

REPORT / RECOMMENDATION



To: MAYOR & COUNCIL

Agenda Item #: IX. A.

From: Debra Mangen
City Clerk

Date: August 18, 2015

Subject: Correspondence

Action
Discussion
Information

Action Requested:

No action is necessary.

Attachment:

Attached is correspondence received since the last Council meeting.



Hennepin County
Public Works

Transportation Department

James N. Grube P.E., County Highway Engineer
1600 Prairie Drive
Medina, Minnesota 55340

612-596-0300, Phone
612-321-3410, Fax
www.hennepin.us/transportation

August 3, 2015

Dear Resident:

As a resident of the 5400 through 6100 blocks of Xerxes Avenue you have observed the recent installation of bumpouts along the street and observed how well they've worked in keeping vehicles away from the curbside along the blocks. While the bumpouts have been largely successful in keeping vehicles away from the curbside, they are not very appealing to the eye. At the suggestion of interested neighbors a meeting was held on May 27, 2015 to discuss possible ways the bumpouts could be improved in appearance. After the meeting, two area residents expressed willingness to work with county staff to consider ways to improve the aesthetics of the bumpouts. When considering options, the work group agreed to examine the aesthetic appeal of decorative bollards placed at the head and tail of the bumpouts and remove the intermediate delineators. In response to the work group four bollards have been installed on the bumpouts located at approximately 5716 Xerxes Avenue. In addition, the intermediate delineators have been removed from the same two bumpouts plus other bumpouts in the 5600/5700 blocks. Thus there are three different bumpout treatments to review:

- original treatment
- only lead and tail delineators
- only lead and tail decorative bollards

I invite you to look at the differing treatments over the next few days and then attend a neighborhood meeting at the time and place noted below to offer your opinion on the aesthetics of the two approaches in place along the 5600/2700 blocks.

I look forward to getting together to consider what we can do with Xerxes Avenue bumpouts.

Sincerely:

James N. Grube
County Highway Engineer

Enclosure

cc: Mayor Jim Hovland, City of Edina
Council Member Joni Bennett, City of Edina
Council Member Linea Palmisano, City of Minneapolis
Jan Callison, Hennepin County Commissioner
Mark Nolan, City of Edina
Chad Milner, City of Edina
Jon Wertjes, City of Minneapolis
Steve Mosing, City of Minneapolis

REMEMBER

What: Meeting to discuss potential bumpouts along Xerxes Avenue between 61st and 54th Streets

When: August 18, 2015

Time: 5:30 – 6:30

Where: Edina Community Lutheran Church
4113 – 54th Street
Fellowship Room

Heather Branigin

From: Jason Gadd <jgadd@HOPKINSmn.com>
Sent: Thursday, August 06, 2015 8:48 AM
To: James Hovland
Cc: Mary Brindle
Subject: Thank you

Mayor Hovland,

Thank you for the opportunity to present to Edina Council last night. I look forward to seeing you at the Beyond the Yellow Ribbon Benefit on Sept 3rd..

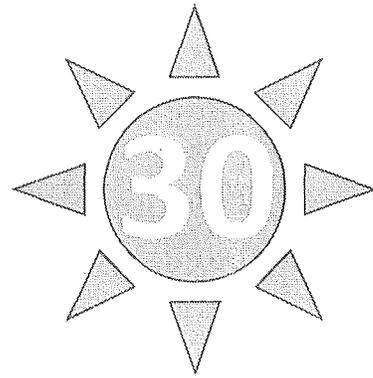
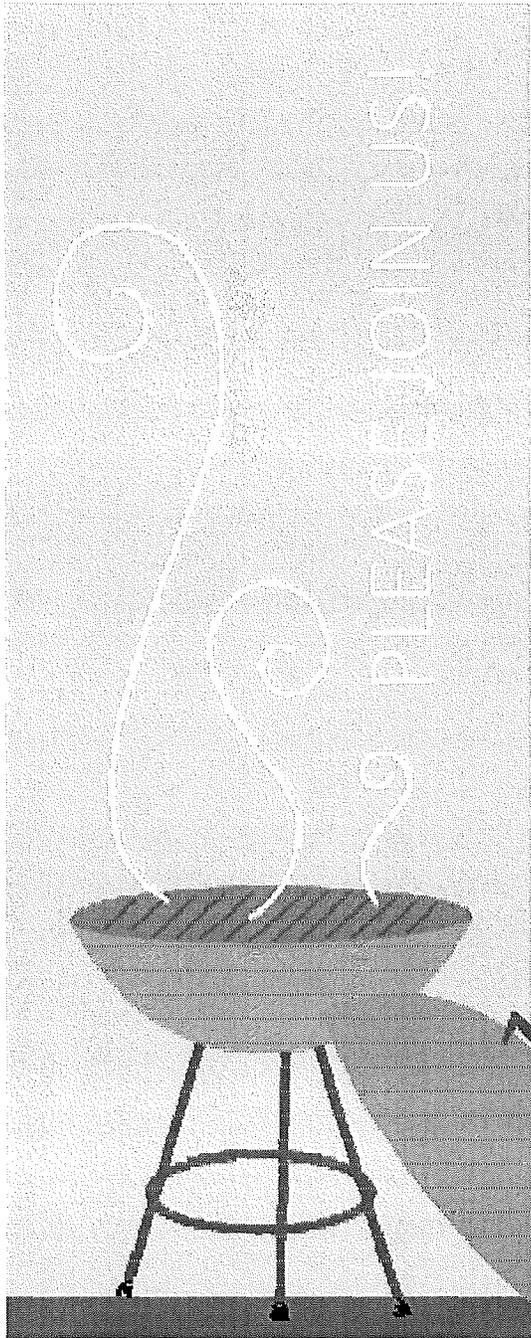
Thanks

Jason Gadd, City Council Member
City of Hopkins
www.HopkinsMN.com

612-839-7030

jgadd@hopkinsmn.com

"Inspire, Educate, Involve, Communicate"



Community Action Partnership of Suburban Hennepin (CAPSH) is celebrating its 30th year serving suburban Hennepin County residents.

We hope you will join us at a summer barbeque to celebrate CAPSH's work and explore opportunities to partner for community progress.

Date: Wednesday, August 26, 2015
12:30-3:00PM

**Lunch will be served until 2:00PM*

**Special guest speakers at 1:30PM*

Location: Brookview Park
200 Brookview Pkwy N
Golden Valley, MN 55426

RSVP to Christine Hart by August 24, 2015 via email at chart@capsh.org or phone at (952) 697-1364. Please indicate if you have any dietary restrictions.

Heather Branigin

From: Common Sense Edina <commonsenseforedina@gmail.com>
Sent: Thursday, August 06, 2015 11:02 AM
To: James Hovland; Robert Stewart; swensonann1@gmail.com; Mary Brindle; Kevin Staunton; Scott H. Neal
Subject: Common Sense for Edina - residential construction soil compaction killing trees
Attachments: 4633 56th Street Edina.jpg

Every residential construction site in Edina that has significant soil compaction from heavy construction vehicles being driven on the roots of any existing trees.

Any arborist will tell you soil compaction kills trees.

Attached is a photo taken yesterday of a dead mature oak at 4633 56th St. This tree died 2 years after the new house was built.

A few weeks ago a dead birch clump was removed from the front yard of the new house being built at 5608 Lakeview Drive

Last year a mature tree was removed a year after a new home was completed at 4511 Golf Terrace

David Frenkel



#152920

- Brooks
- Fisher
- Hanrahan
- Hardacker
- Jacobs
- Sandon
- Seeger
- Siems
- Struzyk
- Todd
- Willems

To the fire fighters, investigator, marshall and support who served us very well in safely and efficiently handling the Wednesday night, July 29 garage fire at 4637 W. 56th Street:

Thank you for your excellent, quick work, your good communication, and your obvious concern for all of our well-being. We are very grateful. Obviously, things would have been very different without you.

Your work was outstanding and prevented a lot more damage.

Very thankful for your skill,

Mike and Jan Hamilton

7373 France, #208

Urgent Care

#152581

- Winkel

- Jacobs

7/15/15

Dear Mr. Schmitz and Mr. Schuett,

I needed an ambulance to take me to ANW Hospital last week. Brandon Winkel and Travis Jacobs were the EMTs/firefighters that responded. I was very scared as this was my first ambulance ride.

Brandon and Travis were wonderful! They were thoughtful and gentle as they explained procedures and what I could expect. They were respectful and helped me deal with my fears.

Travis and Brandon went above and beyond basic expectations. I wanted to let you know how good they are. Edina is fortunate to have these two young men as EMTs/firefighters. Their professionalism shines!

Sincerely,

Linda



Linda Slocum

Minnesota

House of Representatives



ADMINISTRATIVE OFFICES
5701 Normandale Road
Edina, MN 55424
(952) 848-3900
www.edina.k12.mn.us

August 7, 2015

Mayor Jim Hovland
City of Edina
4801 West 50th Street
Edina, MN 55424

Re: **New Teachers Lunch, August 18**
All-District Staff Kick Off, August 25

Dear Jim:

We are hoping you are available to attend Edina Public Schools' annual New Teachers Lunch at **noon** on **Tuesday, August 18**, in the Normandale/Edina Community Center auditorium. If so, we would appreciate it if you would say a few words to our newest teachers at that time.

In addition, we would be pleased if you could participate in the All District Staff Gathering on **Tuesday, August 25**, in Fick Auditorium at Edina High School. Doors open at 7:30 a.m., and the program begins promptly at **8:00 a.m.** with the Edina High School Marching Band. You would be asked to say a few words at this event as well.

Please let my assistant, Sarah Schandle (sarah.schandle@edinaschools.org; 952-848-4000), know if you will be able to attend these two events or if you have any questions. Thank you for your continued dedication to the District!

Sincerely,



Ric Dressen, Ed.D.
Superintendent

August 3, 2015

Mayor James Hovland
City of Edina
4801 W. 50th St.
Edina, MN 55424-1330

Dear Mayor James Hovland:

As a former Mayor of New York City and the UN Secretary-General's Special Envoy for Cities and Climate Change, I am writing to share with you details on a new opportunity to showcase your city's climate action, and to ask you to commit to the Compact of Mayors, a global platform where cities can publicly register current or new climate commitments using one common standard.

I launched the Compact of Mayors at the UN Climate Summit last September in partnership with UN Secretary-General Ban Ki-moon and Mayors Eduardo Paes of Rio de Janeiro, Anne Hidalgo of Paris, and Park Won-soon of Seoul. Although many cities have already made ambitious commitments, sometimes even publicly through other international, regional, and national platforms, the global community is still unaware of the full power of city action. We created the Compact of Mayors to solve this problem.

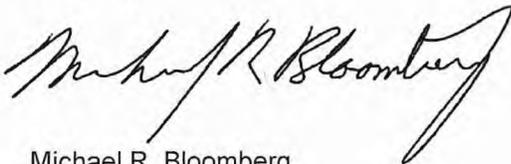
Nearly 1.4 million residents are added to urban areas each week, and by 2030, around 60% of the global population will live in cities. As population grows in your city, so do opportunities to efficiently and economically address climate change. Mayors have significant and direct power to reduce emissions and adapt to climate risks. Research shows that the potential of cities globally to take action in three core sectors – buildings, transportation, and waste – could reduce climate impact by more than the total emissions of the United States and the 28 member states of the European Union combined.

The Compact of Mayors aims to make these city contributions more visible and their impact quantifiable through common, internationally recognized standards. The Compact serves as a single platform to collect the individual achievements and commitments you have already made, as well as new ones you'd like to make public now. Specifically, the Compact of Mayors exists in tandem with the US National Mayors Climate Action Agenda - announced at the USCM meeting in San Francisco, as well as Resilient Communities for America (RC4A). While the US Action Agenda and RC4A are focused domestically, the Compact aims to take these commitments to a global audience.

As the global community works towards a climate treaty at the end of this year in Paris, during the UNFCCC's COP21, now is a critical time to share your city's climate commitment and showcase your actions on an international stage through the Compact of Mayors. It is through this voluntary action and transparent reporting that cities will be finally recognized as legitimate partners in a global climate solution.

I am asking you today to take the first step by submitting a letter to indicate your city's commitment to the Compact of Mayors through either the carbonn Climate Registry, CDP Cities, or by directly sending a letter to info@compactofmayors.org. Please visit www.compactofmayors.org or email us for more information about the Compact of Mayors and details on how to participate. I hope you will join me in this critical effort and thank you for your continued commitment to global sustainability.

Sincerely,



Michael R. Bloomberg

Heather Branigin

From: Jim Stromberg <js8778@gmail.com>
Sent: Sunday, August 09, 2015 1:43 PM
To: Edina Mail
Subject: Proposal for 49 1/2 and France

Mayor, and members of the Council:

My name is Jim Stromberg, and I live at 3930 W. 49th St.

It has recently come to my attention that you will soon be considering a proposal for a re-build on the Walgreen's site very soon. I'm guessing that the proposal will mean asking for variances, and I'd like to 'speak' to the possible variance on the height of the building. My understanding is that the proposal will ask for a 5-story building. I am hopeful that you will deny that request. Five stories this close to the residential neighborhood just to the north is simply too high. Edina has height requirements for a reason. If you allow a tall building there, I'm guessing that soon someone else nearby will ask for a 6-story building, and then a 7-story building. At what point do we say, "no"? I believe that developers ask for these variances because there is money to be made in going "up". So let's get someone in that asks for 100 stories and let them make even more millions, and the heck with the neighbors.

Please, please...think this proposal through very carefully, thinking not only about the added business opportunities at this prime site, but also what a huge burden this will also bring to this site. I urge you all to come and spend an hour at this intersection some day and watch the traffic flow. And then tell me that it can accommodate an additional building that houses 64 - yes, 64 - residential units.

I am NOT opposed to redeveloping the site. But I DO urge our city government to carefully consider the size of this proposal. Just say "no" to the 5-story concept, and request the developer to consider a much more reasonable plan when moving forward.

Thank you for taking the time to read this - I appreciate the work you all do in keeping Edina the great place it is!

jim

Heather Branigin

From: Elizabeth Burger <elizabethburger2@gmail.com>
Sent: Monday, August 10, 2015 11:09 AM
To: Mary Brindle; James Hovland; Kevin Staunton; Robert Stewart; swensonann1@gmail.com
Cc: Tony Burger
Subject: Meeting at 6629 West Shore Dr.

Hello Council Members,

As you know, my husband, Tony Burger and I, have a house project that we would like to do on our residence at 6629 West Shore Drive. We have been to 2 City Council meetings, a Park Board meeting and a Planning Commission meeting this summer. We are on the agenda for the August 18th City Council meeting as well.

We would like to invite you to our property on Monday, August 17 at 5:30 pm. It may help you to see our unique situation before making your decision at the City Council meeting the following evening.

When you have a chance, please respond to either myself or Tony to let us know if you are able to make it. We are flexible with the time and are happy to change that to a time that may work better for you all.

Thank you for your understanding and time, and we look forward to seeing you.

Liz and Tony Burger

Heather Branigin

From: Caitlin Williams <caitlinmariewilliams@gmail.com>
Sent: Monday, August 10, 2015 11:56 AM
To: James Hovland
Subject: Re: Bike Lanes

Thank you so much for your prompt reply. I'm happy to learn that bike and pedestrian safety are part of the planning process for updating Edina roads. I look forward to seeing more bike paths in the future.

- Caitlin Williams

On Fri, Aug 7, 2015 at 2:45 PM, James Hovland <JHovland@edinamn.gov> wrote:

Caitlin, I agree that we as a community are behind in bike lanes. We formed a task force about seven years ago to help us with routes. We now have a plan and funding (though not a huge amount) each year to do sidewalks and bike lanes. We have applied for grants (wood dale bike lanes south of 50th), and the Three Rivers Park starts a bike trail from the northwest to the southeast this fall. That trail will build two bridges, one over 62 and one over 100. As we replace our roads we add lanes that are in our current bike plan. Part of the problem you have going from morning side to southdale area is that we have two major highways bisecting our city. We have no control over the rebuild for instance of the France ave / 62 bridge. That is MNDOT and the county. It is not in any future plan. If it gets on a schedule we will work to include safer bike and pedestrian crossing. The promenade that runs from southdale south through centennial lakes has a bike trail that connects to the Richfield trail and it will connect to the new three rivers park trail. It all seems like baby steps but there is a plan.

Ann Swenson, council

Sent from my iPad

From: Caitlin Williams [<mailto:caitlinmariewilliams@gmail.com>]
Sent: Friday, August 07, 2015 1:36 PM
To: Edina Mail
Subject: Bike Lanes

City Council Members:

I am an Edina resident that enjoys being outdoors in our city a great deal. I often use my bike to run errands or for exercise when the snow isn't too deep. I live off 44th street, so I'm able to connect to Minneapolis' bike paths pretty easily, but there are often times I avoid travel in Edina due to the lack of bike lanes. Without bike lanes, Edina drivers aren't in the habit of looking for bicyclists and I've seen close calls in the past.

Recently, the Hennepin County libraries have been giving out bike maps and they confirm my suspicion - Edina lags significantly behind adjoining cities in this respect. All the cities around us put us to shame with bike safety. Additionally, two of the few routes identified as bike friendly were laughable; Interlachen and Vernon have small shoulder with stripes painted but such heavy and fast traffic that turning or crossing the streets is hazardous.

I've included a link to a 2013 bike map for your consideration:

<http://www.hennepin.us/~media/hennepinus/residents/transportation/documents/2013-hennepin-county-bike-map.pdf>

Please consider adding lanes to Edina streets to make cyclists safer and increase bike usage in the city. I'd love to be able to bike to Southdale or to the Edina library without feeling unsafe.

Thank you for your time and attention,

Caitlin Williams

Heather Branigin

From: Scott H. Neal
Sent: Monday, August 10, 2015 1:39 PM
To: 'Common Sense Edina'; James Hovland; Robert Stewart; swensonann1@gmail.com; Kevin Staunton; Mary Brindle
Subject: RE: Common Sense for Edina - Bloomberg Philanthropies Name First 'What Works Cities' for Data Improvement Initiatives

This is a great program, and we should keep our eyes on it for the future.

Unfortunately, Edina was not eligible during this particular round of funding. Bloomberg's eligibility population parameters for "mid-size cities" were 100,000 to 1,000,000.

There is some discussion at Bloomberg of creating a similar program for small cities, under 100,000. We will keep track of that discussion.



Scott Neal, City Manager
952-826-0401 | Fax 952-826-0390
sneal@EdinaMN.gov | www.EdinaMN.gov

The City of Edina was named one of the *Star Tribune's* Top Workplaces in 2015!



From: Common Sense Edina [<mailto:commonsenseforedina@gmail.com>]
Sent: Monday, August 10, 2015 8:31 AM
To: James Hovland; Robert Stewart; swensonann1@gmail.com; Kevin Staunton; Mary Brindle; Scott H. Neal
Subject: Common Sense for Edina - Bloomberg Philanthropies Name First 'What Works Cities' for Data Improvement Initiatives

Edina needs to enter the 21st Century with the use of technology to drive the future and not get bogged down in speculative land development.

<http://www.routefifty.com/2015/08/bloomberg-philanthropies-what-works-cities/118968/?oref=rf-today-nl>

Eight mid-sized cities will be getting expert support and peer-to-peer learning opportunities.

BY MICHAEL GRASS AUGUST 07, 2015

SEATTLE — The use of data underpins essentially everything in municipal governance and management. Some cities use their data better than others. And even the cities doing a good job can improve the ways they leverage their amassed data.

The Bloomberg Philanthropies want to help mid-sized cities through its data-driven What Works Cities initiative and have selected eight municipalities which will benefit from “expert on-the-ground support and peer-to-peer learning opportunities,” according to an announcement.

Those cities are Chattanooga, Tennessee; Jackson, Mississippi; Kansas City, Missouri; Louisville, Kentucky; Mesa, Arizona; New Orleans, Louisiana; New Orleans, Louisiana; and Seattle, Washington.

The What Works Cities initiative launched in April 2015 and within six weeks, 112 U.S. cities in 41 states had applied; 100 cities will be admitted to the program in stages through 2017.

David Frenkel

Heather Branigin

From: clawson@umn.edu on behalf of Brian Herman <herman@umn.edu>
Sent: Monday, August 10, 2015 1:40 PM
To: caren.dewar@uli.org; James Hovland; mstephens@ci.woodbury.mn.us
Cc: Carissa Schively Slotterback
Subject: New U of M Research Initiatives Focus on Building Partnerships and Advancing Innovation
Attachments: Report_Aging.pdf; Report_SmartCitiesandInfrastructure.pdf

Dear Caren, Mayor Giuliani Stevens, and Mayor Hovland,

As a follow up to our earlier conversation, I'm pleased to share information on a key initiative that we are advancing in the U of M's Office of the Vice President for Research. Aligned with our Research Strategic Plan – Five Years Forward and its focus on “bringing people to together in new ways, fostering discoveries and making our world a better place, we have initiated a new event series called Convergence Colloquia.

I believe that this initiative will be of great interest to you, ULI and the Regional Council of Mayors. Our intent with the Convergence Colloquia series is to bring together multi-disciplinary and multi-sector expertise to advance cutting-edge research to develop innovative solutions and build long term partnerships that improve our world. Partnerships are essential in this work and thus the colloquium events bring together U of M researchers with experts from the public, private and nonprofit sectors to identify strategic collaboration opportunities. The colloquia serve as action-oriented think tanks that focus on critical issues for our communities, including smart cities, renewable energy and water supply.

We have convened two highly successful colloquia thus far on the topics of aging and smart cities and infrastructure. I have attached reports on these recent events, which highlight priority areas for collaborative research and identify important assets that can help move this work forward. We have also funded a number of collaborative research projects that have come out the colloquia through our new Serendipity Grant program. The grants are awarded to new collaborative teams that bring together participants from across disciplines and draw on expertise from the public, private and nonprofit sectors. The list of projects and grantees are available at the links included above.

We are looking forward to four additional colloquia in fall 2015 focused on health equity (September 25), renewable energy (October 9), water scarcity (November 20) and sustainable food systems (December 11). Each of these topics is of critical interest to communities and we hope that you will consider attending.

In addition, we would welcome the opportunity to visit with the Regional Council of Mayors to share information about the Colloquia series and additional initiatives that we are pursuing in our office. Your

insights are essential as we set our agenda. Consistent with the priority that we place on engagement, I have invited Dr. Carissa Slotterback to join our office in a new Director of Research Engagement position. She has played a central role in designing the Colloquia series and initiating other engagement initiatives. She can be a valuable contact for you in exploring intersections with the university.

We look forward to working with you in identifying opportunities for future collaboration.

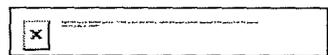
Thank you and warm regards,

Brian

Dr. Brian Herman
Vice President, Research
office 612-624-5054
e-mail herman@umn.edu
fax 612-626-7431

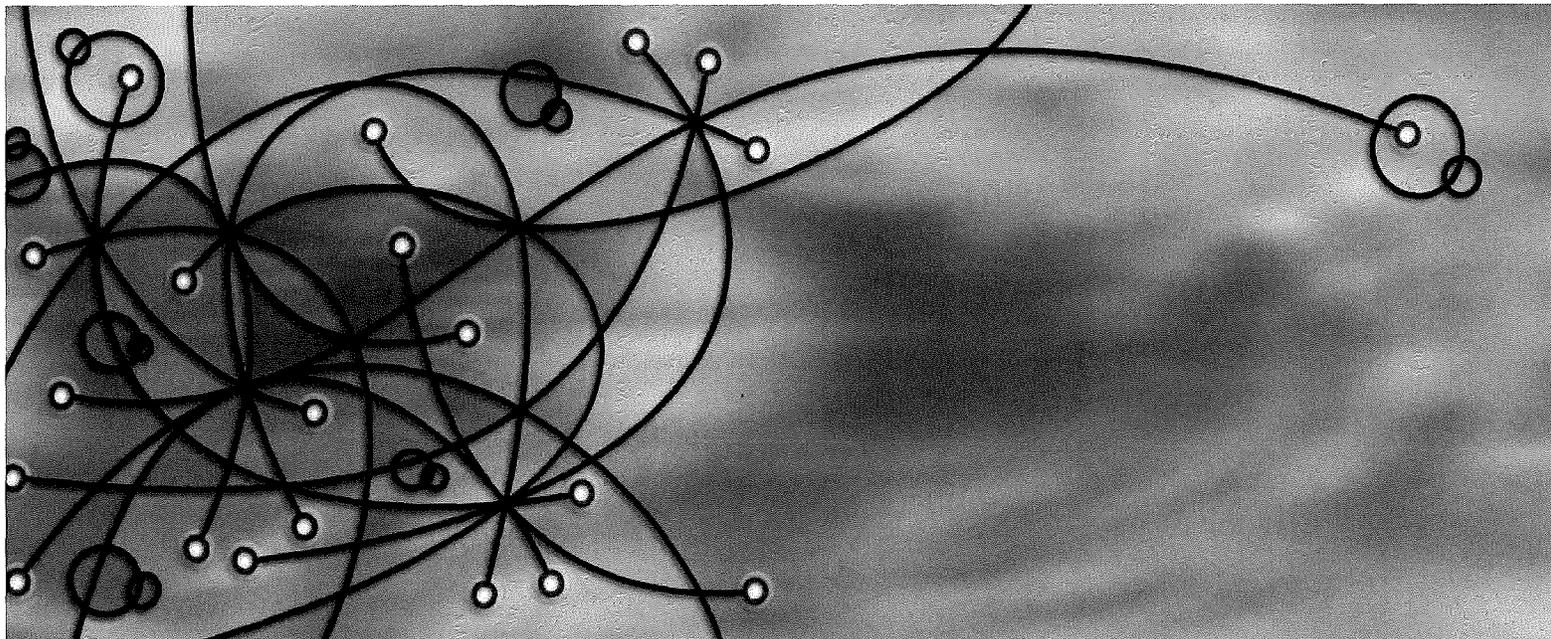
University of Minnesota
Office of the Vice President for Research
420 Johnston Hall
101 Pleasant St. SE
Minneapolis, MN 55455

@UMNresearch
Explore university research on [Inquiry](#).



CONVERGENCE COLLOQUIA

Cultivating Serendipity for Action



Aging

May 19, 2015



Office of the Vice President for Research

UNIVERSITY OF MINNESOTA
Driven to DiscoverSM

Convergence Colloquia: Cultivating Serendipity for Action

The Convergence Colloquia are a new series of multi-disciplinary gatherings that advance cutting-edge research to develop innovative solutions and build long term partnerships that improve our world. The University of Minnesota's Office of the Vice President for Research (OVPR) selected the topic of aging for its second colloquium, held on May 19, 2015.

The colloquia serve as action-oriented think tanks focusing on critical issues for our communities, from building smarter cities to exploring alternative energy sources to addressing water scarcity to securing our food supply, that bring together U of M researchers with private, public and nonprofit stakeholders to identify strategic collaboration opportunities that can lead to significant impact at the local, state, national and global scales.

The colloquia grew out of recommendations from the U of M's research strategic plan, Five Years Forward, to promote a culture of serendipity that advances scientific discovery through collaborative thinking and action. Embedded in a strategic vision and action plan, the colloquia are grounded in a results-oriented approach that includes ongoing evaluation and reflection to ensure accountability and results.

FIVE YEARS FORWARD - Vision and Cornerstones



Each workshop is intended to engage approximately 50-100 participants from a variety of disciplines and fields. Through facilitated sessions and focused dialogue, participants work to identify a set of strategic research priorities and explore opportunities for collaboration. Serendipity Grants are available to support follow-on collaborative research efforts that engage U of M researchers, along with public, private and nonprofit participants.

The aging colloquium engaged over 80 participants from the U of M and public, private and nonprofit organizations. Participants represented 11 colleges and the University of Minnesota Duluth, as well as university-wide and cross-college centers such as the Minnesota Population Center, Center for Integrative Leadership and the Hennepin-University Partnership in the Center for Urban and Regional Affairs. Experts from outside of the U of M included staff from 19 different nonprofit organizations, three private companies and 16 public sector participants representing local, regional and state agencies. Notably, five state agencies were engaged, including the Department of Administration, Department of Employment and Economic Development, Department of Human Services, Department of Public Safety, and Department of Transportation. A list of participants is included in Appendix A.

Colloquium attendees explored opportunities for collaborative research associated with aging and the impacts and opportunities associated with changing demographics. The event offered an opportunity to explore key trends and focus on how communities can more effectively plan for facilities and services that support the vitality and engagement of aging residents. In addition, attendees explored impacts on employers, considering emerging workforce development needs and prospects for creative opportunities to facilitate ongoing engagement of older workers. The event convened experts from across a variety of topic areas to explore new research collaborations that can offer insights for policy and practice.

Converging on Aging

The growing aging population in Minnesota and the U.S. has been widely discussed and there is widespread recognition that changing demographics will create new demands for individuals, communities, employers and our economy. At the same time, these changing demographics create opportunities to explore ways that we can evolve our workforce, engage seniors in new ways and consider ways that we can enhance accessibility and services to meet the needs of our aging community and the broader population.

The Minnesota State Demographic Center offers key findings that highlight a number of important trends related to demographic changes¹:

- The number of Minnesota residents turning 65 between 2010 and 2020 is projected to be greater than in the previous four decades combined.
- By approximately 2020 and for the first time in Minnesota's history, the population over age 65 is anticipated to be larger than the K-12 population.
- Between 2010 and 2030, the number of Minnesota residents over age 65 is expected to double, making more than one in five Minnesotans an older adult.
- In general, suburban and Greater Minnesota communities have higher percentages of residents age 65 or older.

The State Demographic Center offers additional insights related to labor force trends associated with the aging workforce. Its 2013 report "In the shadow of the Boomers: Minnesota's labor force outlook," predicts a slower rate of growth in the labor force in the coming decade, potentially reducing Minnesota's standard of living, slowing the rate of growth of income tax revenues, and potentially limiting our ability to pay for growing public expenditures to meet the needs of the aging population. The report outlines efforts that can be pursued to ensure that the state maintains a robust, appropriately skilled and overall growing labor force.²



Colloquium participants discuss aging research opportunities.

¹Minnesota State Demographic Center. 2015. Data by Topic: Aging. <http://mn.gov/admin/demography/data-by-topic/aging/>.

²Minnesota State Demographic Center. 2013. In the shadow of the boomers: Minnesota's labor force outlook. <http://mn.gov/admin/images/in-the-shadow-of-the-boomers-labor-force-outlook-msdc-dec2013.pdf>.

Workforce impacts are on the agenda of the Minnesota Governor's Workforce Development Council, which is made up of leaders from business, education, labor, community organizations, state agencies and local governments. The Council's 2012 policy advisory report, "All Hands on Deck," outlines four recommendations focused on aging workers. First, the report emphasizes the importance of capacity building in Minnesota's workforce development system to address demographic and economic changes, including through the state's WorkForce Centers. Second, the report calls for developing a state plan to extend the work life of aging workers by addressing issues such as training for older workers, post-retirement work, paid volunteer opportunities and pension and retirement policies. A third recommendation is to establish Lifelong Learning Accounts to help aging workers finance continuous learning opportunities. Fourth, the report calls for support for entrepreneurship and small business development among aging workers by better coordinating federal, state and local business development resources.¹

Beyond impacts on the workforce, the growing aging population creates new healthcare, transportation, housing, recreation and other demands in communities. Proactive approaches to meeting these demands offer opportunities to improve the quality of life for all community members. Approaches such as Communities for a Lifetime, advanced by the Minnesota Board on Aging in the Minnesota Department of Human Services, highlights the prospect of promoting "community features that foster healthy and successful aging across the lifespan."² Dakota County was an early adopter of a local Communities for a Lifetime initiative. Its efforts have focused on a number of strategies, including transportation options to keep people mobile and independent, affordable housing options to meet changing needs, accessible and quality services to support older adults and caregivers in home and community settings, flexible and supportive employment and volunteer opportunities and technology to connect people and help with needs. The county supports city-level efforts to implement a Communities for a Lifetime approach. Local projects and work groups have been established in several cities in the county, including Apple Valley, Hastings, Lakeville, Mendota Heights and West St. Paul.³

ACT on Alzheimer's is one more notable example, particularly because of its collaborative focus. ACT on Alzheimer's functions as a statewide collaborative with a focus on providing communities with resources that they can use in becoming

¹Governor's Workforce Development Council. 2012. All Hands on Deck. http://www.gwdc.org/docs/publications/All_Hands_on_Deck_2011.pdf.

²Minnesota Board on Aging, Minnesota Department of Human Services. 2015. Communities for a Lifetime. <http://www.mnlifetimecommunities.org/>.

³Dakota County, Minnesota. 2015. Communities for a Lifetime. <https://www.co.dakota.mn.us/Government/PublicCommittees/CFL/Pages/default.aspx>.

³ACT on Alzheimer's. 2015. <http://www.actonalz.org/>.

dementia friendly, supporting practitioners with tools that they can use in identifying and managing Alzheimer’s disease, and advancing a health equity perspective that reduces costs, improves care, sustains caregivers and reduces stigma. The collaboration engages over 400 participants, including more than 60 organizations from across sectors (e.g. healthcare providers, consultants, professional associations, local governments, nonprofit service providers). U of M faculty from a variety of disciplines and centers are involved in the collaborative as well.³

Minnesota has a robust and well-established network of public, private and nonprofit organizations involved on aging issues. The organizations and initiatives noted above are just a few. In addition, at the U of M, expertise on aging issues is diverse and addresses a range of health, community, policy, economic, service and other aspects of the aging topic. The Center on Aging in the School of Public Health has played an important role in engaging researchers from multiple disciplines around aging research. The center has also been deeply engaged with practice, with its affiliated faculty playing key roles in networks addressing long-term care, community and workforce issues. The N. Bud Grossman Center for Memory Research and Care is just one of many additional resources at the U of M focused on aging. The center is focused on Alzheimer’s disease and conducts research on prevention, care and support using a multidisciplinary approach that engages research and practice. A list of key U of M centers and programs with relevant expertise on aging is available in Appendix B.



Participants share insights from small group discussions.

Directions in Aging Research

Research funding on various aspects of aging has been available for decades. The National Institute on Aging (NIA) within the National Institutes of Health (NIH) has been a key leader in advancing and supporting aging research. The NIA's 2007 report, titled "Living Long and Well in the 21st Century: Strategic Directions for Research on Aging," outlines a number of research goals that were developed with input from the National Advisory Council on Aging. The goals address issues related to improving our understanding of healthy aging, reducing disease and disability, improving health and quality of life of older adults, developing interventions to treat Alzheimer's disease and dementia, understanding the consequences of an aging society, and eliminating health inequities among older adults. Relative to these goals, the report outlines key objectives and research needs. For example, for the goal of understanding the consequences of an aging society, the report calls for research on:

- The effects of education and other social and demographic factors on health and well-being at older ages,
- The impact of changing family structures on health and caregiving,
- Comparative evaluations of the impact of institutions on population and individual well-being,
- The dynamic changes that occur across the life course (e.g. environmental, intellectual, social),
- Bases for individual and societal attitudes toward older people,
- Cross-national, comparative and historic research to understand the burden of disease and health disparities,
- Gender differences in health and disease at older ages, informed by biodemographic, health system, social and economic perspectives,
- Social insurance and health insurance systems in promoting health and well-being of the elderly, and
- Models and measures of the economic risks of old age and the potential for interventions to reduce risk.¹

Funding for research on aging comes from a very wide range of agencies and organizations. In addition to funding from NIA and NIH more broadly, additional programs offer funding to address a range of aging topics (e.g. American Federation for Aging Research, John A. Hartford Foundation, Retirement Research Foundation). Funding for collaborative research that engages universities with community organizations, agencies and other partners opens up opportunities for additional sources of support. State and local agencies, nonprofit organizations, industry and foundations may provide resources that advance the joint interests of research and practice.

¹National Institute on Aging. 2007. Living long and well in the 21st century: Strategic directions for research on aging. <https://www.nia.nih.gov/about/living-long-well-21st-century-strategic-directions-research-aging>.

Exploring Opportunities for Collaborative Research

The primary focus in organizing the colloquium was to advance dialogue and networking among attendees. The discussion was informed by a series of “catalyst presentations” that highlighted big ideas and innovations related to aging. Presenters highlighted a range of aging topics, including workforce issues like midlife career transitions and retirement, as well as community and health issues including senior housing, family caregiving and telehealth. The presenters shared information on these and other topics and explored preliminary research needs and potential collaborators needed to move the work forward. The presentations are briefly summarized on the next two pages. Presenter bios are included in Appendix C.



A large break-out group discussion focused on bridging aging research and practice.

Catalyst Presentations

Midlife SHIFT: Seeking Purpose and Passion in Life and Work

David Alley, Executive Director, SHIFT

Based on his work with SHIFT, a local nonprofit organization that focuses on midlife employment and personal transitions, Dr. Alley highlighted the need to guide and connect persons at midlife with resources to enhance their work life and overall well-being. He proposes Midternships as a way to help aging workers at midlife gain hands-on work experience in a new career field, giving them the opportunity to create and try out volunteer and employment opportunities to ensure an optimal fit.

Senior Housing Options

Marilyn Bruin, Professor, Department of Design, Housing and Apparel, University of Minnesota

Home- and community-based services during the past 25 years have made it increasingly possible for older adults with disabilities to remain in their homes rather than move to a nursing home, however, the prospect of aging-in-place is often not available to persons with low or modest incomes. Dr. Bruin highlighted the racial, ethnic and economic diversity of aging adults, many of whom may face challenges as they face increasing health and housing costs. These challenges are amplified by a housing stock that lacks basic accessibility features, a lack of transportation and pedestrian infrastructure for those who do not drive and disconnects between housing and health care programs.

Family Caregiving and Employers

Joseph Gaugler, Associate Professor, School of Nursing, University of Minnesota

Acknowledging the family caregiving accounts for the bulk of caregiving, Dr. Gaugler proposed a new model for supporting employed family caregivers and their employers. Importantly, the impact of family caregiving activity results in significant impacts on employment, productivity and income. He calls for a collaborative approach that connects employees, employers and communities to develop supports and initiatives that advance shared interests.

Transforming the Experience of Aging through Community Networks and Global Coordination

Olivia Mastry, Founder, Collective Action Lab; Executive Lead, ACT on Alzheimer's

Ms. Mastry highlighted the significance and impact of community networks to enhance global or systemic coordination of care, including skilled care, acute care, primary care, assisted living and home and community-based services. Additional types of care can also be coordinated including housing, transportation and community resources and engagement. Coordination can be facilitated by place-based hubs that are person-centered and facilitate integration and navigation.

Rethinking Work, Careers, and Retirement for the 21st Century

Phyllis Moen, Professor, Department of Sociology, University of Minnesota

Dr. Moen acknowledged deep social and psychological expectations around workforce entry, duration and exit. As the population and labor force ages, it is increasingly important for employers, community leaders and public officials to address the growing mismatch between expectations and needs for work, careers and retirement. Adjustments to labor market policies, family care benefits, job routines, and job clocks and calendars, as well as greater efforts to address stereotypes and discrimination against older workers, are needed.

Catalyst Presentations (continued)

Quality of Life for Nursing Home Residents: Predictors, Disparities and Directions for the Future

Tetyana Shippee, Assistant Professor, Division of Health Policy and Management, University of Minnesota

Drawing on her previous and ongoing research, Dr. Shippee highlighted the concerns related to quality of life among nursing home residents. Quality of life can be characterized by dignity, privacy, food quality and emotional connectedness, with measures of quality of life influenced by both resident and facility characteristics. Key factors associated with higher performance include more activity staff hours and more registered nurse hours per resident day. At the same time, there is a concern that quality of life for minority residents tends to be lower than for white residents.

Home and Mobile Telehealth – A Paradigm Shift

Diane Sprague, Director, Lifetime Home Project

Ms. Sprague explored the quickly evolving realm of telehealth technologies, with a focus on new technologies that are person-centered, can be used at home, and are mobile. New technologies are becoming less expensive, more flexible, and offer key capabilities that can support aging-in-place such as medication management, vital signs monitoring, biosensing, emergency and fall management and communications.

Minnesota's Aging, Shrinking Workforce

Jeremy Hanson Willis, Deputy Commissioner of Workforce Development, Minnesota Department of Employment and Economic Development

Between 2015-2030, Minnesota's workforce will decline by approximately 60,000 employees per year due to retirements. Mr. Willis emphasized that Minnesota's aging workforce should be a key consideration for the state and its employers since human talent amounts to currency and economic growth. He called on employers to prepare for the growing number of retirements by doing succession planning and knowledge transfer. He also highlighted emerging approaches that allow older workers the opportunity to remain in the workforce through flexible hours, retraining and skill building.



Dr. Phyllis Moen's presentation explored the evolution of work, careers and retirement in the 21st century.

Key Questions and Potential Collaborations

Informed by two sets of catalyst presentations, participants were invited to participate in small group discussions. The discussions focused on a set of questions about aging that participants identified and expressed interest in exploring with others. A portion of the questions were identified at the meeting and others were identified from responses to a brief pre-survey completed when registering for the event.

Participants had the opportunity to self-select to table discussions that interested them and could participate in two rounds of discussion. For their table question, they were asked to explore three issues: (1) new insights or information needed to answer the question; (2) key assets (e.g. data, technology, expertise) that can be drawn upon to answer the question; and (3) new or existing collaborations that could be tapped to advance research on the question, including specific recommendations of stakeholders who should be involved. The table discussions were engaging and free-flowing. Key insights from the table discussions are highlighted below.

1 *How can technology be designed for older users and how can it address community concerns?*

Participants noted a number of challenges in tailoring technology to older adult users, as it can be difficult to assess the particular needs of older adults at different ages, from the 50s and 60s to the 80s and beyond. There can be substantial variation in users across various age groups. Technology adoption and use by caregivers can allow older adults access to technology even with constraints on use. Potential research might address topics such as when an older adult should stop driving and what technology, testing and/or devices might be used to support identification of limits and facilitate continued driving. Another potential research topic is the need for technology that could be used to measure cognitive decline.

2 *What can we do to create safe communities for elders free of abuse, neglect and exploitation?*

In addressing this question, the participants first explored what “community” means, highlighting communities of identity, of elder adults and of neighborhoods as potential ways of thinking about community. The participants also explored the term “safety.” For the group, safety extends beyond “no falls” and “freedom of mobility,” to include physical needs being met and safety from exploitation, abuse and neglect. Broadening the understanding of safety to include freedom from bias, micro-aggression and other forms of oppression was also prioritized. To answer this question, participants emphasized the need to ask older people about their perceptions of the safety of their communities. Capturing varied demographic perspectives, including those from LGBT elders and persons of color (especially those living in majority white neighborhoods) is seen as essential.

3 *How do we prepare the existing housing stock for the aging population and how do we engage local communities in this effort?*

The discussion addressed a range of issues within this broad topic area, calling for more planning at a system scale and more collaboration to breakdown silos that may limit community's ability to address housing needs. Potential approaches include humanistic planning that engages residents in identifying needs and contributing to the planning process. The availability of demographic and needs data is an asset as we move forward in addressing this issue. Community-scale collaboration offers an important opportunity to advance research that jointly addresses housing, services, transportation and funding.

4 *What do we really know about key home and community-based services (e.g. access-based transportation)?*

Participants noted that we have been successful on many home and community-based services, but pointed to key gaps. Latent demand for services is an issue, especially where there are needs but a lack of eligibility for key programs (e.g. waivers, Medicaid). Variations across cultures also require further understanding. Transportation was elevated as a key issue, specifically how the transition from driving to transit occurs and how it aligns with user preferences. Future research collaborators including the existing MN Council on Transportation Access, U of M Extension, public health staff and researchers and Olmstead County, based on its recent programmatic efforts on this issue.

5 *What policies are being considered for older adults who want or need to stay as full employees and how do we engage state, county and local governments in developing these policies?*

This discussion highlighted the need for person-centered policies that address the role of older adults in the workforce. Participants raised a concern about compliance checklists as standardized policies that are not person-centered. Research that seeks to understand the balance between older adults' person-centered decisions and their overall health and well-being is prioritized.

6 *How can we create a humane, affordable, accessible long-term care system for frail older people?*

The discussion participants prioritized the development of a broad and shared definition of "long-term care system" that integrates clinical and social factors. Strategies are needed that connect "community" at the local scale, including both formal and informal levels, to more effectively assess needs and respond across networks. In pursuing future research, a collaborative and collective impact approach was highlighted as critical.

7 *How can we address the disproportionate crash rate of older drivers and what are the impacts of driverless cars on transportation and where we live?*

The discussion focused primarily on driverless cars and highlighted the need to better understand the user requirements for using them, and whether those requirements align with the capacities of older drivers. The participants noted the prospect of training seniors to use this technology and the need to address inequity of access to this technology based on socioeconomic status and place of residence (e.g. rural, suburban, urban).

8 *What changes are necessary for providing innovative services and supports to engage families where the caregiver is age 55 or over? Does our definition of family need to be more inclusive?*

The discussion revealed caregivers as a key issue and called for more “planful” measures to identify a range of caregivers and to build the caregiving relationship into our healthcare, service and other systems. Family meetings were one method identified as potentially successful in facilitating discussions about future caregiving needs and responsibilities. The move toward electronic medical records also offers an opportunity for incorporating family and caregiver information. As we move toward research on this question, relevant collaborators include faith-based organizations, health systems and employers.

9 *What are the challenges, opportunities and assumptions about aging-in-place?*

Participants began the discussion by noting two key issues relevant to research on aging-in-place. They noted that aging-in-place is not always the right approach and that complications may arise. It was acknowledged that the definition of “place” can vary and may exist at multiple scales – home, street, neighborhood and community. To better address aging-in-place, a variety of needs were identified, including new technologies, more one-level housing, support systems at multiple levels capable of addressing multiple needs and supportive social environments. Key collaborators on future research were recommended, including ACT on Alzheimer’s, the U of M’s Center for Spirituality and Healing, municipal planners and decision makers and innovative developers.

10 *How do we get a long-term care system that provides what we really want and how do we change the image of nursing homes rather than assuming that everyone does not want to go there?*

The discussion pointed to the need for a flexible system that provides for person-centered care based on choice, independence, dignity and compassion. Financing is an important barrier. More flexible, responsive financing mechanisms are needed to support ala carte purchasing options, more tailored to the care needs of individuals. In rural areas, community service hubs can meet care needs and support rural economic development. Research needs specific to nursing homes include flexible workforce models supported by new technology and separating out post-acute care from nursing homes.

11 *What policies, education strategies, workplace practices, investments, etc. can be applied to ensure a better match between the health care needs of our aging population and the declining health care practitioner workforce?*

The participants explored a number of ways to enhance the health care workforce. Related to education, the group highlighted the importance of integrating aging-related content into all disciplines to provide exposure to a broader array of students. In addition, partnerships between employers and colleges and universities can be used to better match education with needs and potentially advance apprenticeship opportunities that offer a path to employment. Participants also pointed to the need to make health care jobs more attractive, redesigning them and broadening the range of professionals who are engaged in the health care workforce. A specific recommendation offered by the participants was to examine health support specialist roles that elevate the role of nursing assistants.

12 *How do we create and lead a transportation system to meet statewide needs?*

The discussion highlighted a number of needs that are central to answering this question, including (1) matching the scale of transportation systems to the micro-travel needs of seniors, (2) understanding knowledge levels and training needs related to transportation mobility options, (3) linking private, nonprofit and public transportation service options, and (4) ensuring that land use and development decisions support aging in place (e.g. lifetime communities). Existing assets that can help advance efforts in this topic include recent efforts by Olmstead County around senior transportation and the growing availability of micro-transportation options (e.g. Uber). New regional coordinating councils are a promising avenue for better addressing senior transportation needs. Additional potential strategies include training taxi and Uber drivers for working with senior clientele and developing transportation cooperatives that serve small areas on a subscription basis.

13 *How can we address the disproportionate crash rate of older drivers and what are the impacts of driverless cars on transportation and where we live?*

The discussion focused primarily on driverless cars and highlighted the need to better understand the requirements for using them, and whether those requirements align with the capacities of older drivers. The participants noted the prospect of training seniors to use this technology and the need to address inequity of access to this technology based on socioeconomic status and place of residence (e.g. rural, suburban, urban).

14 *How do we bring together community, state and federal government, as well as citizens, to get engaged and bring us to the future?*

This question addressed the broader issue of collaboration to move forward in advancing aging research and practice. At the core of the discussion was an emphasis on systems thinking and systemic change in education and policy structures. There is a need for a long-term view that accounts for multiple perspectives, including those from atypical partners. The discussion revealed optimism about the need for change and the importance of embracing that change, including broader changes in culture.

15 *How do we bridge from research questions to practice? How do we do this now when we do not have these answers? How do we find a balance between being inventive and learning from research already done?*

This three-part question addressed the broader issue of connecting research and practice, which relates to the overall focus of the Convergence Colloquium event. The discussion emphasized the need for a transdisciplinary movement that makes connections and builds networks across silos. Networks between academics and practitioners are important to building a cycle that includes two key steps. First, the cycle allows practitioners to identify the problem and inform research questions. Then, University research can address questions and also evaluate whether practitioners' solutions are working. A new leadership group that has access to research and practice is seen as central to ensuring a cross-pollination of ideas and to achieving a truly reciprocal relationship.

Research Needs

Reflecting on these questions and discussions, a number of common themes emerge including the need for systems approaches, greater collaboration and broader engagement. Considering the well-developed research programs, organizations and networks engaged on aging in Minnesota, these themes suggest the continued evolution of the aging field. This evolution is based in a broadening understanding of the diversity of the aging population in terms of demographics and health status and also changes in expectations among older adults relative to their work, home, community and healthcare. While discussions of workforce issues related to aging were somewhat limited relative to issues of healthcare and community, interests were raised relative to evolving the healthcare workforce. Key topics included declines in the healthcare workforce and the potential role of technology in supporting healthcare workers.

In considering opportunities for future research, there was a further emphasis on collaboration and the need for stronger, but also broader networks, that link research and practice. As emphasized in question 15 on the previous page, research should be informed by practitioners' questions and can be used to evaluate the effectiveness of practices that are already being employed. The breadth of Minnesota's public and nonprofit organizations working on aging is acknowledged as a significant asset. Further, the participants highlighted the diversity of disciplines and the presence of state and national leaders on aging research as key opportunities for future collaborative work. Priority research questions that emerged from the colloquium discussions and integrate across a number of the topics noted on the previous pages are listed below.

Priority Research Questions:

1. How can we advance aging-in-place, especially considering the variation in housing, transportation and service needs and availability across rural, suburban and urban communities?
2. How can we transform our long-term care system to better respond to the perceptions of older adults and caregivers, take advantage of emerging technologies, adapt to changes in the caregiver workforce and integrate more fully with community care systems?
3. How can we enhance flexibility in workplace policies to foster engagement of older workers in employment and other workers in caregiving activities?

Colloquium Outcomes and Next Steps

The Aging Convergence Colloquium offered a valuable opportunity to build new networks and enhance existing connections among the range of researchers and practitioners working on aging issues. The event explored both community and workforce impacts and opportunities and spurred new collaborations that position Minnesota to meet the needs of its aging population. The interactions and conversations helped enhance existing networks and expanded the conversation about future priorities in aging research and practice.

A post-event survey, completed by over 60 percent of the participants, revealed very favorable reactions to the colloquium. Over 95 percent of those who responded to the survey strongly agreed or agreed that the event provided opportunities to meet people outside of their discipline and 98 percent indicated that it allowed them to meet people from within and outside of the U of M. Nearly 70 percent noted that they met more than five new people at the event and an additional 20 percent met three to four new people. Nearly all of the respondents, 96 percent, agreed or strongly agree that the colloquium provided productive opportunities for interaction among participants and 72 percent noted that the event revealed new prospects for engaging U of M and external partners. Over 60 percent expect to collaborate in the future with one or more people that they met at the event. Finally, almost three-quarters of respondents indicated a definite interest in participating in a follow-up event.

As noted earlier, attendees of each of the Convergence Colloquia are eligible to apply for Serendipity Grants to support the formation of and capacity building for new collaborative research teams. Qualifying research teams are required to engage diverse disciplinary perspectives and integrate U of M experts with those from the public, private and/or nonprofit sectors. Seven proposals, engaging 40 unique participants, were submitted following the Aging Convergence Colloquium. Proposal participants include faculty and researchers from at least nine disciplines and from five U of M Twin Cities colleges and one college at the U of M Duluth. Practitioners from 10 nonprofits, a number of public organizations at various governmental levels and a few private consultants were included.

Proposals submitted for Serendipity Grants address a range of topics. Caregiving for older adults is a focus of several submissions, with proposals for collaborative research on family caregivers and their employers; care and service needs for transgender older adults and integrative services for chronic care. Additional proposals address lifelong communities, in-home technology to address loneliness among older adults, race and quality of life among nursing home residents, and the development of an inventory of aging research. Funding decisions will be announced in late July 2015.

Appendix A: List of Participants

Last Name	First Name	UMN Department	Employer
David	Alley		SHIFT
Karen	Ashe	Medical School	University of Minnesota
Cameran	Bailey	Office of Vice President for Research	University of Minnesota
Kristie	Billiar		MN Dept. of Transportation
Katy	Boone		Carver County
Anna	Brailovsky	College of Liberal Arts	University of Minnesota
Susan	Brower		MN State Demographic Center
Marilyn	Bruin	Housing, Design, and Apparel	University of Minnesota
Cindy	Cain	School of Public Health	University of Minnesota
Ben	Capistrant	School of Public Health	University of Minnesota
Alanna	Carter		RSP Architects
Alex	Clark		Collective Action Lab
Julia	Classen		Aurora Consulting
Kevin	Coss	Office of the Vice President for Research	University of Minnesota
Patti	Cullen		Care Providers of Minnesota
Lois	Cutler	Long Term Care Resource Center	University of Minnesota
Heather	Davila	School of Nursing	University of Minnesota
Kathie	Doty	Hennepin- University Partnership, Center for Urban and Regional Affairs	University of Minnesota
Maggie	Dykes		City of Apple Valley
Andi	Egbert		MN State Demographic Center
Jessica	Finlay	Department of Geography, Environment and Society	University of Minnesota
John	Finnegan	School of Public Health	University of Minnesota
Dylan	Flunker		Rainbow Health Initiative
Kylie	Funk	College of Pharmacy, School of Nursing	University of Minnesota
Joe	Gaugler	School of Nursing	University of Minnesota
Kevin	Gerdes	Humphrey School of Public Affairs	University of Minnesota
Leslie	Grant	School of Public Health	University of Minnesota
Jeremy	Hanson Willis		MN Dept. of Employment and Economic Development
Rosemary	Heins	Extension Center for Family Development	University of Minnesota
Brittany	Henderson	Department of Sociology	University of Minnesota
Carrie	Henning-Smith	Minnesota Population Center	University of Minnesota
Brian	Herman	Office of the Vice President for Research	University of Minnesota
Pahoua	Hoffman		Citizens League
Kate	Houston		Metropolitan Area Agency on Aging
Skip	Humphrey		Humphrey Consulting Services
Amelie	Hyams		SHIFT
Yuhei	Inoue	School of Kinesiology	University of Minnesota

Last Name	First Name	UMN Department	Employer
Robert	Kane	Center on Aging, School of Public Health	University of Minnesota
Rosalie	Kane	School of Public Health	University of Minnesota
Maureen	Kenney		Wilder Foundation
Emily	Kerling		Northfield Retirement
Sean	Kershaw		Citizens League
LaRhae	Knatterud		MN Dept. of Human Services
Abel	Knochel	Department of Social Work	University of Minnesota, Duluth
Vanessa	Laird	Center for Integrative Leadership	University of Minnesota
Linda	Lorentzen		Alzheimer's Association, MN/ND Chapter
Jess	Luce		Dakota County Public Health
Olivia	Mastry		Collective Action Lab, Act on Alzheimers
Teresa	McCarthy	Department of Family Medicine and Community Health	University of Minnesota
Phyllis	Moen	Department of Sociology	University of Minnesota
Nichole	Morris	HumanFIRST Laboratory, Department of Mechanical Engineering	University of Minnesota
Lin	Nelson-Mayson	Goldstein Museum of Design	University of Minnesota
Bruce	Nordquist	City of Apple Valley	
John	O'Leary		O'Leary Marketing Associates LLC
Al	Onkka		Aurora Consulting
Susie	Palmer		Minnesota Dept. of Public Safety
Carol	Pankow		State Services for the Blind
Jane	Pederson		Stratis Health
Marit	Peterson		Minnesota Elder Justice Center
Shannon	Reidt	Medical School	University of Minnesota, Hennepin County Medical Center
Bob	Roepke		Metropolitan Area Agency on Aging
Monica	Royston Ruckett		Hennepin County Community Services
Janet	Salo		Lutheran Social Services
Jim	Scheibel		Hamline University
Shellina	Scheiner	College of Pharmacy	University of Minnesota
Mary Jo	Schifsky		Store to Door
Mary Ann	Schoenberger		Volunteers of America
Pat	Schommer	Center on Aging, School of Public Health	University of Minnesota
Tetyana	Shippee	School of Public Health	University of Minnesota
Dawn	Simonson		Metropolitan Area Agency on Aging
Mark	Skeie		Vital Aging Network
Carissa	Slotterback	Office of the Vice President for Research	University of Minnesota
Amanda	Smoot	Department of Design, Housing and Apparel	University of Minnesota

Last Name	First Name	UMN Department	Employer
Diane	Sprague		Lifetime Home Project
Sandra	Stevenson	Osher Lifelong Learning Center	University of Minnesota
Paige	Sumera		Keystone Community Services
Adam	Suomala	Leading Age Minnesota	
Joan	Tronto	Department of Political Science	University of Minnesota
Karen	Vento		St. Paul Advisory Cmte. on Aging
Beth	Virnig	School of Public Health	University of Minnesota
Lori	Vrolson		Central Minnesota Council on Aging
James	Westcott	Humphrey School of Public Affairs	University of Minnesota
Breanna	Wheeler	Humphrey School of Public Affairs	University of Minnesota
Kathleen	Zahs	N. Bud Grossman Center for Memory Research and Care	University of Minnesota



Researchers and practitioners shared perspectives on key questions and research needs.

Appendix B: University of Minnesota Resources on Aging

The list below offers a sampling of U of M programs and centers that have the potential to connect to research on aging. The list is not comprehensive, but offers valuable insights into the range of expertise and capacities for collaboration.

Center on Aging

<http://www.coa.umn.edu/>

The mission of the Center on Aging is to facilitate the University of Minnesota's response to the many issues of the aging population by fostering basic and applied research, as well as education of students and professionals to help explicate the aging process and inform public policy. The Center facilitates aging research at the local, national and international levels and serves as a statewide resource center on health and welfare of older Minnesotans by providing information to students, professionals and the community. The Center on Aging is housed in the School of Public Health and engages faculty and staff from many colleges and schools across the University of Minnesota. Center faculty members direct numerous research studies on elder care subjects including quality of care, assessing quality of life and the relationship between acute and chronic care. Current projects address the health and long-term care of older persons, the relationship between long-term and acute care, and the quality of care.

Flexible Work and Well-Being Center

<http://www.flexiblework.umn.edu/>

The Flexible Work and Well-Being Center is part of the Work, Family and Health Network sponsored by the National Institutes of Health and Centers for Disease Control and Prevention. The center is focused on the challenges of managing work and family responsibilities in the U.S. and its impacts on the health and well-being of employees, their families and the workplace. The center's research offers insights relevant to issues of family caregiving and flexible workplace policies.

HumanFIRST Laboratory

<http://www.humanfirst.umn.edu/>

The HumanFIRST (Human Factors Interdisciplinary Research in Simulation and Transportation) Laboratory employs tools and methods of psychology and human factors in engineering to improve scientific understanding of driver performance and cognitive functions. Relative to aging, the HumanFIRST Laboratory conducts research related to at-risk road users, including elderly drivers. The laboratory's capacities include an advanced driving environment simulation system, driver data collection systems and instrumented roadways and vehicles. The laboratory is a facility of the U of M's Department of Mechanical Engineering and is affiliated with the Roadway Safety Institute and the Region 5 University Transportation Center.

Long-Term Care Resource Center

<http://www.hpm.umn.edu/lrcresourcecenter/>

The Long-Term Care (LTC) Resource Center focuses on advancing better quality of living for users of long-term care services and supports and improving the capacity of caring organizations and communities. The Center produces research, offers technical assistance, provides training and disseminates information to improve the long-term care services and supports for people with disabilities, particularly seniors. The center focuses on a range of issues including assisted living, building long-term service and support capacity, environment, ethics, quality, and nursing home transformation.

Minnesota Area Geriatric Education Center

www.coa.umn.edu/MAGEC/

The Minnesota Area Geriatric Education Center (MAGEC) is housed in the School of Public Health at the University of Minnesota and is part of the network of Geriatric Education Centers located around the US. The center is focused on creating dynamic partnerships between faculty, researchers, elder care professionals and other experts to provide better care for the aging population. Faculty engaged with MAGEC come from several U of M colleges, reflecting the interdisciplinary nature of gerontology and geriatrics. The Health Resources and Services Administration of the U.S. Department of Health and Human Services funds Geriatric Education Centers like this one.

Minnesota Hartford Center of Gerontological Nursing Excellence

<http://www.nursing.umn.edu/hartford/>

The Minnesota Hartford Center of Gerontological Nursing Excellence has as its mission to advance the care of older adults by preparing outstanding faculty from diverse backgrounds who can provide leadership in strengthening gerontological nursing at all levels of academic nursing programs. The center administers the Facilitated Learning to Advance Geriatrics Program, which advances professional development for new and existing faculty and provides participants with the latest classroom content and teaching strategies to engage prelicensure students in the care of older adults.

Minnesota Scientists in Aging Research

<http://www.grad.umn.edu/groups/aging-research>

The Minnesota Scientists in Aging Research is an interdisciplinary group of scientists and students at the U of M and other institutions in Minnesota. The members conduct a broad range of aging research, from basic science to clinical and epidemiological studies. Among the groups goals are: (1) increasing communication among scientists in aging research at the U of M, Veteran's Administration Medical Center, Hennepin County Medical Center, Regions Hospital and Mayo Medical Center, and other research institutions; (2) facilitating collaborations and grant applications among members of the group; (3) increasing awareness of the breadth and depth of aging research in Minnesota and nationally; (4) providing a forum in which clinical researchers on aging can explore possible collaboration with basic researchers in pursuit of translational research; (5) developing a Center for Excellence in Aging Research in the 21st Century; and (6) promoting interdisciplinary integration and training of graduate students into successful

N. Bud Grossman Center for Memory Research and Care

<http://www.memory.umn.edu/>

The N. Bud Grossman Center for Memory Research and Care is focused on basic, translational and clinical research on memory disorder, with the goal of relieving the suffering caused by Alzheimer's disease. Center researchers focused on: (1) understanding the molecular basis of memory loss, (2) discovering the molecular markers for early diagnosis and prevention of Alzheimer's disease, and (3) delivering best practice care for memory health in the medical, psychological and social arenas. The center focuses on advancing safe and affordable prevention strategies and comprehensive care and support for people with memory problems and their families. The center brings together scientists, physicians and health care workers and draws from expertise in neurology, neuroscience and psychiatry. The center is part of the Institute for Translational Neuroscience, administered within the Medical School, which is part of the U of M's Academic Health Center.

Osher Lifelong Learning Institute

<https://olli.umn.edu/>

The Osher Lifelong Learning Institute (OLLI) at the U of M is focused on facilitating a vital community of older adults who are brought together by their intellectual curiosity and love of learning. OLLI is affiliated with the U of M's College of Continuing Education and offers a wide range of volunteer-led courses and activities. The institute's motto is "a health club for the mind" and it offers courses, social opportunities and programs outside of the classroom. OLLI is part of a national network of lifelong-learning institutes supported by the Bernard Osher Foundation.



Participants reported on the outcomes of small group discussions.

Appendix C: Catalyst Presenter Biographies

Midlife SHIFT: Seeking Purpose and Passion in Life and Work

David Alley, Executive Director, SHIFT

Since April 2013, David Alley has been executive director of SHIFT (www.shiftonline.org), an organization that supports people in mid-life transition who seek greater meaning in life and work, and serves Encore.org as one of 15 national Encore Innovation Fellows (2013-2015). Dr. Alley is CEO and chairman of Designs for Learning (www.designlearn.net), a consulting firm with 25 employees and 20 contractors serving MN Charter Schools, non-profits and small businesses since 1992, with a wide variety of services. He is a former vice-president for student affairs in a small church-related college. He has a doctorate in curriculum and instruction, with an emphasis in adult learning and higher education, and occasionally teaches Mindfulness Based Stress Reduction (MBSR) classes.

Senior Housing Options

Marilyn Bruin, Professor, Department of Design, Housing and Apparel, University of Minnesota

Marilyn J. Bruin, PhD, earned a doctorate in human development and family studies with minors in economics, housing, and political science at Iowa State University. As a professor in Housing Studies in the College of Design at the U of M her teaching, research and outreach interests focus on households at risk for maintaining independent, stable, adequate and affordable housing. She teaches a course titled Promoting Independence through Housing and Community, as well as graduate courses in research ethics, methods and grant-writing. She is director of graduate studies of the Graduate Design Program. In 2011, Dr. Bruin co-curated the Smart House, Livable Community, Your Future exhibition through the Goldstein Museum of Design and participated in the Aging Initiative at Hennepin County. She also co-advises the U of M's Habitat for Humanity student chapter.

Family Caregiving and Employers

Joseph Gaugler, Associate Professor, School of Nursing, University of Minnesota

Joseph E. Gaugler, PhD. is an Associate Professor and McKnight Presidential Fellow in the School of Nursing and Center on Aging at the U of M. Dr. Gaugler's research examines the sources and effectiveness of long-term care for chronically disabled older adults. A developmental psychologist with an interdisciplinary research focus, his interests include Alzheimer's disease and long-term care, the longitudinal ramifications of family care for disabled adults, and the effectiveness of community-based and psychosocial services for chronically ill adults and their caregiving families. Underpinning these substantive areas, Dr. Gaugler also has interests in longitudinal and mixed methods.

Transforming the Experience of Aging through Community Networks and Global Coordination

Olivia Mastry, Founder, Collective Action Lab; Executive Lead, ACT on Alzheimer's
Olivia Mastry is founding partner of The Collective Action Lab, a unique collaborative forum that fosters cross-sector, large scale systems change in the health, older adult service and disability arenas. Ms. Mastry combines her training and experience in law, health administration, public health, and conflict resolution to support a disciplined collaboration process that enables organizations to accomplish together what they cannot do alone. Example collaborations include: Pathways, a national, multi-stakeholder collaborative seeking to reform long-term services and supports financing at the federal and state levels. ACT on Alzheimer's, named one of five high-impact nonprofits in aging in 2015, ACT is a statewide collaboration involving over 60 public and private organizations addressing the personal, budgetary and societal impacts of Alzheimer's disease. She is guiding national replication of ACT through an initiative entitled Dementia Friendly America. Silos to Circles, a Minnesota collaborative working to foster integration across the continuum to support health at all life stages.

Rethinking Work, Careers, and Retirement for the 21st Century

Phyllis Moen, Professor, Department of Sociology, University of Minnesota
After 25 years at Cornell University, in 2003 Dr. Moen accepted a McKnight Presidential Endowed Chair and a professorship in sociology at the U of M, where she had earned her PhD. Professor Moen studies the mismatch between outdated work-time and career/retirement scripts and 21st century workforce, demographic and economic realities. She also studies gender differences and disparities at all stages of the changing life course. With Erin Kelly and the Work, Family and Health Network, she investigates organizational work-time policies and practices, employee time strains, psychological and physical health outcomes; this includes the effects of an organizational-level innovation aimed at increasing supervisor support and employee control over where and when they work. Dr. Moen is incoming president of a large interdisciplinary and international association, the Work and Family Researchers' Network. In 2015, she received the Dean's Medal in the College of Liberal Arts, as well as the Sociology Department's Mentorship Award. Dr. Moen also received a fellowship at Stanford University's Center for Advanced Study of the Behavior Sciences for the 2015-16 academic year. She is completing a book on Boomers, to be published by Oxford University Press.

Quality of Life for Nursing Home Residents: Predictors, Disparities and Directions for the Future

Tetyana Shippee, Assistant Professor, Division of Health Policy and Management, University of Minnesota
Tetyana Shippee, PhD, is an Assistant Professor in the Division of Health Policy and Management at the U of M. Her research focuses on quality of life and quality of care in long-term care settings and disparities in care utilization. Key concepts in her work include cumulative inequality theory and patient-centered measures, including quality of life and social engagement. As part of her work on quality of life in long-term care settings, Dr. Shippee lived in a Continuing Care Retirement Community for two years, using intensive qualitative methods to study transitions between levels of care and resident adjustment.

Home and Mobile Telehealth – A Paradigm Shift

Diane Sprague, Director, Lifetime Home Project

Diane Sprague is the director of the Lifetime Home Project, which is based in Minneapolis. The project provides research, outreach, training and advocacy on: accessible/universal home design, innovative “encore” housing arrangements and home/mobile telehealth. Ms. Sprague also instructs in the online home accessibility remodeling certificate series offered by the National Resource Center on Supportive Housing and Home Modification at the University of Southern California.

Minnesota’s Aging, Shrinking Workforce

Jeremy Hanson Willis, Deputy Commissioner of Workforce Development, Minnesota Department of Employment and Economic Development

Jeremy Hanson Willis is Deputy Commissioner of Workforce Development for the Minnesota Department of Employment and Economic Development (DEED). As Deputy Commissioner, Jeremy is responsible for the strategic coordination of the department’s varied workforce development efforts and aligning training and work readiness resources with the needs of Minnesota business. Prior to joining DEED, Jeremy spent nine years in various roles with the City of Minneapolis, including as Chief of Staff to Mayor R.T. Rybak and as director of the City’s economic development and planning agency. Mr. Hanson Willis’s background also includes more than 10 years of experience in public relations, coalition building, grassroots advocacy and legislative advocacy for various non-profit public affairs issues.

For more information, visit: research.umn.edu/convergence

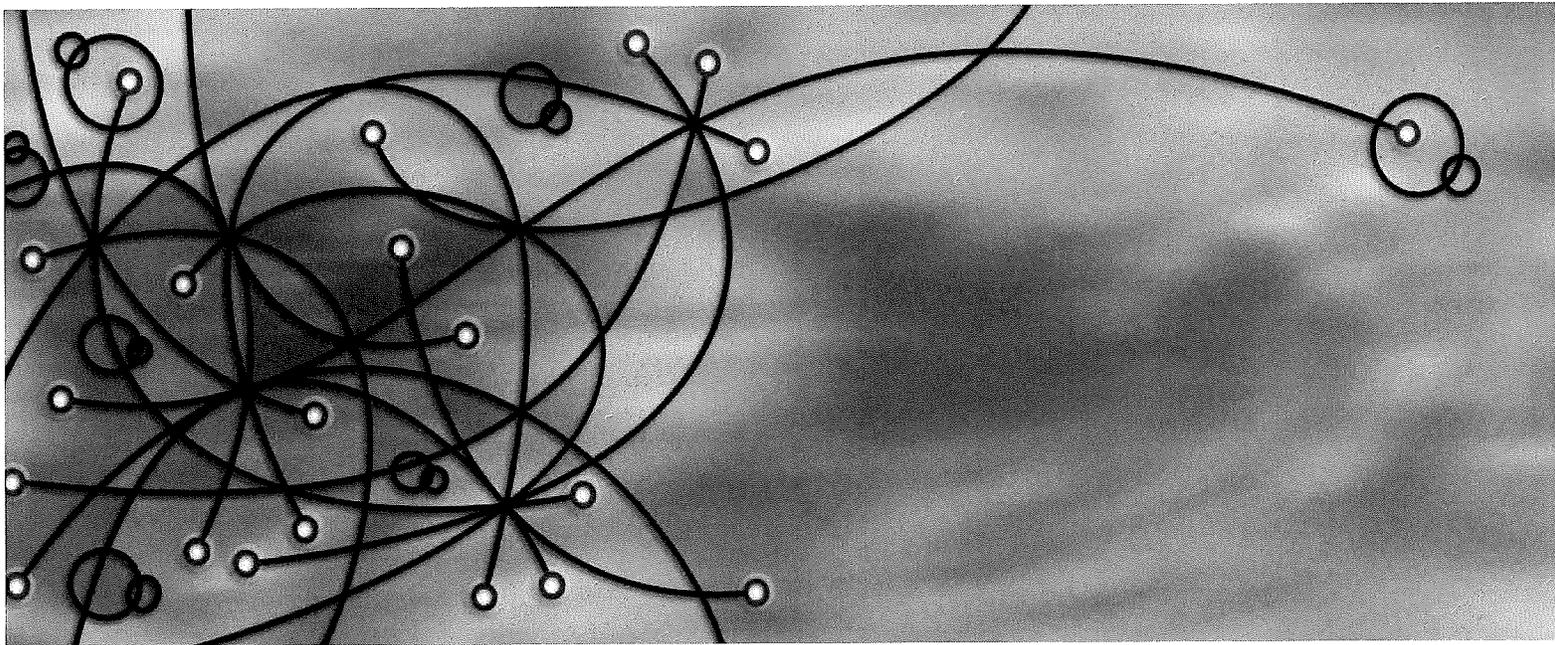
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CONVERGENCE COLLOQUIA

Cultivating Serendipity for Action



Smart Cities & Infrastructure

February 28, 2015



Office of the Vice President for Research

UNIVERSITY OF MINNESOTA
Driven to DiscoverSM

Convergence Colloquia: Cultivating Serendipity for Action

On February 28, 2015, the University of Minnesota's Office of the Vice President for Research (OVPR) convened the first colloquium on the topic of smart cities and infrastructure. The Convergence Colloquia are a new series of multi-disciplinary gatherings that advance cutting-edge research to develop innovative solutions and build long term partnerships that improve our world.

The colloquia serve as action-oriented think tanks focusing on critical issues for our communities, from building smarter cities to exploring alternative energy sources to improving water quality to securing our food supply, that bring together U of M researchers with private, public and nonprofit stakeholders to identify strategic collaboration opportunities that can lead to significant impact at the local, state, national and global scales.

The colloquia grew out of recommendations from the U of M's research strategic plan, Five Years Forward, to promote a culture of serendipity that advances scientific discovery through collaborative thinking and action. Embedded in a strategic vision and action plan, the colloquia are grounded in a results-oriented approach that includes ongoing evaluation and reflection to ensure accountability and results.

FIVE YEARS FORWARD - Vision and Cornerstones



Each workshop is intended to engage approximately 50-100 participants from a variety of disciplines and fields. Through facilitated sessions and focused dialogue, participants work to identify a set of strategic research priorities and explore opportunities for collaboration. Serendipity Grants are available to support follow on collaborative research efforts that engage U of M researchers, along with public, private and nonprofit participants.

The smart cities and infrastructure colloquium engaged over 80 participants from the U of M, and public, private and nonprofit organizations. Participants represented seven U of M colleges, as well as university-wide centers including the Center for Transportation Studies, Center for Urban and Regional Affairs, Informatics Institute, Institute on the Environment and Minnesota Population Center. Experts from outside of the U of M included 10 representatives from nonprofit organizations, more than a dozen private companies including those working locally to internationally, and more than a dozen public sector participants working in cities, counties, regional government and at the state level in Minnesota. A list of participants is included in Appendix A.

Attendees explored opportunities for collaborative research connected to the growing availability of data and the deployment of technologies in cities and regions that facilitate smart urban decision making and integration of multiple infrastructure systems. The event offered an opportunity to consider how smarter cities connect people and information in new ways to enhance governance and social networks. In addition, the event engaged experts from across a variety of topic areas to explore smart approaches that can be applied across transportation, health, natural resources, energy, safety and other systems.

Converging on Smart Cities and Infrastructure

While there are many definitions of smart cities being advanced, the event was framed broadly with a definition noting that a city is smart when “investments in human and social capital and traditional (transport) and modern (ICT) communication infrastructure fuel sustainable economic growth and high quality of life, with a wise management of natural resources, through participatory governance.”¹ In this definition ICT refers to information and communication technology. With this focus, participants were encouraged to explore not just emerging data and technologies, but also the broader context and impacts. Participants considered how to connect their knowledge and resources to create communities that are not just more intelligent and efficient, but also more livable.

¹Caragliu, A., C. Del Bo, and P. Nijkamp. 2011. Smart cities in Europe. *Journal of Urban Technology* 18(2): 65-82.

Smart cities and infrastructure offered a prime topic for the first colloquium. The topic has not been addressed in any direct way at the U of M, yet is an emerging topic in the US and even more established in European and Asian contexts. While U of M expertise on smart cities and infrastructure is extensive (e.g. big data, spatial science, social media analytics, visualization, mobile application development, wearable technologies, infrastructure system modeling, sensors, robotics, user interface design), it is has not been explicitly applied to this topic. A list of key U of M centers and programs with relevant expertise on smart cities and infrastructure is available in Appendix B.

Further, Minnesota and the Twin Cities offer a history of innovation related to the development and application of technology, as well as the production and sharing of data. Illustrative of this innovation is the MetroGIS program, a voluntary collaboration of local and regional governments to promote and facilitate widespread sharing of geospatial data. In the private sector, the local MyMeter Company has built an interactive platform and tool for energy use visualization that provides residential and commercial customers with information on energy usage patterns and trends that link to temperature, occupancy, appliance use and other factors. The local nonprofit E-Democracy.org works nationally and internationally to advance online engagement tools that promote participation in public life and foster community. These serve only as samples of the relevant innovations.



Colloquium participants discuss smart cities and infrastructure research opportunities.

Directions in Smart Cities Research

Research funding is emerging in support of smart cities and infrastructure focused scholarship. Recent funding programs from the National Science Foundation (NSF) include, but are not limited to, the Partnerships for Innovation: Building Innovation Capacity program supports academic-industry partnerships related to the integration of technologies into human-center smart service systems. Smart cities, smart infrastructure and on-demand transportation are noted as specific smart service applications that might be pursued under this program. NSF is also sponsoring a 2015 Early-Career Investigators Workshop on Cyber-Physical Systems in Smart Cities. This workshop will identify research opportunities related to topics such as smart technologies, social impacts of smart technologies, computing for sustainable and green urban living, human interfaces with smart city systems and urban analytics. NSF's recent Critical Resilient Interdependent Infrastructure Systems and Processes program is focused on interdisciplinary research focused on critical and interdependent infrastructure systems (e.g. electrical power grids, transportation services, emergency services). This program places particular emphasis on interactions among physical, cyber, and social, behavior and economic components of systems.

In Europe, the European Union's Horizon 2020 program has provided funding for a number of years related to smart cities and infrastructure, with additional national level funding supporting innovation across various European countries. In 2015, the Horizon 2020 program issued a call for proposals for Smart Cities and Communities demonstration projects that integrate energy, transportation and information and communications technology. An additional call is focused on developing standards for smart cities components such as smart meters, smart grids and information and communications technology. Acknowledging the progress and diffusion of innovation that has already occurred in the European context around smart cities and infrastructure, this effort is intended promote connections among existing systems, ensuring open data access, and maintaining Europe's status as a leader on smart cities.

Finally, a number of universities are positioning and highlighting their expertise on smart cities. For example, the University of Alabama at Birmingham's Smart Cities Research Center positions itself as promoting collaboration to develop smart technologies and information systems, improve transportation models and promote green construction and renewable energy. The University of California, Berkeley also has a Smart Cities Research Center initiated out of its Civil and Environmental Engineering Department, but draws on interdisciplinary expertise focused on quantitative modeling of urban systems. Key areas of expertise include urban data analytics, distributed control systems, smart transportation, computational social science and location-based social

networks. Columbia University's Data Science Institute includes a Smart Cities Center focused on developing and monitoring sustainable urban infrastructure and buildings. Additional areas of focus include smart grid, transportation system modeling and sensing devices in urban environments. The list above offers just a sampling of research centers, but university smart cities initiatives also include courses and degree programs that are positioning expertise on smart cities.



Participants share insights from small group discussions.

Exploring Opportunities for Collaborative Research

The primary focus in organizing the colloquium was to advance conversations and networking among attendees. The discussion was informed by a series of “catalyst presentations” that highlighted big ideas and new technologies related to smart cities and infrastructure. Each presenter also highlighted key needs and potential collaborators needed to move the work forward. The presentations are briefly summarized on the opposite page. Presenter bios are included in Appendix C.



Convergence Colloquium participants network around shared interests in smart cities and infrastructure.

Catalyst Presentations

Access across America: Measuring What Matters about Transportation

Andrew Owen, Director, Accessibility Observatory, Department of Civil, Environmental, and Geo- Engineering, University of Minnesota

Drawing on work with the U of M's Accessibility Observatory, Mr. Owen explored the "Cumulative Opportunities of Accessibility." He highlighted an emerging approach to transportation data and modeling that quantifies the varying levels of access to "valued destinations" (e.g. jobs, healthcare, and education) by way of automobile, bus/rail and pedestrian modes within a certain radial range.

Making the City Visible: Translating Use Data into Decision Making

Jon Commers, Principal, Donjek, Inc.; Lead, Visible City

Behavioral data, which integrates and layers physical, relational and behavioral data sets, is a product of the explosion of data collection, data decentralization and its visualization. Mr. Commers builds on the physical elements and relationships that make up a framework for the city to derive where the highest value contributions can be made for planning, investment and building resilience.

Minneapolis Intelligent Operations Platform

Otto Doll, Chief Information Officer, City of Minneapolis

Mr. Doll aspires to establish an "Event Horizon Picture" by meshing historic, recent and real time data. Such a picture will be created by unifying data and analytics around all City of Minneapolis department permits and trends to create an "Analyst Palette," which will allow officials and citizens to think and plan descriptively, diagnostically, predictively, and ultimately, prescriptively.

The Human in the Smart City: Leveraging Wearable Technologies to Inform Infrastructure

Lucy Dunne, Associate Professor, Department of Design, Housing and Apparel, University of Minnesota

By developing capacity for ubiquitous computing between clothing data and infrastructure data, Dr. Dunne is advancing the potential to convert casual clothing into a data and knowledge source that is reflective of true human nature, movement and decisions. If the potential is fully realized she foresees the ability for personal information, portable environments and public services to interact fluidly.

Smarter Buildings Creating Smarter Cities

Ed Stogenson, General Manager, Siemens Building Technologies

Mr. Stogenson posits that Smarter Cities start with Smarter Buildings, which move from a reactive service to a proactive one aligned with business goals. Through his work with Siemens, he seeks to leverage the latest technologies (e.g. IT/Building Convergence, Big Data, Data Analytics, Cloud Delivery, User Experience) to meet tenant and owner needs with better Monitoring Forecasts, Smart Building Products and Building Management Systems.

Great Cities: A Traveling Exhibit about the Past, Present and Future of Cities

Patrick Hamilton, Director of Global Change Initiatives, Science Museum of Minnesota

Mr. Hamilton is developing an adaptive model of a "Great City" traveling exhibit at the Science Museum of Minnesota, which can act as a catalyst for change and possibility. In the end, this model would be able to adapt to the unique current and projected factors and constraints of each city it travels to. By doing so the model can reveal current trends and ways in which a city can alter its current course.

Thinking Spatially – Tools for Smart Cities

Len Kne, Associate Director, U-Spatial, University of Minnesota

Through his work with U-Spatial, Mr. Kne is working to create a framework for "Collaborative Geodesign," which will consist of the people of the place in question, various design professions, the geographic sciences and information technologies. Within such a framework he foresees the ability to create and develop the new tools needed to realize Smarter Cities. Relevant tools include visualization, collaborative geodesign and spatial analysis.

Key Questions and Potential Collaborations

Following the catalyst presentations, participants were invited to identify questions about smart cities and infrastructure that they would like to explore with others. Participants proposed questions, which were then used to organize two rounds of table discussions. Participants had the opportunity to self-select to table discussions that interested them. For their table question, they were asked to explore three issues: (1) *information needed or desired to address the question*; (2) *relevant data, technology, areas of expertise, and/or capacities*; and (3) *prospects for collaboration among those at the colloquium, as well as additional stakeholders and organizations*. Key insights from the table discussions are highlighted below:

- 1** ***How do we merge data and existing infrastructure?***
Participants highlighted a need for methods to measure and monitor existing infrastructure conditions. They were also seeking mechanisms to anticipate and manage how different types of infrastructure affect each other, such as in situations where street reconstruction has implications for water, energy and fiber optic infrastructure. Approaches to sharing data and the prospects for incentives to merge data across infrastructure systems were also prioritized. Participants encouraged the identification and consideration of best practices from across the world.
- 2** ***How do we ensure equal utilization and distribution of technology for everyone?***
This discussion focused on the importance of equitable access and distribution of data and technology across people, communities and the state of Minnesota. Participants noted a need for informed decision making about data and technology investments and their impacts. The group identified the need for and inquired about the prospect of more open source tools and crowd-sourced data. As with the previous question, the participants considered what might be learned from other sectors, institutions, states and countries.
- 3** ***How do we use design to make technology accessible and usable for all people?***
Participants expressed a desire to facilitate a better match between technology and users expectations and needs. They emphasized the importance of achieving a balance between meeting needs and adding burden to others. The group highlighted expertise in technology/data usability, human factors and psychology as important to making technology accessible and usable. Approaches such as single sign-on and payment systems were noted as relevant technologies for enhancing access and usability.
- 4** ***How do we be good stewards of data?***
The discussion pointed to the need for data to be more visible, more accessible and at the same time more secure. The participants noted that the sources of data are not always clear and that metadata (i.e. data about the data) are often lacking and not uniform. The group called for methods and protocols for anonymizing data to protect sensitive information that still retain its utility. It was recommended that new opportunities for uniform data collection across the Twin Cities region be explored.

5 *How do we build trust in our models, data, and systems?*

Participants in the discussion noted a need for stakeholder engagement that includes diverse communities, is cognizant of cultural norms, and draws on the global community. It was emphasized that engagement be grounded in an understanding of what is needed to create trust and with attention to listening skills. Psychology, humanities, arts and human behavior expertise were all noted as critical capacities in this regard. Also noted was the importance of embracing failure, and acknowledging that those imperfect efforts are important for learning. Finally, data sharing policies were again noted as a potential barrier to expanding capacity.

6 *What will drive implementation of smart cities, besides technology?*

Central to this discussion was an emphasis on the need for changes in legal and regulatory framework that will drive smart cities implementation. Participants noted a need for insights on how to change rules, regulations, and laws that they see as impeding the implementation of smart cities. The group called for a “transformational model” that motivates behavior change, uses relevant data to inform users, and uses financial incentives to drive investments in new technology. It was also noted the focus should shift to performance rather than prescriptive metrics to more effectively drive implementation.

7 *How can we predict the technology that will transform smart cities?*

The group prioritized tracking trends at multiple levels. They noted a need to track efforts of the White House office of Science and Technology Policy and those emerging from Silicon Valley, as well as trends in how various age groups are using technology. Millennials were specifically noted, with an emphasis on understanding how they do tasks and what they prioritize. Also important is the need to understand how previous technologies (e.g. smart phones, cloud computing, sensor networks, social computing) have impacted cities. Expertise is needed relative to transportation, land use, computer science, security, and data, as well as insights that come from both the public and private sectors (e.g. Google, Apple).

8 *How do we engage local leaders to lead the change process around smart cities and infrastructure?*

Discussion participants prioritized the need for financial data and mapping of infrastructure to inform local leaders. Even as the information becomes available, it is acknowledged that leadership and a new focus on competitiveness is needed. Additional considerations include the fact that elected officials and community staff are already stretched thin and that the solutions for small communities might be different than those for larger ones. In identifying and developing new data and information, it must be presented in a timely, succinct and digestible manner. Examples and successes from other communities are particularly useful. Potential collaborators on this question include the U of M, Metropolitan Council, large cities and the State Auditor’s Office. The group prioritized building connections among academics, communities, and local leaders.

9 *How does Minnesota import and improve on the best ideas (and use social media)?*

Participants acknowledged that it is not always necessary to start from scratch. Looking at efforts coming from other states and across the globe is essential, taking the best ideas and applying them to the Minnesota context. Key needs include a effectively facilitated knowledge exchange that would identify issues, collaborators and information.

10 *How do we measure the impact of smart cities and infrastructure on human well-being?*

Central to this discussion was an exploration of what well-being means, including considering how you feel, how you behave, how present you are, how absent you are and how healthy you are. Equity and public health were also highlighted as key concerns within well-being. Both individual and societal well-being were seen as important. Creating environments that are not work-centric were also emphasized.

11 *How do we plan for the technology life cycle?*

In the discussion, the authoritativeness and actionability of data were questioned. The group explored the resilience of data and importance of identifying both durable and transient data and figuring out how to use both. On the technology side, participants considered the ripeness of technology and the importance of ongoing evaluation and maintenance.

12 *What can we do to promote connectivity?*

The discussion started with a query as to whether Minnesota is competitively positioned in terms of Internet access and connectivity and how our efforts compare to those being pursued in other states. It was acknowledged that there might be barriers to investment and collaboration that should be more proactively identified. Planning and goal setting for connectivity were prioritized by participants, including recommending the development of a master plan that identifies where fiber optic cable is available and where there are gaps in the system. Planning for future connectivity should also include understanding the current and future needs of residents and businesses for level of service and speed. Competitiveness now and in the future was seen as essential and was used to justify participants' call for local and state, as well as private, funding to extend existing networks. Future collaborative research on this topic might engage the public, private and nonprofit sectors, as well as the Minnesota Task Force on Broadband Development and Minnesota Office of Broadband Development.

13 *How can we increase transportation resiliency?*

The participants identified resiliency through technology and resiliency through sharing as two key issues. Natural and technological disasters, as well as cybersecurity were noted as key threats. On the technology side, concerns were raised as to the use of systems that are traditionally guarded by personal choice. Relative to sharing, participants noted the importance of sharing Minnesota's knowledge about resiliency, such as how we address snow. Sharing and the "teaching" that goes along with it was acknowledged as making us even more knowledgeable and resilient.

14 *How do we think about systems in a systems way?*

This high-level discussion offered a conceptual discussion of the need to understand all of the pieces of key systems (e.g. data, infrastructure). Identifying both good and poor systems is seen as important for enhancing learning, as well as identifying system-scale fixes. Data can also be helpful in identifying things that are not working. A systems perspective also requires defining the problem in a unified manner that ensures that solutions do not precede the problem they are intended to solve. Further, it is essential to understand how systems intersect with fiscal, political and interpersonal relationships. Building trust among stakeholders and developing networks that reveal and promote reuse of previous work is also important.

15 *How can there be better collaboration between government and the university?*

While this topic is broader than the focus on smart cities and infrastructure, participants did note a potential role for the university in developing visual tools to support better decision making, offering support for data analytics, and providing capacity relative to Geographic Information Systems (GIS). More generally, the participants noted a need for a “one-stop shop” for information, which could better match available information to the relevant context and facilitate collaboration to improve government projects. Multiple sources of data, technology and expertise were identified, including from a variety of colleges at the U of M and cities, counties and school districts. At the same time, data sharing policies were noted as a limitation, as well as concerns that the U of M has not consistently shared its high research and expertise.



Colloquium participants discuss research needs.

Research Needs

Looking across these discussions, it is clear that best practices from relevant local, state, and international contexts are needed. Participants would like to see more examples from other communities and organizations, and at the same time participants highlight the prospect of sharing innovations emerging from Minnesota. It is acknowledged that future innovations must be responsive to changes in how people work, live, socialize, and travel in our communities and have an overall goal of improving quality of life.

As we consider opportunities for future research, participants emphasized the need for more collaboration across levels of government and across the public, private and nonprofit sectors. Participants also prioritized collaboration with the U of M in pursuing research to address smart cities and infrastructure. Priority research questions that emerged from these colloquium discussions are listed below.

Priority Research Questions:

1. How can we effectively share and ensure equitable access to data from across multiple systems and jurisdictions?
2. How can we ensure that the increasing amount and availability of data are managed in a manner that protects sensitive information and is also usable?
3. How can we be responsive to stakeholder perceptions, cultural norms and organizational capacities as we develop new technologies, enhanced user interfaces and smarter decision-making tools and processes?

Minnesota's unique characteristics and capacities were noted by participants as making the state and our communities poised to pursue research and innovation in smart cities and infrastructure. The Twin Cities' status as a major metropolitan area is seen as an asset, creating opportunities to serve as an urban lab. The U of M's capacities, with multiple disciplines and campuses across the state, offer relevant expertise and prospects for collaboration.

Colloquium Outcomes and Next Steps

The colloquium provided a valuable opportunity for networking and sharing information, laying the groundwork for future collaboration across disciplines and across sectors. A post event survey, completed by about one-third of the participants, revealed highly favorable reactions to the Smart Cities and Infrastructure event. Over 95 percent of survey respondents strongly agreed or agreed that the Colloquium provided opportunities to meet people outside of their discipline and 100 percent meet people from both within and outside of the U of M. Over 65 percent of respondents noted that they met more than five new people at the event and an additional 35 percent met three to four new people.

Over 93 percent agreed that the colloquium provided productive opportunities for interaction among participants and over 90 percent noted that the Colloquium revealed new prospects for engaging U of M and external partners. Nearly three-quarters of survey respondents noted that they met one or more people at the event that they expect to collaborate with in the future. Almost 90 percent showed a definite interest in participating in a follow up event and about two-thirds expressed interest in engaging via an online group.

As noted earlier, participants in each of the Convergence Colloquia are eligible to apply for Serendipity Grants to support the formation of and capacity building for new collaborative research teams. Teams are required to engage diverse disciplinary perspectives and integrate UMN experts with those from the public, private and nonprofit sectors. Seven proposals, engaging 46 participants, were submitted following the Smart Cities and Infrastructure Colloquium. Proposal participants represent five U of M-wide centers and six colleges, two private companies, two state agencies, one regional agency, one county, three local governments, and 10 nonprofits. Participating U of M researchers come from 15 different disciplines.

Serendipity Grant proposals outlined needs for new data and databases, analytical and mapping tools, and visualization and interactive software to enhance decision making. The proposals engage with an array of topics including climate change, public infrastructure, mental health benefits of nature, housing access and policy, transportation accessibility and the intersection of human behavior and the built environment. Funding decisions will be announced in May 2015.

The convergence colloquium brought together a diverse group of participants and fostered networking that will advance future collaborative research and support a community of practice around smart cities and infrastructure.

Appendix A: List of Registered Participants

Last Name	First Name	UMN Department	Employer
Anderson	Ellen	Energy Transition Lab	University of Minnesota
Beaulieu	Michelle		City of Saint Paul
Borgen	Janelle		WSB & Associates, Inc.
Brisk	Debra		Hennepin County
Clift	Steven		E-Democracy.org
Commers	Jon		Visible City
Convertino	Matteo	Division of Environmental Health Sciences, School of Public Health	University of Minnesota
Doll	Otto		City of Minneapolis
Doll	Jenifer	Department of Educational Psychology	University of Minnesota
Donahue	Marie	Institute on the Environment	University of Minnesota
Douma	Frank	State and Local Policy Program, Humphrey School of Public Affairs	
Dunne	Lucy	Department of Design, Housing, and Apparel	University of Minnesota
Edwards	Jenny		University of Minnesota Center for Energy and Environment
Eftelioglu	Emre	Department of Computer Science and Engineering	University of Minnesota
Eggum	Tom		TKDA
Engel	Sabine	Office of University Economic Development	University of Minnesota
Erickson	Thomas		IBM T. J. Watson Research Center
Falbo	Dan		ESRI
Fan	Yingling	Urban and Regional Planning Program, Humphrey School of Public Affairs	University of Minnesota
Giannakis	Georgios	Digital Technology Center, Department of Electrical and Computer Engineering	University of Minnesota
Graham	Todd		Metropolitan Council
Gulliver	John	Department of Civil, Environmental, and Geo- Engineering	University of Minnesota
Hamilton	Patrick		Science Museum of Minnesota
Harvey	Brian		Zipcar
Headlee	Josh		Accelerated Innovations
Hecht	Brent	Department of Computer Science and Engineering	University of Minnesota
Henry	Bradford	Technological Leadership Institute, Department of Civil, Environmental, and Geo- Engineering	
Herman	Brian	Office of the Vice President for Research	University of Minnesota
Hosmer	Grant		University of Minnesota City of Minneapolis Office of Emergency Management
Hourdos	John	Department of Civil, Environmental, and Geo- Engineering	University of Minnesota
Johnson	Josh		car2go
Joselyn	Bernadine		Blandin Foundation
Keeler	Bonnie	Institute on the Environment	University of Minnesota

Last Name	First Name	UMN Department	Employer
Kne	Len	U-Spatial, Minnesota Population Center	University of Minnesota
Konstan	Joseph	Department of Computer Science and Engineering	University of Minnesota
Kraikul	Evva		GLITCH
Kristen	Murray	Center for Urban and Regional Affairs	University of Minnesota
Levin	John		Metro Transit
Levinson	David	Accessibility Observatory, Department of Civil, Environmental, and Geo- Engineering	University of Minnesota
Li	Yanhua	Department of Computer Science and Engineering	University of Minnesota
Linderman	Lauren	Department of Civil, Environmental, and Geo- Engineering	University of Minnesota
Lund	Bob		THOR Construction, Inc.
Maas	Geoffrey		Metropolitan Council
Malmquist	Jerome	Facilities Management	University of Minnesota
Manore	Michael		MasterGraphics, Inc.
Manson	Steven	U-Spatial, Department of Geography	University of Minnesota
Martenson	Dennis		Independent Consultant
Martin	Pieter	University of Minnesota Press	University of Minnesot
Matzek	Kelli		Washington County,
McGeveran	William	Law School	University of Minnesota
McGinnis	Laurie	Center for Transportation Studies	University of Minnesota
Munnich	Lee	State and Local Policy Program, Humphrey School of Public Affairs	
Nadav	Amir		University of Minnesota
Neuhauser	Claudia	Informatics Institute, Office of Vice President for Research	Great Plains Institute
Norman	Ravi		University of Minnesota
Otto	Rebecca		THOR Construction, Inc.
Owen	Andrew	Accessibility Observatory, Department of Civil, Environmental, and Geo- Engineering	Minnesota Office of the State Auditor
Przybilla	Paul		University of Minnesota
Ramaswami	Anu	Science, Technology, and Environmental Policy Program, Humphrey School of Public Affairs	Hennepin County
Reddy	Abraham	School of Physics and Astronomy	University of Minnesota
Riemenschneider	Nora		University of Minnesota
Risse	William		City of St. Paul
Ritchie	Mark		Visible City
Schaffner	Philip		Expo 2023
Schmit	Matt		Minnesota Department of Transportation
Scott	Brian		Minnesota State Senate
Sheehy	Lee		SRF Consulting Group, Inc.
Shekhar	Shashi	Department of Computer Science and Engineering	The McKnight Foundation
Smith	Ken		University of Minnesota
Stogenson	Ed		Ever-Green Energy
Stroebe	Jay		Siemens
			City of Minneapolis

Tang	Xun	Department of Computer Science and Engineering	University of Minnesota
VanMeerten	Nicolaas	Department of Educational Psychology	University of Minnesota
Vars	Mitch		Nice Ride Minnesota
Wilson	Elizabeth	Science, Technology, and Environmental Policy Program, Humphrey School of Public Affairs	University of Minnesota
Xie	Xiqun	Department of Computer Science and Engineering	University of Minnesota
Yang	KwangSoo	Department of Computer Science and Engineering	University of Minnesota
Zhe	Jiang	Department of Computer Science and Engineering	University of Minnesota

Appendix B: University of Minnesota Resources on Smart Cities and Infrastructure

The list below offers a sampling of U of M programs and centers that have the potential to connect to research on smart cities and infrastructure. The list is not comprehensive, but offers valuable insights into the range of expertise and capacities for collaboration.

Accessibility Observatory

<http://access.umn.edu/about/>

The Accessibility Observatory is focused on the research and application of accessibility-based transportation system evaluation. The Observatory is guided by a threefold mission:

1. To advance the field of transportation system evaluation through research of new data sources and methods for accessibility evaluation
2. To develop standards and tools to facilitate the use and communication of accessibility-based metrics in transportation planning, engineering, and evaluation
3. To apply our tools and expertise in support of continual improvements in the planning, design, engineering, and analysis of transportation systems

The Accessibility Observatory is a program of the Center for Transportation Studies and the Department of Civil, Environmental, and Geo-Engineering. The program builds on earlier work conducted at the U of M, including the Access to Destinations and first Access Across America series report.

Center for Science, Technology, and Public Policy

<http://www.hhh.umn.edu/centers/stpp/about.html>

The Center for Science, Technology, and Public Policy in the Humphrey School of Public Affairs transforms policy and action to address society's grand challenges at the intersection of science, technology, environment, and society through thought-leadership, systems thinking, and public discourse. Research in the Center is focused on infrastructure for future cities, climate change, sustainable energy transitions, governance of emerging and/or disruptive technologies and food and water security. Current projects include research on smart grids, sustainable electricity and sustainable infrastructure and cities.

Center for Transportation Studies

<http://www.cts.umn.edu/>

The Center for Transportation Studies solves old transportation problems in innovative new ways. It convenes diverse communities to brainstorm, debate, share, learn and act. CTS partners with local and global transportation professionals, stakeholders, businesses and leaders to move new ideas from research to reality. The Center engages faculty expertise from across the U of M and facilitates ongoing engagement with transportation agencies and other stakeholders. Recent research projects focus on a variety of topics, including measuring accessibility, supporting statewide economic vitality, developing a "super hybrid" bus, warning drivers about safety hazards, spurring transit-oriented development and improving Minnesota's transportation system.

HumanFIRST Laboratory

<http://www.humanfirst.umn.edu/>

The HumanFIRST (Human Factors Interdisciplinary Research in Simulation and Transportation) Laboratory employs tools and methods of psychology and human factors in engineering to improve scientific understanding of driver performance and cognitive functions. The Laboratory is a facility of the Department of Mechanical Engineering and is affiliated with the Roadway Safety Institute and the Region 5 University Transportation Center. Key capacities of HumanFIRST Laboratory include an advanced driving environment simulation system, driver data collection systems and instrumented roadways and vehicles.

Informatics Institute

http://www.research.umn.edu/umii/#.VRHH_vnF98F

The U of M's Informatics Institute is an institute in the Office of the Vice President for Research. UMII is responsive to the needs of the University community and shaped by the University community in partnership with public and private organizations. The UMII fosters and accelerates data-intensive research across the University system in agriculture, arts, design, engineering, environment, health, humanities and social sciences through informatics services, competitive grants and consultation. UMII serves as the link to connect the research community to the services related to managing data across the data life cycle.

Roadway Safety Institute

<http://www.roadwaysafety.umn.edu/about/>

The Roadway Safety Institute is the US Region 5 University Transportation Center funded by the US Department of Transportation. The Institute conducts activities that further the mission of the UTC program of the USDOT—to advance U.S. technology and expertise in the many disciplines that make up transportation through education, research, and technology transfer activities at university-based centers of excellence. Driven by the goal of preventing crashes to reduce fatalities and life-changing injuries, the Institute's research is focused on user-centered transportation safety systems. The Institute, previously known as the Intelligent Transportation Systems Institute, represents a consortium led by the U of M and including four other universities.

Social Media & Business Analytics Collaborative

<http://sobaco.umn.edu/about>

Social Media and Business Analytics Collaborative builds on two decades of work in social computing. With top rated programs in computer science, engineering, management, and decision sciences, SOBACO combines these University strengths with the real-world business challenges, domain expertise, and unique data sets of our industry partners. The Collaborative sparks new thinking, creates a place for innovative ideas to incubate, and co-creates new knowledge and business value for today's data-rich, socially networked world. SOBACO is a University-wide research initiative, supported by the Carlson School of Management, the College of Science and Engineering, the President's Office, and Office of Academic Affairs and Provost.

Spatial Computing Research Group

<http://www.spatial.cs.umn.edu/>

The research group's work is focused on the storage, management and analysis of scientific and geographic data, information and knowledge. The research is motivated by and has been applied to application areas such as transportation, virtual environments, earth science, epidemiology, and cartography. Recent projects focus on data mining and spatial data analytics related to weather, climate change, transportation, and public safety. The Spatial Computing Research Group is a research laboratory in the Department of Computer Science and Engineering.

State and Local Policy Program

<http://www.hhh.umn.edu/centers/slp/>

The State and Local Policy Program helps policy leaders and citizens understand how changes in the global economy, technology, and the workplace affect communities by: convening to increase discussion and awareness of policy issues; contributing to produce and integrate new information, ideas, and approaches; and changing to enhance and apply public policy that addresses community needs. SLPP undertakes projects in four major policy areas: (1) Transportation and the Community, (2) Economic Development & Human Capital, (3) Rural Safety, and (4) Telecommunication.

U-Spatial

<https://uspatial.umn.edu/summary>

U-Spatial, a program of the U of M's Minnesota Population Center provides support for spatial research, helps to eliminate duplication and fragmentation of scientific resources, and provides a framework of data, equipment, expertise, and resources that benefits all researchers working with spatial related sciences and creative activities. U-Spatial is providing broad-based infrastructure across traditional disciplinary and college boundaries has come much more recently. It provides support via four Cores:

1. Central Core services include technical assistance, training, resource coordination, and development of the spatial science community
2. Imaging Core infrastructure focuses on data and analysis of aerial and satellite imagery of the earth
3. Data Core services include data archiving and discovery and development of shared computing infrastructure
4. Analysis Core infrastructure centers on spatiotemporal modeling, geodesign, and mapping

Wearable Technology Lab

<http://faculty.design.umn.edu/dunne/about.html>

The Wearable Technology Lab (WTL) focuses on the intersection between apparel and new technology: for instance, in expanding garment functionality through dynamic aesthetics and new sensing functions; in improving the way we use, manage, and consume clothing; and in streamlining the design and manufacturing processes of smart clothing. Many projects deal with translating technological potential into the real, everyday world: understanding human physical and emotional comfort and balancing these variables with tradeoffs of performance variables in a smart system design. The WTL is part of the Wearable Product Design Center in the U of M's College of Design.

Appendix C: Catalyst Presenter Biographies

Access across America: Measuring What Matters about Transportation

Andrew Owen, Director, Accessibility Observatory, Department of Civil, Environmental, and Geo- Engineering, University of Minnesota

Andrew Owen is the director of the Accessibility Observatory and a research fellow in the Department of Civil, Environmental and Geo- Engineering at the University of Minnesota. He leads the Observatory's development and maintenance of tools to calculate nationwide, multimodal accessibility to a variety of destination types. Owen holds master's degrees in civil engineering and in urban and regional planning, and he has joined the field of transportation research following a career in computer science and network security.

Making the City Visible: Translating Use Data into Decision Making

Jon Commers, Principal, Donjek, Inc.; Lead, Visible City

Jon Commers is principal at Donjek, Inc., where he combines public finance, economics, planning and urban design concepts to provide effective project management and redevelopment strategy. As lead of Visible City, Jon has been developing an approach to identify and harness data that documents patterns of urban experience, for decision making by public, private and philanthropic parties. In his civic work, Jon has represented Saint Paul on the Metropolitan Council since 2011, where he chairs the Land Use Advisory Committee and is a member of the Transportation and Community Development Committees. Previously, Jon served on the Saint Paul Planning Commission for six years, where he was elected chair. Jon is also a co-founder of Strong Towns, a virtual nonprofit organization focused on improving the fiscal health of communities through productive land use. Jon joined the University of Minnesota in 2014 as an adjunct instructor in Urban Studies. He lives in Saint Paul with his family.

Minneapolis Intelligent Operations Platform

Otto Doll, Chief Information Officer, City of Minneapolis

Otto Doll was appointed the City of Minneapolis Chief Information Officer (CIO) in February 2011, responsible for all IT operations. Formally South Dakota's CIO for 15 years with responsibility for all state government computing, telecommunications, state radio and public broadcasting. Mr. Doll received his Bachelors in Computer Science from Virginia Tech and graduated from the Senior Executive Fellows program of the Kennedy School of Government, Harvard University. He is a past President of NASCIO- a national organization of state CIOs. Mr. Doll was named to Government Technology's Top 25 Doers, Dreamers and Drivers.

The Human in the Smart City: Leveraging Wearable Technologies to Inform Infrastructure

Lucy Dunne, Associate Professor, Department of Design, Housing and Apparel, University of Minnesota

Lucy E. Dunne is an Associate Professor in the Department of Design, Housing and Apparel, and sits on the faculty of Apparel Design, Product Design and Human Factors and Ergonomics, as well as holding affiliate membership in the graduate faculties of Computer Science and Engineering, Electrical and Computer Engineering, and the Institute for Health Informatics. She holds BS and MA degrees from Cornell University in Textiles and Apparel, an AAS in Electronic Technology from Tompkins-Cortland Community College, and a PhD in Computer Science from University College Dublin. Her research is focused on wearability and textile-based wearable technology and explores new functionality in apparel, human-device interface, production and manufacture and human factors of wearable products. Dr. Dunne has received the National Science Foundation's CAREER award and the NASA Silver Achievement Medal for her work with functional clothing and wearable technology.

Smarter Buildings Creating Smarter Cities

Ed Stogenson, General Manager, Siemens Building Technologies

Ed Stogenson is the General Manager for Siemens Building Technologies in Minnesota. He moved from Chicago to the Twin Cities about 8 years ago. He's been with Siemens for 18 years and has over 30 years of experience regarding construction infrastructure and facilities management. He has previously presented at the 7x24 International Conference regarding integration of building systems and at the University of Minnesota regarding sustainability. He is an active member of Winona State University Alumni and Friends, the Minnesota Chamber of Commerce, and was in the 2012 group of Leadership Twin Cities.

Great Cities: A Traveling Exhibit about the Past, Present and Future of Cities

Patrick Hamilton, Director of Global Change Initiatives, Science Museum of Minnesota

As Director of Global Change Initiatives at the Science Museum of Minnesota, Patrick Hamilton develops projects that explore the challenges and opportunities of humanity as the dominant agent of global change. Patrick also is a Fellow of the University of Minnesota's Institute on the Environment, a Board Member of District Energy St. Paul, and a Co-PI with the University of Minnesota's Urban Heat Island Network. Away from the museum, Patrick and his wife J. like to kayak and grow organic, blue-ribbon-winning pears, peaches and plums in Saint Paul.

Thinking Spatially – Tools for Smart Cities

Len Kne, Associate Director, U-Spatial, University of Minnesota

Len Kne, GISP, brings extensive experience with GIS and Information Technologies in higher education, construction, government and non-profit organizations to his work at U-Spatial, a center at the University of Minnesota providing support for spatial research. He is an alum of the University of Minnesota with a BS in Recreation Resource Management (2005) and Master of Geographic Information Science (2009). He is on the faculty of the Master of Geographic Information Science program and teaches project management, spatial databases and a variety of graduate seminar classes focusing on the use of technology in GIS. He is looking forward to the day when everyone is thinking spatially.

For more information, visit: research.umn.edu/convergence

Produced by the Office of the Vice President for Research.

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Heather Branigin

From: Sally Thomas <sallythomasyc@gmail.com>
Sent: Monday, August 10, 2015 1:46 PM
To: Edina Mail
Subject: Best Buy Site

Dear Mayor and Members of the Planning Commission and City Council:

I have owned my condo at 7200 York for six years. Over this time, the traffic in this area has more than doubled. It is certainly cause for concern with the Southdale, Byerly's and Borofka apartments still to add hundreds more residents to less than a mile of roadway. A bigger question is whether or not there is actually a market for yet another residential building.

York Plaza is advertising vacancies. York Place has 1, 2, and 3 bedroom apartments available. According to their website, One Southdale Place, has 46 apartments currently for rent. They have **46 vacancies** and they're building more units. Byerly's will open several more buildings in September. Building hasn't even begun on the Borofka site. It seems incredibly premature to permit another apartment building to go up in this corner of Edina where traffic, water quality, and infrastructure are already serious problems.

On behalf of the 122 taxpayers at 7200 York, I wish to voice our concern and ask that halt further residential building in the Southdale area.

Sincerely,

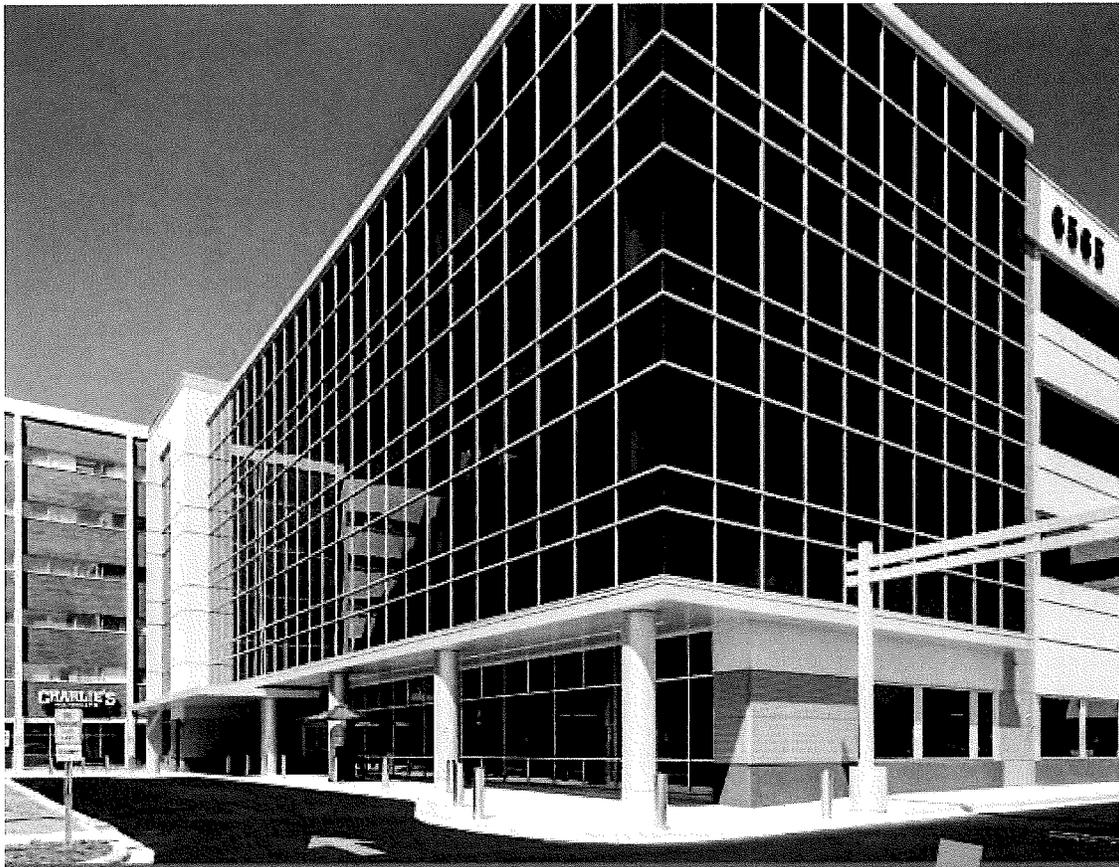
Sally A. Thomas, President
York Condo Association
052-934-1068

Heather Branigin

From: Gayle Dreon <tbratcher@iret.com@mail192.atl21.rgsrv.net> on behalf of Gayle Dreon <tbratcher@iret.com>
Sent: Monday, August 10, 2015 4:39 PM
To: James Hovland
Subject: Grand Opening Reminder! August 12th at 4:00 PM 6565 France Avenue

We are looking forward to seeing you at 6565 France Avenue South,
On Wednesday, Augusts 12th, at 4:00 PM!

[View this email in your browser](#)



grand opening !

6565 France Avenue South
at Southdale Medical Center

Please Join Us
Wednesday, August 12, 2015
4:00 p.m. to 6:00 p.m.
Short Program at 4:30 p.m.

Refreshments and Valet Parking Provided

HOSTED BY:



SILVER OAK DEVELOPMENT
THE DAVIS GROUP

RSVP BY AUGUST 7, 2015 • TESCIA BRATCHER 952-922-5399 • TBRATCHER@IRET.COM

Heather Branigin

From: Lynette Biunno
Sent: Tuesday, August 11, 2015 8:38 AM
To: 'Katherine Lin (katherinel21926@isd273.org)'
Subject: RE: Sidewalks on 62nd Street (between France Avenue and Valley View Road)

Katherine, we are planning a side walk on 62nd street when we rebuild the street in a few years. That is why we built the walking trail into Pamela Park from 62nd street. I am glad you like sidewalks, so do I.

Ann Swenson

Sent from my iPad

From: Lynette Biunno **On Behalf Of** Edina Mail
Sent: Monday, August 10, 2015 2:57 PM
To: 'Katherine Lin'
Subject: RE: Sidewalks on 62nd Street (between France Avenue and Valley View Road)

Dear Katherine,

Thank you for your interest in the City of Edina.

I have forwarded your message to the Mayor and Council Chambers.
If I can be of additional assistance to you please contact me.



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389

lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Katherine Lin [<mailto:katherinel21926@isd273.org>]
Sent: Monday, August 10, 2015 2:44 PM
To: Edina Mail
Subject: Sidewalks on 62nd Street (between France Avenue and Valley View Road)

 DSC_1184.JPG

 DSC_1185.JPG

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 DSC_1197.JPG

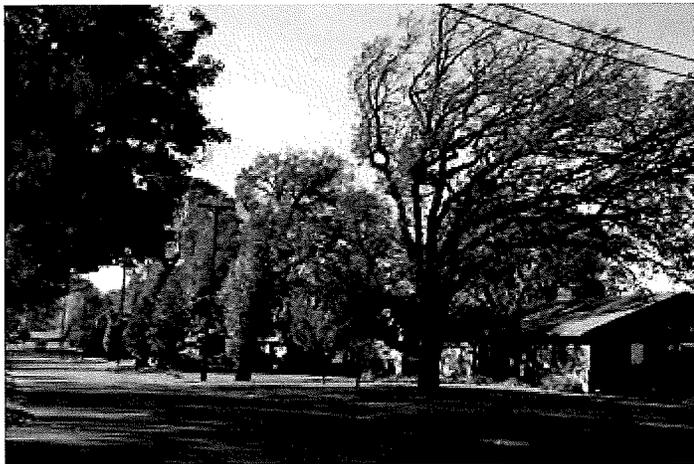
Council Chambers
Edina City Hall
4801 W. 50th St

August 6, 2015

Dear Members of the Edina City Council,

My name is Katherine Lin and I am a 12 year old incoming 7th grader at South View Middle School. As a citizen here in Edina, I would very much appreciate if the suggestion I have to present to the council would be considered.

I live on Halifax Avenue South, near Peacedale Avenue. Both streets branch off of West 62nd street. I have prepared these photographs as an aid to location and current situation:



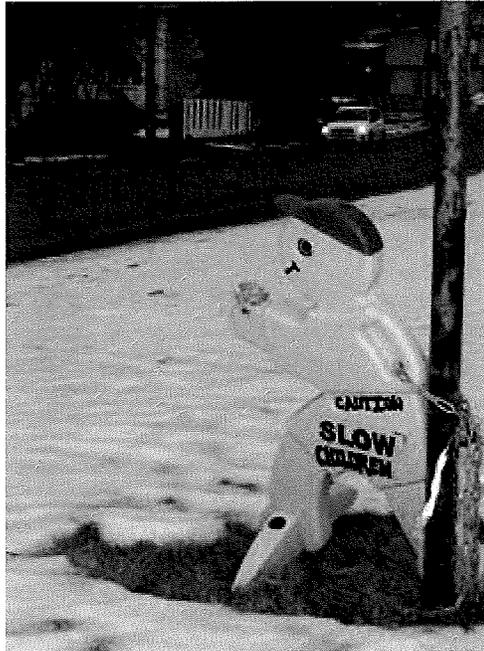
As you may know, West 62nd street is a very well used way to get from Valley View Road to France Avenue (and vice versa). Both are very busy streets all throughout the day. It is also situated very close to the Crosstown Highway, Southdale Mall and Fairview Southdale Hospital, all of which are very popular places. With such a high concentration of popularity in the area, it too becomes very crowded as well.

On and around the busy West 62nd street, there are also many people who live in the area, my family included. Some people have children who they love and intend to keep safe, while others enjoy exercising. There is, though, a single towering hardship that they face.

The picture to the right above was taken the fall of 2014 during one of the streets rare quiet moments. As I and many others have observed, the towering hardship that the people of the area face is safety. The street, being as full of commotion as it is, lacks the security of sidewalks.

Both France Avenue and Valley View Road have very well maintained and safe sidewalks. Recently, there was an addition to the sidewalk on France Avenue. If there are sidewalks on streets that are equally as dangerous and car infested as 62nd street, why let only the citizens in that particular area suffer the dangers and hazards others do not?

There is no place that is completely free of the worry of safety. In a city that has a reputation such as Edina's, would people expect the need to put up signs, like the ones below, because the city does not have sidewalks on the busy street that they live?



For people to have such unnecessary troubles in keeping their families safe produces holes in the reputation of Edina. Even with these cautions, the parents of children cannot let them in their front yards too often. A bike, run, or walk on 62nd street can turn from an enjoyable form of exercise, to a dangerous trip not worth taking. In a different scenario, with safe, well maintained sidewalks, things would be exactly opposite.

The addition of sidewalks would not only lower levels danger drastically, but it would encourage people to come to such a safe area where they can have one less burden upon their shoulders. When neighboring areas find that the necessity of safety has arrived, citizens would be motivated to exercise, this time with the leisure that it brings.

Sidewalks on 62nd street would not only affect positively upon the citizens in the area, but there would be new job opportunities for the people of Edina who are in need of work to support themselves and their families.

Even with all of these positive effects, the positivity goes beyond the limits of Edina. Other cities will be inspired by the progress that Edina will have made by creating sidewalks, and eventually, they will follow our example. Soon, city after city will see the good changes and follow the example set by our city. The great changes will at first start small as a stream, but will eventually open wide into a rushing river until it opens wide into a sea of peace.

After all of this change, who will be the one responsible for all of this greatness? The trend setter, the city of Edina, Minnesota, will be the victor of this prize. All of this can happen, just from a single sidewalk that was needed for the safety of the people of 62nd street.

With this email, I have enclosed the images of the petitions with which I have gathered support for the project. If you would so kindly review them, I and the people who have signed them, would greatly appreciate your help to our cause.

I thank all of the city council of Edina for reviewing and considering what I have proposed, the building of a sidewalk on 62nd street. I greatly appreciate all of the time you have taken to see this and if you have any sort of feedback, I would be extremely delighted to read it. Once, again thank you very much and I hope you all have a very good day.

Sincerely Grateful,

Katherine Lin, Age 12

Heather Branigin

From: Common Sense Edina <commonsenseforedina@gmail.com>
Sent: Tuesday, August 11, 2015 1:03 PM
To: James Hovland; Robert Stewart; swensonann1@gmail.com; Kevin Staunton; Mary Brindle
Cc: Scott H. Neal
Subject: Common Sense for Edina - Have you registered for TransparencyCamp 2015?

MISSION STATEMENT

The Sunlight Foundation is a nonpartisan nonprofit that advocates for open government globally and uses technology to make government more accountable to all.

[View in browser](#) | [Join us](#)



» *TransparencyCamp is almost here!* «



Hi david,

My, how time flies! We just looked at the calendar and realized: **TransparencyCamp 2015 is fast approaching!**

Don't miss out — register for TCamp 2015!

TCamp is the only gathering in the country that brings together **journalists, global civic hackers, open data advocates and government officials** — *and* allows the participants to run the show. As an unconference, the schedule for TCamp 2015 will be set by YOU, the attendees — and we're now accepting session ideas!

So, have a good topic for a session at TCamp 2015? Head over to the brainstorm page and tell us about it (or simply vote on other sessions you're interested in). Your idea might just end up on the official schedule of TransparencyCamp — also known as "the Wall."

Remember, spots are filling up fast: Register today to secure your spot in TransparencyCamp 2015!

Thanks, as always, for being a part of the opengov community!

Jenn, Scott and the #TCamp15 team

P.S. Be sure to follow [@TCampDC](https://twitter.com/TCampDC) for the latest updates!

MISSION STATEMENT

The Sunlight Foundation is a nonpartisan nonprofit that advocates for open government globally and uses technology to make government more accountable to all.

Heather Branigin

From: Ross Plaetzer <ross@employersolutionsgroup.com>
Sent: Tuesday, August 11, 2015 6:15 PM
To: 'jhovland@krausehovland.com'; 'mail@EdinaMN.gov'; 'kstaunton@EdinaMN.gov'; 'rstewart@EdinaMN.gov'; 'mbrindle@comcast.net'; 'swensonann1@gmail.com'
Cc: Cary Teague; Scott H. Neal; Ross Bintner; Eric Roggeman
Subject: Franchise Fees in Xcel Franchise Agreement
Attachments: Item VIII_C and D_ Ordinance Nos 2012-15 and 2012-16 Franchise Ordinances for CenterPoint and Xcel.pdf; City of Minneapolis Utility Franchise Agreements 2012.pdf

Dear Mayor Hovland, City Council Members, and staff,

In October of 2012, the Council passed an ordinance (attached) creating a Pedestrian and Cyclist Safety Fund and assessing a monthly franchise fee of \$1.90 for Xcel customers and \$1.90 for CenterPoint customers to provide monies for the Fund. This amounted to an increase in the monthly bills for residential customers of 1.6%.

According to a 2012 legal memorandum (attached) from counsel to the City of Minneapolis, this rate may be low.

Since all the funds from the current franchise fee go to the Fund and are not directed to any costs associated with Xcel's use of Edina rights-of-way, it may be prudent to consider either using some of the current franchise fees for facilitating the conversion of overhead utilities to underground utilities, or imposing a modest increase in the Xcel franchise fee to be dedicated to a new fund directed to that purpose. This would take some of the financial pressure off of residential property owners who have to foot the bill for conversion of overhead utilities to underground utilities, especially in areas of Edina built in the early part of the 20th century when little consideration was given to safety or aesthetics in the placement of above ground electric facilities.

Thank you for your consideration.

ROSS PLAETZER | 4058 SUNNYSIDE ROAD | CELL: 612.991.8896

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: VIII.C. & D.

From: John Wallin
Finance Director

Action
Discussion
Information

Date: October 16, 2012

Subject: Second Reading Ordinance No. 2012-15 Franchise Ordinance CenterPoint Energy and
Second Reading Ordinance No. 2012-16 Franchise Ordinance Xcel

Action Requested:

Adopt second readings of Ordinance 2012-15 and Ordinance 2012-16 creating franchise fees for the City's natural gas and electric utilities.

Information / Background:

At the Council's retreat meeting in February idea was introduced of implementing a modest franchise fee of the Edina customers of Xcel Energy and CenterPoint Energy to create a new revenue stream that would be specifically dedicated to funding new improvements sidewalk, trail and non-motorized transportation projects around the city. These projects are currently funded from the City's annual Capital Improvements Plan or from special assessments.

The Council expressed interest in the franchise fee concept and asked staff to research the issue in more depth. At the Council's June 5 Work Session, in addition to conducting a review of the City's Special Assessment Policy, the Council also considered a more formal proposal to fund a new sidewalk, trail and non-motorized transportation improvement program through the adoption of utility franchise fees.

The Council formally considered two new ordinances at the August 6 Council meeting and approved first reading to implement new utility franchise fees for the purpose of funding for new sidewalks, trails, lighting, street markings and related costs that will increase the safety of the City's pedestrian, cyclist and non-motorized transportation system.

If the two new ordinances are adopted by the City Council, the City will create a new fund called the Pedestrian and Cyclist Safety Fund (PACS Fund) to account for the new franchise fee revenues. The franchise fee revenues will be a dedicated revenue to the PACS Fund. The PACS Fund will be used to fund construction and maintenance activities, lighting, right-of-way acquisition, consulting and staff costs related to the expansion and improvement of the City's sidewalk, trail and non-motorized transportation system.

The proposed franchise fee for a residential utility account is \$1.45/month for both Xcel and CenterPoint customers for a total of \$2.90/month. According to data supplied to the City by the two utilities, the average residential customer natural gas bill is \$90.25/month and average residential electric bill is \$89.17/month. The addition of the proposed franchise fees raises the monthly bill in each case by approximately 1.6%.

There are higher monthly fees for commercial accounts that are described in detail in the ordinances. In all classes of customers, however, the new franchise fees are flat fees that do not vary with the consumption. Franchise fees are applied to each customer meter regardless of the property tax status of the customer. Non-profit organizations, schools, churches and government utility customers will be assessed franchise fees based on the type of meter/service status they have through their respective utility companies.

If adopted by the Council, the proposed franchise fee structure in the new ordinances will create approximately \$1.1 million each year in new revenue for the purpose of increasing the safety of the City's pedestrians, cyclists and drivers at a financial impact to our residents of \$2.90/month.

If the Council wishes to continue to proceed with the adoption of the franchise fees, the next step in the process is to adopt second reading on the two ordinances (2012-15 and 2012-16) at the October 16, 2012 Council Meeting. Following adoption on first reading on August 6, 2012, the City provided an official 60 day notice to each utility of the City's impending action. During that 60 day period, the utilities were allowed to comment on the proposed ordinances. The 60 day time period has been completed and the Council may proceed with second reading of the ordinances. The Xcel Energy did not submit any changes to the proposed Ordinance. CenterPoint Energy sent a proposed change and the proposed Ordinance 2012-15 was changed to reflect the request to clarify that the surcharge can only be passed on to residents of the city, in this case residents of the City of Edina. The updated language is with added language underlined is:

SECTION 8. SURCHARGE. The City of Edina recognizes that the Minnesota Public Utilities Commission may allow the Company to add a surcharge to customer rates of city residents to reimburse the Company for the cost of the fee.

RECOMMENDATION:

Staff recommends the City Council adopt second reading on the two new franchise fee ordinances.

ATTACHMENTS:

Ordinance No. 2012-15

Ordinance No. 2012-16

ORDINANCE NO. 2012-15

AN ORDINANCE IMPLEMENTING A GAS ENERGY FRANCHISE FEE ON CENTERPOINT ENERGY MINNESOTA GAS ("CENTERPOINT ENERGY") FOR PROVIDING GAS ENERGY SERVICE WITHIN THE CITY OF EDINA.

THE CITY COUNCIL OF THE CITY EDINA, HENNEPIN COUNTY, MINNESOTA ORDAINS:

SECTION 1. DEFINITIONS.

(a) Definitions. For the purposes of this Ordinance, the following terms shall have the following meanings:

(1) City means the City of Edina, County of Hennepin, State of Minnesota.

(2) Company means CenterPoint Energy Minnesota Gas ("CenterPoint Energy"), its successors and assigns.

(3) Franchise Ordinance means Ordinance No. 2003-2.

(4) Notice means a writing served by any party or parties on any other party or parties. Notice to Company shall be mailed to CenterPoint Energy, Minnesota Division Vice President, 800 LaSalle Avenue, Minneapolis, MN 55402. Notice to City shall be mailed to the City Clerk at 4801 W. 50th Street, Edina, MN 55424.

SECTION 2. PURPOSE. The Edina City Council has determined that it is in the best interest of the City to impose a franchise fee on those public utility companies that provide natural gas and electric services within the City. Pursuant to the Franchise Agreement the City has the right to impose a franchise fee on Company.

SECTION 3. FRANCHISE FEE STATEMENT AND SCHEDULE. A franchise fee is hereby imposed on Company commencing with the February, 2013 billing month, and in accordance with the following fee schedule:

<u>Customer Classification</u>	<u>Amount per Account per Month (\$)</u>
Residential	\$ 1.45
Firm A	\$ 2.90
Firm B	\$ 9.00
Firm C	\$40.00
Sm Vol, Dual Fuel A (SVDF A)	\$40.00
Sm Vol, Dual Fuel B (SVDF B)	\$40.00
Lg Vol, Dual Fuel (LVDF)	\$40.00

SECTION 4. ACCOUNT FEE. This fee is an account based fee and not a meter-based fee. In the event that an entity covered by this Ordinance has more than one meter, but only one account, only one fee shall be assessed to that account. In the event any entities covered by this

Ordinance have more than one account, each account shall be subject to the appropriate fee. In the event a question arises as to the proper fee amount for any account, the highest possible fee amount shall apply.

SECTION 5. PAYMENT. Franchise fees are to be collected by the Company and submitted to the City as follows:

January – March collections due by April 30.

April – June collections due by July 31.

July – September collections due by October 31.

October – December collections due by January 31.

SECTION 6. RECORD SUPPORT FOR PAYMENT. The Company shall make each payment when due and, if requested by the City, shall provide a statement summarizing how the franchise fee payment was determined, including information showing any adjustments to the total made to account for any non-collectible accounts, refunds or error corrections. The Company shall permit the City, and its representatives, access to the Company's records for the purpose of verifying such statements.

SECTION 7. PAYMENT ADJUSTMENTS. Payment to the City will be adjusted where the Company is unable to collect the franchise fee. This includes non-collectible accounts.

SECTION 8. SURCHARGE. The City of Edina recognizes that the Minnesota Public Utilities Commission may allow the Company to add a surcharge to customer rates of city residents to reimburse the Company for the cost of the fee.

SECTION 9. DISPUTE RESOLUTION. If either party asserts that the other party is in default in the performance of any obligation hereunder, the complaining party shall notify the other party of the default and the desired remedy. The notification shall be written. Representatives of the parties must promptly meet and attempt in good faith to negotiate a resolution of the dispute. If the dispute is not resolved within 30 days of the written notice, the parties may jointly select a mediator to facilitate further discussion. The parties will equally share the fees and expenses of this mediator. If a mediator is not used or if the parties are unable to resolve the dispute within 30 days after first meeting with the selected mediator, either party may commence an action in District Court to interpret and enforce this ordinance or for such other relief permitted by law.

SECTION 10. EFFECTIVE DATE OF FRANCHISE FEE. The effective date of this Ordinance shall be after its publication and ninety (90) days after sending written notice enclosing a copy of this adopted Ordinance to Company by certified mail. Collection of the fee shall commence as provided above.

SECTION 11. RELATION TO FRANCHISE ORDINANCE. This ordinance is enacted in compliance with the Franchise Ordinance and shall be interpreted as such.

SECTION 12. PERMIT FEES. The Company will administer the collection and payment of franchise fees to the City in lieu of permit fees, or other fees that may otherwise be imposed on

the Company in relation to its operations as a public utility in the City so long as the following requirements are met:

- (1) The Company applies for any and all permits, licenses and similar documentation as though this provision did not exist.
- (2) The Company requests the fee to be waived at the time of application.

FIRST READ at a regular meeting of the City Council of the City of Edina on the 6 day of August, 2012, and finally read and adopted and ordered published in summary form as attached hereto at a regular meeting of the City Council of said City on the 16 day of October, 2012.

First Reading: August 6, 2012

Second Reading: October 16, 2012

Published:

Attest:

Debra A. Mangen, City Clerk

James B. Hovland, Mayor

Please publish in the Edina Sun Current on:
Send two Affidavits of Publication.
Bill to Edina City Clerk

ORDINANCE NO. 2012-16

AN ORDINANCE IMPLEMENTING AN ELECTRIC SERVICE FRANCHISE FEE ON NORTHERN STATES POWER COMPANY, A MINNESOTA CORPORATION, D/B/A XCEL ENERGY, ITS SUCCESSORS AND ASSIGNS, FOR PROVIDING ELECTRIC SERVICE WITHIN THE CITY OF EDINA

THE CITY COUNCIL OF THE CITY OF EDINA DOES ORDAIN:

SECTION 1. The City of Edina Municipal Code is hereby amended to include reference to the following Special Ordinance.

Subdivision 1. Purpose. The Edina City Council has determined that it is in the best interest of the City to impose a franchise fee on those public utility companies that provide electric services within the City of Edina.

- (a) Pursuant to City Ordinance No. 1995-4, an ordinance granting a Franchise to Northern States Power Company, a Minnesota corporation, d/b/a Xcel Energy, its successors and assigns, the City has the right to impose a franchise fee on Northern States Power Company, a Minnesota corporation, d/b/a Xcel Energy, its successors and assigns, in an amount and fee design as set forth in Section 9 of the Northern States Power Company Franchise and in the fee schedule attached hereto as Schedule A.

Subdivision 2. Franchise Fee Statement. A franchise fee is hereby imposed on Northern States Power Company, a Minnesota corporation, d/b/a Xcel Energy, its successors and assigns, under its electric franchise in accordance with the schedule attached here to and made a part of this Ordinance, commencing with the Xcel Energy February, 2013 billing month.

This fee is an account-based fee on each premise and not a meter-based fee. In the event that an entity covered by this Ordinance has more than one meter at a single premise, but only one account, only one fee shall be assessed to that account. If a premise has two or more meters being billed at different rates, the Company may have an account for each rate classification, which will result in more than one franchise fee assessment for electric service to that premise. If the Company combines the rate classifications into a single account, the franchise fee assessed to the account will be the largest franchise fee applicable to a single rate classification for energy delivered to that premise. In the event any entities covered by this Ordinance have more than one premise, each premise (address) shall be subject to the appropriate fee. In the event a question arises as to the proper fee amount for any premise, the Company's manner of billing for energy used at all similar premises in the City will control.

Subdivision 3. Payment. The said franchise fee shall be payable to the City in accordance with the terms set forth in Section 9.3 of the Franchise.

Subdivision 4. Surcharge. The City recognizes that the Minnesota Public Utilities Commission allows the utility company to add a surcharge to customer rates to reimburse such utility company for the cost of the fee and that Xcel Energy will surcharge its customers in the City the amount of the fee.

Subdivision 5. Record Support for Payment. Xcel Energy shall make each payment when due and, if required by the City, shall provide at the time of each payment a statement summarizing how the franchise fee payment was determined, including information showing any adjustments to the total surcharge billed in the period for which the payment is being made to account for any uncollectibles, refunds or error corrections.

Subdivision 6. Enforcement. Any dispute, including enforcement of a default regarding this Ordinance will be resolved in accordance with Section 2.5 of the Franchise Agreement.

Subdivision 7. Effective Date of Franchise Fee. The effective date of this Ordinance shall be after its publication and ninety (90) days after the sending of written notice enclosing a copy of this adopted Ordinance to Xcel Energy by certified mail. Collection of the fee shall commence as provided above.

First Reading: August 6, 2012

Second Reading: October 16, 2012

Published:

Attest:

Debra A. Mangen, City Clerk

James B. Hovland, Mayor

Please publish in the Edina Sun Current on:
Send two Affidavits of Publication.
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SCHEDULE A

Franchise Fee Rates:

Electric Utility

The franchise fee shall be in an amount determined by applying the following schedule per customer premise/per month based on metered service to retail customers within the City:

<u>Class</u>	<u>Amount Per Month</u>
Residential	\$ 1.45
Sm C&I, Non-Dem	\$ 2.90
Sm C&I, Demand	\$ 9.00
Large C&I	\$40.00

Franchise fees are to be collected by the Utility at the rate listed below, and submitted to the City on a quarterly basis as follows:

- January – March collections due by April 30.
- April – June collections due by July 31.
- July – September collections due by October 31.
- October – December collections due by January 31.



MEMORANDUM

September 7, 2012

TO: PETER GINDER, DEPUTY CITY ATTORNEY
COREY CONOVER, ASSISTANT CITY ATTORNEY

FROM: KEVIN JOHNSON
SARAH JOHNSON PHILLIPS
SARA BERGAN

RE: City of Minneapolis Utility Franchise Agreements

I. Summary

- **Utility Franchise Agreements.** The City of Minneapolis (the “City”) currently has electricity and gas utility franchise agreements with the operating subsidiaries of Xcel Energy (“Xcel”) and CenterPoint Energy (“CenterPoint”), respectively. These agreements will both expire at the end of 2014, presenting an opportunity for the City to consider its options and priorities for negotiating new agreements.
- **Scope of the City’s Authority.** Under its utility franchise agreements, the City imposes a fee on a utility in exchange for the use of public rights-of-way. By statute, the City’s authority to regulate electric and gas utilities is generally limited to imposing franchise fees and conditions related to the use of the right-of-way. However, the City has wide latitude to determine the amount, structure, and use of franchise fees.
- **Rate and Service Regulatory Authority Reserved to the State.** Regulatory authority over public utility rates and services is reserved to the state via the Minnesota Public Utilities Commission (the “Commission”). As a result, the City does not currently have authority to directly impose renewable energy or conservation targets because such action would be akin to regulating rates and services. New legislation would be required to broaden the scope of the City’s authority to regulate utilities.
- **Use of Franchise Fees.** The City has discretion to determine the amount charged and the formula for collecting franchise fees and how funds collected from such fees are used. Therefore, the City may increase or reformulate its utility franchise fees and/or designate some portion of the collected funds for new initiatives. Franchise fees are currently directed to the City’s general fund, which means that any new programs would require either an increase in franchise fees or that funds be redirected from another part of the City’s budget.

- **Franchise Fees Passed Through to Ratepayers.** The Commission will allow utilities to recover franchise fees from ratepayers without the scrutiny applied to changes in utility rates, to the extent such fees benefit a city. As a result, Minneapolis residents, businesses, and institutions ultimately bear the burden of paying franchise fees.

- **Municipalization.** An alternative to negotiating franchise agreements with the incumbent utilities is municipalization, which would require a referendum, raising a large amount of money to buy out existing utility infrastructure, and, ultimately, ongoing operation of a municipal utility. This process would require substantial investment of time and resources and would be very controversial.

II. General Background

A. Minnesota Public Utilities Act of 1974. In the Minnesota Public Utilities Act of 1974, the Minnesota Legislature deemed it in the public interest to avoid the duplication of services by regulating and coordinating natural gas and electric service within the state.¹ Electric utilities are allowed to serve designated areas on an exclusive basis as regulated monopolies.²

It also reserved to the state the right to regulate the rates utilities charge.³ “Rate” is defined to include “every compensation, charge, fare, toll, tariff, rental, and classification, or any of them, demanded, observed, charged, or collected by any public utility for any service and any rules, practices, or contracts affecting any such compensation, charge, fare, toll, rental, tariff, or classification.”⁴ The responsibility of the Commission is to ensure that the rates electric and gas utilities charge are just and reasonable.⁵

B. Municipal Authority. Two statutory provisions grant municipalities in Minnesota authority to require a fee from a public energy utility in exchange for the use of public lands within the municipality.⁶ The Minnesota Supreme Court recently affirmed that the plain language of these statutes authorizes municipalities to impose a franchise on a public utility.⁷ Commission staff have also recognized that the statute “gives municipalities broad authority to assess franchise fees on utilities.”⁸ A city may require the utility to obtain a franchise, but the terms and requirements of a franchise may not frustrate the legislature’s paramount authority to determine who has the right to serve an assigned area.⁹

The franchise fee “may include *but is not limited to* a sum of money based upon gross operating revenues or gross earnings from its operations in the municipality so long as the public utility shall continue to operate in the municipality.”¹⁰ It also must be obtained “in accordance with the terms, conditions, and limitations of regulatory acts of the municipality.”¹¹

Within these statutory constraints, franchise fees and other terms and conditions of the franchise are generally determined by mutual agreement. Existing agreements exhibit a fair amount of variety in fee structure. Franchise fees are often billed to customers in the form of a per meter charge, a variable rate determined by customer usage, or as a percentage of the bill.¹²

C. Public Utilities Commission/Department of Commerce Oversight. Rate regulated utilities generally have to seek Commission approval in order to change rates or otherwise recover costs from their ratepayers. While the Commission has long recognized that it

does not have jurisdiction over whether a city may impose a fee¹³ and franchise fees have generally not been considered *rates* by the Commission,¹⁴ the Commission does have authority over how these fees are charged by utilities to ratepayers. For example, Minn. Stat. § 216B.05 requires public utilities to file with the Commission their schedules showing not only all rates, but also all tolls, tariffs, and charges that it has established.¹⁵ In other words, a city's imposition of a franchise fee involves two transactions: (1) the imposition of a fee over which the Commission has no authority and (2) the utility's recovery of the fee over which the Commission does have authority.¹⁶ The Commission generally will not act on other aspects of the franchise agreement between a municipality and the utility,¹⁷ but will review how the fees are passed on to ratepayers.

Because of its limited role in reviewing franchise fees, the Commission has struggled with its direction to utilities regarding filing information associated with franchise fees.¹⁸ Until recently, fee changes were generally included in miscellaneous tariff filings¹⁹ 90 days prior to the imposition of the fee or change in fee.²⁰ But the manner in which utilities filed notice of, and tariffed, the fees varied greatly.²¹ When a filing was made, the Department of Commerce's Division of Energy Resources (formerly the Office of Energy Security) reviewed utilities' requests to recover franchise fees through ratepayers by assessing:

- 1) the impact of the proposal on the company's revenues (ensuring that it all flows back to the municipality);
- 2) the sufficiency of notice to the customers; and
- 3) the potential for unreasonable preferential treatment for any customer.²²

Franchise fee filings, however, are becoming more frequent as cities are increasingly using franchise fees to offset declines in other city revenue sources. Xcel, for example, administers at least 49 franchise fees and has argued that the filing should be streamlined to avoid an excessive administrative burden on both the utility and the Commission.²³

In two recent cases where a utility attempted to recoup its own costs of administering the franchise fee as part of the franchise fee line item on customer bills, the Commission determined the portion benefiting the utility was more akin to a rate than a franchise fee.²⁴ While the Commission does not generally establish, authorize, or endorse a franchise *fee*, given its limited jurisdiction, the Commission will scrutinize and seek justification for anything that looks like a *rate*.²⁵ The franchise fees are generally recoverable so long as they exclusively benefit the city and not the utility.²⁶ The Commission has jurisdiction over anything that would flow back to benefit the utility and would be particularly concerned about preventing double-recovery of utility costs charged directly to municipal residents through a franchise fee line item and all customers through general rates.^[27]

In response to the issues and concerns raised by these cases, the Commission sought input on how utilities deal with the franchise fees in their billing and publicly available tariffs.²⁸ Seeing a need for greater uniformity and a more streamlined process, the Commission established a mechanism by which utilities can file to recover franchise fees without prior Commission approval.²⁹ Today utilities give the Commission 60 days' notice prior to

implementing a franchise fee, include a customer notice on the first bill on which the new or modified fee is listed – consistent with that filed in its approved tariff³⁰ – list the fee as a separate line item on customer bills, file the relevant ordinance(s) with the Commission, and note in the tariff that 100% of the fees are remitted to the municipality. Utilities following these uniform requirements are then allowed to recoup franchise fees through customer bills without prior Commission approval.³¹

Just as the Commission does not have authority over fees imposed by the City, it does not have authority over what the City does with the revenue raised through the fees. The statute simply provides that utilities may be obligated to pay municipal fees “to raise revenue or defray increased municipal costs accruing as a result of utility operations, or both.”³² The City has wide latitude to use the recovered funds for purposes of its choosing.

D. Current Agreements and Fee Structure Examples

1. CenterPoint

a. Minneapolis Agreement with Minnegasco (CenterPoint), January 1, 1992 through December 31, 2014. The City’s current franchise agreement grants Minnegasco a nonexclusive 23-year franchise to construct, operate, repair, and maintain facilities and equipment for the transportation, distribution, manufacture, and sale of gas energy for public and private use and to use the public ground of the City for such purposes. The franchise fees vary from 3% to 5% of gross revenue, depending on customer class. Percentages for residential buildings increase over the term of the agreement. Currently, the largest industrial class of customer pays the lowest fee of 3%, while residential customers pay 4.5% and all other classes of customers pay 5%.

b. Other Natural Gas Franchises. In other cities imposing natural gas franchise fees on CenterPoint, the amount and structure of the fees imposed varies considerably. Anoka, for example, imposes a flat fee graduated by customer class and ranging from \$3.00 per meter for residential users to \$981.80 per meter for the largest industrial user.³³ By contrast, Excelsior imposes a flat fee of \$2.50 per meter for all customer classes.³⁴ Granite Falls includes a percentage-based fee with a cap that is the same for all customer classes, and Minneapolis currently imposes a percentage-based fee that differs by customer class.³⁵ Many cities also impose a volumetric fee³⁶ or a volumetric fee combined with a flat fee³⁷ on their natural gas utility.

2. Xcel

a. Minneapolis Agreement with Northern States Power (Xcel), January 1, 1994 through December 31, 2014. The City’s current franchise agreement grants Northern States Power the right for 21 years to construct, install, enlarge, operate, repair, and maintain, in the City, its electric distribution system and electric transmission lines, for the furnishing of electricity to the City and its inhabitants, and others, and transmitting electricity from, into, and through the

City, and to use the streets, alleys, and public grounds of the City for such purposes. Franchise fees vary from 3% to 5.75% of gross revenue, depending on customer class. Percentages decrease for each customer class over the course of the agreement.

b. Other Electricity Franchises. In other cities imposing franchise fees for electric service on Xcel, there are a variety of structures. The Coon Rapids franchise agreement authorizes a fee of up to 5% of Xcel's gross operating revenue from Coon Rapids customers but currently imposes a fee of only 4% of gross earnings. Winsted imposes a flat per account fee that is the same across all customer classes. Hopkins imposes a flat monthly fee that is graduated by customer class, where residential customers pay \$1.70 per month and large industrial customers pay \$105.00 per month. New Brighton imposes a usage fee that is roughly three times higher for residential customers (\$0.0023/kWh) than for large industrial customers (\$0.0009/kWh). Sauk Rapids imposes a percentage-based fee that is also dramatically less for larger customers. St. Joseph imposes a graduated flat fee for all customer classes except large industrials, on which it imposes a percentage-based fee.

c. St. Paul Agreements with Northern States Power (Xcel), August 31, 2006 through August 30, 2026. In the City of St. Paul's most recent gas and electric franchise renewal, St. Paul decided to impose a more complicated multi-part franchise fee that includes: 1) a per meter flat fee; 2) a monthly energy factor fee (charge per kWh); and 3) a monthly demand factor fee (charge per kW). In all cases, the fees generally vary by customer class and generally increase over the term of the agreement.

III. Franchise Fee Options

A. Increase Fees. The statute specifically grants the City the right to use the franchise fee to raise general revenue, and the City has long allocated franchise fee revenue to the City's general fund. While there are no statutory limits on how the City uses franchise fee revenue, existing budgetary uses of the current amount of fee revenue could be a constraint to redirecting it to new programs.

The City is also free to negotiate higher fees through its franchise agreement and allocate additional monies raised to new programs or initiatives. The statute authorizes the City to impose franchise fees to "raise revenue or defray increased municipal costs accruing as a result of utility operations, or both."³⁸ We are not aware of any upper-bound or Commission threshold for reasonable franchise fees, though the City would likely be constrained by other factors such as how much of an increase is reasonable to pass on to City residents and businesses.

B. Change Fee Structures. Although the statute provides a percentage of gross operating revenue as one way to structure the fee, it clearly leaves open other possible fee structures. Fee structures vary considerably in existing franchise agreements as discussed in Section II.D above.

C. Other Contract Terms. The City may want to carefully consider many different aspects of a new franchise agreement. One provision that is getting increased attention is the term of the grant of franchise. Of the recently negotiated franchise agreements with Xcel, several were for 20-year terms.³⁹ On the other hand, some negotiated much shorter terms or at least shorter terms for the imposed fee. Mound, for example, passed an ordinance in 2003 imposing a franchise fee for five years on Xcel with a sunset clause. It recently amended the sunset clause to provide for an extension of only one year.⁴⁰ Likewise, Hopkins recently adjusted its fee and limited the term of the fee to two years “to ensure that there would be a review of the effect and need for these fees.”⁴¹

IV. Other Options for the City That Require a Legislative Change

Aside from increasing or changing the franchise fee structure, the City’s ability to require changes to the services Xcel and CenterPoint provide is very limited. Although the issue has not been directly tested at the Commission or in court, the City does not appear to have authority to impose through the franchise agreement a city-based renewable energy standard, conservation goals, or greenhouse gas emission reduction targets. As a result, new legislation would likely be required for the City to regulate utilities in these areas, whether through a franchise agreement or through another mechanism.

Other Jurisdictional Example: Ann Arbor, Michigan. When the U.S. Environmental Protection Agency conducted a survey of Midwest franchise agreements, Ann Arbor was the only city that included environmental targets as part of the agreement.⁴² As part of its grant of franchise, Ann Arbor requires the grantee to obtain certain percentages (escalating over the tenure of the contract) of the electricity supplied from renewable resources and establishes penalties for not meeting the requirements.⁴³ Ann Arbor also stipulates that the grant of franchise must not result in an increase in CO₂ emissions. Notably, Michigan is a partially deregulated state and includes some direct access, and the franchise agreements were entered into before the state had a significant statewide renewable energy standard. However, Michigan law allows for more regulation of utilities by municipalities than does Minnesota law.⁴⁴ Because Minnesota law is different, the City does not have the same options available to it that Ann Arbor did.

V. Municipal Utility Option

As an alternative to negotiating franchise agreements, the City has the option of acquiring the existing utility property and creating its own municipal utility. This would considerably expand the City’s authority over utility services. This option, however, is a dramatically more significant investment of human and financial resources than renegotiating agreements with CenterPoint and Xcel.

The City would first need a resolution of the city council, ratified by a majority of the voters voting on the question during a special election held for that purpose.⁴⁵ The City could then elect to either purchase the utility’s property pursuant to Minn. Stat. § 216B.45 or acquire the utility’s property by eminent domain pursuant to Minn. Stat. § 216B.47. To the extent the parties could not agree on a purchase price under the first option, the Commission would set a place and time for a public hearing and by order determine the just compensation for the property

to be purchased. The statute provides a list of factors that must be assessed in determining just compensation, including: “the original cost of the property less depreciation, loss of revenue to the utility, expenses resulting from integration of facilities, and other appropriate factors.”⁴⁶ By statute, court appointed commissioners in an eminent domain proceeding must also consider the same factors.⁴⁷

These factors were recently determined by the Minnesota Court of Appeals to preclude a fair market value assessment of the property.⁴⁸ Furthermore, the court recognized that these factors were intended to create a higher valuation of the property acquired than that created using a fair market value assessment.⁴⁹ Therefore, under current law, which is currently under review by the Minnesota Supreme Court,⁵⁰ acquiring utility property will likely cost more than fair market value because loss of revenue, integration expenses, and other factors must be considered in the process.

Other Jurisdictional Example: Boulder, Colorado. Boulder has recently been the subject of considerable attention because of the city council’s and voters’ recent decision to end the franchise agreement with Xcel and consider creating a municipal utility. After a long franchise negotiation broke down – partially over the language that would be included on the ballot – Boulder voters approved an effort to municipalize.

Colorado law provides that the governing body of each municipality has the power to acquire gas or electric light and power works and distribution systems or to authorize the ownership and maintenance of such systems by others.⁵¹ Notably, even the granting of a franchise requires voter approval⁵² and must include an express condition that the municipality has the right and power to purchase or condemn any such works or systems at their fair market value.⁵³

The November 1, 2011 decision by voters included two parts. The voters approved Ballot Issue No. 2b, which increased and extended Boulder’s utility occupation tax, a voter-approved tax that replaced the franchise fee after Boulder’s franchise agreement with Xcel expired at the end of 2010.⁵⁴ Note that Minnesota law governing utility franchise agreements only provides for municipalities to impose an excise tax to replace franchise fees in the limited scenario in which an existing franchise was abrogated or impaired by the adoption of the Minnesota Public Utilities Act in 1974.⁵⁵

The voters also elected to amend the city charter through the addition of a new Article XIII, “Light and Power Utility,” which authorizes and sets the conditions under which the city could establish a municipal utility.⁵⁶ Specifically, it requires that the city can establish a light and power utility only if it can demonstrate, verified by an independent third party, that the utility can acquire the electrical distribution system in Boulder and charge rates that do not exceed those rates charged by Xcel at the time of acquisition. It also requires that the utility demonstrate reliability comparable to Xcel and include a plan for reduced greenhouse gas emissions and increased use of renewable energy.⁵⁷ Notably, the current cost estimates associated with acquiring Xcel’s system in Boulder range from under \$200 million to over \$1 billion.⁵⁸

Endnotes

¹ Minn. Stat. § 216B.01

² Minn. Stat. §§ 216B.37-43.

³ See, e.g., *Minn. Gas Co. v. Pub. Serv. Comm'n, Dep't of Pub. Serv., State of Minn.*, 523 F.2d 581 (8th Cir. 1975).

⁴ Minn. Stat. § 216B.02, subd. 5.

⁵ Minn. Stat. § 216B.03.

⁶ Minn. Stat. § 216B.36 (“Under the license, permit, right, or franchise, the utility may be obligated by any municipality to pay to the municipality fees to raise revenue or defray increased municipal costs accruing as a result of utility operations, or both. The fee may include but is not limited to a sum of money based upon gross operating revenues or gross earnings from its operations in the municipality so long as the public utility shall continue to operate in the municipality, unless upon request of the public utility it is expressly released from the obligation at any time by such municipality.”); Minn. Stat. § 301B.01 (“A corporation may be organized to construct, acquire, maintain, or operate internal improvements, including railways, street railways, telegraph and telephone lines, canals, slackwater, or other navigation, dams to create or improve a water supply or to furnish power for public use, and any work for supplying the public, by whatever means, with water, light, heat, or power, including all requisite subways, pipes, and other conduits, and tunnels for transportation of pedestrians. No corporation formed for these purposes may construct, maintain, or operate a railway of any kind, or a subway, pipe line, or other conduit, or a tunnel for transportation of pedestrians in or upon a street, alley, or other public ground of a city, without first obtaining from the city a franchise conferring this right and compensating the city for it.”).

⁷ *City of Cohasset v. Minn. Power*, 798 N.W.2d 50 (Minn. 2011) (holding that the statutes provide this right even if the utility is not using the rights-of-way to provide services to the municipality and also holding that the right is not preempted by a state routing permit).

⁸ *Staff Briefing Papers*, Minn. Pub. Util. Comm’n, Docket No. CI-09-970, at 1 (Feb. 17, 2011).

⁹ *City of Rochester, Relator v. Minn. Pub. Utils. Comm’n*, No. C0-90-808, 1990 Minn. App. LEXIS 833 (Minn. Ct. App. Aug. 15, 1990).

¹⁰ Minn. Stat. § 216B.36 (emphasis added).

¹¹ Minn. Stat. § 216B.36

¹² *Order Establishing Franchise Fee Filing Requirements*, Minn. Pub. Util. Comm’n, Docket No. CI-09-970 (Mar. 23, 2011).

¹³ *Order Approving New Gas and Electric Rate Books*, Minn. Pub. Util. Comm’n, Docket M-97-985 (Feb. 3, 1998). See also *Staff Briefing Papers*, Minn. Pub. Util. Comm’n, Docket No. CI-09-970 (Feb. 17, 2011) (“Thus, if a city chooses to impose a franchise fee on a utility, the utility presumably is obligated to pay it to the city on the date selected by the city through its ordinance. Staff is not aware of any instance in which the Commission would become involved in this piece of the transaction.”).

¹⁴ *Staff Briefing Papers*, Minn. Pub. Util. Comm’n, Docket No. CI-09-970 (Feb. 17, 2011).

¹⁵ Minn. Stat. § 216B.05, subd. 1.

¹⁶ *Staff Briefing Papers*, Minn. Pub. Util. Comm’n, Docket No. CI-09-970 (Feb. 17, 2011) (“[I]t appears that a city’s imposition of a franchise fee involves two transactions: first, the city’s right to impose a franchise fee on the utility; and second, the utility’s ability to pass that franchise fee through to the customer. This first transaction, between the city and the utility, generally does not involve the Commission. Thus if a city chooses to impose a franchise fee on a utility, the utility presumably is obligated to pay it to the city on the date selected by the city through its ordinance. Staff is not aware of any instance in which the Commission would become involved in this piece of the transaction. What the Commission has authority over is the utility’s ability to collect the franchise fee from its customers, how it is displayed on the utility bill, and how it is otherwise communicated to customers. Staff therefore agrees with the SRA that a city has the authority to collect a franchise fee from the utility even if the Commission-filing process has not concluded.”).

¹⁷ See, e.g., *Comments of the Minn. Office of Energy Sec.*, Minn. Pub. Util. Comm'n, Docket No. M-09-1422 (Feb. 10, 2010) ("Moreover, as noted above, the Commission's actions in this proceeding pertain to the rates that MP charges its customers; the Commission is not acting on the franchise fee agreement between MP and the City of Staples. Thus, the OES concludes that the effective date of the franchise fee is a matter between the City of Staples and MP.").

¹⁸ *Order Approving New Gas and Electric Rate Books*, Minn. Pub. Util. Comm'n, Docket M-97-985 (Feb. 3, 1998) ("[T]he Commission notes that it does not have jurisdiction over whether a city may impose a fee or surcharge and finds as a practical matter that the burden on the Company to file a new Surcharge Rider 1 every time a city changes or implements a franchise fee or gross earnings fee outweighs the value of maintaining the Company's tariff as the publicly accessible central location for such information. Accordingly, the Commission will allow the Company to shed its previous practice of maintaining such information as part of its tariff.").

¹⁹ Minn. Rules, part 7829.1300.

²⁰ See, e.g., *Comments of the Minn. Office of Energy Sec.*, Minn. Pub. Util. Comm'n, Docket No. M-09-1422 (Feb. 10, 2010) ("MP must seek and obtain the Commission's approval before the Company can recover the costs of the proposed franchise fee as a separate line item on the utility bills it sends to its customers."); see also Minn. Rules, part 7825.3200 (requiring that utilities serve notice to the Commission at least 90 days prior to the effective date of modified rates).

²¹ *Order Establishing Franchise Fee Filing Requirements*, Minn. Pub. Util. Comm'n, Docket No. CI-09-970 (Mar. 23, 2011).

²² See, e.g., *Order*, Minn. Pub. Util. Comm'n, Docket No. M-10-1214 (Feb. 8, 2011).

²³ *Comments and Filing in Response to Notice Franchise Fees*, Minn. Pub. Util. Comm'n, Docket No. CI-09-970 (July 6, 2010) ("As the Commission recognized in its February 3, 1998 Order, Minn. Stat. §216B.36 gives municipalities the authority to impose fees on utilities. Since the Commission does not have authority over the fee itself, the administrative burden of filing a new Rider each time a city changes or implements a fee could outweigh the benefit of maintaining the specific fee information in the tariff. We currently implement 49 franchise or other city fees on our electric customer bills and over 20 similar fees on our gas customer bills; many of these fees require updates or changes on an annual basis.").

²⁴ See, e.g., *Comments of the Minn. Office of Energy Sec.*, Minn. Pub. Util. Comm'n, Docket No. M-09-1422 (Feb. 10, 2010) ("The OES concludes that the Commission has thoroughly vetted this issue[sic], including the relevance of Minnesota Statutes, sections 216B.03 and 216B.07, and has concluded that an administrative fee associated with collecting a franchise fee is a rate and must be justified and approved as a rate prior to its imposition.").

²⁵ *Id.*

²⁶ See, e.g., *Order Barring Collections of Administrative Costs Through Franchise Fee and Requiring Compliance Filing*, Minn. Pub. Util. Comm'n, Docket No. M-11-1105 (Dec. 30, 2011).

²⁷ *Reply Comments of the Minn. Office of Energy Sec. to the Reply Comments of Interstate Power and Light*, Minn. Pub. Util. Comm'n, Docket No. M-08-200 (Apr. 18, 2008) ("Minnesota Statutes §216B.36 pertains only to the "Municipal Regulatory and Taxing Powers;" it does not pertain to the utility's ratemaking, as the responsibility for such ratemaking falls under the Commission's responsibility. It is important to make this distinction because it would not be reasonable for a municipality to require a utility to charge its customers for costs over and above the franchise fee, since such charges could lead to double-recovery of costs if those costs are recovered in rates charged to the citizens in the municipality and to all of the utility's customers (thus charging the citizens in the municipality twice for such costs). Such a result would violate Minnesota Statutes §216B.03 requiring just and reasonable rates.").

²⁸ *Notice Seeking Filings and Comments on Franchise Fees*, Minn. Pub. Util. Comm'n, Docket No. CI-09-970 (June 7, 2010).

²⁹ *Order Establishing Franchise Fee Filing Requirements*, Minn. Pub. Util. Comm'n, Docket No. CI-09-970 (Mar. 23, 2011).

³⁰ See, e.g., *Northern States Power Compliance Filing – Franchise Fee Compliance Filing*, Minn. Pub. Util. Comm’n, Docket No. CI-09-970 (Apr. 21, 2011) (“The Community of [City][adopts/collects] a [\$x.xx/\$x.xx per kWh/therm/x%][franchise/city] fee on Xcel Energy [electric/gas] accounts effective [date]. The line item appears on your bill as ‘City Fees.’ We pass along 100% of this fee to the community imposing the fee.”); see also *Franchise Fee Rider in CenterPoint Energy’s Informational Filing: Change Tariff to Update Franchise Fee in the City of Eden Prairie*, Minn. Pub. Util. Comm’n, Docket No. M-12-750 (July 9, 2012) (“The MUNICIPALITY granted CenterPoint Energy a franchise to operate within the city Limits. A Gas franchise fee of x.x% of Gross Revenues/\$x.xx per Meter/\$x.xx per Therm will be collected from customers effective MM/DD/YYYY. The line item appears on your bill as ‘City Franchise Fee.’ CenterPoint Energy remits 100% of this fee to the MUNICIPALITY.”).

³¹ *Order Establishing Franchise Fee Filing Requirements*, Minn. Pub. Util. Comm’n, Docket No. CI-09-970 (Mar. 23, 2011).

³² Minn. Stat. § 216B.36.

³³ *Informational Filing: Change Tariff to Update Franchise Fee in the City of Eden Prairie*, Minn. Pub. Util. Comm’n, Docket No. M-12-750 (July 9, 2012).

³⁴ *Id.*

³⁵ *Id.*

³⁶ *Informational Filing: City of Ortonville Franchise Fee*, Minn. Pub. Util. Comm’n, Docket No. M-12-68 (Jan. 19, 2012) (Roseau imposes a volumetric fee of \$0.01122 per therm, and Nashwauk imposes a volumetric fee of \$0.013 per therm on Minnesota Energy Resources Corporation).

³⁷ *Id.* (Ortonville, for example, imposes a \$1.50/month meter charge and a \$0.013 charge for every 100 cf of gas “transported, sold, furnished, or delivered by the Gas Company within the City limits”; Plainview imposes a flat fee of \$0.50 plus a volumetric fee that is higher for residential than for industrial users).

³⁸ Minn. Stat. § 216B.36.

³⁹ *Informational Filing: Franchise Fee – Winsted, Minnesota*, Docket No. CI-09-970 (Feb. 13, 2012) (term of 20 years); *Informational Filing: Franchise Fee – Clements, Minnesota*, Docket No. CI-09-970 (Apr. 6, 2012) (term of 20 years); *Informational Filing: Franchise Fee – Henderson, Minnesota*, Docket No. CI-09-970 (Jan. 17, 2012) (Henderson granted a 20-year franchise to Xcel in August 2011 that at the time did not include an associated fee but provided the option for the city to impose a fee by separate ordinance in the future. By late December 2011, the city had already exercised its option to impose a fee); *Informational Filing: Franchise Fee – Coon Rapids, Minnesota*, Docket No. CI-09-970 (Nov. 7, 2011) (term of 20 years).

⁴⁰ See *Informational Filing: Franchise Fee – Mound, Minnesota*, Docket No. CI-09-970 (June 18, 2012) (amended the automatic sunset clause from December 31, 2012 to December 31, 2013).

⁴¹ See *Informational Filing: Franchise Fee – Hopkins, Minnesota*, Docket No. CI-09-970 (Oct. 18, 2011) (referencing City Ordinance 2011-1036).

⁴² *Utility Franchise Agreements Summary Report: Research on Municipal Franchise Agreements Gas and Electric Utilities*, submitted to U.S. Environmental Protection Agency Region 5 (Dec. 21, 2009), available at <http://www.epa.gov/r5climatechange/pdfs/franchise-agreement-report.pdf>.

⁴³ See, e.g., Ann Arbor Municipal Code § 2:623 (portfolio of renewable energy sources; option to purchase greater percentage of power from renewable energy sources; prohibition against degradation of quality of energy sources).

⁴⁴ See Mich. Comp. Laws § 460.54.

⁴⁵ Minn. Stat. § 216B.46.

⁴⁶ Minn. Stat. § 216B.45.

⁴⁷ Minn. Stat. § 216B.47.

⁴⁸ *City of Moorhead v. Red River Valley Coop. Power Ass’n*, 811 N.W.2d 151 (Minn. Ct. App. 2012).

⁴⁹ *Id.* at 160 (“Red River contends that, because eminent-domain proceedings pursuant to Minn. Stat. § 216B.47 are not traditional eminent-domain proceedings, damages are unique and appropriately higher than damages calculated under a fair-market-value analysis. Again, we agree with Red River. We acknowledge that fair market value is the typical method to calculate just compensation in eminent-domain proceedings, but the legislature can require a different method to calculate damages that results in higher-than-market-value damages in certain circumstances.”).

⁵⁰ *City of Moorhead v. Red River Valley Co-op*, No. A11-0705, 2012 Minn. LEXIS 175 (Minn. Apr. 17, 2012) (granting certiorari).

⁵¹ Colo. Rev. Stat. § 31-15-707.

⁵² Colo. Rev. Stat. § 31-15-707(1)(a)(I) (requiring the majority of registered electors voting upon the question in a special election to vote in favor of the provision); *see also* Boulder Revised Charter, art. VIII, § 108.

⁵³ Colo. Rev. Stat. § 31-15-707(1)(a)(II) (“All such works or systems authorized by any municipality to be erected by others or the franchise of which is extended or renewed shall be authorized, extended, or renewed upon the express condition that such municipality has the right and power to purchase or condemn any such works or systems at their fair market value at the time of purchasing or condemning such works or systems, excluding all value of the franchise or right-of-way through the streets”); *see also* Boulder Grant of Franchise to the Public Service Company of Colorado, art. 14 (Purchase Condemnation) (Ordinance No. PO-9302).

⁵⁴ Boulder City Ordinance Nos. 7769 (2010) and 7825 (2011).

⁵⁵ Minn. Stat. § 216B.36.

⁵⁶ Boulder City Charter, art. XIII, § 178.

⁵⁷ *Id.*

⁵⁸ *See, e.g.*, Mark Jaffe, *Boulder voters OK with municipal utility, tax to set it up*, The Denver Post (Nov. 2, 2011); *see also* Heath Urie, *Xcel consultant: Cost of Boulder utility near \$1.2B*, Daily Camera (July 29, 2011), available at http://www.dailycamera.com/energy/ci_18581008.

Heather Branigin

From: Common Sense Edina <commonsenseforedina@gmail.com>
Sent: Tuesday, August 11, 2015 8:14 PM
To: James Hovland; Robert Stewart; swensonann1@gmail.com; Kevin Staunton; Mary Brindle
Cc: Scott H. Neal
Subject: FAA requires drones (UAS) to stay 2 nautical miles away from a heliport like the one at Southdale Fairview hospital

This FAA regulation places much of Edina in a no fly zone for drones (UAS) and this could include Grandview.

<https://www.faa.gov/news/updates/?newsId=82245>

Under the new policy, the FAA will grant a Certificate of Waiver or Authorization (COA) for flights at or below 200 feet to any UAS operator with a Section 333 exemption for aircraft that weigh less than 55 pounds, operate during daytime Visual Flight Rules (VFR) conditions, operate within visual line of sight (VLOS) of the pilots, and stay certain distances away from airports or heliports:

- 5 nautical miles (NM) from an airport having an operational control tower; or
- 3 NM from an airport with a published instrument flight procedure, but not an operational tower; or
- 2 NM from an airport without a published instrument flight procedure or an operational tower; or
- 2 NM from a heliport with a published instrument flight procedure

Heather Branigin

From: Ann Swenson <swensonann1@gmail.com>
Sent: Wednesday, August 12, 2015 9:21 AM
To: Edina Mail
Subject: Re: Garbage Collection in Edina

Wooj, we have done surveys, one informal one just recently on Speak Up Edina and statistically balanced ones too. What comes out is a split of our residents over free choice of companies and the option your neighborhood advocates. One way to get the ball rolling is to get everyone in your neighborhood to contract with just one hauler. We have asked our energy and environment commission to look at a process for one hauler. The state legislature just passed a law to make it easier to make this switch. Bloomington is trying to do it by dividing their city into one hauler sections but having a different haulers in each section. Try looking on line at the Current paper for Bloomington and you will see the issues. Thanks for the email. Ann Swenson

Sent from my iPad

On Aug 12, 2015, at 8:35 AM, Edina Mail <mail@EdinaMN.gov> wrote:



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389
lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Woodrow "Wooj" Byun [<mailto:woojbyun@gmail.com>]
Sent: Tuesday, August 11, 2015 9:40 PM
To: Edina Mail
Subject: Garbage Collection in Edina

Dear Council Members:

My name is Wooj. I am a resident of Edina. For whatever reason, our neighbors asked me to take the lead on this matter on their behalf. They would like to know:

"Why the city can't designate just one company to collect all the garbage from all the Edina residents?"

There may be some cons but I see more pros about doing this.

1. We will have less traffic on Tuesday morning. (I live at 6836 Oaklawn and every Tuesday morning I see at least 3-5 trucks doing exactly the same.)
2. Less pollution.
3. Less gas burned (from a utilitarian viewpoint).
4. Citizens don't have to deal with marketing calls from competing companies every other month.
5. Citizens will have bargaining power.

I understand small companies still want to have some market share but is it truly the best for the citizens? I suggest the city conducts a survey, just to find out what they would like.

I am sure you have more important items in your to-do list, but I would appreciate it greatly if you could respond to this email. Thank you very much. Wooj

Sincerely,

Woodrow "Wooj" Byun
Woodrow Byun Law Office
7200 France Ave. South #230
Edina, MN 55435
952-926-0040
www.woodrowlaw.com

"Be Positive. You can change bad news into good news."
"Service is the rent you pay for living in this world."

B

Scott & Adrienne Beckett
5809 Zenith Ave S
Edina MN 55410

August 12, 2015

Edina Mayor James Hovland
Edina City Hall
4801 West 50th St.
Edina MN 55424

Dear Mayor Hovland,

I am writing to express my concern about a recent Planning Commission decision not to grant a variance regarding signage on my employer's building.

For some time, we have been petitioning for the logo sign of our firm to be allowed to be installed facing Highway 100. I see this as a way to highlight our company, the city's support of prominent local businesses, and promote the Edina business base.

Our petition has been denied, citing an ordinance allowing signage on only the side of the building facing the official street address. There must be allowances we can gain, as two other large companies – International Dairy Queen and Regis – have signs on building facings other than their street addresses.

As both a resident and employee in the city of Edina, I urge you to reconsider this decision and overrule the Planning Commission. We are a thriving and growing company, and SunOpta has added over 100 jobs to the city in the last year. We should be afforded the same opportunity that other local businesses have enjoyed.

Best Regards,

AL Beckett

Adrienne L. Beckett

Vice President, Customer Logistics Services
SunOpta, Inc.
Edina MN

Heather Branigin

From: Lambert, Anna Mae <AnnaMaeLambert@edinarealty.com>
Sent: Thursday, August 13, 2015 9:15 AM
To: Edina Mail
Subject: 66 West

Dear Mayor & City Council,

Please know that I sincerely, whole heartedly support this project in Edina. We need to help our young & homeless citizens with support needed to obtain a stable start in life. Jobs, reasonable housing, etc. This project is only going to house strong young people with ambition, courage & good work ethic.

Please, please keep this going!

Anna Mae Lambert

Sent from my iPad

Heather Branigin

From: Dawn Grant - IRET <DGrant@iret.com>
Sent: Thursday, August 13, 2015 4:13 PM
To: James Hovland
Cc: Paul Reinke; Gayle Dreon - IRET
Subject: Thank you!
Attachments: _MG_0455 425KB.jpg; _MG_0455 425KB.jpg; IMG_0545 425KB.jpg

Mayor Hovland:

Thank you so much for attending our event last evening and for speaking. It was a pleasure to meet you and be sure to take good care of your firm member from Cavalier! ☺

I have attached a few photos from the event I thought you might enjoy.

Dawn

Dawn M. Grant, CCIM, CPM, RPA
Director of Commercial Asset Management
IRET Properties
10050 Crosstown Circle
Suite 105
Eden Prairie, MN 55344
952.401.4831 (phone) | 952.401.7058 (fax)
dgrant@iret.com
www.iret.com | NYSE Symbol: IRET
a subsidiary of Investors Real Estate Trust





Heather Branigin

From: Elizabeth Burger <elizabethburger2@gmail.com>
Sent: Thursday, August 13, 2015 8:47 PM
To: Mary Brindle; James Hovland; Kevin Staunton; Robert Stewart; swensonann1@gmail.com
Cc: Tony Burger
Subject: Re: Meeting at 6629 West Shore Dr.

Hello Council Members,

My apologies in thinking that the 5 of you would be able to stop by our property next Monday evening. Tony and I were not aware of the law that states no more than two city officials can attend outside meetings.

Just wanted to inform you all that Jim Hovland will be stopping by tomorrow morning and Ann Swenson will be coming early evening next Monday.

Please feel free to come either of those days, if possible, or contact us about another time.

Thank you for your support,

Liz and Tony

On Monday, August 10, 2015, Elizabeth Burger <elizabethburger2@gmail.com> wrote:
Hello Council Members,

As you know, my husband, Tony Burger and I, have a house project that we would like to do on our residence at 6629 West Shore Drive. We have been to 2 City Council meetings, a Park Board meeting and a Planning Commission meeting this summer. We are on the agenda for the August 18th City Council meeting as well.

We would like to invite you to our property on Monday, August 17 at 5:30 pm. It may help you to see our unique situation before making your decision at the City Council meeting the following evening.

When you have a chance, please respond to either myself or Tony to let us know if you are able to make it. We are flexible with the time and are happy to change that to a time that may work better for you all.

Thank you for your understanding and time, and we look forward to seeing you.

Liz and Tony Burger

Heather Branigin

From: Orthey, Chris <Christopher.S.Orthey@pjc.com>
Sent: Friday, August 14, 2015 8:25 AM
Subject: 6620 West Shore Drive project

Hello,

I am writing to give my support to the project at 6620 West Shore. I looked over the proposed land swap and I am very comfortable w/ the proposal. We live across the street on Laguna Drive and my family completely supports the Burgers and we feel it will be a benefit to the neighborhood. Our family would attend the August 18th meeting but we will taking our oldest daughter to college that day so unable to attend.

Again, we completely support the Burgers project and proposed land swap by the city of Edina.

Thank you,

Chris and Alessandra Orthey

Chris Orthey
Institutional Equity Sales Trading
Piper Jaffray & Co.
(612)303-6835
AOL IM: corthey3pjc
christopher.s.orthey@pjc.com

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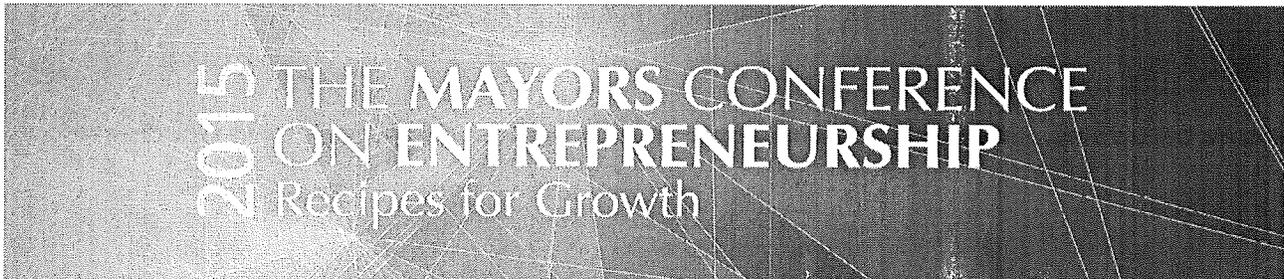
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Heather Branigin

From: Kauffman Foundation <updates@kauffman.org>
Sent: Wednesday, August 12, 2015 10:26 AM
To: James Hovland
Subject: Attend the Mayors Conference and Compete in the Recipes for Growth City Challenge



**Attend the Mayors Conference on Entrepreneurship
and Enter Contest to Win \$25,000 for Your City**

You are invited to attend the 2015 Mayors Conference on Entrepreneurship in Albuquerque, NM, October 6-8, 2015, and to participate in the *Recipes for Growth City Challenge*.

The challenge asks cities to propose a plan for how to achieve an entrepreneurship-oriented objective within their city. The objectives to choose from are:

- Increase rates of firm formation and success in your city.
- Increase connectivity between entrepreneurship support organizations and/or entrepreneurs in your city.
- Improve or implement processes for collecting data to better understand and assess your city's entrepreneurship ecosystem.
- Leverage entrepreneurship to increase economic opportunities for minorities and under-served populations in your city.

A limited number of city proposals will be selected as finalists, and those mayors will be given the opportunity to pitch their city's idea in five minutes before a panel of expert judges and their colleagues at the Mayors Conference on Thursday morning, October 8, 2015. Judges will award a \$25,000 planning grant from the Kauffman Foundation to the winning city to assist in the implementation of the proposal.

Register today for the Mayors Conference, and enter the *Recipes for Growth City Challenge*.

The Kauffman Foundation will cover travel expenses, including airfare, hotel, meals, and ground transportation while in Albuquerque.

Conference registration deadline is **Wednesday, September 9, 2015**, and the *Recipes for Growth City Challenge* entry deadline is **Friday, September 18, 2015**.

For questions, contact Mette Kramer at mkramer@kauffman.org or 816-932-1174.

Follow the conversation on Twitter, [#mayorsconf](#).

Ewing Marion
KAUFFMAN
Foundation

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4801 Rockhill Road, Kansas City, MO 64110

Heather Branigin

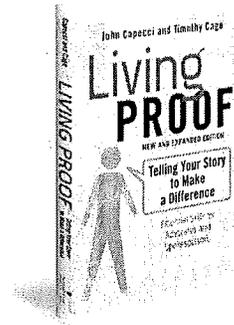
From: Gilda's Club Twin Cities <info@gildasclubtwincities.org>
Sent: Thursday, August 13, 2015 2:20 PM
To: James Hovland
Subject: REMINDER You're Invited | Happy Hour at Gilda's Club

Learn how telling your story can make a difference. Join us for the launch of the newest edition of *Living Proof*, a book by John Capecci and Tim Cage.

Gilda's Club Twin Cities

Spend your happy hour with us and unleash the power of telling your personal story. Long-time friends of Gilda's Club, John Capecci and Tim Cage, are launching their new edition of *Living Proof: Telling Your Story to Make a Difference* - and they want to share it with you.

"Smart, well-delivered and timely advice to help advocates and spokespersons tell the most effective stories." - Kirkus Reviews



When?

Wednesday, August 19

5:30 - 7:00 p.m.

6:15 p.m. Authors will share stories from the new edition and sign books.

Where?

Gilda's Club Twin Cities Clubhouse
10560 Wayzata Blvd
Minnetonka, MN 55305
612.227.2147



Complimentary hors d'oeuvres and beverages.

Drawings for personal story coaching, books and more.
Books will be available with all proceeds going to Gilda's Club Twin Cities,
where no one faces cancer alone.

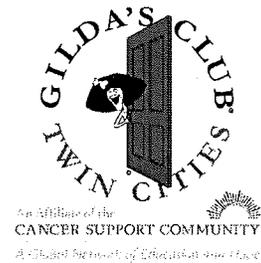
RSVP

We'd appreciate an RSVP to help with the
planning. Please pass this invitation along or
bring a friend.



If you cannot attend, please consider making a
contribution to Gilda's Club by visiting
GildasClubTwinCities.org/Give.

We hope to see you August 19!

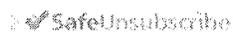


Gilda's Club Twin Cities | 612.227.2147 | www.GildasClubTwinCities.org

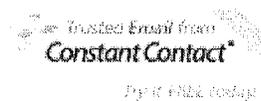
STAY CONNECTED:



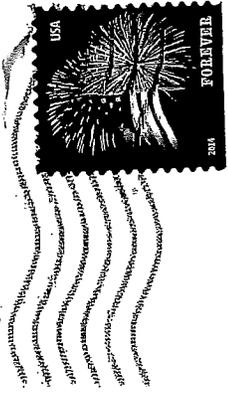
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Gilda's Club Twin Cities | 10560 Wayzata Blvd | Minnetonka | MN | 55305



MINNEAPOLIS MN 554
14 AUG 2015 PM 5 L

Your friends -
we hope
Hankerson Ave

Debra Mangen
4801 W. 50th Av
Edina, Mn. 55424

Please - Save
Edina Money, peace
& quiet. None of
us within 4 blocks
of Interlachen Blvd.
want any of this &
up 2 80 year old are
the only ones that walk
it is over 50 years.
Thank you

Have the Mayor & you group
walk it & see for yourself!
Thank you

City of Edina
(Official Publication)
CITY OF EDINA
4801 W. 50TH STREET
EDINA, MINNESOTA 55424
HENNEPIN COUNTY, MINNESOTA

ADVERTISEMENT FOR BIDS
INTERLACHEN BOULEVARD SIDEWALK - PHASE I

CONTRACT NO. ENG 15-13
IMPROVEMENT NO. S-111
BIDS CLOSE AUGUST 20, 2015

SEALED BIDS will be received and opened in Conference Room A, at the Public Works and Parks Maintenance facility, 7450 Metro Blvd, Edina at 2:00 p.m., Thursday, August 20, 2015. The Edina City Council will meet at 7:00 p.m., Tuesday, September 1, 2015, to consider said bids. The following are approximate major quantities:

4" CONCRETE WALK	8,279	SF
6" CONCRETE WALK - (HE)	1,954	SF
CONCRETE CURB AND GUTTER	213	LF
DESIGN B618 - HAND FORM		
6" CONCRETE APRON	246	SY
FURNISH AND INSTALL STONE RETAINING WALL	1,371	SF
SAWING PAVEMENT	684	LF
COMMON EXCAVATION (EV)(P)	776	CY
TOPSOIL BORROW(MODIFIED)(LV)	315	CY
SEEDING	1,888	SY

Bids shall be in a sealed envelope with a statement thereon showing the work covered by the bid. Bids should be addressed to the City Engineer, City of Edina, 7450 Metro Blvd, Edina, Minnesota 55439, and may be mailed or submitted personally. Bids received by the City Engineer, either through the mail or by personal submission, after the time set for receiving them may be returned unopened.

Digital plans are available for a non-refundable fee of \$20.00 at <http://www.cityofedina.com/engineering> under Construction Projects or at <http://www.questcdn.com>. Enter eBidDoc #4049201.

No bids will be considered unless sealed and accompanied by bid bond or certified check payable to the City of Edina in the amount of at least five percent (5%) of all bids. The City Council reserves the right to reject any or all bids or any portion thereof.

BY ORDER OF THE EDINA CITY COUNCIL

Debra Mangen
City Clerk

8/13/15, 3SC1, Bids Interlachen Sidewalk, 431987

Heather Branigin

From: Pat Wertwijn <Pwertwijn@comcast.net>
Sent: Sunday, August 16, 2015 10:18 AM
To: sean.broom@mail.house.gov; johnpaul.yates@mail.house.gov;
rep.paul.thissen@house.mn; rep.frank.hornstein@house.mn;
sen.scott.dibble@senate.mn; sen.melisa.franzen@senate.mn;
betsy.hodges@minneapolismn.gov; Edina Mail
Subject: Thanks For Your Leadership

TO:

U.S. Representative Keith Ellison
U.S. Representative Erik Paulsen
Paul Thissen, Minnesota Speaker of the House of Representatives State Senator Scott Dibble State Senator Melisa Franzen State Representative Frank Hornstein Mayor Betsy Hodges, City of Minneapolis Mayor James Holvand, City of Edina John Quincy, Minneapolis City Council Linea Palmisano, Minneapolis City Council Joni Bennett, Edina City Council Scott Neale, City Manager, City of Edina Loren Olson, Policy Aide John Dybvig, Policy Aide

CC:

Senator Amy Klobuchar
Senator Al Franken
Governor Mark Dayton

Thank you for your leadership with the airport issues. The recent FAA announcement indicating that they will not implement Area Navigation (RNAV) departure routes at MSP would not have been possible without representatives like you and the community coming together in a unified front to find a solution.

We look forward to your active leadership as we continue to push for other changes impacting this issue, including:

- Mandating an environmental impact study (EIS) for all changes at MSP - land and air
- Changing how noise is measured to be fair for all our neighborhoods
- Creating a long-term statewide aviation plan that addresses the inevitable airport growth at MSP

Our community is always better when we come together. Thanks, again, for all you do.

Regards,

--

Pat Wertwijn
Pwertwijn@comcast.net
Edina, MN

Heather Branigin

From: Ralph Zickert <4311TwinOaks@comcast.net>
Sent: Sunday, August 16, 2015 5:07 PM
To: James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; SwensonAnn1@Gmail.com; Cary Teague
Cc: Hayward, Ed
Subject: Land Exchange (Lot Line Adjustment
Attachments: Land Exchange 6629 Lake Shore Drive.pdf

Good Evening,

Both below and as an attached PDF are my thoughts on the Land Exchange up for discussion this Tuesday evening, August 18th.

Regards,

Ralph Zickert

August 15, 2015

To: Mayor Hovland, City Council Members, and Community Development Director – Cary Teague

Subject: Land Exchange (Lot Line Adjustment) 6629 West Shore Drive. Liz and Tony Burger

My name is Ralph Zickert, I am a 25 year Edina resident and a homeowner on Lake Cornelia for the past 3 years. I am opposed to all options as they are currently outlined before the Council, in particular the sale of City property. I do however believe there is an accommodation that can satisfy both the Burgers and the Council.

Why the swap currently proposed is not appropriate:

Most importantly, the proposed swap is opposed by the only neighbor directly affected, Ed and Ellie Hayward. Therefore approval would be to the benefit of one neighbor at the detriment of another with no benefit to the City. Also, as noted in the July 14, 2015, Park Board minutes, no members supported the swap and three specifically noted the highly irregular configuration as the basis for their decision. Six members expressed a preference that the Burgers pursue a variance.

Why a variance is currently not appropriate:

The Planning Commission's minutes of July 22, 2015 noted: "Even *with* a variance, the construction would require *encroachment* into the park land." (italics and emphasis added) Two items that deserve an answer are: "Did the 2008 approved variance, which was allowed to expire, result in 'encroachment into the park land' and the Planning Commission failed to notice the encroachment or have the Burger's, changed their plans since 2008?" and 2) has the current addition been formalized in plans that have been submitted to the City. I would hope both these questions could be answered at the council meeting.

Possible solution:

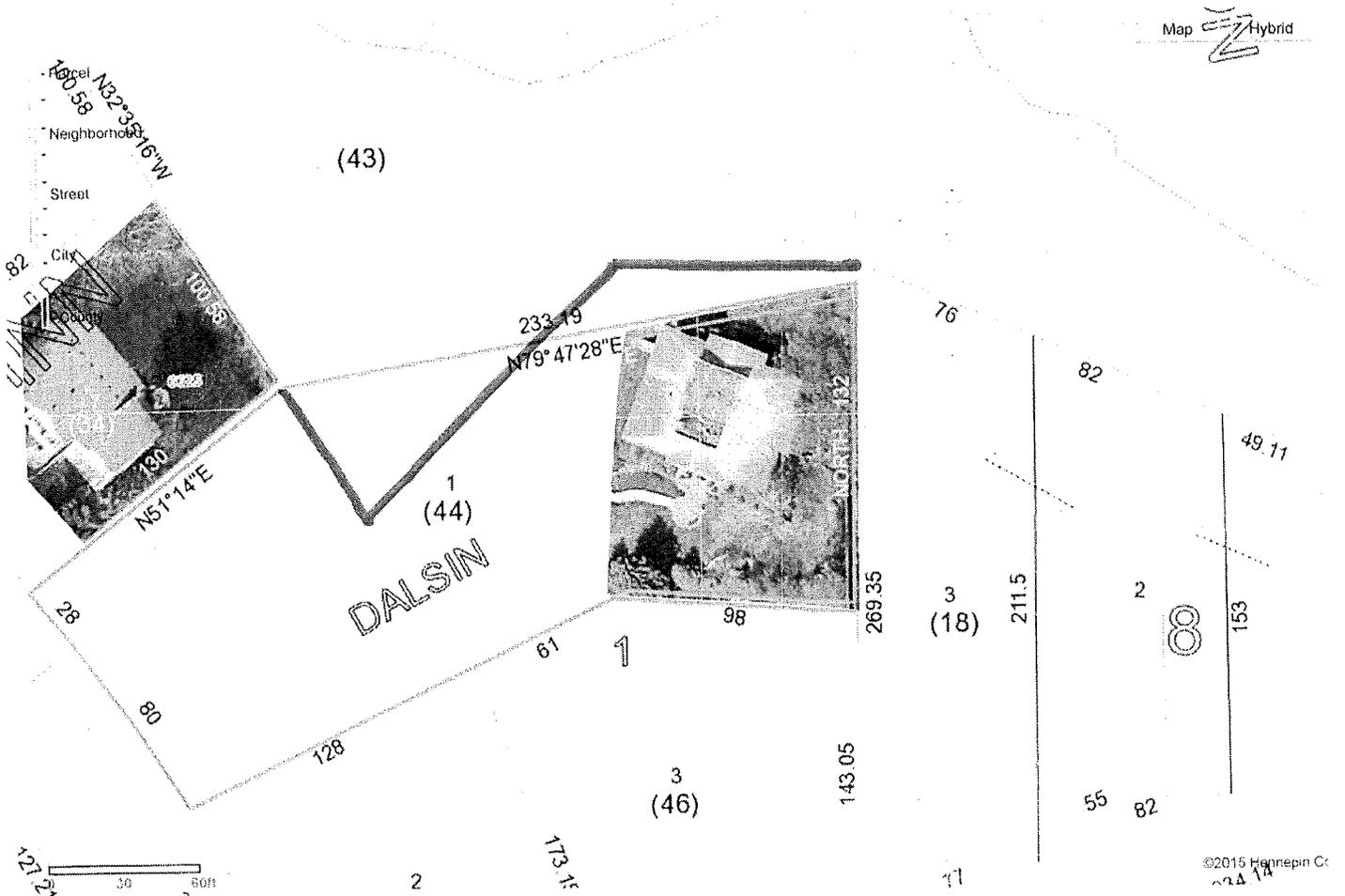
Appendix A below is a hand sketched representation of a solution that addresses many of the expressed concerns. If such an option could be supported by Ed and Ellie Hayward, I too could support it in spite of there being no direct benefit to the City. I believe it could be supported by the Council as a good faith gesture to clear an open conflict with 1) the original development of the lot and 2) current building codes. Both of which would be key to moving forward with a highly unusual transaction. However, if any swap or sale option is approved, I strongly encourage the Council to include verbiage that the transaction 1) be contingent upon the Burger's building a second story on the existing house, 2) that similar to an unused variance, the swap would expire after two years and the land revert back to the City if the addition is not completed, and 3) no other variances be requested to accommodate the addition. I believe these are all reasonable conditions given the time and effort devoted to the issue by the City and the conditions under which approval was requested. And, if the Burgers are not in a position to make such a commitment, then the issue should be tabled until they can.

Regards,

Ralph Zickert

Appendix A

For the area deeded to the City, extend the existing City lot line, that runs behind the six homes to the left of the Burger's, along the same tangent a sufficient distance to create an area greater than or equal to the smallest area needed to accommodate the proposed addition. For the area deeded to the Burgers, as was noted in the July 22, 2015, Planning Commission Staff Report, provide relief where it is most needed at "the Northwest corner of the house". Therefore, utilizing the current corner marker for 6629 Lakeshore Drive (the Burgers) and 4520 Laguna Drive (the Tamtes), position the 'triangle' so the peak is to the Northwest providing the most relief to the original positioning of the house. This also helps preserve neighbor sight lines from the east.



Heather Branigin

From: Elizabeth McLaughlin <elizabeth.v.mclaughlin@gmail.com>
Sent: Sunday, August 16, 2015 8:02 PM
To: sean.broom@mail.house.gov; johnpaul.yates@mail.house.gov;
rep.paul.thissen@house.mn; rep.frank.hornstein@house.mn;
sen.scott.dibble@senate.mn; sen.melisa.franzen@senate.mn;
betsy.hodges@minneapolismn.gov; Edina Mail
Subject: Thanks For Your Leadership

TO:

U.S. Representative Keith Ellison
U.S. Representative Erik Paulsen
Paul Thissen, Minnesota Speaker of the House of Representatives State Senator Scott Dibble State Senator Melisa Franzen State Representative Frank Hornstein Mayor Betsy Hodges, City of Minneapolis Mayor James Holvand, City of Edina John Quincy, Minneapolis City Council Linea Palmisano, Minneapolis City Council Joni Bennett, Edina City Council Scott Neale, City Manager, City of Edina Loren Olson, Policy Aide John Dybvig, Policy Aide

CC:

Senator Amy Klobuchar
Senator Al Franken
Governor Mark Dayton

Thank you for your leadership with the airport issues. The recent FAA announcement indicating that they will not implement Area Navigation (RNAV) departure routes at MSP would not have been possible without representatives like you and the community coming together in a unified front to find a solution.

We look forward to your active leadership as we continue to push for other changes impacting this issue, including:

- Mandating an environmental impact study (EIS) for all changes at MSP - land and air
- Changing how noise is measured to be fair for all our neighborhoods
- Creating a long-term statewide aviation plan that addresses the inevitable airport growth at MSP

Our community is always better when we come together. Thanks, again, for all you do.

Regards,

--

Elizabeth McLaughlin
elizabeth.v.mclaughlin@gmail.com
Minneapolis, Minnesota

Heather Branigin

From: Michael McLaughlin <mclaughlin.mj@gmail.com>
Sent: Sunday, August 16, 2015 8:03 PM
To: sean.broom@mail.house.gov; johnpaul.yates@mail.house.gov;
rep.paul.thissen@house.mn; rep.frank.hornstein@house.mn;
sen.scott.dibble@senate.mn; sen.melisa.franzen@senate.mn;
betsy.hodges@minneapolismn.gov; Edina Mail
Subject: Thanks For Your Leadership

TO:

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Regards,

--
Michael McLaughlin
mclaughlin.mj@gmail.com
Minneapolis, Minnesota

Heather Branigin

From: Robert Stewart
Sent: Sunday, August 16, 2015 11:10 PM
To: Edina Mail
Subject: RE: Garbage Collection in Edina

Dear Wooj,

I think we will have this issue re-considered as the existing arrangement reaches the end of its term. One important aspect that you did not mention is the wear on our streets. Garbage trucks represent some of the heaviest loads that are regularly on our streets, reducing the number of trucks substantially will certainly extend the life of our street surfaces.

I'm not sure if the current arrangement is by contract or without documentation. I will ask.

Thank you for taking the time to let us know your perspective.

- Bob Stewart

From: Lynette Biunno on behalf of Edina Mail
Sent: Wednesday, August 12, 2015 8:35 AM
Subject: FW: Garbage Collection in Edina



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389

lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Woodrow "Wooj" Byun [<mailto:woojbyun@gmail.com>]
Sent: Tuesday, August 11, 2015 9:40 PM
To: Edina Mail
Subject: Garbage Collection in Edina

Dear Council Members:

My name is Wooj. I am a resident of Edina. For whatever reason, our neighbors asked me to take the lead on this matter on their behalf. They would like to know:

"Why the city can't designate just one company to collect all the garbage from all the Edina residents?"

There may be some cons but I see more pros about doing this.

1. We will have less traffic on Tuesday morning. (I live at 6836 Oaklawn and every Tuesday morning I see at least 3-5 trucks doing exactly the same.)
2. Less pollution.
3. Less gas burned (from a utilitarian viewpoint).
4. Citizens don't have to deal with marketing calls from competing companies every other month.
5. Citizens will have bargaining power.

I understand small companies still want to have some market share but is it truly the best for the citizens? I suggest the city conducts a survey, just to find out what they would like.

I am sure you have more important items in your to-do list, but I would appreciate it greatly if you could respond to this email. Thank you very much. Wooj

Sincerely,

Woodrow "Wooj" Byun
Woodrow Byun Law Office
7200 France Ave. South #230
Edina, MN 55435
952-926-0040

www.woodrowlaw.com

"Be Positive. You can change bad news into good news."

"Service is the rent you pay for living in this world."

Heather Branigin

From: Common Sense Edina <commonsensefordina@gmail.com>
Sent: Monday, August 17, 2015 8:27 AM
To: James Hovland; Robert Stewart; Kevin Staunton; Mary Brindle; swensonann1@gmail.com
Cc: Scott H. Neal
Subject: Common Sense for Edina - Editorial : Police-community relations: Let's end our love affair with the traffic stop

Edina needs to review its policy of excessive freeway speed enforcement. I drove to Fargo, ND this weekend and saw 3 MN State Patrol cars, no county or municipal law enforcement on the freeway in MN or ND. This editorial is by a Univ of CA law professor appeared in the Sunday Star Tribune.

David Frenkel

<http://www.startribune.com/police-community-relations-let-s-end-our-love-affair-with-the-traffic-stop/321927221/>

It's a veritable ritual in this country, and it's a recipe for trouble.

By Christopher Kutz

AUGUST 14, 2015 — 7:09PM

TEXT SIZE

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EMAIL

PRINT

MORE

In one video after another this year, we've seen police stops of African-American drivers go violently, terribly wrong. Think of Walter Scott, killed by a police officer in North Charleston, S.C., after a traffic stop for a broken taillight. Or Sandra Bland, pulled over for failure to signal a lane change, and after a confrontation with a Texas state trooper, hauled off to jail, where she died. Or Samuel DuBose, fatally shot by a University of Cincinnati police officer after being pulled over for a missing license tag.

They should never have been stopped by police at all. Nor should be the vast majority of Americans who are pulled over in our national ritual of the traffic stop.

In a unanimous but highly regrettable 1996 decision, *Whren vs. United States*, the Supreme Court held that any traffic infraction can justify a police stop, even if the officer's actual motive is "pretextual" — that is to say, the officer really wants to search for drugs and weapons in the car because of the "profile" of the driver. Given the countless violations all drivers commit daily — exceeding the speed limit, staying too long in the passing lane, following too closely — the effect of *Whren* is that police are almost completely shielded from legal review of their decision to stop a driver.

But minor traffic violations, by definition, pose no significant immediate threat and represent only a marginal increase in risk to road safety. On the other hand, every stop brings a substantial danger to the law enforcement officer: Car and motorcycle accidents and being struck by vehicles are a leading cause of death in the line of duty. Stops also produce a significant risk of escalation and confrontation, with tragic outcomes.

We do not need to accept the traffic stop as the price of public safety. I have driven many miles in other countries, and I have never seen a traffic stop of the sort that I witness nearly daily in California. While precise data are difficult to secure, Americans experience police traffic stops at a rate of about 9,900 per 100,000 citizens, according to a Justice Department survey. By contrast, government reports in England and Wales show traffic stops occur at a rate of only about 2,200 per 100,000; and in France, 2,760 per 100,000. My calculations for Spain, based on its raw number of citations, is about 3,000 per 100,000.

The remarkable fact is that fewer traffic stops do not result in more fatal accidents, according to World Health Organization data. The above-mentioned countries, which have aggressive driving cultures, have 40 percent to 60 percent of the U.S. fatal accident rate, despite traffic stops being made 20 percent to 30 percent as often.

One reason for this divergence is that these countries, like many others, enforce their speeding laws primarily through radar systems that automatically generate tickets. Red-light cameras also account for a significant proportion of fines. The benefit of camera systems is not only that they permit more extensive enforcement of laws against genuinely dangerous driving behavior, but they do so without racial bias. No camera has ever Tased or shot an unarmed driver.

Americans, both politically progressive and conservative, are coming to realize that aspects of our criminal-justice policies put us out of step with the developed nations we regard as peers, from our apparent tolerance of rampage shootings to our system of mass incarceration. Traffic stops, too, are more typically associated with countries with notoriously corrupt police forces, where they are the pretext for a shakedown.

Indeed, the Department of Justice's report on the police department in Ferguson, Mo., made clear that traffic stops were used primarily as a means of milking minority drivers (who are less likely to contest their citations) for traffic fines.

So no legitimate concern with road safety compels us to continue with the traffic stop, even if it is legally permissible. Any municipal police chief can simply undertake a quiet, and easily reversible, experiment: Reserve the traffic stop for objectively and imminently dangerous road behaviors, and observe the effects on crime rates and traffic accidents. Local, state and federal government also could encourage the use of red-light and speed cameras, which would surely issue as many or more tickets as traffic patrol officers.

Any purported benefit of frequent traffic stops — for example the slim chance of apprehending wanted criminals — has to be set off against the resentment they engender.

Curtailing traffic stops wouldn't solve the problem of police violence against blacks and Latinos, but it would reduce exposure to "driving while black" harassment and the collateral harms of the legal process. Police could concentrate their efforts on serious crime and immediate safety risks while traffic engineers implemented alternative ways to improve road safety. And all citizens could enjoy more freedom from overzealous and unproductive policing.

Christopher Kutz is a professor of law in the Jurisprudence and Social Policy Program at the University of California, Berkeley Law School. He wrote this article for the Los Angeles Times.

Heather Branigin

From: robert lieving <rob@lieving.com>
Sent: Monday, August 17, 2015 9:32 AM
To: sean.broom@mail.house.gov; johnpaul.yates@mail.house.gov;
rep.paul.thissen@house.mn; rep.frank.hornstein@house.mn;
sen.scott.dibble@senate.mn; sen.melisa.franzen@senate.mn;
betsy.hodges@minneapolismn.gov; Edina Mail
Subject: Thanks For Your Leadership

TO:

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Our community is always better when we come together. Thanks, again, for all you do.

Regards,

--
robert lieving
rob@lieving.com
3905 Washburn Ave S
Minneapolis, MN

Heather Branigin

From: ICLEI Secretary General's Office <secretary.general@iclei.org>
Sent: Monday, August 17, 2015 11:26 AM
To: James Hovland
Cc: Karen M. Kurt
Subject: Exclusive briefing to ICLEI Members on highlighted events for Local Governments at COP21
Attachments: ANNEX 1 - OVERVIEW OF EVENTS AT COP21.pdf; ANNEX 2 - CITIES AND REGIONS PAVILION DRAFT PROGRAM.pdf; ANNEX 3 - CLIMATE SUMMIT FOR LOCAL LEADERS 4 DECEMBER.pdf; ANNEX 4 - PROPOSALS AND CALENDAR TOWARDS COP21.pdf; ICLEI COP 21 briefing to members_City of Edina_20150817.pdf

Dear James B. Hovland,

It is my pleasure to share with you an exclusive briefing for ICLEI Members informing you of highlighted events for local governments at COP21, 30 November – 11 December 2015 in Paris, France.

Please find attached a letter and a number of annexes outlining the events and activities at COP21 which we would like to bring to your attention, along with the status of UNFCCC negotiations to date.

Should you need advice on which dates you should come to the COP, as well as potential speaking opportunities at events in the Cities and Regions Pavilion, please contact COP21 Coordinator Marie-Sophie Beier through cop21.pavilion@iclei.org

I look forward to hearing from you in relation to your planned participation in Paris this December.

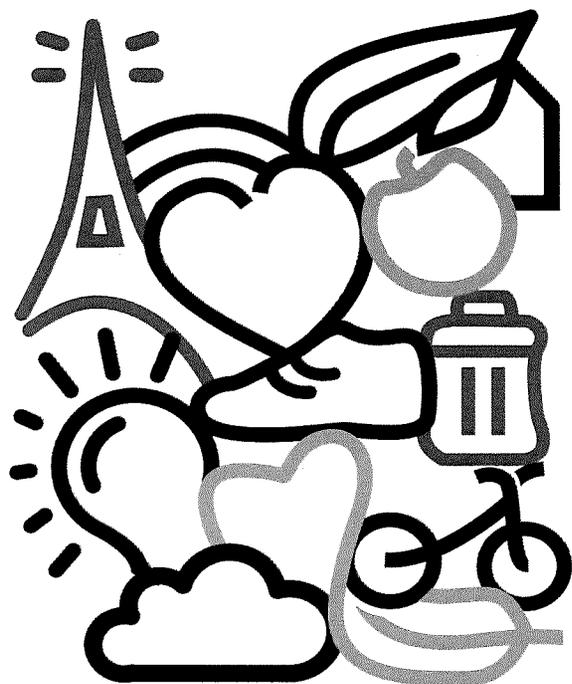
Kind regards,

Gino Van Begin,

Secretary General

ICLEI – Local Governments for Sustainability

ANNEX 3
SAVE THE DATE – 4 DECEMBER 2015
CLIMATE SUMMIT FOR LOCAL LEADERS



↻ Paris climate action ↻ Paris pour le climat

Anne Hidalgo
 Maire de Paris

&

Michael R. Bloomberg
 U.N. Secretary-General's Special Envoy
 for Cities and Climate Change

Invite you to
SAVE THE DATE

For the
CLIMATE SUMMIT FOR LOCAL LEADERS
SOMMET DES ÉLUS LOCAUX
POUR LE CLIMAT

December 4, 2015
 Paris City Hall

Le 4 décembre 2015
 à l'Hôtel de Ville de Paris

For more information and to RSVP please visit: climatesummitlocalleaders.paris
 Pour plus d'information et confirmer votre présence, rendez-vous sur: eluslocauxpourleclimat.paris



THE CLIMATE GROUP



Climate Alliance



energycities



L'Europe locale & régionale



REGIONS OF CLIMATE ACTION



PLATFORMA



WORLD RESOURCES INSTITUTE



ANNEX 4: EXCLUSIVE BRIEFING FOR ICLEI MEMBERS

PROPOSALS OF LOCAL AND SUBNATIONAL GOVERNMENTS¹ 3-PILLARS AND 10- ACTIONS TOWARDS PARIS2015²

I. Advance global negotiations – An inclusive and ambitious Paris2015 Outcome

We urge national governments to mandate their UNFCCC Negotiators to;

1. Include of the below paragraph in the negotiation text³ :
“Recalling para.7 of Dec.1/CP16 adopted at COP16 in Cancun in 2010 that recognizes local and subnational governments as „governmental stakeholders”, and Further recalling para.5b of Dec.1/CP19 adopted at COP19 in Warsaw in 2013 that recognizes role of cities and subnational authorities in raising pre2020 ambition, Parties to the UNFCCC should, as appropriate, seek to engage their local and subnational governments, as appropriate, to achieve the objectives of the Convention and the implementation of the Paris2015 Outcomes, by developing policy tools, guidelines and programmes, providing technical, financial, institutional assistance and/or guidance, as appropriate, to support their national contributions, plans, commitments and actions, in line with other relevant governance arrangements established by their national Governments”
2. Adopt a 10-Year Work Programme for local and subnational governments, as an outcome of Technical Examination Process and Meetings (TEP/TEM) on Urban Environment,⁴ that will set a framework within UNFCCC.
3. Strengthen dialogue and collaboration with national governments through the Friends of Cities.
4. Ensure synergies with other Post2015 development agenda negotiations, in particular on the Sustainable Development Goals, Financing for Development, Disaster Risk Reduction and HABITATIII Conference.

II. Enhance vertical integration – Effective multilevel governance

We urge national governments to mandate their agencies responsible for climate policies to;

5. Engage local and regional governments in the preparation and implementation of Intended Nationally Determined Contributions (INDCs), Nationally Appropriate Mitigation Actions (NAMAs), Low Emission Development Strategies (LEDS) and National Adaptation Plans (NAPs), amongst others.
6. Upon submission of INDCs, continue to explore innovative formulations to raise and complement pre-2020 ambitions at the national and global level, through ambitious voluntary commitments of local and regional governments.

III. Accelerate local and subnational climate action – Strengthened partnerships

We invite local and regional governments, together with their networks and their partners;

7. Expressing their intent and ensure compliance with Compact of Mayors and Compact of States and Regions.
8. Actively engage in the Lima-Paris-Action-Agenda (LPAA).
9. Increase the number of entries and diversify the information visible at the Non-State Actors Zone for Climate Action Platform (NAZCA), through the carbonn Climate Registry, and others as appropriate.
10. Actively contribute in the Transformative Actions Program (TAP) and Transformative Actions Pavilion at COP21/CMP11.

¹ These proposals, as of July 2015, are presented by ICLEI – Local Governments for Sustainability (ICLEI) in its capacity as the focal point of the Local Governments and Municipal Authorities (LGMA) Constituency to the UNFCCC and facilitator of the Local Government Climate Roadmap, with a view for further collaboration within the Constituency and the Roadmap as well as with the UNFCCC negotiators and partners at all levels.

² *“Lima united countries for climate action, Paris must bring all actors on board. Without the full engagement of all actors, there is a high risk of failure, considering the existing huge gap between the current national mitigation pledges and the recommendations proposed by science.”* ICLEI Post-Lima Press Release, 17 December 2014. Overview of the Lima Outcomes for local and subnational governments (ppt).

³ A version of this text was contained in para 37a and 37b of a draft negotiation text of ADP Co-Chairs ahead of COP20/CMP10. Similar text was adopted by national governments in para19(f) of the Sendai Framework on Disaster Risk Reduction 2015-2030 as a result of the 3rd World Conference on Disaster Risk Reduction (WCDRR) held in March 2015: *“While the enabling, guiding and coordinating role of national and federal State Governments remain essential, it is necessary to empower local authorities and local communities to reduce disaster risk, including through resources, incentives and decision, making responsibilities, as appropriate;”*

⁴ This Action Plan will primarily aim to implement policy options presented at the ADP 2014 Technical Paper para.156-164, by strengthening the good practices and removing the barriers as summarized in the Technical Paper Addendum. A 10-Year “Plan of Action on Subnational Governments, Cities and Local Authorities for Biodiversity” was already adopted by the national governments at the 10th Conference of Parties of the Convention on Biological Diversity as Dec.X/22 in Nagoya in 2010 and contained in para. 10 of the 2013 Nantes Declaration of Mayors and Subnational Leaders on Climate Change, adopted in September 2013.



ANNEX 4: EXCLUSIVE BRIEFING FOR ICLEI MEMBERS (continued)

**CALENDAR OF KEY EVENTS
RELATED TO LOCAL AND SUBNATIONAL GOVERNMENTS in 2015
TOWARDS COP21/CMP11 (subject to updates and revision)**

1. 24 August, National Clean Energy Summit, Las Vegas, USA
2. 31 August – 4 September, UNFCCC ADP2.10, Bonn, Germany
3. 15-16 September, US-China Cities Climate Summit, Los Angeles, USA
4. 20-23 September, Bogota Climate Summit, Bogota, Colombia
5. 21-28 September, ClimateWeekNYC 2015, New York, USA
6. 24 September, ICLEI ClimateWeekNYC 2015 Event and SDSN-NYC SDG Event, New York, USA
7. 25-27 Sept, UN Post2015 Summit, New York, USA
8. 27 September, Global Task Force event on SDGs, New York, USA
9. 28 September, MultiStakeholder Meeting on Sustainable Urban Development, New York, USA
10. 1-31 October, Urban October, including 6 October World Habitat Day and 31 October Day
11. 1-2 October, International Conference on Climate Action, Hannover, Germany
12. 5-9 October, International Dialogues on Transport and Climate within the scope of 2nd World Ecomobility Festival, Johannesburg, South Africa
13. 15 October, Launch of European Covenant of Mayors 2030, Brussels, Belgium
14. 14-16 October, Local Climate Solutions for Africa (LOCS2015), Durban, South Africa
15. 16 October, 6th OECD Roundtable for Mayors and Ministers, Mexico City, Mexico
16. 19-23 October, UNFCCC ADP2.11, Bonn, Germany
17. 23-24 October, Bristol Debates-City Leaders Summit, 2015 European Green Capital Programme, Bristol, UK

James B. Hovland
Mayor
City of Edina
4801 W. 50th Street
Edina 55424 MN
United States

Bonn/Germany, 17 August 2015

Exclusive briefing to ICLEI Members on highlighted events for Local Governments at COP21, 30 November - 11 December 2015 in Paris-Le Bourget, France

Dear James B. Hovland,

This message is presented as an exclusive service to Members of ICLEI – Local Governments for Sustainability to provide an update on the current negotiations and support your preparations for the UN Paris Climate Change Conference (COP21/CMP11), taking place in Paris-Le Bourget, France, from 30 November – 11 December 2015.

ICLEI, in its capacity as the focal point of Local Governments and Municipal Authorities (LGMA) Constituency to the UNFCCC since 1995, and facilitator of the Local Government Climate Roadmap since 2007, has been leading the global advocacy of local and subnational governments in the climate negotiations.

The ultimate goal in these efforts is to ensure recognition, engagement and empowerment of local and subnational governments as governmental stakeholders in an inclusive and ambitious global climate regime. Certain progress has been achieved in terms of recognition through decisions of the Conferences in 2010 and 2013. However, the current negotiation text as of July 2015 that will set the basis for the Paris Package as outcomes of COP21/CMP11 is far below the level of satisfaction for our ultimate goals. Prior to Paris, there will be two more rounds of talks in early September and late October in Bonn. Thus, it is still important to demonstrate the ambitions of local climate action. One important mechanism is expression of compliance to the Compact of Mayors, which ICLEI with partners launched at the UN Climate Summit in 2014.

During COP21/CMP11, events related to local and subnational governments will be compiled under the **Local Government Climate Roadmap – Paris Dialogues**. This compilation builds on the experiences in Warsaw (COP19/CMP9, 2013), Lima (COP20/CMP10, 2014) and Bonn (2014 and 2015). The overall agenda consists of:

1. Climate Summit for Local Leaders on 4 December 2015
2. Cities and Regions Pavilion – TAP 2015, 30 November–11 December 2015
3. Special Events of the networks independent from the UNFCCC agenda
4. UNFCCC Blue Zone Activities
5. Other events convened by partners in the City of Paris

ICLEI's mission is to build and serve a worldwide movement of local governments to achieve tangible improvements in global sustainability with special focus on environmental conditions through cumulative local actions.

Secretary General

ICLEI World Secretariat
Kaiser-Friedrich-Str. 7
53113 Bonn
Germany
Phone: +49-228/976 299-11
Fax: +49-228/976 299-01
Email: secretary_general@iclei.org

Legally represented by
ICLEI e.V., Bonn

World Wide Web
www.iclei.org

The leading global network of 12 mega-cities, 100 super-cities and urban regions, 450 large cities, and 450 small and medium -sized cities and towns

Follow the Secretary General on
Twitter: [ICLEI_SG](#)

Please find attached a calendar overview of key events at COP21. (*Annex 1*)

The **Cities and Regions Pavilion – TAP2015** will be the advocacy base of local and subnational governments at the COP21 site in Paris located nearby to the UNFCCC Blue Zone at the Climate Generations Space. The Pavilion is co-hosted by Paris and Bristol, and is developed within the scope of the Transformative Action Program (TAP). It will offer a full program of debate, special thematic sessions, presentations, and exchanges across the wide range of themes relating to climate change for the entire duration of the Conference (*See Annex 2 for details*).

Below is a list of certain special events that are of particular importance for ICLEI:

- **3 December 2015: TRI-GV: The Third Industrial Revolution Train**

ICLEI Member region Nord-Pas de Calais (France) invites ICLEI Members on a special journey into the heart of the “Third Industrial Revolution”. This side event will offer delegates and other stakeholders a chance to visit Loos-en-Gohelle – a small town that has made exceptional progress on transformation and sustainability.

- **4 December 2015: Climate Summit for Local Leaders - Paris City Hall**

The summit expects to attract 1000 mayors and other local leaders and is co-chaired by Mayor Anne Hidalgo, City of Paris, and Michael Bloomberg, the UN Special Envoy for Cities and Climate Change. Outcomes will feed into the UNFCCC Action Day on 5 December 2015. (*See Annex 3 for details*)

- **5 December 2015: UNFCCC High Level Meeting on Climate Action (Action Day)**

- **6 December 2015: ICLEI Global Executive Committee and Council Meeting (Closed)**

ICLEI’s governance bodies will meet to discuss future strategy and activities in relation to COP21 outcomes.

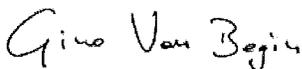
- **7 or 8 December 2015 : UNFCCC Cities and Regions Day(s) - tbc**

This will be organized by the UNFCCC Secretariat and French Government, to be supported by numerous side events at the UNFCCC Blue Zone, which is limited to UNFCCC accredited participants.

To indicate your interest in any of these events or receive further information on the program and related opportunities, please email us via cop21.pavilion@iclei.org.

Further information will be made available at the websites of the Local Government Climate Roadmap, www.iclei.org/climate-roadmap, and the Pavilion, tap-potential.org/tap2015-pavillion.

Yours sincerely,



Gino Van Begin
Secretary General
ICLEI – Local Governments for Sustainability

Annexes:

1. Overview of events at COP21
2. Cities and Regions Pavilion – TAP 2015 Draft Program
3. Save the Date – 4 December: Climate Summit for Local Leaders
4. Local Government Climate Roadmap – Proposals and Calendar

Heather Branigin

From: Eve Stubbins <eve.stubbins@gmail.com>
Sent: Monday, August 17, 2015 12:27 PM
To: sean.broom@mail.house.gov; johnpaul.yates@mail.house.gov;
rep.paul.thissen@house.mn; rep.frank.hornstein@house.mn;
sen.scott.dibble@senate.mn; sen.melisa.franzen@senate.mn;
betsy.hodges@minneapolismn.gov; Edina Mail
Subject: Thanks For Your Leadership

TO:

U.S. Representative Keith Ellison
U.S. Representative Erik Paulsen
Paul Thissen, Minnesota Speaker of the House of Representatives State Senator Scott Dibble State Senator Melisa Franzen State Representative Frank Hornstein Mayor Betsy Hodges, City of Minneapolis Mayor James Holvand, City of Edina John Quincy, Minneapolis City Council Linea Palmisano, Minneapolis City Council Joni Bennett, Edina City Council Scott Neale, City Manager, City of Edina Loren Olson, Policy Aide John Dybvig, Policy Aide

CC:

Senator Amy Klobuchar
Senator Al Franken
Governor Mark Dayton

Thank you for your leadership with the airport issues. The recent FAA announcement indicating that they will not implement Area Navigation (RNAV) departure routes at MSP would not have been possible without representatives like you and the community coming together in a unified front to find a solution.

We look forward to your active leadership as we continue to push for other changes impacting this issue, including:

- Mandating an environmental impact study (EIS) for all changes at MSP - land and air
- Changing how noise is measured to be fair for all our neighborhoods
- Creating a long-term statewide aviation plan that addresses the inevitable airport growth at MSP

Our community is always better when we come together. Thanks, again, for all you do.

Regards,

--
Eve Stubbins
eve.stubbins@gmail.com
5233 35th Ave S
Minneapolis, MN

Heather Branigin

From: Bildsten Roger <rogerbildsten@gmail.com>
Sent: Monday, August 17, 2015 3:11 PM
To: Scott H. Neal; James Hovland; Edina Mail
Subject: Re: Arden Park Road Reconstruction

Hi Scott,
For over a month we have not had the courtesy of a reply or update from you.

Having lived in our home for 30+ years I would have expected better from the city of Edina. We remain disappointed in the city for not communicating with us in advance about this power box, and disappointed in the subsequent inaction since we brought it to your attention. The city should relocate the box to a more discrete location.

Could you please let us know about the progress of your discussions with staff?

Thank you.

Roger

Roger Bildsten
rogerbildsten@gmail.com
+1 612 308 9900

On Jul 15, 2015, at 5:23 PM, Scott H. Neal <sneal@EdinaMN.gov> wrote:

Roger –

I'll check with my staff and get back to you.

<image003.png> **Scott Neal, City Manager**
952-826-0401 | Fax 952-826-0390
sneal@EdinaMN.gov | www.EdinaMN.gov

The City of Edina was named one of the *Star Tribune's* Top Workplaces in 2015!

<image006.png>

From: Bildsten Roger [<mailto:rogerbildsten@gmail.com>]
Sent: Tuesday, July 14, 2015 8:45 AM
To: Scott H. Neal

Cc: James Hovland; Edina Mail
Subject: Re: Arden Park Road Reconstruction

Hi Scott,
Could you please provide us an update? We, and our neighbors, are confident that the city will act to improve this situation.

Thank you!

Roger

Roger Bildsten
rogerbildsten@gmail.com
+1 612 308 9900

On Jul 6, 2015, at 4:49 PM, Bildsten Roger <rogerbildsten@gmail.com> wrote:

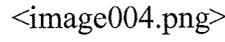
Thank you.

Roger Bildsten
rogerbildsten@gmail.com
+1 612 308 9900

On Jul 6, 2015, at 4:04 PM, Scott H. Neal <sneal@EdinaMN.gov> wrote:

Mr. Bildsten –

I'll look into it.

 **Scott H. Neal, City Manager**
952-826-0401 | Fax 952-826-0390
sneal@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

[Read my blog](#) or follow me on [Twitter](#).

From: Bildsten Roger [<mailto:rogerbildsten@gmail.com>]
Sent: Monday, July 06, 2015 3:55 PM
To: James Hovland; Scott H. Neal; Edina Mail
Subject: Arden Park Road Reconstruction

I am writing to express disappointment with the City of Edina's handling of the installation of a power box on 51st Street between Arden and Juanita Avenues.

The box was installed last week without advance consultation. It is highly visible from Arden Avenue, Juanita Avenue, and 51st Street (photo attached). The box is 5' tall (apparently so that Xcel's meter reader doesn't have to bend over to see it) on top of a concrete slab. It is an industrial eyesore in the middle of a residential street with considerable pedestrian traffic going to and from the 50th & France area.

We have lived at 5100 Juanita Avenue for over 30 years. With a little effort and collaboration this box could have been placed more discreetly to the benefit of all concerned, even on our property. Why couldn't the city have communicated with us in advance and involved us?

Wise urban planning should be a component of Edina's Living Streets plan. Communication with residents about important changes should be a part of good governing. I believe that Edina's handling of this power box reflects poorly on city government and should be remedied.

Sincerely,

Roger Bildsten

Roger Bildsten
rogerbildsten@gmail.com
+1 612 308 9900

<image003.jpg>

Heather Branigin

From: Mike Tamte <mike.tamte@evereve.com>
Sent: Monday, August 17, 2015 7:33 PM
To: James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1@gmail.com
Subject: 6629 West Shore Drive - land swap

Hi Edina council members,

First, let me thank you for your service to the community. You are all busy people so I will be brief. My wife and I live at 4520 Laguna Drive in Edina, MN. The lot next to ours belongs to Tony and Liz Burger at 6629 West Shore Drive. We received a letter last week from the city informing us of a possible land swap involving the Burger's property. We support the Burger's initiative to swap the land and their dream to remodel their house.

Michael Tamte
Executive Chairman

EVEREVE
4388 France Avenue S
Edina, MN 55410
P | 952-460-5949
E | mike.tamte@evereve.com
evereve.com

 **EVEREVE** We're on a mission to inspire every mom to embrace her beauty and power.

Heather Branigin

From: anne.denato@gmail.com on behalf of Anne Denato <anne.denato@gmail.com>
Sent: Monday, August 17, 2015 11:45 PM
To: James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1@gmail.com; swendonann1@gmail.com
Subject: 8/18 public hearing support

This note is in reference to the 8/18 public hearing regarding the lot line adjustment between the City of Edina and Tony and Liz Burger at 6629 West Shore Drive.

I want to voice my support for the Burgers in their effort to come to agreement with the city regarding a lot line adjustment. Theirs is a unique case due to how their home is situated on the property. I understand that several years back, a variance was granted, and at some point expired or rescinded. While I don't understand why that solution was removed from the table, if it is no longer a possibility, then I believe that the current proposed solution with adjusted lot lines should be supported.

I do understand there is some concern regarding public land abutting adjacent properties on an additional side, although I do not see how this could negatively affect property values (does it not ensure that the land will remain park and eliminate the chance that the Burgers or other homeowner will clear the land or build storage or similar structure there?) I also feel it is extraordinarily unlikely that the land will see any significant public use, given the limited access.

The Burgers have invested in their property and neighborhood and would like to stay in place and continue to do so. This is to the benefit of the neighborhood and city as a whole. I would like to see the city not begrudge this family the opportunity to do what so many residents have done.

Thank you for your consideration,

Anne Denato
6612

Heather Branigin

From: Hayward, Edward J. <EHayward@oppenheimer.com>
Sent: Tuesday, August 18, 2015 11:50 AM
To: Edina Mail
Cc: elizabethburger2@gmail.com; Ellie Hayward (ehayward43@msn.com)
Subject: Land Exchange 6629 West Shore Drive

I have submitted comments by email and spoken with two of the Council members regarding the above. We support the Burgers' desire to complete the remodeling of their home – as long as it is not to our detriment. We would support a variance or a purchase. We could also support an exchange or swap – provided, however, that it does not take the form previously proposed, which would run a portion of park land up alongside our property line toward West Shore Drive. Such a configuration would have a negative impact on our privacy and our home's value. Therefore, in the event that a swap appears to be the only alternative, we would agree with the proposal of Ralph Zickert to run the swapped parcel on a North-South line into the Burgers' property as an extension of our property line that borders the park land nearest the lake, but not to extending it toward West Shore Drive.

I plan to attend the hearing this evening.

Ed Hayward
Oppenheimer Wolff & Donnelly LLP
Campbell Mithun Tower – Suite 2000
222 South Ninth Street
Minneapolis, MN 55402-3338
T 612.607.7280
C 952.484.6625
H 952.929.0393

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Heather Branigin

From: Common Sense Edina <commonsenseforedina@gmail.com>
Sent: Tuesday, August 18, 2015 12:06 AM
To: James Hovland; Robert Stewart; Kevin Staunton; Mary Brindle; swensonann1@gmail.com
Cc: Scott H. Neal
Subject: Common Sense for Edina - Broken or missing all weather electrical outlet covers at Braemar Field
Attachments: Braemar Dome Aug 2015 020.jpg; Braemar Dome Aug 2015 021.jpg

There are approximately 15 electrical outlets (fourteen 3 phase and 1 GFI) electrical outlets that have no outlet covers and are exposed to the elements including rain at Braemear Field (see attached photo). The electrical outlets are used when the dome is in place..

I am assuming the electricity was turned off to these outlets when the dome was removed because if the electricity is on the broken outlets violate state building code and are an electrical hazard. These electrical outlets have probably been exposed to the weather since the dome was taken down last spring.

There are also 2 electrical boxes exposed to the weather that have switches to raise and lower an overhead door for the dome. The weatherproofing rubber for the switches is being broken down by UV and the rubber is cracking (see attached photo). These buttons should be protected by a metal box similar to what is done at the seasonal dome at the Eden Prairie High School dome.

Below is a link to the National Electrical Manufacturing Assoc (NEMA) for evaluating water damaged electrical equipment. NEMA sets national standards for electrical equipment.

<https://www.nema.org/Standards/Pages/Evaluating-Water-Damaged-Electrical-Equipment.aspx>

These city owned facilities issues should be the type of things that should be discussed at the Edina employee safety meetings. It is troublesome to continue to see these safety issues at City of Edina facilities.

David Frenkel





ON

STOP

CLOSE

OPEN

