area.

Question 5: How often do you use the bump-out?
 They should be looking at having bike lanes, which bike lanes, and it would be a good idea to have bike lanes for the workers and bike in the area.

Question 6: How often do you use the bump-out?
 It is a good idea to have bike lanes, which bike lanes, and it would be a good idea to have bike lanes for the workers and bike in the area.



Example of a temporary concrete curb extension (bump-out) on a street. See example of bump-out.

Date	Answers	
Jul 31	When put in sidewalk or posts, it helps drivers if on only one side, not two. Hard to keep track of walkers on both sides. By park entrance, too much is bumped out to feel safe driving there, since road is narrowed and there are fast or big vehicles.	
Jul 3	I walk regularly, crossing 169 at the crosswalk on 2nd, I'd rather see a more robust crosswalk with a pedestrian activated light system. As stated before, cut a sidewalk into the embankment instead.	
Jun 30	As my husband commented good like snow, plowing with the bump outs there. We would be better off at the crosswalk having the flashing crosswalk sign versus this bump out idea. As I stated previously, the bump outs are confusing to people and they are making it harder for people to come and go out of first Street. I have seen where multiple people have hit the posts. I truly believe there could be other things that this money could be spent on for this type of project.	
Jun 15	I think there needs to be consideration for wide loads and semis having to turn down roads w/ looking at having bike/walk ways away from traffic and a bridge over or under busy roads for 1	May 23
Jun 14	This project is an "accident waiting to happen" -- pedestrians are not noticed due to the distraction in not hitting on-coming traffic!!!!!!!!!!!!	May 23
Jun 14	A stoplight at the hwy 47 and 169 intersection by the Hallet antique mall would be a great th	May 23
Jun 13	Thanks for trying to make aitkin safer for pedestrians and bikers	May 23
May 30	I suggested that a light crossing system like that have in Crosby at Cuyuna Regional Medical C HWY 10 be considered This was great addition to that crossing. This should be at 1st and 2nd had the street numbers wrong	May 22
May 28	Our stoplight NEEDS to be painted with designated turn lanes. Sometimes drivers make the it parked on the side. It is so dangerous!!! There is a ton of summer traffic, semis turning and dri across the roads. It can be a disaster. We need specific turn lanes for drivers to know where th	May 21
May 27	Rather than investing in white paint and ridiculous poles in the road. We should be investing i (where the police meet the elementary school students to cross the highway) and 2 more whe Aitkin High School (going to the County offices) and the corner where students cross to walk : require traffic to stop for pedestrians in those crosswalks! It is absolutely unsafe to be a pede	May 21
		May 21
		May 21
		May 20
		May 11

37 COMMENTS WERE SUBMITTED

- Please, please consider a permanent option, it would get used. A lot. Especially being so close to the school.
- Use the money to repair the roads. They are embarrassing and dangerous. Don't make them even more dangerous by making them more narrow. - Lifelong Aitkin Resident (born and raised).
- The white posts and extra markings are very distracting and actually make it harder to see and determine what pedestrians are doing.
- There is too much traffic in that area and making the road more narrow is not the answer. I went thru there last night and there were cars trying to turn and people crossing and it was nothing but a cluster.
- The roadway is poor.... These add a hazard in my opinion. Already tough to avoid the pot holes.
- You are trying to fix a none issue. Enforcement of existing traffic laws. You can't fix lack of common sense.
- Having these makes using those side roads very frustrating as a driver. It makes it hard to turn into those streets if there is someone waiting to turn out. Also buses need to use the street and having them turn in was already tight without the path.
- The area in question has a lot of children, parents, school bus traffic, so I believe sidewalks would be a great idea however. I believe the bump out it's just going to make it harder for buses and parents and pedestrians to move together safely in this area
- I feel like this isn't a lack of walkway availability, but a lack pedestrian common sense
- Nope. Great survey and explanation. I live on the corner of Minnesota and 1st St. and I could not figure out what might be going on.
- Please don't just consider 169 but also the secondary streets that are being effected and consider the impact on traffic from those streets
- Thank you for this project! I love the walkability of aitkin and appreciate it being made more safe.
- These "temporary sidewalks" must go, I will NOT be walking in them and will continue to be distracted by them while driving down the main N-S road in Aitkin
- It really makes the road too narrow.
- It would be nice to have existing crosswalks re-painted for more visibility and maybe more signage where there are crosswalks.

“ Even less people stop at the crosswalk then before. ”

“ State highway, cars don not care ”

“ Cars and trucks at that point go over the speed limit ”

“ Vehicles have to make wide turns in to other lanes to complete the turn. ”

“ It is nearly impossible to get traffic to stop there even with the bumpouts. ”

“ The cars slowed down all through the school crossing zone. ”

“ I don't see how they help. ”

“ It is a very busy roadway, but I think the bumpouts bring more awareness to pedestrians/cyclists ”

“ They are DISTRACTING! ”

“ The physical barrier made me feel like the cars were less likely to get close to me. It also gave me a defined path on which to walk. ”

“ I don't think it will make a difference. ”

“ Fast moving traffic and a lot of it ”

“ People should be walking on sidewalks when they are present. If the need to walk on street then stay off to the side as much as possible. ”

“ I think there should be sidewalks because the cars are so close and it's more distracting with the side bumps being there and harder to see kids and pedestrians! ”

“ Too high of traffic area for bump outs. Need actual sidewalks. ”

“ I think they're great because people are more visible when you're driving through and they're like a wake up because it's something different that you need to pay attention to. ”



How safe do you feel crossing Highway 169 or Minnesota Avenue with the bump-outs (or known as curb extensions)

“ Others who often walk that stretch have said feel safer since now sidewalk. ”

“ Too close to traffic with no curb ”

“ I haven't crossed it on foot but I drive by there. I'm all for them. ”

“ Drivers are distracted by not having a head-on with on-coming traffic. ”

“ Cars still don't always stop for pedestrians in that crosswalk ”

“ Use common sense and use the sidewalk on other side. ”

“ Traffic moving too fast ”

“ I think this is a great area to have the temporary sidewalk placed. It allows people to walk on the proper side of the road ”

“ I live on the other side and feel more comfortable as there is a patch of grass between the road and sidewalk. ”

“ The cars slowed down. ”



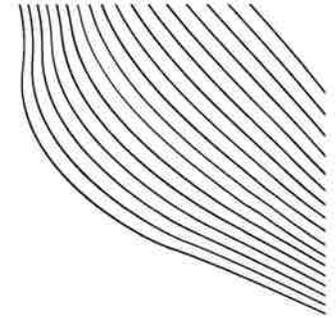
How safe did you feel walking along the temporary sidewalk?



The stretch between Aitkin Health Services (or Hallet Antiques on the opposite side) on down past Tire Barn would be helpful. I know there's a walking path that runs behind the hotel, but honestly it's really out of the way for people who are just trying to walk to work at County Market as quickly as possible. I think it could meet up with the walking path once you're over the hill, but there's a good half mile stretch that's just so dangerous to walk and yet so many people use it.

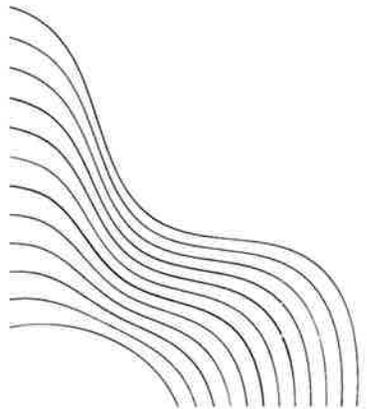


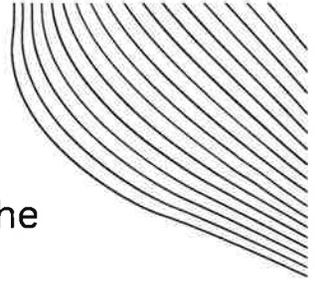
A safe sidewalk MUST be put in along the 169 stretch from Aitkin Health Services to connect to the walking path/bike trail. There are a lot of employees and residents who walk along that stretch to get to Paulbecks. I am always worried for them as that section of road has pot holes, drain grates, uneven stretches, and driveways that can be a hazard to someone walking. A lot of the people walking along that stretch are not going to take the longer route of the bike path - they are commuting to work at the grocery store and walking is their only source of transportation. Our city needs to create a safe place for these residents to walk. I fear that nothing will get done until someone gets hit or hurt by a vehicle and it will be too late. Our town needs to be proactive to create safe places for residents to access basic necessities - like a grocery store.



Expanding the sidewalk at the crossing to the baseball fields and City Park makes a lot of sense and is something people in the neighborhood have asked for in the interest of safely crossing the road. The project has slowed down traffic and provides better visibility for people who need to cross. Making these bump-outs into permanent sidewalks in the future will make it safer for our community to enjoy the recreation Aitkin has to offer.

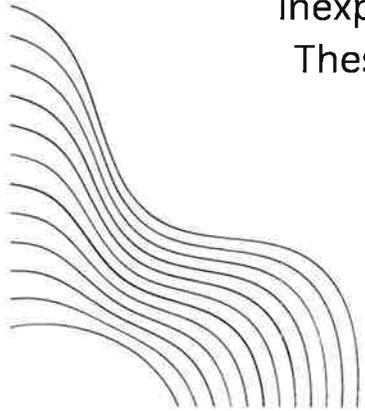
Jason Henke, City of Aitkin Council Member





“

Demonstration projects like these can often show residents and businesses how the roadway may be different than what is out there today. People don't typically understand that changing the way a road is designed and what it looks like can change the way drivers use a roadway, both in selecting speed and how they interact with the environment around them. Traditionally, these changes are done with permanent changes such as adding or modifying curb, reducing lane widths or other elements, and modifying the traffic control devices on a roadway. However, permanent changes to pavements and concrete curbs often come with significant expense, along with significant planning and engineering to ensure it is done correctly. Temporary materials like these demonstration projects can often be done inexpensively, quickly, and with little cost compared to the permanent changes. These temporary changes can give an idea of what permanent materials could achieve when the time comes.



Derek Leuer, MnDOT Traffic Safety Engineer

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Aitkin Transportation Study



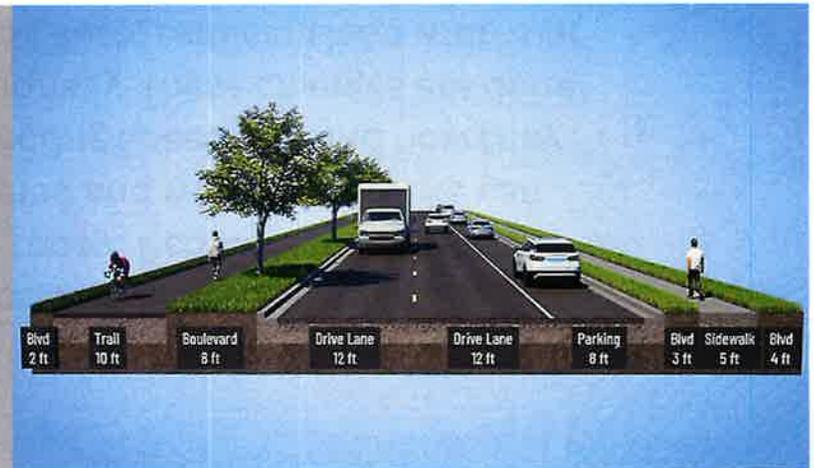
Demonstration project – 169 & 1st St (looking south)



Demonstration project – 169 & 1st St S (looking north)

US 169
(1st St to
4th St)

DRAFT
Concept

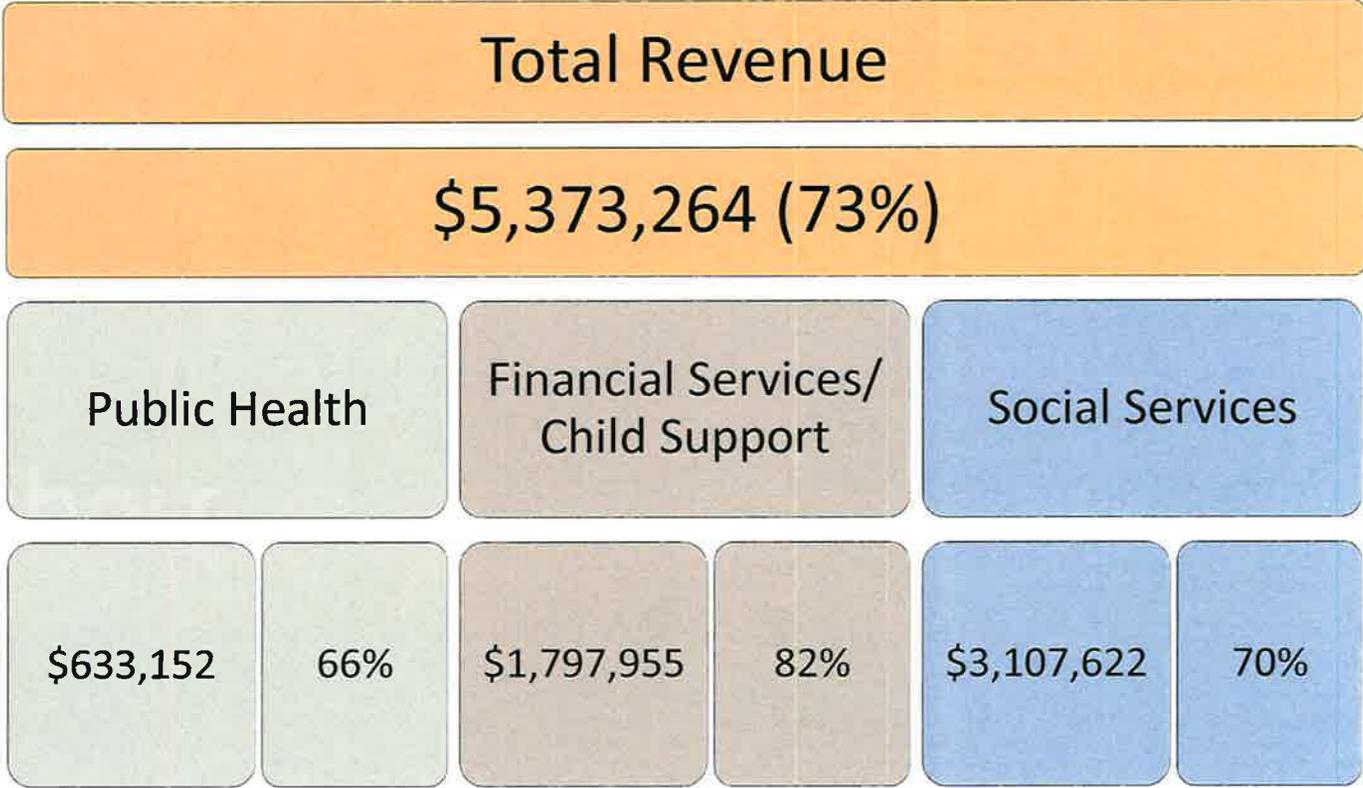


Fiscal Report

Q3 2023

October 24, 2023

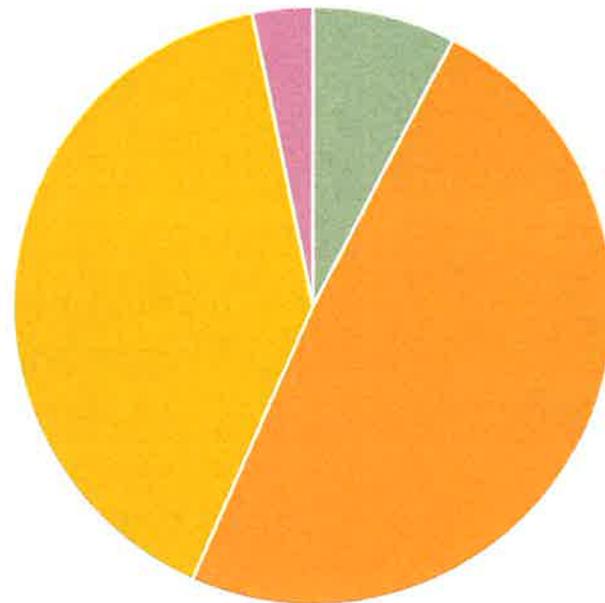
Revenues by Department



Note: Majority of revenues are received in Q2 and Q4 of each year.

Revenues by Category

- **Fees**
\$452,975 (80%)
- **Grants**
\$2,798,992 (78%)
- **Other Revenues**
\$349,235 (145%)
- **Levy**
\$1,772,062 (60%)



■ Fees ■ Grants ■ Levy ■ Other Revenue

**Expenditures
by
Department**

Total Expenditures

\$5,420,928 (72%)

Public Health

**Financial Services/
Child Support**

Social Services

\$683,291

68%

\$1,630,016

76%

\$3,107,622

70%

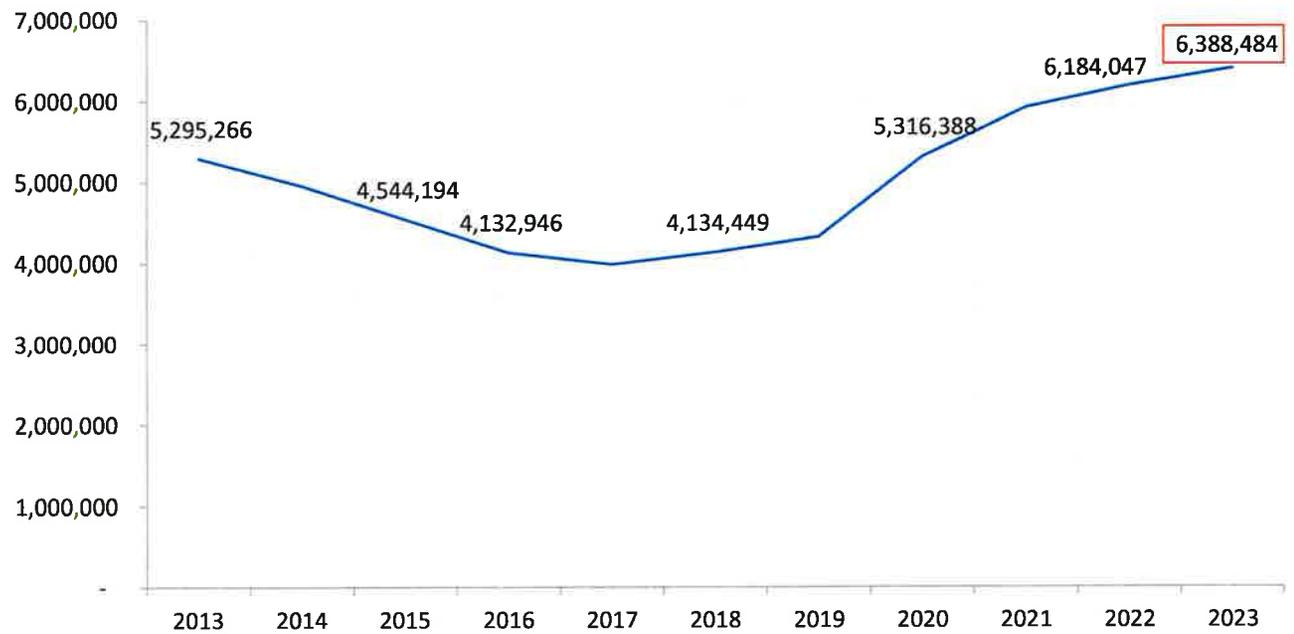
Expenditure by Category

- **Salaries/Benefits**
\$3,758,876 (69%)
- **Communication Services**
\$45,005 (71%)
- **Dues/Registration**
\$9,525 (64%)
- **Utilities**
\$24,678 (74%)
- **Professional Development**
\$5,144 (100%)
- **Hotel/Meals/Mileage/Gas**
\$29,596 (35%)
- **Insurance**
\$26,161 (100%)
- **Contracts & Service Agreements**
\$1,420,211 (91%)
- **Materials & Supplies**
\$53,290 (44%)
- **Capital Expenditures**
\$7,480 (6%)
- **Other Expenditures**
\$40,963 (58%)

- Budgeted use of Fund Balance: \$224,687

Fund
Balance

10 Year - Annual Fund Balance



Budget Summary

COFARS Category	Q1	Q2	Q3	Q4	YTD 2023	2023 Budget	% of Budget	
5000 - Tax Levy	0	(1,772,062)	0		(1,772,062)	(2,944,562)	60%	
5200 - Intergovernmental Revenue	0	(3,351)	(52,487)		(55,837)	(82,610)	68%	
5300 - State Revenue	(220,706)	(221,010)	(642,662)		(1,084,378)	(1,249,253)	87%	
5400 - Federal Revenue	(577,806)	(589,681)	(491,289)		(1,658,775)	(2,250,444)	74%	
5500 - Third Party Revenue	(157,496)	(171,180)	(124,299)		(452,974)	(565,000)	80%	
5800 - Misc. Revenue/Pass Thru	(89,000)	(135,801)	(124,433)		(349,235)	(241,050)	145%	
					Revenues	(5,373,262)	(7,332,919)	73%
6000 - Payments for Recipients	380,948	460,255	446,694		1,287,897	1,390,070	93%	
6100 - Payroll	1,218,261	1,361,656	1,178,959		3,758,875	5,460,958	69%	
6200 - Services/Charges and Fees	54,617	59,983	45,139		159,740	225,400	71%	
6300 - Travel and Insurance	50,040	27,629	35,014		112,683	167,568	67%	
6400 - Supplies/Small Equipment	18,636	16,258	18,396		53,290	120,890	44%	
6600 - Capital Outlay	0	7,480	0		7,480	122,000	6%	
6800 - Misc. Expenditure/Pass Thru	11,184	16,283	13,496		40,963	70,720	58%	
					Expenditures	5,420,928	7,557,606	72%

Thank you!

Questions?